

Central Otago Recreational Users  
SPRING FORUM 2007

RECREATIONAL VEHICLES IN THE HIGH COUNTRY:  
**ARE WE ON THE RIGHT TRACK?**

REPORT  
ON THE FORUM



March 2008

### **The CENTRAL OTAGO RECREATIONAL USERS FORUM, CORUF**

is an organisation set up to mediate between the recreationalists, the general public who spend their private recreation time on public Conservation Lands, and the managers of that Conservation land.

It also deals with public lands administered by the District Councils; Crown Lands administered by Land Information New Zealand, and access to and from those lands.

It allows for a two-way communication between the land managers who have responsibility for the land and to the public: and the recreating public who otherwise have neither formal representation nor an over-arching organisation to appeal to.

The FORUM is a public meeting held twice yearly on an issue of significance, with speakers and discussion. Autumn and Spring were chosen as the two seasons when recreationalists might be most "at home" to addressing issues for the coming seasons.

### **The 2007 CORUF Spring Forum,**

#### **RECREATIONAL VEHICLES IN THE HIGH COUNTRY: "ARE WE ON THE RIGHT TRACK?"**

was held on Wednesday November 7th 2007 at 7.30 pm at the Golden Gate Lodge conference room in Cromwell. It followed closely onto the "**Wheels in the Back Country**" Forum held by the Otago Conservation Board in Dunedin at Carisbrook on August 18<sup>th</sup> 2007.

The CORUF meeting asked the question,

**"We are aware of the issues and problems, what is the next step?"**

The outcomes of the Forum, as published in this document, are one part of CORUF's wish to make an informed contribution to the upcoming revision of the Conservation Management Strategy, and to a general understanding of the knowledge, experience, opinions, beliefs and wishes of the recreating public who use the central Otago recreation lands, particularly as it involves the issue of motorised vehicle use on Conservation lands.

**RECREATIONAL VEHICLES IN THE HIGH COUNTRY:  
ARE WE ON THE RIGHT TRACK?**

**Questions For Discussion**

There seem to be two main kinds of users -

- ACCESS TO: those who use a vehicle to get up to the conservation lands, then park somewhere and set off on foot, cycle, ski, hunting, etc.
- ACCESS THROUGH: those for whom the vehicle itself is the recreation, they like to drive, or ride, and prefer a through route, or a circuit – 4WD, ATV, trail bike, motor bike, snowmobile, snocat, hunters -

**A. Are you a TO and/or a THROUGH user** – 4WD, ATV, trail bike, motorbike, snowmobile, snocat or a “non-motorised” user, please say which kind. -----

**1. Ideal places – value.** Which high country areas and access points do you value most:

- B.** for vehicles wanting access through –
- C.** for non-motorised recreation wanting vehicular access to –
- D.** Are there specific, sensitive areas that you think should be excluded from all vehicle use?
- E.** What are the main management issues in your most valued areas?

**2: Management options.** For an area that you value -

- F.** Would you accept a limited season when you can be there?
- G.** What management options would you consider to be acceptable / not acceptable / innovative?
- H.** What do you think access to and through conservation lands should be like, and could be like, in ten years time, are we on the right track?

**3: Responsibility**

- I.** Clubs can exercise some control over the behaviour of their members, and they do try to: what can be done by recreationalists to change the attitude of the few who “give the rest of us a bad name?” How can we develop a culture of care and responsibility?

**4: Exceptions**

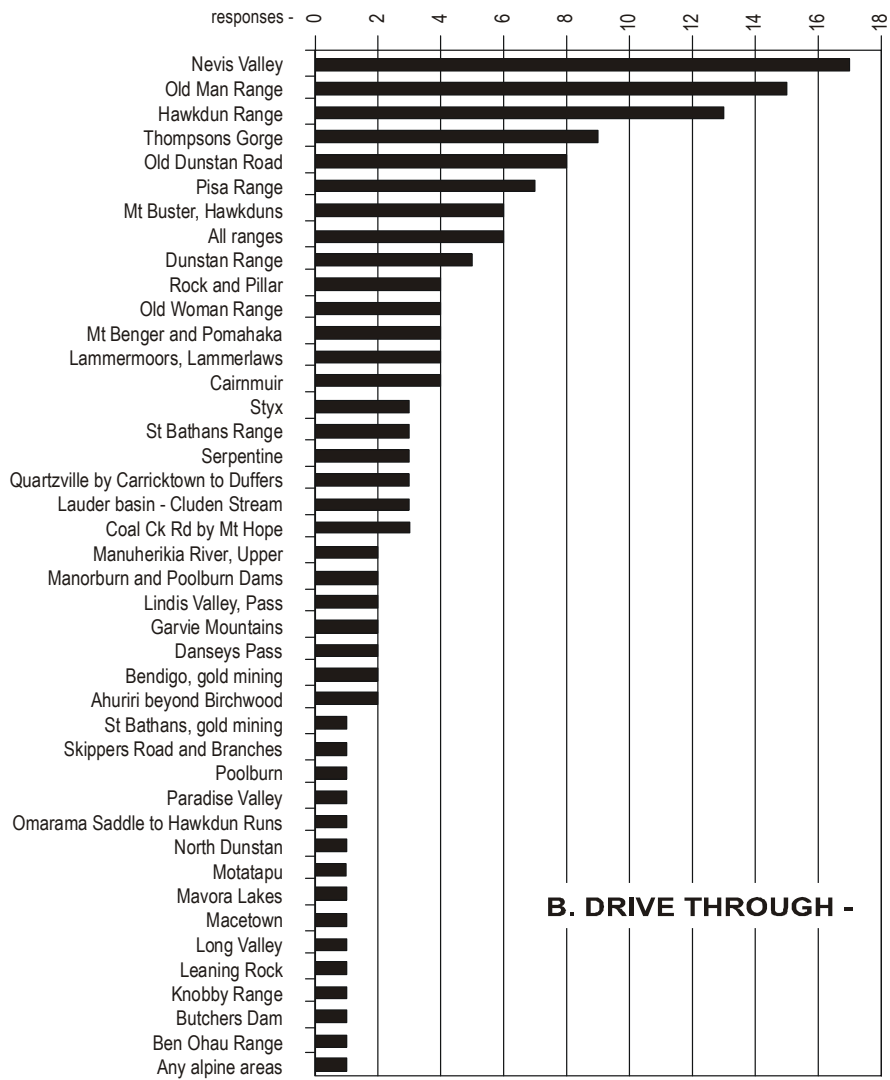
- J.** There are some groups – hunters for example – who effectively assist the Conservation effort by way of wild animal control. Should there be “special rules” for hunters, to allow them vehicular access to pick up dead animals, say, by way of tracks not open to the general public?

- \* Do you live in Central Otago, or elsewhere? -----
- \* Type of recreation? -----
- \* Name, club, group, email or phone: -----

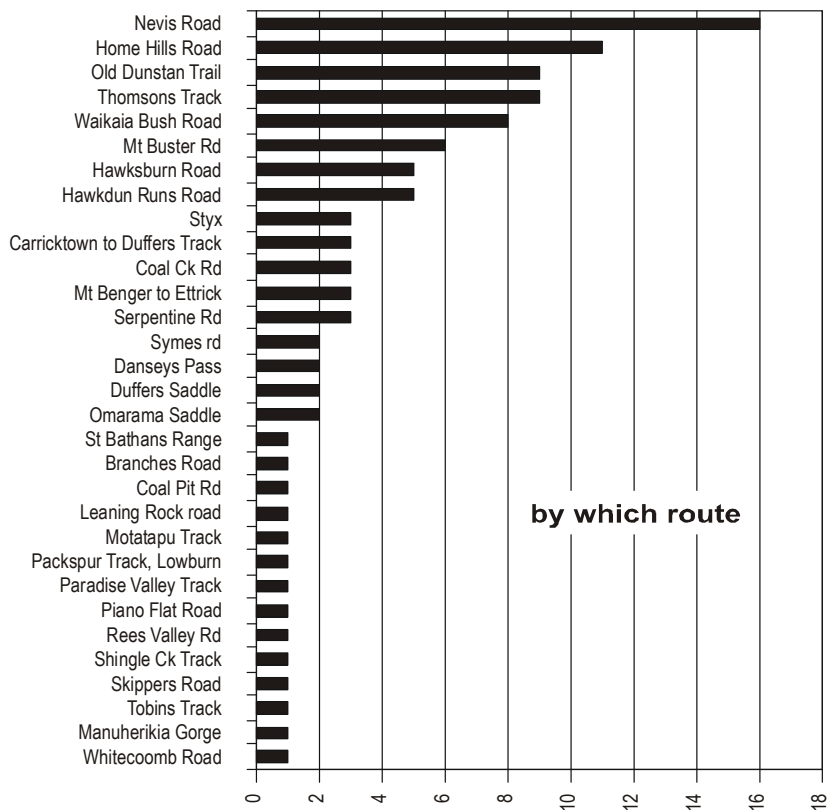
November 7<sup>th</sup> 2007

## A. WHO? Type of user, and recreational interests.

RESPONDENT	No Drive Drive			4WD /Club	2WD - ATV	Motor Bike	Hunt	Fish, Boat	Tramp, Camp Horse	Family - picnics	History, Gold fields	Photo, Art, Landsc.	botany fauna	M/bike, Cycle	Snow
	vehicle non	To T	Thru R												
Commercial tours	1		R	4WD		MBike									
Touring challenges	2		R	4WD/C											
Driving pleasure	3		R	4WD/C											
4WD / tramping Clubs	4		T R	4WD/C				Boat	Tramp	Picnic					
Annual family hol.; N Is.	5		T R	4WD/C					Tramp, camp	Picnic	History	Photo, landsc.			
4WD trips from N Is.	6		T R	4WD/C							Gold, Heritage	Photo, landsc.			
Hunting exploring; N Is.	7		T R	4WD			Hunt		Tramp	Picnic		Photo, landsc.			
member, Walking group	8		T R	4WD					Walk	Picnic	History, Heritage	Photo, landsc.	Flora Fauna		
member, Walking group	9		T						Walk	Picnic					
member, Walking group	10		T R	4WD					Walk	Picnic					
Photographer, botanist	11		T R	4WD					Walk	Picnic	Gold History	Photo, landsc.	Flora Fauna		
Wander without purpose	12		T R	4WD	2WD				Walk			Photo, landsc.	Flora Fauna		
Fossicking around	13	non	T R	4WD	2WD				Walk	Picnic	Family heritage	Art, Photo			Ski
	14		T R	4WD					Walk			Landsc.	Nature		
Conservation	15	non	T R	4WD					Walk			Landsc.	Nature		
Conservation, landscape	16		T	4WD					Walk					Cycle	
Conservation	17												nature		
Walking, fishing, driving	18		T R	4WD				Fish	Walk						
	19		T R	4WD			Hunt	Fish							
	20		T R	4WD				Fish	Walk					Bike	
Rod & Gun Club	21		T R				Hunt	Fish						M/Bike	
Rod & Gun Club	22		T R	4WD			Hunt	Fish	Walk						
Rod & Gun Club	23	non	T R	4WD	ATV		Hunt	Fish	Walk						
Rod & Gun Club	24		T R	4WD			Hunt	Fish	Tramp						
	25		T	4WD					Walk					M/Bike	X Ski
	26		T						Walk, horse					M/Bike	X Ski
	27		T											M/Bike	X Ski
	28		T	4WD					Tramp					M/Bike	X Ski
	29		T	4WD					Tramp					M/Bike	X Ski
	30		T	4WD					Walk, horse						X Ski
Spiritual rejuvenation	31		T	4WD					Tramp		History, Heritage	Photo, landsc.	flora fauna	M/Bike	X Ski
	32		T						Walk, run					M/Bike	X Ski
	33		T	4WD					Tramp, climb						X Ski
	34		T R	4WD	2WD				Tramp, harriers					M/Bike	X Ski
	35		T						Tramp					M/Bike	X Ski
	36		T R						Tramp, harriers					M/Bike	X Ski
	37		T R	4WD										M/Bike	X Ski
	38		T R											M/Bike	SnowM
	39		T R	4WD	ATV										SnowM
	40		T R		ATV										
group response at Forum	41		T R	4WD			5x Hunt								
group response at Forum	42		T R	4WD			Hunt	Fish				Photo, landsc.			
group response at Forum	43		T R	4WD											
	44	non	T												No information on # 45, 46.



