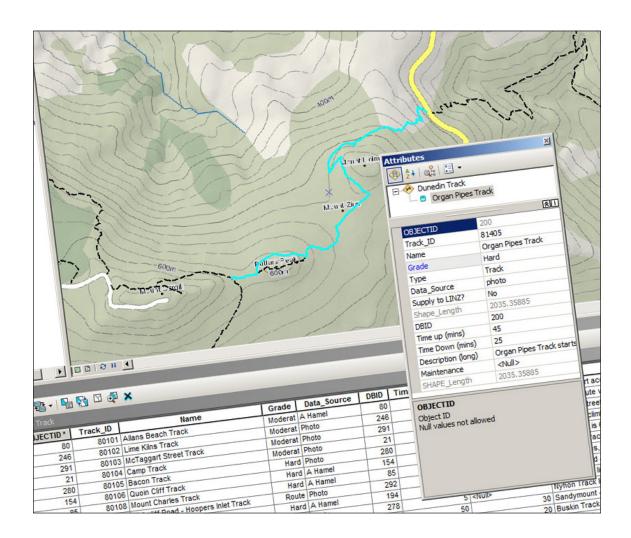
Tracks on Web-maps of the Dunedin Area and the Expanding Role of Track-names

Pete McDonald November 2013



Revised links May 2014

A PDF copy of this document is available from Dropbox:

18 MB, for the screen:
https://www.dropbox.com/s/lh3f0kjq2u8znpb/T-on-W-Small.pdf
44 MB, for desktop colour printers:
https://www.dropbox.com/s/6r3qa1n3bfv1op1/T-on-W.pdf

The paper includes discussion of three web-maps.

The author has no professional connection with the providers of these web-maps. Nothing in this paper should be interpreted as representing their views.

Dunedin city council's tracks web-map is in preparation. Only a static version is available online. Some details in the interactive version, when it becomes available, could differ from those described in this paper.

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Introduction

The invention of digital maps has greatly increased the amount of information that a map can provide. On the whole, paper topographic maps at common scales such as 1:50,000 did not name foot-tracks, even when those tracks had well-known names. Now, a web-map can display, when required, the name of any track or section of track that possesses a name. This possibility raises several questions about track-names and it makes the time opportune for a look at the showing of tracks and track-names on web-maps.

My investigations centred on the Dunedin area. The paper was written partly to propose the drawing-up of track-name guidelines for Dunedin. Track-management developments in some other local authorities may be similar to those in Dunedin, so readers from further afield might recognise familiar changes and issues.

The research required regular checking of three web-maps. Often I felt that I was trying to produce a progress report on a fast-moving area that would always be ahead of me. Parts of this paper may be out of date before it reaches completion.

1998-2013, from Excel to ArcMap

Since at least 1998, Dunedin city council has recorded the area's tracks on maps and has given each track a number and a name. The names reflected local usage, as far as could be ascertained. The council's Track Policy and Strategy (1998) listed 178 named tracks or tramping routes. Many are open to cyclists as well as walkers. In 1998 the council's primary records of these tracks took two forms: the tracks were drawn by hand on several 1:50,000 NZMS 260 paper maps; and they were also entered into an Excel spreadsheet that listed the track name, track number, length, estimated time one way, manager, restrictions if any, access points and so on.

In 2006 I assisted in preparatory work to revise these records. The main job was the writing of a track description for every track listed on the spreadsheet. Associated tasks included adding new tracks, deleting closed one, checking the lengths and estimated times, and updating the notes on restrictions. An unexpected discovery was a frequent need to correct or amend a track-name, especially to obtain consistent cross-references between the descriptions. Along with this realisation, the advantages of short track-names over long ones became apparent. This superiority of conciseness has long been widely recognised for road names. I will discuss it later, with some examples.

Forwards now to 2013. The annotated paper maps and the Excel file remained at the heart of the council's inventory of tracks. But technology had surged onwards, particularly in geographic information systems (GIS). Nationally, the New Zealand Walking Access Commission (NZWAC) had developed the Walking Access Mapping System (WAMS) to provide information on land to which the public has access. Locally, councils were developing web-maps for several purposes. In Dunedin, Andrew Dunn of the city council's GIS Services began constructing a tracks web-map that would combine the information from the old paper maps and the Excel file with new digital track data. This web-map is called Tracks and Trails Around Dunedin. ArcMap is the name of the software used to produce it. Antony Hamel and Chris Arbuckle, who had mapped the tracks using hand-held GPS

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devices, donated much of the geospatial data. The resulting web-map has about 400 track sections.

