

Review of Greater Wellington Parks, Forests and Reserves Bylaws 2009

Identification of perceived problems relating to parks and reserves management 2015-2016

The following information and analysis outlines GWRC officer responses to the review of park and reserve planning issues which relate to the *Greater Wellington Regional Council Parks, Forests and Reserves Bylaw 2009* and the Rules for Use and Development identified in the operative Parks Network Plan (2011) which many of the bylaws are based on.

Question/ issue	Bylaws	Analysis/ options to address issue	Recommended outcome
Does the layout or wording of bylaws need to change?	Bylaws are easy to understand and apply. Suggestions for layout changes such as table form and a quick reference card or guideline for ranger staff.	Consider changing the layout to a table format. Consider developing a quick reference card as a quick reference for ranger staff	Develop a quick reference card about the bylaws to assist rangers in their operational activities. Create a table format layout with any additional amendments which may arise during the next review of the PNP
Are there situations where bylaws don't help or cover?	Use of drones/ UAV's	This general issue has since been addressed by new CAA rules and GWRC guidelines. The PNP identifies that 'aircraft landing' are a restricted activity requiring approval. A minor update of the aircraft definition in the bylaws to differentiate unmanned aircraft would be beneficial, and in future during the revision of the PNP. The GWRC guideline for flying drones / UAV's has detailed information and has been well received by the public and rangers. GWRC rangers are also supported with a more detailed guideline available on the intranet.	Maintain the GWRC UAV/ drone guidelines and update as required. Update bylaw definitions to refer to CAA definitions and include unmanned aircraft so that the Bylaws remain current and differentiate unmanned aircraft. In a future revision of the PNP, update the rules for use and development to include unmanned aircraft.
What bylaws are most often used?	Dogs Fireworks Alcohol and drugs (for campers) Driving vehicles in disorderly manner Dangerous or distressing activities Nuisances and offensive behaviour Rubbish dumping	Existing bylaws are effective and no changes are required Rubbish dumping is addressed in current bylaws (3.2) and via Territorial Authorities and the Litter Act.	No change to bylaws or PNP required
What bylaws should change?	Dogs bylaw for Whitireia Park Better guidance about aircraft and electric powered devices Wilderness camping hard to manage	Whitireia Park has its own recently reviewed and approved bylaw (made under Reserves Act, approved by Park Board 30.11.2016, and approved by Minister of Conservation 9.2.2016). Different types of drones/ UAVs are	No change to Whitireia Park Bylaws 2016. Develop and publish an e-bike / mobility device use guideline similar to the drones/ UAV guideline.

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		<p>now well defined in CAA rules and GWRC drones/ UAV guideline.</p> <p>Electric bikes are defined as not a motor vehicle in Transport Act amendment (when less than 300W power).</p> <p>A guideline for GWRC rangers with information about types of e-bikes is being developed by Parks Planning.</p> <p>Parks where wilderness camping is permitted are well defined in Parks Network Plan. The remote nature of wilderness camping means it will always be difficult to actively manage.</p>	<p>Change definitions of vehicles in Bylaws to also reference motorised vehicles and the Land Transport Act 1998 definitions.</p> <p>Provide more general guidance for visitors about how to minimise their impacts when wilderness camping e.g. on signs in parks and on the website. Investigate the issue further during the review process of the PNP.</p>
<p>Other issues relating to the Parks Network Plan and other guidelines/ other agency rules.</p>	<p>Table of activities & rules expanded to include fishing and maximum camping stay period per year.</p> <p>Some maps require updating Add a requirement to apply the NZ Track Standards consistently, and also a rationale for why tracks are a particular standard.</p> <p>Identifying facilities or services to be removed in future</p>	<p>Rules for use and development to be updated in review of PNP.</p> <p>Policy direction for application of track standards to be added to PNP and references to other NZ Standards or other agency standards used (e.g. DOC Track Construction Standards).</p> <p>PNP maps to be updated with facilities to be removed.</p> <p>Can be accommodated in future review of PNP (2017-19)</p>	<p>To be included within the review of the Parks Network Plan.</p>
Feedback discussion with whole of parks team at parks department meetings			
<p>Feedback sought on use of e-bikes in parks, drones/ UAVs and other compliance issues.</p>	<p>Many electric bikes are being used in parks and no issues reported with visitor behaviour. QEP cycleway is particularly popular for e-bike use, as well as mobility scooters because the sealed surface makes it suitable for them. The use of e-bikes is allowing many more people to recreate in parks, and for family groups to recreate together. Rangers were overwhelmingly positive about the use of e-bikes on trails. There was some confusion about bicycles with motors being 'motorised vehicles'.</p> <p>For bikes rated above the NZTA power output (300w) and considered to be motorbikes, the Akatarawa Forest Park is</p>	<p>A guideline for GWRC rangers and others will outline the current rules and help identify different types of e-bike and mobility scooters. Similar to the drones/ UAV guideline, it will reference NZTA & Land Transport Act definitions and rules.</p> <p>Any definitions in the PNP should be consistent with bylaw definitions.</p> <p>No changes to the actual bylaws are required, but updating the vehicle and aircraft definitions to encompass unmanned aircraft and motorised vehicles will ensure consistency with other legislation and rules, particularly where clarification has been made in relation to electric bicycles.</p>	<p>As above, develop e-bike/ mobility device guideline and reference definitions of motorised vehicles and unmanned aircraft in the plan and bylaws to be consistent with NZTA/ Land Transport Act definitions and CAA Rule definitions.</p>

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	<p>the key location for this activity.</p> <p>However identifying the power outputs of bikes may be difficult for some types of e-bike.</p> <p>Different shapes and styles of mobility scooter are emerging and being used on trails. A covered scooter was seen on the Hutt River Trail, but was identified as being compliant with (NZTA) mobility scooter specifications.</p> <p>Rangers considered that the existing bylaws relating to nuisance behaviour and dangerous or distressing activities (Bylaws 3.10 and 3.21) were adequate to manage any inappropriate e-bike or mobility scooter use in parks – if this behaviour was to occur in parks in future.</p>		
Review of breaches of bylaw letters			
<p>Review of letters issued regarding breaches of bylaws & compliance database spreadsheet</p>	<p>Most common Bylaw breaches:</p> <p>3.1 – Entering areas closed or restricted to public</p> <p>3.2 Nuisance - alcohol or drugs</p> <p>3.5 – Conducting activity not permitted in management or access plan (driving in areas closed to vehicles)</p> <p>3.10 –Carry out activity likely to be dangerous to others</p> <p>3.15 – Hunting without permit/ breach of permit conditions</p> <p>3.21 - Nuisance and offensive behaviour – (most common in campgrounds)</p> <p>3.23 - Drive vehicle in disorderly or dangerous manner (hoon behaviour)</p> <p>3.24 –Use vehicle outside defined road or track (trail bike access)</p> <p>Trespass notices issued under Trespass Act 1980</p>	<p>Vehicle use, access in areas not permitted and nuisance behaviour in campgrounds are the most commonly occurring breaches of Bylaws in parks and reserves. Bylaws address a range of management issues.</p>	<p>No change</p>