**B. DRIVE THROUGH -**



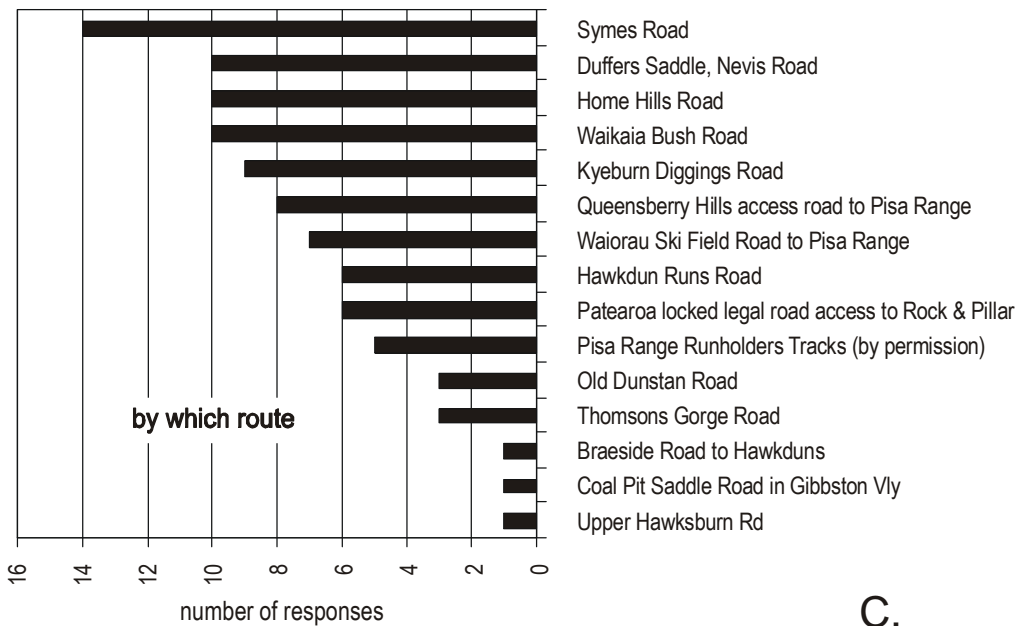
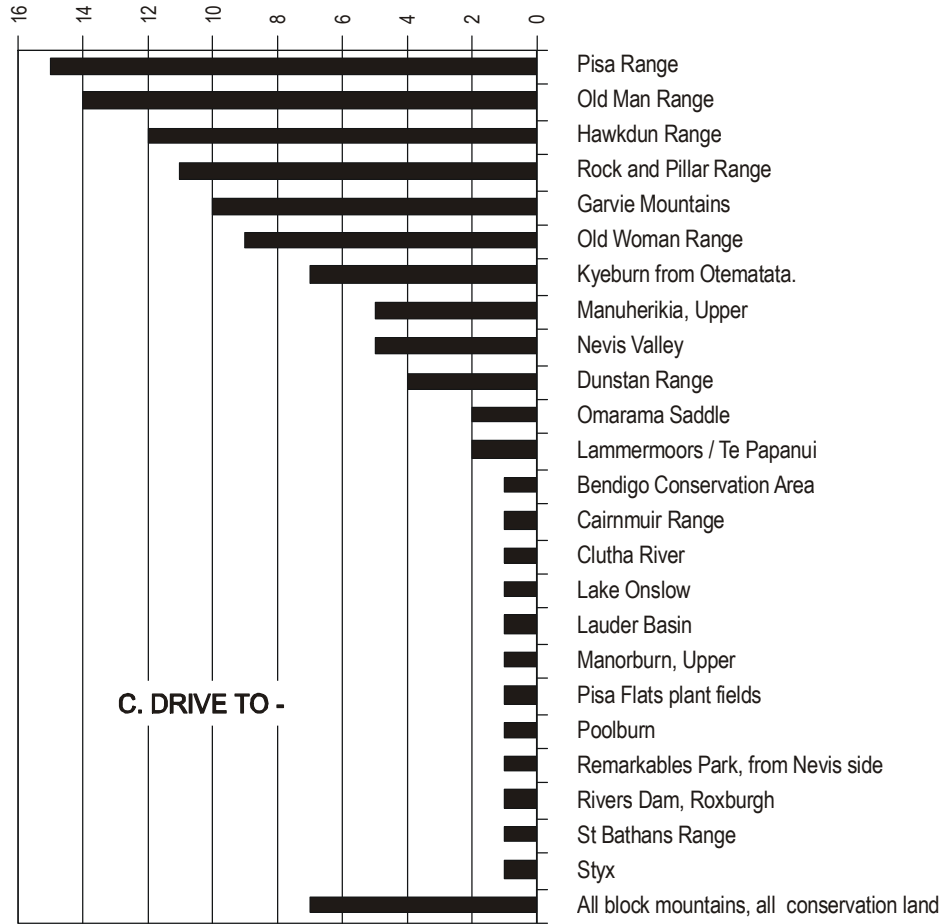
**by which route**

**B.**

**LOCATION. Which high country areas, and access points, do you value most:**

**B:** for vehicles wanting access **THROUGH** –

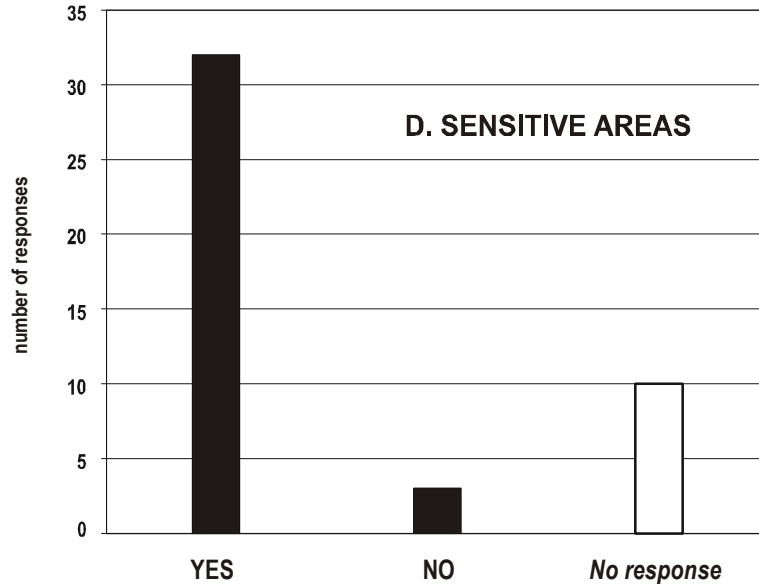
**C:** for non-motorised recreation wanting vehicular access **TO** –



**C.**

IDEAL PLACES - VALUE

**D: Are there specific, sensitive areas that you think should be excluded from all vehicle use?**



71% of those surveyed agreed that there were specific sites that should be excluded.

25% of those who said yes felt that any untracked areas should be excluded from access, and a number identified that the use of unmetalled roads should be limited to the dry season only.

Participants felt that any sensitive areas should be excluded, and 3 wanted access limited during the wet season. In areas of unmodified wetlands, alpine areas, string bogs, herb fields, heritage values, rare flora and fauna etc., there was a consensus that access should be limited to formed tracks only i.e. no off-road at all.

A couple of participants suggested that all high country above 1000m should be vehicle free with a third of those who responded positively identifying the Old Man Range, Old Woman Range, Rock and Pillars, Hawkduns, Pisa Range and the Garvies in this category.

Negative responses included a comment that

*"We have National Parks to maintain this purpose"*

and from another participant that

*"DOC should provide more detailed information regarding sensitive areas, with reasons for taking care, and ways to mitigate damage".*

**D: SENSITIVE AREAS - all responses**

**ARE THERE SPECIFIC, SENSITIVE AREAS THAT YOU THINK SHOULD BE EXCLUDED FROM ALL VEHICLE USE?**

- D 1
- D 2 Unmodified alpine and montane wetlands, tussock lands and herb fields except where passage is provided by a stable track
- D 3 some small / classified
- D 4 Wind Farm site!
- D 5 quite happy to have genuinely sensitive arrears off limits, especially if that allows more access to other areas
- D 6 No (or maybe), but we need / DoC should provide, more detailed information regarding sensitive areas, with reasons and ways to mitigate damage. I believe that damage to the environment is caused by a very small majority of users – either due to lack of knowledge, or simply by an irresponsible “Hoon Mentality” It is acceptable to me that certain areas may be closed to all access at certain times due to weather, stock management, growing/breeding times, personal safety etc. However, this should also be publicly monitored to ensure that Authorities do not use this as a back-door method of stopping all access. To use the “Hoon Syndrome” as justification to close off all vehicle access is akin to closing a State Highway because of “Boy Racer’s” actions.
- D 7 Yes in general limit those not tracked at the moment, although there are some areas with great potential and there should be an open mind as to other additional areas which could be used
- D 8 heritage value and protection of rare flora and fauna
- D 9
- D 10 Vehicles should be used on existing tracks. Would accept some track damage but also be prepared to do maintenance where necessary.
- D 11 Yes, but these need to be identified & specified in conjunction with responsible users
- D 12 any place at all that is outside the confines of a formed road.
- D 13 Yes, all unformed or unmetalled roads or tracks, which can be damaged by mindless morons in search of M U D !!!
- D 14
- D 15 When wet
- D 16 For ALL protected areas motor vehicle use should be excluded 'off road'. Vehicles should be confined to tracks formed and maintained for vehicle use, in dry conditions only. Vehicle use of unmetalled legal roads should be confined to dry conditions except on naturally hard surfaces.
- D 17
- D 18 Perhaps around Macetown - access to is good
- D 19
- D 20 Wetlands, areas of high conservation values, areas where damage can occur - seasonal.
- D 21
- D 22 no
- D 23 Off unformed roads. Vehicle access retained to existing roads.
- D 24 Bannockburn Sluicings
- D 25 All areas are sensitive and should be excluded when wet
- D 26 yes!
- D 27 yes
- D 28/ 30 Top of Symes Road to Old Woman Range; Potters (off Waikaia Bush Road ) to Hyde Rock on Old Man Range (exclude 4WD/Trail Bike/ATV use); Along the Pisa Range.
- D 31 Top of Symes Road to Old Woman Range; Potters (off Waikaia Bush Road ) to Hyde Rock on Old Man Range (exclude 4WD/Trail Bike/ATV use); Along the Pisa Range; Along a section of Rock Pillars to prevent through routes?; Exclude some of the routes out of Serpentine from vehicles?