The Expanding Role of Track-names

Existing names (about 250) and descriptions were available for most of the tracks and were added in April 2013. Names and short descriptions were devised for and added to the remaining unnamed fragments of track. This project again brought home to me the essential and expanding role that track-names play and the importance, perhaps little recognised, of choosing names that are both brief and suitably specific.

All track-names are functionally important, as are road names. We might be able to shorten track-names like Highcliff Road - Hoopers Inlet Track without the result being too vague. We should try to think of a concise alternative to Hawksbury Lagoon Causeway South.

Also, some of the tracks in the Dunedin area have lengthy stories behind them, which makes them and their names part of our heritage. A surprising number of the tracks visit or pass places of local historical interest.

Track-name policies and guidelines

This paper calls attention to the advantages of approving and recording the track-names in an organised way, coordinating with DOC and the NZWAC if necessary. If we follow some basic track-name guidelines, several specific improvements will gradually occur. A few of the tracks that have two track-names will keep one and lose one, and guidebooks and maps will become more consistent. One or two overlong track-names will shorten and perform better as everyday names. More generally and importantly, the slightly more formal approach will help to establish the tracks database as an authoritative source for information on tracks in the city council's administrative area.

The council's Track Policy and Strategy (1998) does not include any discussion of or policy on the names of tracks. To remedy this, I propose that the council draws up some track-name policies and guidelines. I envisage something that would fit onto three or four pages of a revised Track Policy and Strategy. The proposal document at the end of this paper indicates the content that I believe is needed.

Present Arrangements Guiding the Naming of Tracks

Although this paper concerns mainly the track-names of the area administered by Dunedin city council, some of the matters to be discussed are national. We will be jumping to and fro between national aspects and local examples.

The track-names and road names of New Zealand are a subset of its place-names. A well-established and necessary bureaucracy, underpinned by law and assisted by extensive scholarship, looks after the place-names. If you are wondering whether to write 'Mt Charles' or 'Mount Charles', the latest technology is available. A five-second search in the New Zealand Gazetteer will inform you that the official name is Mount Charles/Poatiri.

A lesser but still impressive officialdom, with a statutory basis, minds our road names. A quirk of local history has led to the city council territory possessing four roads with the name Clyde Street. New duplications of this sort will not happen. The road-naming policy says that 'new road names shall not be the same as, or similar to, existing road names within the city'. 2

Less structured and more varied arrangements govern the names of New Zealand's foot-tracks and cycle tracks.

Nationally, DOC adopts (or allocates) and records hundreds of track-names. Many are short and effective, having been trimmed to an optimum by walkers or trampers or other

track-users. DOC does not have any policies or guidelines for track-names (unlike for reserve names, where there is a process to follow).³

Many city and district authorities inventory their tracks as an essential part of managing and promoting them. In recent decades, databases and web-maps have modernised this allocating and recording of track-names. Despite these developments, however, there can be considerable informality in the process of putting a track-name into a council database, especially when compared to the rules that apply to assigning and approving the names of geographic features. This lack of prescription can be advantageous, as it assists flexibility. But it can also cause problems, as when different bodies follow divergent criteria when choosing a track-name. Occasionally, for example, DOC and a local authority use unlike names for the same track. One guidebook to local walks might use one of the names, another might give the alternative.

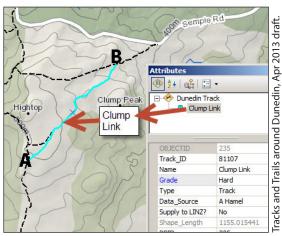
Another cause of a track having two names is the existence of a legal name and an every-day name. This occurs, for example, when the gazette name of a walkway or of a section of walkway differs from the name commonly used in speech and writing.

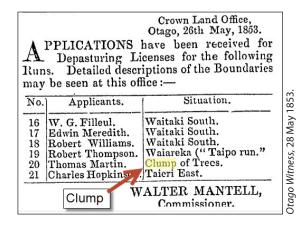
Tracks and Track-names with Historical Connections

Twenty-first-century issues, such as the naming of tracks on web-maps and the need to avoid rival track-names, are the main drivers behind the argument for track-name guidelines. But historical issues also have relevance. In the Dunedin area, a surprising number of routes and tracks access places or things of local historical interest.

Maori travelled overland along the coast northwards and southwards from what is now Dunedin. I do not know whether any pieces of today's tracks exactly follow the Maori coastal routes. Section 2 discusses this further.