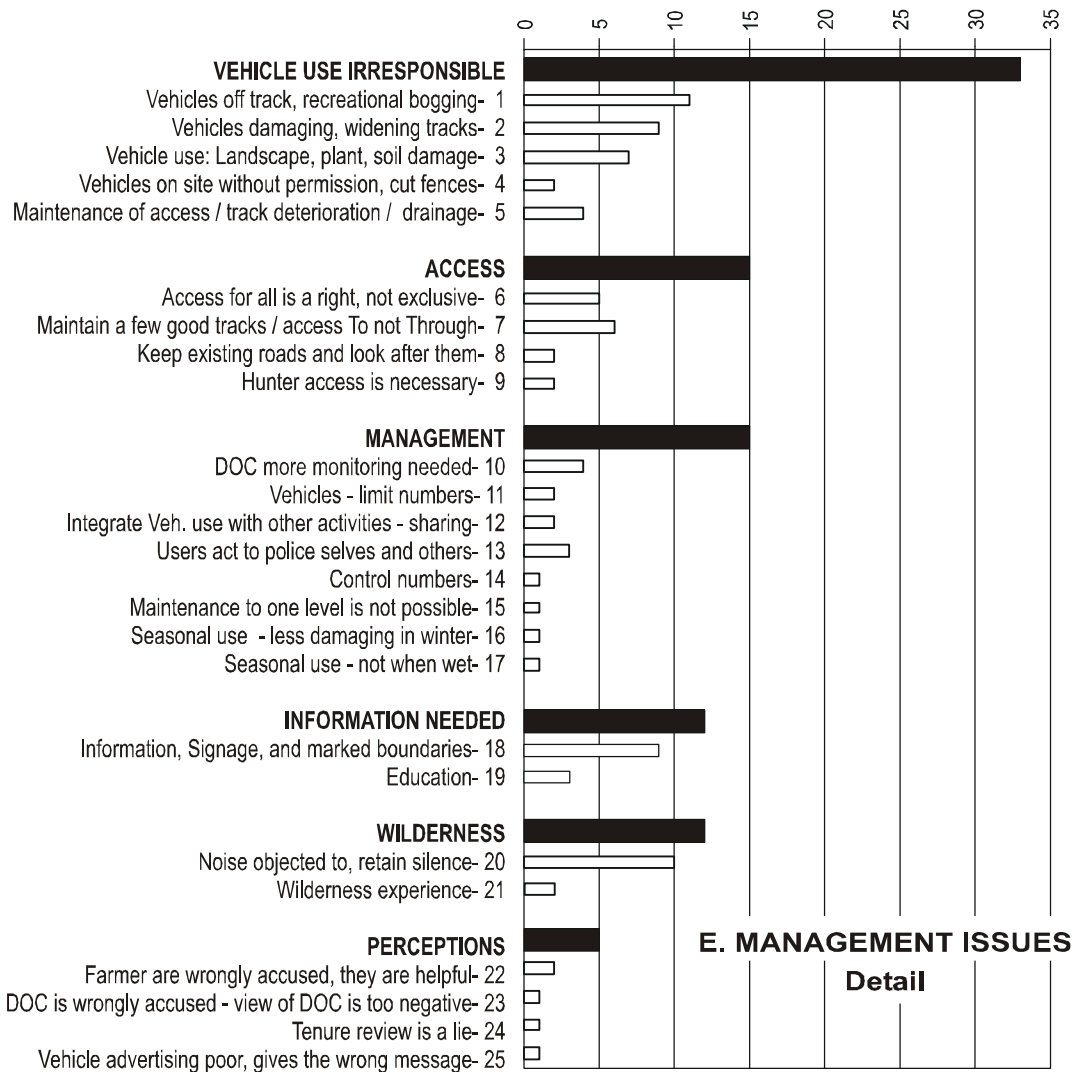
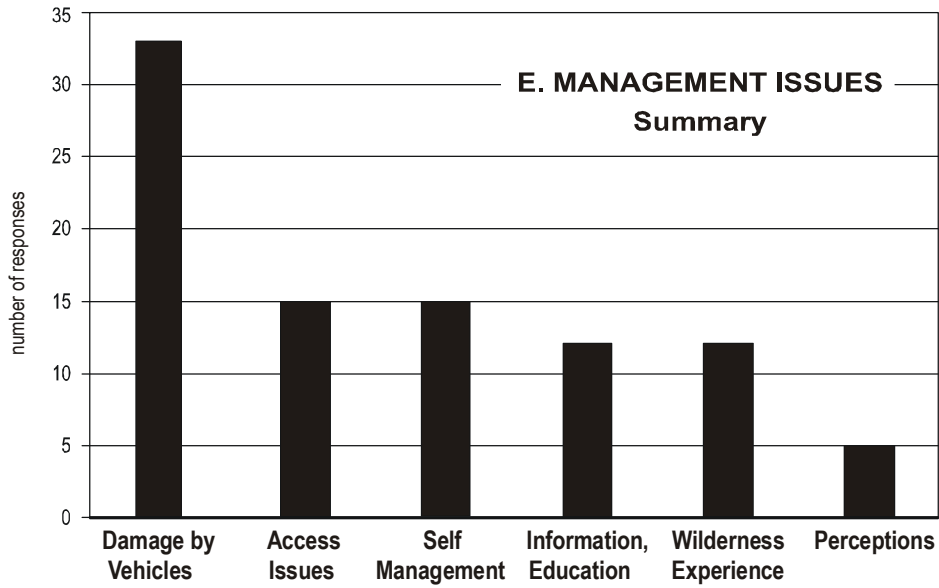


**D: SENSITIVE AREAS - all responses**

- D 32** Most of the high country (~ >1000m) is too sensitive for any vehicle use, but there are some tracks present that could be designated for motorized vehicle use (with restrictions). In particular Old Man Range-Old Woman Range-Garvie Mountains, including Fraser Basin, but not Obelisk-Hyde Rock; especially in winter
- D 33** 1. I think access should be excluded from the very top of Moka road (Thompson's saddle). Just before the DOC land up there, the track is rutted out due to 'through' 4wd'ers.  
2. The tracks from McPhees rock to the Rock and Pillar hut , up in the Rock and Pillar range are basically destroyed due to 4wd drive access in wet conditions.  
3. I would like these areas closed for a while as they cannot sustain traffic. Maintenance needs to be done, and then opened, but not promoted as a 4wd 'playground'
- D 34** Generally I believe all of our high country tops above about 1000m should be "vehicle-free zones". Specifically the Old Man, Old Woman and Dunstans tops.
- D 35** I have been on top of Old Man and Old Woman and out beyond Potters along the Whitecomb and vehicles obviously just take alternative routes and destroy the delicate alpine uplands. I would like to see the top of the Old Woman, the Garvies except for necessary access to Blue Lake for the runholders and DOC, off limits. However I guess you will make rules but the very people you are targeting will disregard them. The other responsible people will suffer the consequences on their behalf. This happens all the time so I am not very happy about legislation. [ You mention this below ] Snow mobiles should be confined to the Old Woman Range and Old Man. There should be no snow mobiles in the Garvies or the Rock and Pillars.
- D 36** Top of the Old Man & Woman Ranges, Top of Rock & Pillars and Hawkdun Ranges
- D 37** We have National Parks that maintain this purpose
- D 38**
- D 39**
- D 40** sensitive areas
- D 41** yes there are sensitive areas - should be conditions.
- D 42** Pisa Range - snowmobiles and 4WD make NOISE; Garvies are too sensitive; Historic Sites. Certain areas in Central Otago need to be zoned 'vehicle free'; Some places are sensitive at certain times of
- 43** hear, but otherwise vehicles should be allowed.
- D 44** String bogs, any wet ground, some fell fields such as top of Pisa Range. Vehicles should keep to formed tracks.
- D 45**
- D 46**

IDEAL PLACES - VALUE

E: What are the management issues in your most valued areas?



**E: MANAGEMENT ISSUES - all responses**

**WHAT ARE THE MAIN MANAGEMENT ISSUES IN YOUR MOST VALUED AREAS?**

- E 1
- E 2 Environmental and track deterioration, Track maintenance, Access, and integration of vehicular use with other land uses and recreations.
- E 3 controlled access
- E 4 Maintaining tracks to a usable level is impossible as it is different for every individual. Keeping esp. motorbikes to the tracks.
- E 5 Allowing reasonable access for those who are not from the local area
- E 6
1. Low levels of monitoring of users;
  2. Low level of basic track maintenance, e.g. drainage etc.
  3. The lie of Tenure Review. Claims by DoC that (for example) Land Tenure Review is delivering greater public access and improved environmental management, while the facts are that in most cases the leaseholder is doing both very well, and experience shows that vehicle access is reduced or eliminated on land DoC has taken over as a result of land Tenure Review;
  4. The constant media claims, nurtured by DoC and environmental organizations, that farmers and leaseholders do not allow public access and create irreparable damage to the environment. In my experience both these 'claims' are untrue and mischievous.
  5. On DoC managed land, the apparent practice of avoiding maintenance on vehicle tracks (e.g. Old Man range, Lammermoors) to a point where damage by vehicles is virtually impossible to avoid – then using photographs of this damage to highlight what DoC claim to be irresponsible action by drivers;
- E 7 Keep an open mind and do not bow to the wishes of those who wish to keep extensive areas for their exclusive use. Off highway vehicles should have equal access rights as other groups do - but obviously they can not have the right to wander at will. The actual areas used by off highway motorized vehicles forms only a very small percentage of the total land available. Some groups and individuals who oppose motorized use, want to claim the whole area for their own selfish, exclusive form of use
- E 8 Road erosion on Hawksburn Road beyond Clyde Lookout; and on Coal Pit Saddle road beyond the "car park" and gate near the top. The erosion makes family and group access unpleasant for the passengers to say the least. I highlighted these stretches on the "suggested road improvement maps", though Coal Pit Saddle may be out of the CODC's area so off limits.
- E 9 vehicles going off the tracks
- E 10 Trail bikes going off track and 4WD widening tracks
- E 11 The lower quartile of idiot users who ruin things for everyone else – m-bikes & 4WD.
1. Access is very dependent on season and snow cover – what is accessible by vehicle in summer will never be in winter, but it is important to have a reasonable track to snowline for our main alpine areas so that they can safely be accessed on foot/skis etc. Symes Rd is a good example. I am opposed to shutting these areas up completely and in fact more damage is probably done to sensitive areas in spring/summer than in winter.
  2. A few well-maintained tracks into these areas is the ideal situation. As a photographer I tend to travel as an individual and may do so any time the weather is suitable – be that sun, snow or hoar-frost – so I value the ability to get up into these areas reasonably quickly without compromising my safety or damaging routes.
- E 12 Information is needed, perhaps via an 0800 number that people can call - saves putting pressure on the farmers. It would tell people how to get permissions and what the 'rights' are on the track or easement. Tracks would need to have an ID number at the gate. It could also be used if someone gets stuck, or has an accident. Farmers are kind people, they respond, and it really isn't their problem.
- E 13 Erosion, dust and running water; lack of drainage on tracks creating mud-holes, widening of tracks into sensitive plant zones.
- E 14
- E 15 Using tracks when wet

**E: MANAGEMENT ISSUES - all responses**

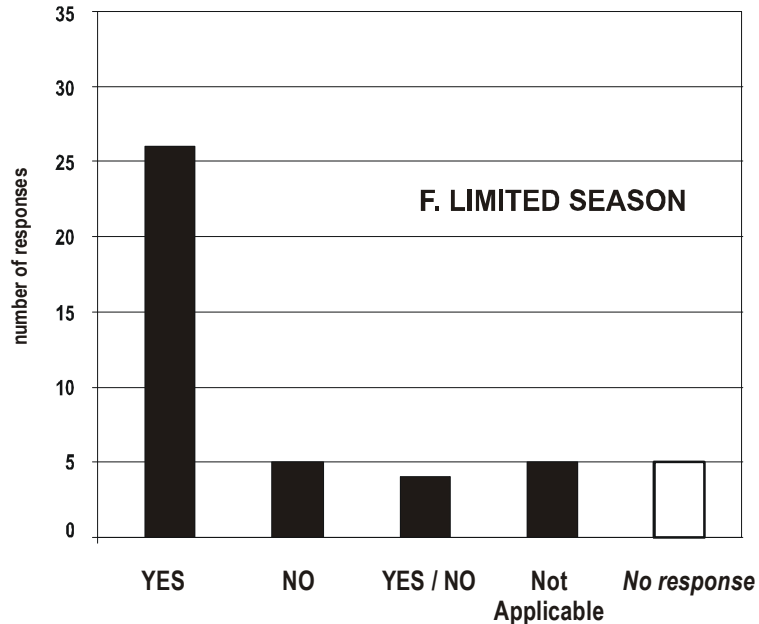
- E 16** All protected areas are valued. Main management issues identified above and below.
- E 17** From past experience it is knowing which areas allow access etc.
- E 18** For me - need for information
- E 19** Lack of access for hunters who wish to take firearms or dogs to public lands. Signage / Paper Roads.
- E 20** managing existing formed roads - educating people - traffic volume - keeping users on tracks.
- E 21** keeping existing
- E 22** Right of motorised access
- E 23** Free access and information about it.
- E 24** Lack of information about access. Where I can and can't actually go, legally. Clarity.
- E 25** The Old Man Range-Old Woman Range-Garvie Mountains and basins. Having visited the Old Man Range in winter for the last 60 years, and the Old Woman Range and the Garvies on Occasions on skis I find the advent of snowmobiles has spoilt the character and special remoteness of the whole area. When walking the "tops" in summer any motorised vehicle is an intrusion.
- E 26** fragile landscapes / plants / soils being damaged. Noise, disruption to wilderness experience.
- E 27** damage to landscape / vegetation / soil. NOISE.
- E 28** 1. Old Man Range-Old Woman Range-Garvie Mountains massif. This is an area that many of our generation of back country skiers have enjoyed for 20 years for its peace and quiet. These values are being eroded by the increasing presence of snowmobiles, which generate noise and smell. In terms of 4WD and trail bikes, these damage the natural values which include flora, fauna, soil, the unlitteered environment and natural quiet.
- E 30** 2. Other valued areas While other valued areas generally are not suffering the same degradation, we fear that they will.
- E 31** 1. Lack of clear maps both hard copy and onsite clearly defining public & private land boundaries including clearly marked and signed access points and easements (defining clearly types of permitted means of access - passive and motorized) Now today not when tenure review is finished. We are clearly using these public areas now. Patterns of use and expectations have evolved. Now is the time to modify /influence correct patterns of use. It is extremely hard to modify established behavior. Set up the desired outcome now.
2. Lack of adequate signage from nearest town to desired backcountry experience (qualified with the required recommended vehicle/mode of access)
3. Clear lack of presence and enforcement. It is commonly understood both DoC & Council agents don't work/operate in the weekends. Random weekend present I suspect could bring about significant behavioral changes. Just like police officers do for speeding - deterrents.
4. The ambiguity over what is required for evidence to pursue prosecution. Who and what is required for evidence to report and successfully penalize offenders. Clearly define what citizens can do to assist/collect to bring about successful consequences to inappropriate behavior.
- E 32** 1. Increased occurrence of off-road tracking by 4WDers resulting in ecological degradation, severe rutting, destruction of alpine wetland systems- scars that take forever to heal in that environment; more beer bottles around the countryside. This constitutes environmental vandalism and should be controlled.
2. Trail bikes cutting up bogs.
3. Over-snow vehicles on Old Man / Old Woman / Garvies Ranges are eroding the natural quiet valued by ski tourers up there, as well as generating fumes (the impact is like a jetski on someone enjoying a remote beach they have walked miles to get to). The roads themselves are being damaged by increased usage – deep ruts, washouts- which will require more \$\$ to upkeep. It would be bad news if the District Council closed all backcountry roads/tracks as a result- some of these are important for accessing the snow line.
- E 33** 1. 4WD groups who rip up the road, making access impossible, I am not against 4WD'ers accessing these lands, but the roads should be treated with respect, not as a play pit to test vehicle endurance and power.
2. I would like to see more promotion from 4wd groups to protect these areas, dissuade their members from ripping up the roads, and an easier process in which 4WD vandals can be fined.

**E: MANAGEMENT ISSUES - all responses**

- E 34** 1. I am seeing severe erosion above 1000m (especially occurring in winter). Some roads that were previously passable by 2WD are now only accessible by 4WD (and very badly rutted needing good ground clearance). I am worried that this damage could result in blanket closure of important roads that I use.  
2. I see much tracking off-route obviously for "recreational bogging" by 4WD'ers. This sort of vandalism is not being managed, in fact it seems encouraged by 4WD adverts and magazines.
- E 35** People turning up on motor bikes and in 4 wheel drives who have not obtained permission from DOC or runholders,.....especially from Kilmory station. Road is deteriorating badly and raises issues for those of us who use it only if we have to repair huts (Leaning Lodge and so on).  
I am in my late 60s and always walk up unless on maintenance work and 4WD and trail bikes roar through churning up everything as they go.  
Same applies to Big Hut, bogging down in upland alpine marshes near the hut.
- E 36** There are very few areas in which Cross Country skiers can visit in Central Otago where they are free from the presence of snow mobiles or snowcats. The presence of these impact greatly due to their noise, and you can smell them approaching from a long way away. Also when I am out running or mountain biking I have often come across 4WD roads trashed due to 4WD use in inappropriate conditions.
- E 37** maintaining current access
- E 38**
- E 39** access, keeping to tracks already formed
- E 40** signage, education
- E 41** Manage volume, behaviour, education needed
- E 42** Keep vehicles on formed tracks; manage inappropriate activities i.e. damage to sensitive areas inc. wetlands, rutting, stop gate removal/fence cutting; loss of natural quiet. Ensure that track condition to edge of conservation area is to a standard that access TO people can still use it (Don't necessarily have the fancy 4WD vehicle that THROUGH people have); motorbikes and mountain bikes do as much damage as 4WDs as they stay on a single track to form big ruts.
- E 43**
- E 44** Maintaining tracks to usable level; Signage in and out; signage of Paper Roads; hunting opportunities; Windfarms will become no-go sites (for commercial reasons); complete lack of information about access - need clarity, so that we know where to go and how to get there and what the conditions are for permissions and access. Some farmers get 50 calls about access, they shouldn't have to. Have system of good information, such as an 0800 number to call.
- E 45**
- E 46**

## MANAGEMENT OPTIONS

**F:** For an area that you value, would you accept a limited season when you can be there?



**26** of the respondents, 58%, answered that they would accept a limited season for the following reasons:

- lambing / stock work
- bad weather / unsuitable conditions
- safety
- track sustainability.

**5** people said that they were passive users, but supported idea that a limited season for motorised vehicles would minimise damage in sensitive areas.

**4** people had mixed feelings – their reasons were that,

- there would have to be a really good reason for it
- it would be dependent on site, and season
- they would accept it for motorised access but not for walking or skiing, and only as a last resort.

**5** reasons for not accepting a limited season included,

- some people are limited to when they can have holidays
- that they themselves are careful and responsible users
- acceptable only if restrictions were valid and dynamic
- should look at better education on road conditions instead
- not sure that it would help – people need to be more responsible in themselves.

**F: LIMITED SEASON - all responses**

**FOR AN AREA THAT YOU VALUE, WOULD YOU ACCEPT A LIMITED SEASON WHEN YOU CAN BE THERE?**

- F 1**
- F 2** yes Yes, provided there is provision for negotiated access outside the normal season
- F 3**
- F 4** yes If there were genuine / practical reasons - weather, safety, stock work
- F 5** no prefer not as this limits those who have limited holidays
- F 6** Yes, in some areas, provided the reasons are sound, and that the practice if publicly monitored.
- F 7** yes Yes if there is a good reason for it and this is fully talked through with the user group who have the restrictions placed on them, and provided it is not merely aimed at one group to exclude or frustrate their usage.
- F 8** yes /  
no Only with a very good reason.
- F 9** yes weather or lambing
- F 10** yes this is already happening. Would not like to see things become too restricted.
- F 11** yes /  
no Depends on site & season
- F 12** yes seasonal is OK, to preserve track surfaces: always in the same week each year, so that people know.
- F 13** yes /  
no Yes, as a last resort, but then I do not own one of those excessive 4WD vehicles, and do not try to access tracks when weather or ground conditions are wet or otherwise in a soft, or in an impressionable state.  
I have seen damage in the environment at large & in Conservation areas in Australia & NZ. Education of drivers is not addressing the issue: having bought equipment capable of riding roughshod over the landscape in wet & dry conditions, the owners will continue to drive to the limit of their machines, upgrading to a higher level when they have been outdone by other friends' vehicles.  
The adrenaline rush, & competitive nature of the mob mentality leads into more testing terrain & the cycle continues.
- F 14**
- F 15** yes when track is unsuitable
- F 16** yes -  
bans Seasonal restrictions on vehicle use can provide a degree of protection of road surfaces and protected areas. The main need is to ban vehicle use on any wet/soft surface at any time of the year.
- F 17** yes
- F 18** yes
- F 19** yes for lambing or protection of road
- F 20** yes education - closing in bad conditions
- F 21** yes unsuitable conditions
- F 22** yes as long as it is a minority season, (less than half the time)
- F 23** no We are careful, responsible users
- F 24** no Preferably not. Only if restrictions were valid and dynamic.
- F 25** no /  
yes Not for walking or skiing, but yes for motorised vehicles.
- F 26** yes
- F 27** yes
- F**
- F 28** N/A Not applicable to passive recreation, but certainly a limited season for motorised recreation could be one of the management options used to minimize damage in sensitive areas.
- /**
- 31**

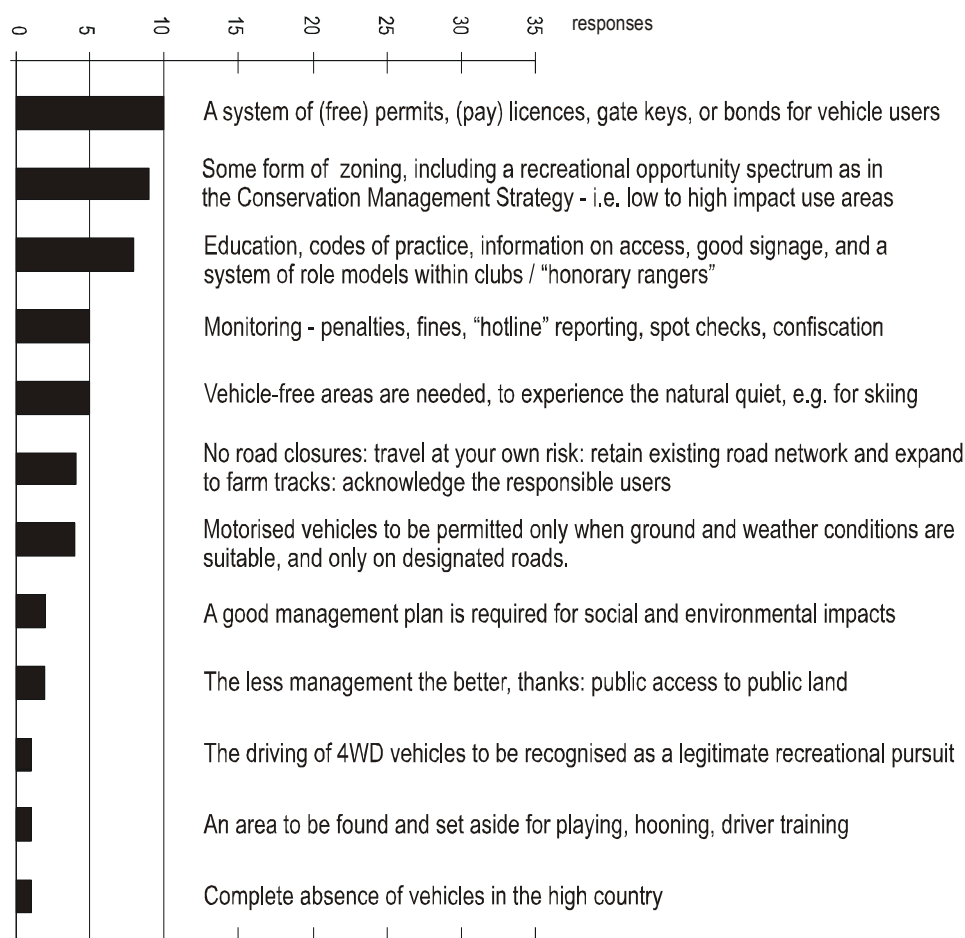
**F: LIMITED SEASON - all responses**

<b>F 32</b>		I wouldn't want strategic roads that provide access during the winter to the tops being closed. However, to manage road damage, it may be appropriate to close roads from ~ 1000 m, and walk the rest of the way to the snow . The actual cut-off would be determined by location of existing gates, road surface quality etc.
<b>F 33</b>	yes	Definitely!, for motorized recreation, to minimize damage to access roads and sensitive areas.
<b>F 34</b>	yes	I would accept a limited vehicle access to above 1000m for many of the areas I visit in the winter season. I'm happy to walk the remaining distance to the snow for skiing. Each area may need slightly different rules of course depending upon road surface and practical access points, gates etc.
<b>F 35</b>		I am not sure how that would help. I think we just need to be responsible people when ever we are there...in winter or in summer. It could be that 4WD vehicles should not be able to access areas in the winter as their antics just churn everything up and lead to road/ track maintenance issues and poorer access for us all.
<b>F 36</b>	N/A	Not applicable as passive recreationist
<b>F 37</b>		better education on road conditions
<b>F 38</b>	yes	
<b>F 39</b>	yes	suitable conditions
<b>F 40</b>	yes	
<b>F 41</b>	yes	lambling, weather / track conditions
<b>F 42</b>	Yes	
<b>F 43</b>	Yes	
<b>F 44</b>	Yes	For weather safety; Yes if reasons genuine; weather, safety, stock (providing farmer is honest about that and doesn't use it to keep people out); Important that the exclusion period is always the minority period in terms of months.
<b>F 45</b>		
<b>F 46</b>		



## MANAGEMENT OPTIONS

### G: What management options would you consider to be acceptable, not acceptable, innovative?



### G: MANAGEMENT OPTIONS

There were 34 responses.