A number of tracks – and their track-names – date from the mid-19th century. The names of some of the tracks on the Otago Peninsula can be traced back to the 1860s. And younger track-names with historical connections, from the late 19th and the 20th centuries, come easily to mind. Learning just a little about the man memorialised by the A H Reed Track informs us that in the New Zealand of 1960, road-walking could be a pleasant outdoor pursuit. Spiers Road Track, Lime Kilns Track, Government Track, Racemans Track, Nicols Falls Track, Tunnels Track, Careys Creek Track, Pipeline Track, Pineapple Track, Ben Rudds Track, Monument Detour, Flagstaff Track, Clump Link ... all have stories behind them. Many of these noteworthy track-names are already on the council's tracks database and will not need changing; but our formulating some basic track-name guidelines would strengthen the authority of the data and help to preserve the track-names.





Clump Link borrows its name from an old place-name. The name Clump first appeared as 'Clump of Trees' in the *Otago Witness* on 28 May 1853, in connection with an application for a grazing run. LINZ topographic maps still show The Clump.

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Sections

The main body of this paper comprises seven sections:

Section 1 compares the characteristics of three web-maps, focusing especially on how completely the maps show the tracks of the Dunedin area.

Section 2 overviews the origins of New Zealand's track-names.

Section 3 covers the roles and legal statuses of track-names. It asks: What function do these names perform? Also, it sorts track-names loosely into three degrees of authority: legal names, semi-official names and completely informal names.

Section 4 promotes an understanding of and the adoption of track-names that work well. It discusses what makes an ideal track-name, from the point of view of practical use in speech and writing, but without going into any aesthetic considerations.

Sections 5, 6 and 7 look at various cases of a track or track section having two or even three names. In particular they draw attention to the dilemma of a track having a legal name different from its commonly used name.

Appendix 1 picks four Otago Peninsula tracks with 19th-century origins. From these origins it follows the tracks forwards through 164 years of mapping.

Terminology

The Word 'track' in Different Contexts

Used by itself, without a prefix, the word 'track' is both wonderfully elastic and hopelessly vague. I will step back for a moment for a wider look at the terminology frequently encountered in writing on tracks.

The term 'track classification system' usually refers to a hierarchy of names that indicate the ease or difficulty of using a track. The words in these names have initial capitals. The main grades in the DOC-SNZ system are Short Walk, Walking Track, Tramping Track and Route.

Various labels appear next to track symbols on map legends. NZTopo50 maps have a 'Foot track' symbol and a 'Poled route' symbol. The popularity of mountain-biking is leading to new divisions, especially on maps at a larger scale than 1:50,000. Some maps now distinguish between foot-tracks, multi-use tracks (for nonmotorised use), and mountain-bike tracks.

But this paper is neither about track classifications nor about map symbols. Much of it is about track-names, which are place-names. The word 'track' in this paper has no connection with the 'Track' in the DOC-SNZ classification system. Nor does it refer to any particular map symbol. When used without a prefix, it can mean a gravelled hundred metres of foottrack or a multi-use trail on Signal Hill or a remote and sparsely waymarked tramping route. This meaning of 'track' is similar to but a shade broader than the definition in the glossary of the city council's Track Policy and Strategy (1998):

track

Any accessway off-road which does not have a hard (concrete or asphalt) surface. The track must also have an element of a leisure experience in its use (rather than [being] a straight path between two streets) and be delineated in some way (such as vegetation clearance or markers across a paddock).

In a few places I will modify 'track' with the prefix 'foot'. A 'foot-track' in this paper is a track open to walkers, runners, buggies and wheelchairs but closed to cyclists. Many Dunedin city-council tracks are multi-use (nonmotorised).

Other Terms

When discussing a track that has two completely different names, one of which seems to be better known and in wider circulation than the other, I use the term 'everyday name' to refer loosely to the most commonly used one. The term 'gazette name' means the legal name of a gazetted walkway.

The term 'DOC web-map' refers to the Department of Conservation's web-map Discover the Outdoors. The term 'DCC tracks web-map' refers to Dunedin city council's web-map Tracks and Trails around Dunedin.

I use the term 'DOC track-name' to mean the name of the track on the DOC web-map or on a DOC leaflet or web-page. Similarly, 'DCC track-name' means the name of the track on the DCC tracks web-map. ArcMap is the name of the software used to produce the council's web-map.

The paper assumes that the reader is familiar with the terms 'unformed public road', 'gazetted walkway', and 'cadastral map' and with the main features of the Walking Access Mapping System (WAMS).

Scales of the Map Extracts

The scale of each map extract may differ from that of its original map. Many have been enlarged to display and print as clearly as possible. A few have been reduced in size to fit on the page.