It should be noted that for some reason many of those answering the question mostly assume, and refer to, DOC as the administering authority in the high country.

This is not always the case as a significant amount of the high country is still under Crown Pastoral Lease (or in a few cases pastoral occupation license) which are administered by LINZ in conjunction with the occupiers. In some cases it is freehold land. Legal roads are of course under the control of District Councils.

#### Innovative ideas:

- education to reach the problem users, as in adapting the Australian "little finger / little willy" campaign developed for boy racers, in order to change driver attitudes
- website ID of access limits on any particular track, by day and/or by season
- a ballot or lottery system, to control numbers of users in one place at one time

#### Not acceptable:

- exclusion of certain groups, and preferential treatment
- exclusion of vehicles totally
- having to make a reservation to get onto public land
- track closures, loss of existing access
- more rules, New Zealand is overlegislated already

**G: MANAGEMENT OPTIONS -all responses**

**WHAT MANAGEMENT OPTIONS WOULD YOU CONSIDER TO BE ACCEPTABLE / NOT ACCEPTABLE / INNOVATIVE?**

- G 1**
- G 2** Acceptable - negotiated access by responsible recreational 4WDers  
Not acceptable – track closure  
Innovative – recognition of 4WD as legitimate recreation by territorial authorities, and policies and management plans put in place to provide for and manage environmentally-sensitive access.
- G 3**
- G 4** Signs: "At your own risk" "Be self-contained" - "Take responsibility for your own safety".
- G 5** I am happy to have a permit system where we can apply in advance and even pay a small fee to access the most interesting areas.
- G 6** I'd be interested in a debate around "registered / recognised" "license holders". As with fishing licenses, this would enable some controls over numbers etc. 4WD Clubs could perhaps be part of the "licensing process", issuing licenses for a fee, while accepting responsibility for the "integrity" of the applicant/license holder – who could perhaps be required to meet certain driving/environmental/safety standards/qualification.
- G 7**
- G 8** I don't object to winter advisory closure of fragile roads to vehicles. I do support the provision of play areas (called "hoon" areas on one of the slides and not really touched on by the presenter) for 4WD and trailbike mud enthusiasts.  
The emphasis should be on skill development in an acceptable environment "in case of emergencies on the real trail" coupled with "it's uncool" campaigns at the venue (like the little finger/little willy Australian campaigns against speed and boy racing) aimed at disconnecting environmental destruction in people's (mainly males' minds sadly) from their testosterone/penis size games.
- G 9** DOC closing roads off is not acceptable
- G 10** Pleased to see publicity about "off-road" vehicle" use. Continue this with information on places to go, where to get permission if needed, and publicity about behaviour. Many newcomers are ignorant about the effects of driving in the High Country.
- G 11** The population in Central is predominantly older, so restricting high altitude vehicular access in winter is discriminatory. Responsible users should not be constrained, but somehow you have to police the access points in such a way that idiots are. That may mean use of occasional survey flights during public holidays, or use of discrete survey equipment like IR activated digital imaging of vehicles in & out of sites.
- G 12** Where landscapes are fragile, put in a parking area and stile at the boundary fence of a Conservation Area. Where there is already a good hard road, keep it open and driveable. Not everyone is fit enough to walk in, and this is public land.
- G 13** Access permit for a very limited numbers of vehicles in a club trip or convoy, with financial bond to cover damage repair or work-party to restore damage, if caused by a club trip. Ban the use of big-wheeled vehicles. Confiscation of vehicles involved in damaging tracks that prevent ordinary family-type 2WD, 4WD & AWDs from using the backcountry roads and tracks susceptible to rutting & erosion.
- G 14** Does DOC agree that a possible way of satisfying the demand for recreational 4WD opportunities (where this is likely to do least environmental damage) might be to use former farm tracks on land in Otago that has been through Tenure Review. This could involve new Conservation Areas with access across new freehold land and will therefore need negotiation.  
An important aspect of this suggestion is that there are some good, relatively dry, 4WD tracks in the situations described above. (cont) It might be future policy to seek such opportunities as outcomes of tenure review. DOC do have a statutory responsibility to "foster recreation".... S6 in the Conservation Act.  
The reason I suggest DOC rather than CODC is that DOC do usually get 4WD management access to new Conservation Areas (for their own needs) over the new freehold coming out of tenure review and that might be a starting point for them to start talking about permission for the public.
- G 15** Thaw / wet

**G: MANAGEMENT OPTIONS - all responses.**

- G 16** 1. Zoning to preserve natural quiet free from both wheeled and tracked (i.e. over-snow) vehicles.  
2. Prohibition of vehicle use off designated vehicle tracks.  
3. Severe fines and vehicle confiscation for anyone deviating off such tracks or using when closed.  
4. Local authorities passing bylaws prohibiting vehicle use of unmetalled legal roads when wet and causing damage to roads.  
5. Citizens being empowered to record and report unlawful and damaging vehicle activity for prosecution.
- G 17**
- G 18** All necessary for protection. Innovative - something that reaches the "problem users".
- G 19** For practical reasons closure / permitting is OK.
- G 20**
- G 21**
- G 22** Not acceptable - total vehicular exclusion
- G 23** The less management the better, thanks
- G 24** Conservation land is public land. Access free and unrestricted
- G 25** Any. On conservation land it must be always remembered that the protection of the land and all the values on it are the responsibility of the Department of Conservation. The use of the land for recreation and tourism is secondary to that. (Part II, Sec 6 Conservation Act 1987)
- G 26** Recreation opportunity spectrum
- G 27** Recreation opportunity spectrum
- G 28** 1. In terms of snowmobile use: we want management planning based on Recreation Opportunity / Spectrum techniques. Basically we seek something similar to the Mt Aspiring Park Plan i.e. Moderate Impact Zone, Low Impact and Remote Zone. Different management options would be appropriate for each of these zones. i.e. Non-motorised use only within the Remote Zone; snowmobile access by permit only within the Low Impact Zone and limited controls on snowmobile use within the Moderate Impact Zone. Non adoption of the above is not acceptable.  
2. We would like the same ROS approach applied to 4WDs. As trail bikes are responsible for more damage, and have a greater impact on natural quiet, we would perhaps seek additional controls on their use.
- G 31** 1. The current planning void is not acceptable to us. For many of our members, in an ideal world, there would be very limited motorised recreation within the boundaries of public conservation land. However, realistically, multiple uses have to be accommodated. We therefore want a recreation opportunity spectrum based approach to management planning, where the aspirations of all recreational users are fairly considered, whether local or visitors to Central Otago.  
2. We are not 'on the right track' due to the lack of management plans for conservation areas in Central Otago. 3. Greater effort is required for multi party approaches to management and maintenance of access to both conservation areas and public roading networks to and through both conservation areas and other land tenures. Multi party solutions and ongoing cooperation are required linking in with CORUF type bodies to facilitate community recreational user buy in and ongoing commitment. A sustainable solution will need buy-in from all statutory land managers and users
- G 32** 1. There is a desperate need for good management plans for Conservation Areas/Parks, as you can't expect to provide for all recreational users in all places at the same time; you've got to manage both environmental and social impacts of motorized vehicle use.  
2. I'd like to see motorized vehicle use limited, which might be by way of limiting numbers by permit system; limiting the season during which vehicles are allowed; some areas/ranges should be managed as vehicle-free". Geographic separation (through recreation opportunity spectrum planning) would be a good way to minimise the social impact (noise, smell in a winter place of natural quiet) that snowmobiles have on ski tourers in remote areas on the Old Man/Old Woman/Garvies area.  
3. The following are not acceptable: non adoption of the above; the status quo of 'unmanaged access' and lack of management plans; and locking of roads at low altitude that provide winter time mountain access.

**G: MANAGEMENT OPTIONS - all responses**

- G 33**
- G 34** As above (F) is acceptable where required. It is not acceptable to "lock out" users at a low altitude. Innovative? How about educating 4wd owners in acceptable backcountry behaviour, banning events that promote "plugging", and strict policing of "fund-raising" rallies etc. Have a hot line and a person at the Council who is willing to listen and take action when damage is reported.
- G 35**
1. As a country we are over legislated now. I think we should promulgate a back country motto and code which is generally known and advertised. I would not want to see lots of rules and regulations like in the USA where you have to have all your gear checked and so on before you can enter an area or climb/ski there. The consequences however of ignoring the code should be significant with hefty fines and so on.
  2. How you patrol different areas is an issue and I imagine a bit of a nightmare keeping a track of all vehicle movements. There needs to be very adequate signage explaining what the code is and also whether access is allowed or not, at the same time accepting that some idiots will smash the signs. Would it be too expensive over the summer to run spot checks by chopper over some routes crossing these hills? ....see below for ? access wardens.
  3. An innovative approach might be to have incentives for those who look after the roads/ tracks. I think we should appoint these sorts of people as " honorary rangers" and this would provide a watch-dog function as well as inspiring others to take responsibility. I think we could have a whole cadre of these sorts of people scattered through different clubs who would be an inspiration to others....and as teachers of the code. These people could meet with DOC/ runholders from time to time to strategise and plan a positive approach to this increasing problem. It might also help to quantify the issues and what it is we are dealing with and looking at trends and so on.
- G 36** A Zoning system should be adopted on the lines of the Mt Aspiring Park Plan. I also think controls need to be put in place to restrict what "through" trips can be permitted for 4WDs and trail bikes
- G 37**
- G 38**
- G 39** education to road use
- G 40** signage, education
- G 41** Frosty conditions alright, thaw a problem: Education, consideration.
- G 42** Acceptable: Need whole range of options which may be applicable to one area and not another e.g. permits/licenses; locked gates; website ID-ing access limits on a particular track on that day; bonding.
- 43** In very sensitive areas may limit access to twice/year by permit.  
Inappropriate: Excluding certain user groups is difficult to manage and therefore not appropriate tool (CODC); preferential treatment to clubs vs. individuals.  
Innovative: overseas, all sorts of tools used which may be useful - geographic separation (Zoning); temporal separation; tolling; annual passes, access by ballot/lottery box.
- G 44** Need to have a (free) permit system - phone up, say who you are and where you are going. As with a ski pass or mobility sticker. Register self and vehicle, and then go and enjoy. Shouldn't have to reserve, and should be always at your own risk. Macetown - person living on site made a big difference. Other countries do this too, where ruins are valuable.
- G 45**
- G 46**

## MANAGEMENT OPTIONS

**H: What do you think access to and through conservation lands should be like, and could be like, in ten years time, are we on the right track?**

### 1. Access to and through conservation lands in ten years time:

There is general concern that high country environments, experiences and neighbour relationships are at risk from the impacts of vehicles.

Some hold the view that these impacts are unsustainable and that a complete ban on vehicle access is the best solution.

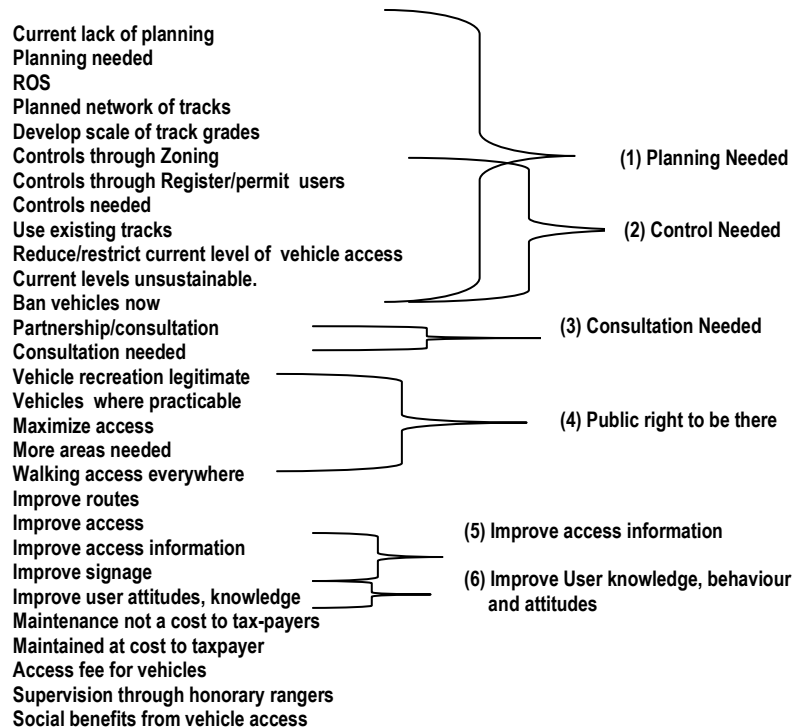
Others (the majority view) see a future network of well maintained vehicle tracks being appreciated by the public, levels of use being controlled under a permit system.

### 2. Are we on the right track currently?

Out of the 42 submissions, 11 expressed a view that current management of access was definitely not on the “right track”, but most did not actually answer so precisely, choosing instead to list the access related issues of significance to them.

Given this focus on the need for improvement, it seems safe to conclude that virtually all submitters are unhappy about current access management arrangements and therefore that current management is “not on the right track”. Perhaps more accurate is a feeling that rather than management being “on the wrong track”, it was more a case that there was a perceived absence of management policy and direction in this area.

#### Issues:



**H:** *IN TEN YEARS – all responses*

**WHAT DO YOU THINK ACCESS TO AND THROUGH CONSERVATION LANDS SHOULD BE LIKE, AND COULD BE LIKE, IN TEN YEARS TIME, ARE WE ON THE RIGHT TRACK?**

- H 1**
- H 2** See answers to 'G'. DoC should recognize vehicle recreation as legitimate, access should be allowed as of right, not by exception with remote experience areas and sensitive areas zoned appropriately in management plans for restricted (non-vehicular) use. DoC should manage in partnership with all users with aim of arriving at optimal usage for all, not by majority vote or the most strident dissenting voice.
- H 3** All DOC land should be available under controlled conditions for recognized, registered users, i.e. clubs registered with permits
- H 4** Free access to conservation land. If it goes through farm land, farmers costs must be covered (e.g. bulldozer costs, grader costs for track maintenance), to come out of conservation funding.
- H 5** I would like to have a situation where everyone has access to everywhere and no one damages the environment in any way, however that is not realistic, so the next best thing is a permit system where small groups are allowed in by permit only with the permits used to keep numbers reasonable. It is also a way of tracking down who is reasonable for any damage.
- H 6** Right now I don't think we (NZ) are on the right track. There are many reasons why vehicle access is a legitimate activity (I'll not dwell on them here as I'm sure you've heard them all) but the current trend to see all vehicles as "nasty" and all foot traffic as "nice" is both wrong and discretionary
- H 7**
1. The social and conservation value of allowing continued and extended motorized access to remote areas like the Otago high country is often under valued and misunderstood. By allowing a wide range of people to enjoy these areas the values they then place in conserving these places increases immensely – if they are locked out, or excluded, or don't get the opportunity to visit and enjoy these places, then the reverse is usually the result. The good it does socially to have people out enjoying these places in a constructive manner does wonders for the mental, physical and social health of the nation.
  2. Additional areas should be opened up for this type of usage. Perhaps with some controls like allowing those from responsible groups like NZFWDA to apply and gain access. One of the problems at the moment is that groups like this have controls and codes of conduct they follow. The irresponsible ones do not join these groups so they don't have these controls exercised over them and the outcome is that they in return tend to go anywhere in any manner they wish while the responsible ones refrain and often pick up the blame.
  3. The bodies responsible for these lands, like DOC, should liaise far more and far more meaningfully with the responsible groups like NZFWDA and work together for their mutual benefit.
  4. Often the word "conflict" between user groups is used to exclude certain user groups – in reality this so called "conflict" is an excuse to exclude others and keep areas for exclusive use of selected user groups- the suggestion here is that "conflict" really means "selfishness" for one group to exclude others.
  5. The recreational usage of these lands by New Zealanders comes absolutely first and foremost. If after that there is room for commercial, concessions or tourism use, and that is sustainable, then OK – but not in any way at the expense of New Zealanders' usage.
- H 8** Walking access should be based on a right to roam unless there's a very good reason not to. Vehicular access to and through should be provided wherever practicable; and any restrictions should be evidence based rather than opinion based.  
Paramount – Good information on where to go, and who to ask where private land adjoins the Conservation Estate should be readily available on the web so that it can be viewed just as easily by potential visitors in the USA, Japan or the UK as in Cromwell, with good maps, preferably overlaid Topo maps at 1:25000 scale (if only we could get such accurate mapping), but at 1:50000 if not showing boundaries, and names, and phone numbers of adjoining private owners (not e-mails unfortunately for private owners, as that would be a spam invitation.).
- H 9** more signs - more information - free access
- H 10** There will always be tension between those that like vehicle use and those that don't. But I hope vehicles will be accepted on existing tracks on ex pastoral lease land and that vehicle users will value that privilege.

## H: IN TEN YEARS – all responses

- H 11** There is room for considerable improvement yet – many of our grassland reserves are at high altitude and have access routes that should not be locked up solely for DoC's entertainment. Routes need to be improved and publicized, working with land-owners where necessary.  
Long-term I envisage a network of high alpine tracks and huts that are accessible at least to winter snowline by vehicle and are interlinked by walking paths so that users can traverse them in part or in full, in much the same way the rail trail is presently accessed.  
This is already happening successfully in Marlborough with landowners themselves developing tracks & huts across their country. Knowing who to contact re access on the relevant properties is still a major issue for many itinerant users.
- H 12** 1. Open access for responsible users, of varying kinds, perhaps zoning is the way to go. Some areas will be "drive-through", others will have no motorised vehicles of any kind in or near them, summer or winter, to allow people to experience something that is diminishing world-wide - the Great Silence. We should still be able to achieve it in New Zealand.  
2. In 10 years time people understand that the conservation land is precious, and is a limited resource, and that there are too many people who want to be there.  
3. There are no wind farms in sight anywhere.  
4. In 10 years it no longer socially acceptable for an older class of users who still think they can do what they like, to pass to their children that it is OK to be selfish yonks. If they want to wreck their vehicles, then do it somewhere else.  
5. In 10 years time people understand that landscape is in itself a quality to be treasured, and that looking after parts of it without looking after all of it just doesn't make any sense.
- H 13** No, you are on the wrong track totally ! There will be no good land or tracks left in 10 yrs time - big-tyred, heavy, gas-guzzling vehicles will be dinosaurs in 10yrs time, ban them now while there is not so much damage. Trail bikes can cause excessive damage in sensitive areas, these riders will probably grow up & own a big 4WD so they can take the family away on exciting trips.
- H 14**
- H 15** should be more consideration of others
- H 16** Vehicle access tracks in the Otago high country will be completely wrecked by vehicle use within 5 years. The scale and intensity of vehicle activity is unsustainable. Presenting a demand that there should always be vehicle access, no matter what the resultant damage, is completely off-track. The related silent expectation that ratepayers and taxpayers should pick up the tab for maintenance and repair is also wrong. In any event it is not possible to repair much of the damage currently occurring
- H 17** Accessible but with sensible use and appropriate restrictions once access is gained
- H 18** I think it should be appropriate, provide for protection and access, and information widely available and understood.
- H 19** More importance given to user groups such as hunters on DOC land. Improved access for all user groups. Good access through Tenure Review.
- H 20** access for all would be ideal, but access will have to be managed in order for it to be maintained - likely to be more controlled access.
- H 21** poor
- H 22** open, with maximum access
- H 23** Free access to public land. As unrestricted as possible through public land.
- H 24** Conservation land is public land. Access will be free and unrestricted to the land. Access within will be free, vehicle restrictions may apply.
- H 25** No. Not enough care is being taken of the Back Country at present. In ten years time it will have to be more regulated if we are to protect the values in the High Country.
- H 26** Well managed ! with good planning with an eye to future numbers - strategic planning, we could preserve the landscape.
- H 27** Pristine state. Well managed to provide a spectrum of opportunities.

## H: IN TEN YEARS – all responses

- H 28 / 30** 1. The current planning void is not acceptable to us. For many of our members, in an ideal world, there would be very limited motorised recreation within the boundaries of public conservation land. However, realistically, multiple uses have to be accommodated. We therefore want a recreation opportunity spectrum based approach to management planning, where the aspirations of all recreational users are fairly considered, whether local or visitors to Central Otago. 2. We are not 'on the right track' due to the lack of management plans for conservation areas in Central Otago.
- H 31**
- H 32** 1. In ten years time, conservation lands will have management plans that use a recreation opportunity spectrum approach to determine where and how many/what time of year motorised vehicles have access to the high country. There will be areas where no motorized vehicles (including snowmobiles) will be allowed. 4WD use will largely be confined to the boundary of conservation areas, plus strategically designated roads/tracks.  
2. We will not be on the right track until a recreation opportunity spectrum based approach to management planning of conservation areas occurs.
- H 33** 1. I would like to see limited motorized recreation within the boundaries of public conservation land in sensitive areas and more accountability.  
2. I do not mind private access roads, as long as there is a process in which unreasonable landowners who do not grant access for trivial reasons can be held accountable.
- H 34** We're not on the right track! There is too much vehicle access through our precious high country. There are not enough areas left for solely non-motorised recreation (walking, horse-riding, biking, XC skiing). In a few years the remaining roads will be closed or unusable. Our special places are not valued enough and lack protection. This is especially true of our high altitude environment.  
We should Zone areas "vehicle-free". Most of our high altitude lands will fall into this category. We should monitor use and police vandalism. We should restrict vehicles to below about 1000m, especially in winter
- H 35** 1. If there is a DOC facility at the entrance point the people can be eyeballed and issues discussed. I would be very happy myself if there was an access fee charged, the reasons being to help maintain the road and it should cover the number of people in the vehicle. It should be seen as a privilege. For those walking in there should be no fee as they are treading lightly on the land. This will be an incentive to those using vehicles to look at other options. It may be that by then the price of oil may have excluded us from this sort of activity any way. Where there is no DOC facility which is indeed the usual situation there needs to be very adequate signage about the access and about the code.  
2. Access to conservation land should be seen as one entering one's own property. Respect is paramount, and looking after it should be a "*sine qua non*" of being allowed to enter it.  
3. I have difficulty visualizing what it might be like in 10 years time except that I think there will be some very definite rules about 4WD access to some areas like the top of our block mountains like the R & P's, the Old Man Range, Old Woman Range and Garvies.  
I think some areas will be restricted and only for maintenance of facilities, some will be allowed but there will be people on the ground supervising this and there will be areas where the only access will be using concessionaires. These people could be given honorary ranger status if they do a good job and it would give DOC more strength on the ground.
- H 36** How it is going at the moment I think there will be very few areas in Central Otago that passive recreationists will be able to enjoy without the disturbance of motorised recreationists. There needs to be a plan as to what areas are acceptable for 4wds, snowmobiles etc .
- H 37** Hopefully not repressive
- H 38**
- H 39** Access to all, common sense prevailing, controlled
- H 40**
- H 41** Access for all Consideration from all. More control



**H:** *IN TEN YEARS – all responses*

- H 42** Have Code of Conduct and Code of Practice for each track; cross-range access is available; range of recreational opportunities area available in Central, but not necessarily in the same place at the same time; some tracks are graded according to users competency and vehicle ability; natural features (i.e. plant & animal habitats) and natural quiet are preserved; more hunting access (need vehicle close to kill); need management plans for each Conservation Area/Park. Are we on the Right Track: Not entirely; no. Doing better in Central than in other District Council areas; DOC relations/PR have improved; need good management planning and communication with other user groups; there are areas with not esp. high conservation values that have high recreation value, that need to be highlighted as Rec. Reserves through Tenure Review.
- H 43**
- H 44** Free access to Conservation land: Conservation Board money to landowner to help with road maintenance, his fuel costs etc, to keep the road open. There will be good access and good information. Improved access for a big variety of recreationalists, not the exclusive few. Public free and unrestricted, through vehicle access may not be free.
- H 45**
- H 46** We are not 'on the right track' due to the lack of management plans for conservation areas in Central Otago.

## RESPONSIBILITY

**I: Clubs can exercise some control over the behaviour of their members, and they do try to.**

**What can be done by recreationalists to change the attitude of the few who “give the rest of us a bad name”, how can we develop a culture of care and responsibility?**

### HOW?

- Improve access mapping, on site brochures and on the Web.
- Give guidance on behaviour, history, plans for an area, thus involving the public.
- Educate people to act responsibly.
- Make it uncool to be destructive - attack the 4WD culture.
- Encourage compliance with information
- Lead by example.

### MONITORING

- Should there be guardians, wardens, and honorary rangers?
- A centrally managed professional communication strategy (funded by fishers, hunters, SAR, DOC, police, landowners, contractors and foresters), would be designed to counter unacceptable behaviour.
- Close areas which have been damaged, creating peer pressure.
- Give credit for good behaviour, by a permit system.
- Create “playgrounds” on public ground for people who want to drive in mud or practice driving skills.

### PENALTIES

- Enforce the fixing of damage (fencing, filling, up-grading, repair.)
- Confiscate vehicles if necessary.
- Ensure clubs abide by their stated attitudes and Codes of Practice.
- Ask clubs to support charities and Civil Defence, showing themselves in a good light.

I: *RESPONSIBILITY - all responses*

**HOW CAN WE DEVELOP A CULTURE OF CARE AND RESPONSIBILITY ?**

- I 1
- I 2 Clubs need to get their own attitudes consistent and be firm in those attitudes. Currently, I suggest that many clubs speak with one voice and act differently – paying lip service to Tread Lightly and then by implication or action, behaving differently. It should be clear when there is liberty to play in the mud and when we are obliged to act responsibly.
- I 3 permit holders should act as guardians and honorary rangers
- I 4 By example
- I 5 Keep on doing what reasonable clubs have already being doing. Running well-controlled trips supporting charities and civil defense etc so we become known in a good light. Groups like national 4 Wheel Drive Assn also need to have a discipline system for groups who break the rules.
- I 6
1. Acceptance by the authorities that have management responsibilities over the land, that they also have responsibility to identify, manage, and control, the “few who give the rest of us a bad name”. Parallel examples exist in all other areas of “law breaking”.
  2. Better education (not 30 second sound bites)
  3. Credit for good behavior – penalties for bad
  4. Some form of monitoring.
  5. A centrally managed, (perhaps the NZ4WDAssn?), professional communication strategy, encompassing and funded by all 4WD users (Recreational, Fishers, Hunters, SAR, DoC, Police, Farmers, Contractors, Forestry, etc.) and designed to improve both public and user understanding of the issues and acceptable behavior.
- I 7 There is not enough sensible information about as to how visitors to these areas are expected to behave. Often there is criticism of behaviour that one group expects (some times unreasonably or selfishly)of another group, but there is no attempt to convert this in a non aggressive means. Examples like DOC and the other bodies working more closely and symbiotically with the likes of NZFWDA would improve this. Also see answers to H above
- I 8 I've mentioned trying to keep hooning to play areas and coupling this with education above. I fear that without a few very public and costly prosecutions and money being spent on the sort of advertising that alcohol abuse gets we won't get very far.
- I 9
- I 10 Keep trying. Many new to 4WDing don't realize the damage they can do, and can be educated. Publicity, fencing, prosecution, all help. Example Macetown. After 20 years of doing nothing, recent efforts have made a difference.
- I 11 No one method will work in isolation – it starts with education at an early level, it requires peer pressure at an adult level, it needs access routes that are of a high enough standard to prevent undue damage during vulnerable periods, and it requires passive deterrents that will intercept the idiots with more certainty.
- I 12
- I 13 Who do you mean by "the rest of us"? This forum is for all recreationalists is it not ??? I really doubt that you can convert those reckless souls except by very punitive measures, e.g. confiscation of their vehicle, similar to provisions in the Fisheries section of MAF.  
Not only that, they should be required to restore that which they have collectively and individually damaged. I believe that clubs can not cover activities for all their members, because they take big groups over sensitive areas in the guise of fundraising for charity.  
Club members can also go out on their own, as I do, however they can then play with their BOY'S TOYS in the tracks & rivers without the hierarchy of the club giving their “Tread Lightly” messages.
- I 14
- I 15 peer pressure, heavier fines
- I 16
- pt 1. Having reviewed 4wd web sites in New Zealand we don't believe there is much real eco-friendly influence on 4wd club members. It is mostly about mud-pugging, rutting and getting dirty - traveling in any conditions no matter what the damage. (cont).

## I: RESPONSIBILITY - all responses

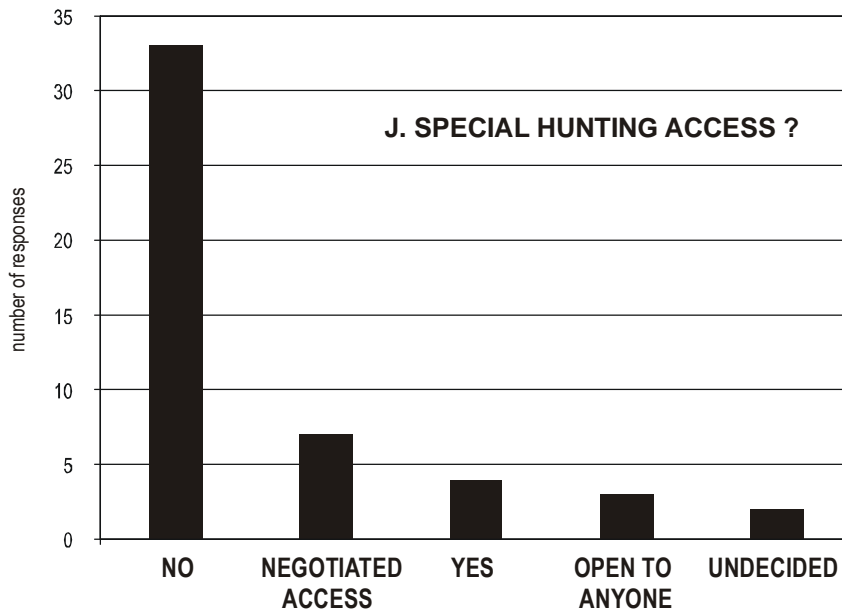
- I 16 cont 2. The print media, television, and vehicle retailers heavily promote such behaviour - it is the primary reason for the existence of this sport/industry.  
3. Most clubs do not provide good models - they pretend to do so. The 'tread lightly' code is industry generated P.R. green-wash. The evidence is to be found in the photo galleries on club web sites. It isn't just a few 'bad apples' that is causing the damage - it is the majority either through off-road hooning or inconsiderate all-weather on-road/track vehicle use.  
4. Vehicle access by responsible users is being jeopardised as a consequence.  
5. Just about all high country (alpine) tracks in Otago are suffering the same damage - primarily severe rutting by use in wet conditions. There is also deliberate incursion and damage to alpine bogs (but not necessarily by the same visitors).
- I 17 1. Public awareness / promotion of benefits of caring / responsibility for public areas which in turn benefit users - i.e. not damaging wet tracks.  
2. Working with farmers in lambing season etc. complying with closures to maintain positive relations will help keep areas open.
- I 18 Conscious effort by those who meet the "few" to approach them.
- I 19 Make an example of some. Peer pressure, education. Rules / permit system.
- I 20 education
- I 21
- I 22
- I 23 Club members won't be causing you trouble.
- I 24 Develop designated hoon areas.
- I 25 If the Department of Conservation were to close down any area that was being damaged by powered vehicles (and they have the power to do so just as local authorities can do with roads) then peer pressure would cause the recalcitrant users to come into line,
- I 26 regulate / legislate
- I 27 Will require regulation
- I 28 1. Need adoption of tools such as better regulation by permit, whereby users leave name to get permit, / and if they damage an area, they can be identified, fined, and prohibited from further access; and better ranging by the Department of Conservation.  
30 2. 4WDers need to acknowledge that there is a significant minority within their user group that is irresponsible, and therefore the big stick approach is a necessary part of the suite of management options.  
3. Concessionaires could be required to report bad behaviour.  
4. Seek ban of all commercials/adverts that portray irresponsible use of 4WDs as a desirable activity.
- I 31 1 Need adoption of tools such as better regulation by permit, whereby users leave name to get permit, and if they damage an area, they can be identified, fined, and prohibited from further access; and better ranging by the Department of Conservation and roading managers.  
2. 4WDers need to acknowledge that there is a significant minority within their user group that is irresponsible, and therefore the big stick approach is a necessary part of the suite of management options.  
3. Concessionaires could be required to report bad behaviour.  
4. Seek ban of all commercials/adverts that portray irresponsible use of 4WDs as a desirable activity. 5. Some form of additional revenue collection needs investigating to fund administration of  
5. access monitoring ( wear & tear on track network; identification of types of users)  
6. track maintenance  
7. Improved track signage & user type description e.g. 4wd road; 4wd surfaced track; 4wd natural track; 4wd route?  
8. Improved track access mapping and public area mapping both onsite and brochure and book & web based.

**I: RESPONSIBILITY - all responses**

- I 32** 1. When motorized access to conservation land requires a permit, it will be easier to determine who is responsible for damage, and deal with those few e.g. by fines, being black listed for access in the future.  
2. The Department needs to allocate resources so that they are out there regularly and 'bad eggs' prosecuted.  
3. Ban inappropriate advertising (e.g. carving up bogs) of 4WDs etc. in magazines and on TV.
- I 33** 1. Great question and I totally agree, a few bad apples spoil the bunch. I would like to see a process where groups/ individuals can be held accountable for actions. i.e. if I spot and can identify/or proof that there has been damage I can report these findings to an agency and action can be taken. In addition, 4wd groups will have to take responsibility for any of their members actions.  
2. We should also provide areas where 4wd'ers can 'play' in mud pits off track. Let DOC develop , in conjunction with 4wd clubs, ' designated areas to play in, and leave the roads for access only.
- I 34** What a joke. Read the 4wd magazines (go to the local bookshop now), experience the behaviour of some 4wd clubs. Ban irresponsible 4wd advertising. Prosecute offenders.
- I 35** How you change attitudes is extremely fraught. How do we grow a culture of care and responsibility? A number of those who access the back country are adventurers by nature and risk takers. One of the attractions of the wilderness is the element of risk. Being a risk taker however does not absolve us from responsibility to care for the environment as it is that which nurtures us.  
Somehow the clubs need to inform and educate all the time when running trips and so on what is expected of people in the wilderness.  
Perhaps as far as 4WD is concerned there needs to be [ there may already be ] tests that people need to do on back country driving which does not rest on getting through no matter what but getting through with a minimum of impact on the countryside and using only one set of tracks and so on.  
Eventually I believe it will need a presence of a cadre of people "patrolling" these areas at some times of the year....like hut wardens if we are to take it really seriously....perhaps "access wardens" might be the word. There are lots of crass aspects of NZ culture that need to change!...not the least being our rip and bust mentality.
- I 36** 1. Clubs must acknowledge that not all of their club members are responsible users and when they discover irresponsible users they must be punished.  
2. Have a reporting system that recreationists can use to report irresponsible behaviour.  
3. Need a national campaign educating people that it is not 'cool' to wreck our public lands with motorised vehicles and what is responsible use.
- I 37** peer pressure
- I 38**
- I 39** education
- I 40**
- I 41** More education Good signage Peer pressure Tougher penalties
- I 42** Ban motorised recreation vehicle commercials/adverts on TV/magazines that depict irresponsible actions /  
**43** ; Posters in pubs; Sing in; report 'bad eggs' to DOC/CODC with number plates and pref. photos of activity, with follow-up visit by police; notification by DOC/CODC pre-prosecution; peer pressure
- I 44** Give youngsters fishing trips to get them used to being in the outdoors, and show them how to behave by example. Encourage more families into clubs. Have rules, and code of conduct. Lead by example. Attack use of inappropriate ads on TV by 4WD manufacturers. Have a designated hoon area, and teach young people how to drive and how to behave.  
People don't know if you don't tell them, too many have never been in the outdoors before, and just don't know what is expected of them.  
Also use confiscation, police and fines.
- I 45**
- I 46**

*EXCEPTIONS*

**J: There are some groups – hunters for example – who effectively assist the Conservation effort by way of wild animal control.  
Should there be “special rules” for hunters, to allow them vehicular access to pick up dead animals, say, by way of tracks not open to the general public?**



No	33
Negotiated Access	7
Yes	4
Open to Anyone	3
Undecided	2

**Conclusion:**

No special rules for any one group. Recreational Hunters should not have vehicle access to tracks that are not open to the general public.

**J: EXCEPTIONS - all responses**

**SHOULD THERE BE "SPECIAL RULES" FOR HUNTERS, TO ALLOW THEM VEHICULAR ACCESS TO PICK UP DEAD ANIMALS?**

- J 1**
- J 2** qual. I am happy to have negotiated access by particular groups or individuals – obviously based on proven trust between them. Such access should not be limited to particular user groups however, on the spurious belief that one such user group provides a service whereas another does not, or cannot.
- J 3** Y by permit only
- J 4** N equal access for all
- J 5** qual. The permit system could make allowance for that as well. However I don't see any reason that other people can't use a route that is suitable for hunters, but it may require a permit system to stop over use.
- J 6** qual. Answered above I think. Certainly not in isolation. I note that the best way to keep a track/route open is to use it – an obvious benefit to SAR and Police for example.
- J 7** Y Yes allow controlled access to special places by responsible groups like NZFWDA, NZDA etc
- J 8** qual. Yes – but why would the tracks not be open to the general public?
- J 9**
- J 10** qual. This could also apply to groups getting permits to travel in restricted areas.
- J 11** N In my experience those people arrange their own access directly with landowners or DoC anyway, so I see no real need for special exceptions.
- J 12** N One exception leads to another, everyone thinks their own cause is the most reasonable one. Hunters can go through concession process. I'm also not very comfortable being in an area, where I will be wandering quietly, and someone has a firearm looking for something moving. Run deer culls on a posted week, then get the hell out of there.
- J 13** N In the Whanganui National Park hunters carry out their spoils over very difficult bush terrain which very much wetter than Otago. Why should hunters in Otago be less able to do the same ?  
People who do voluntary work in the environmental sphere, e.g. Forest & Bird Society members, know how to respect the fragile areas and need to get access to their "target area" without hindrance of permits.  
My experience of hunters use of huts in the North Island is such that I do not believe they do understand the terms "fragile landscape" or "sensitive environment".
- J 14**
- J 15** N
- J 16** N Either vehicle access is open to every one, under appropriate conditions, or not at all. Privileges for one sector will result in privileges for others - they will plead special cases - e.g. clubs, Commercial concessionaires.  
Conservation areas are primarily public places, not for private benefit.
- J 17** qual. Ideally needs to be one rule for all to ensure equity but under very special circumstances then would need to be exceptions.
- J 18** qual. perhaps with permit / concessions process, as with everyone else?
- J 19** Y It is far better to have recreational hunters controlling animal populations than DOC having to pay for it.
- J 20** N Reasonable access for all
- J 21** N Same for everyone
- J 22** Y
- J 23** N Emphatically no.
- J 24** qual. No special access for hunters, allow access for everyone - unless organised hunts for culling control
- J 25** N
- J 26** N No! If I wanted to abuse the rules - I'd just get a gun license.

**J: EXCEPTIONS - all responses**

<b>J 27</b>		
<b>J 28</b>	N	No. Granting one group special access rights would be open to abuse. Other groups could build legitimate cases too.
<b>J 29</b>	qual.	Maybe access by means of a permit - hunters do not create the same damage as recreational 4WDs. But need to consider whether it is possible to allow some users and not others i.e. Is it enforceable?
<b>J 30</b>	N	No. Granting one group special access rights would be open to abuse. Other groups could build legitimate cases too.
<b>J 31</b>	N	1. No. Granting one group special access rights would be open to abuse. Other groups could build legitimate cases too. 2. Tricky - Carrying captured game is heavy to carry long distances especially involving long climbs/descents .3. Even as passive recreation user's vehicles provide easier closer access. Clearly access to hunting ground needs to provide good coverage of proven hunting areas?
<b>J 32</b>	N	No way. One rule for all vehicle users; no exceptions, otherwise special rules would be open to abuse.
<b>J 33</b>	N	No, should be one rule for all, elsewhere do you draw the line and how do you define a hunter?
<b>J 34</b>	N	Definitely NO exceptions. One rule for all vehicle users. Exceptions are open to abuse and favouritism
<b>J 35</b>		If they are doing a job on behalf of DOC, "Yes" they should have a concession for going in to pick up animals but must not abuse this privilege. There might be a way in the hunters' organization where members earn this privilege and it might have to be only done by recognized organizations of hunters rather than those with no affiliation. In essence the group could pick up the contract for a particular area. It would be expected that they would report on access conditions to DOC and or the runholders and respect and offer to be part of working parties to repair roads/access if indicated.
<b>J 36</b>	N	NO – (so they can carry in more booze!!). Recently I mountain biked in a popular hunting area and the amount of empty beer cans and bottles along the side of the roads was unbelievable. Exceptions are open to abuse.
<b>J 37</b>		access for everyone
<b>J 38</b>		
<b>J 39</b>	N	reasonable access to all
<b>J 40</b>		expect at least to be able to get to boundary on formed track?
<b>J 41</b>	Y/N	No (4) Yes (2) (group response) If reasonable amount of access this should not be a problem: Car parks not close enough. More farm tracks should be available for driving access (tenure review)
<b>J 42</b>	Y/N	Yes (from a hunter); No. Let carcass decompose <i>in situ</i> . No- if open it to one group, leaves it open to other groups to put forward a good case. Should be no exceptions. If major animal pest problem, DOC could approach local hunters in e.g. March-April to assist with control and provide vehicle access rights for that exercise. There has to be a proven clear conservation benefit for such an exception.
<b>J 43</b>	Y/N	Selective public rights not good. How to get animals out? People carry firearms and have permits, special circumstances; why not hunters? - one off concessions could be used. No; No; No.
<b>J 44</b>		
<b>J 45</b>		
<b>J 46</b>		



**K: OTHER COMMENTS** – *responses outside of questions asked.*

**K 1**

**K 2**

**K 3**

**K 4**

**K 5**

**K 6**

**K 7**

**K 8** My main concerns are to do with provision and protection of access in the long term, the hugely undersold tourism value of our high country in Central and the surrounding southern areas – bush free, and accessible for day walkers and longer distance “freedom trampers” without the necessity for the skills and paraphernalia of mountaineering, and featuring some wonderful equally “do-able” 4WD tracks – which in turn leads to my worry about the lack of information available without much digging on where to go and who to ask.

For walkers, before Peter Dymock’s splendid little book and a few pamphlets available at the local Info Centres there was very little, and much information that exists is known mainly by localised clubs and groups – again a hurdle for the visitor.

But I appreciate all that’s a digression from the main thrust of your evening. Thanks very much for putting the show on. I was particularly pleased to see the CODC roading lady had the bit firmly planted and seemed very on the ball about access threats and management.

**K 9**

**K 10**

**K 11**

**K 12** Users have to take a holistic view of the precious wild places, and think beyond themselves. This is the huge message that has to go out.

**K 13**

**K 14**

**K 15**

**K 16** CMS's are concerned with policies as well as places.

Key generic issues relating to the damage caused to the recreational experiences of others, and to natural environments and vehicle tracks by vehicles, should be dealt with before there is consideration of 'where'.

You fail to differentiate between legal roads and protected areas. There are different legal purposes served. Those purposes must dictate what is and is not appropriate use.

The intensity of damage occurring throughout Otago must be acknowledged, as well as the causes. Then remedies, if any, can be identified.

Damage is from inappropriate use of vehicles as well as the heightened intensity of use over the last 5 or so years. Despite the best intentions of some 4WD users and the minimum-impact rhetoric of many others, the damage done to natural areas and access roads by motorized recreationists has become intolerable.

This is a direct consequence of huge increases in the number of vehicles and vigorous promotion by the commercial and publishing sectors.

**K 17**

**K 18**

**K 19**

**K: OTHER COMMENTS - all responses**

- K 20**  
**K 21**  
**K 22**  
**K 23**  
**K 24**  
**K 25** CORUF should not completely base its submission to the CMS on the results of this Forum as there is a large body of people (mostly silent) out there who are against the use of powered vehicles in any form in the High Country and they should not be left to their own devices. The advent of powered vehicles in the High Country came about after the Second World War, it was all foot or horse traffic before then. Since that time a culture has grown up that insists on the use and luxury of power in the High Country
- K 26**  
**K 27** CORUF needs to hold a Forum aimed at non-vehicle users of the Central Otago Recreation estate.
- K 28** CORUF's CMS submission should not be based solely on the results from this Forum. To only present the results of this motorized vehicle use forum will not provide a balanced view of what the issues are for the broad spectrum of recreation groups. Another Forum focused on non-motorised recreation issues is therefore needed, which would also feed into the CMS submission process.
- K 32** I have lived in Alexandra for the past 15 years. I mountain bike, horse trek, walk, tramp, hill run, ski tour, botanize and do photography on the public conservation estate.  
I use both 4WD, 2WD, foot and bike to access the edges of conservation areas. While I participate in these activities largely as an individual or with friends, I am a member of Backcountry Skiers Alliance (BSA), Alexandra Harriers and Walkers, and the Botanical Society of Otago, and mountain bike with the local Wednesdays group.  
I am enjoying introducing my 7 year old daughter to the wonders of our mountain lands, and she already participates in several of our non-motorised recreational pursuits. Let's not spoil it for the next generation...
- K 33** This should not be the only forum in which CORUF obtains information. This is only the 'motorized vehicle access and use' forum, other types of forums should also be sought to add information.
- K 34**  
**K 35**  
**K 36**  
**K 37**  
**K 38**  
**K 39**  
**K 40**  
**K 41**  
**K 42**  
**K 43**  
**K 44**  
**K 45** This whole thing seems very skewed towards 4WD drivers  
**K 46**