Abbreviations

DCC Dunedin City Council

DOC Department of Conservation

GIS Geographic information systems

LINZ Land Information New Zealand

NDHA National Digital Heritage Archive

NZGB New Zealand Geographic Board

NZWAC New Zealand Walking Access Commission

SNZ Standards New Zealand

WAMS Walking Access Mapping System

1. Tracks on Web-maps of the Dunedin Area

As well as examining guidebooks and websites, my research into track-names looked at one local web-map and at two national web-maps. They were Dunedin city council's Tracks and Trails around Dunedin¹ (in preparation in 2013), the WAMS² and DOC's Discover the Outdoors³. This section describes the main characteristics of these three web-maps, in the context of tracks and track-names. There are considerable dissimilarities between these maps, apart from the obvious huge difference in the size of the areas they cover. All three are still young at a time of rapid technological advance; a few of my descriptions and comments may be out of date before this paper is completed.

Tracks and Trails around Dunedin (in preparation, November 2013)

http://www.dunedin.govt.nz/council-online/webmaps/tracksmap

The Tracks and Trails around Dunedin web-map covers a relatively small area, compared to the national web-maps, but very thoroughly in a single-purpose sense. It aspires to show all the tracks and routes that are open to the public (subject sometimes to obtaining permission for access). There is a philosophical aspect to this map's design: it values the provision of full information and the right of and need for individuals to make informed choices. Some of the tramping tracks shown are demanding undertakings that require experience, navigation skills, and suitable footwear and clothing. The homepage of this web-map carries a caution:

The majority of the tracks are not signed or way marked; they are indistinct ground trails that require strong navigational skills. This data is the best available at the time of publication. The information offered here comes from different sources (GPS, aerial photos, topographic maps) and as a result has varying degrees of accuracy. It is intended as a general guide only and should not be used for accurate navigation purposes. It does not grade the tracks for difficulty nor does it indicate their current condition. Some of the tracks may be walked or ridden with ease; others will require full tramping equipment or long carries of your bike.

Designed Partly for Asset Management

While staying true to the overall aim of showing all tracks and routes, and thus serving as a source of information for the public, the DCC tracks web-map has been designed partly to be an asset management tool. The map presents a network of sections, which is convenient for track management, rather than a map of recommended day walks, which would be more like a guidebook.

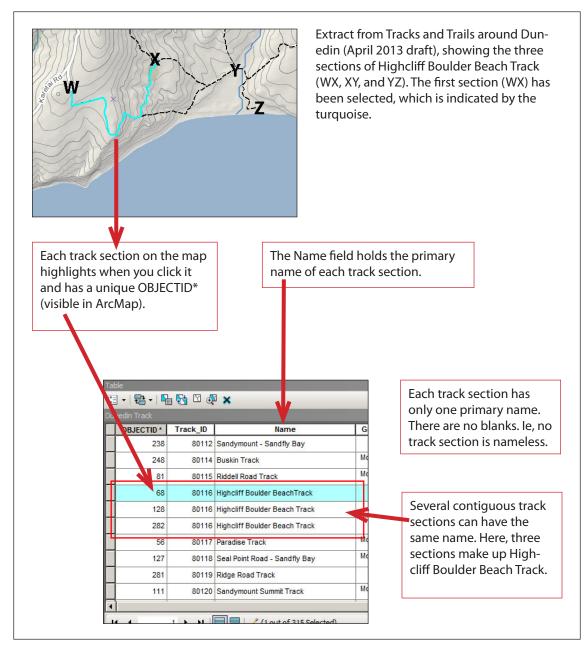
Several contiguous track sections can have the same name. Swampy Ridge Track, for example, has seven sections. No track section is nameless; to achieve completeness the web-map names even obscure and remote fragments of track. This should not lessen the map's usefulness to the public. To make a full day's walk, users will often need to string together several track sections.

The naming of the tracks on this web-map is analogous to the naming of a perfect road network in which all roads are named (even short cul-de-sacs), none have two names, and

no ambiguity ever confronts the postie or other deliverers. An alternative approach, adopted by some web-map developers, is to name all fragments No Title. But a name costs nothing, so there's little reason for any No Title tracks.

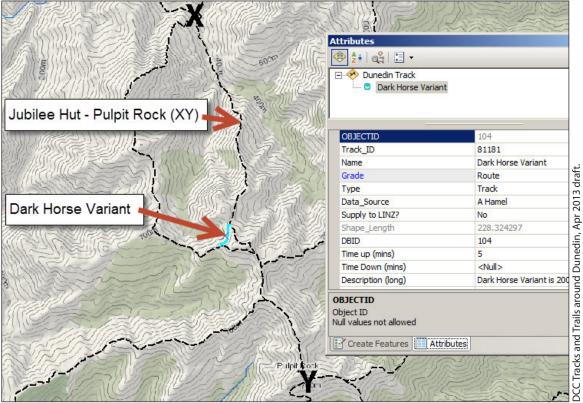
Highcliff Boulder Beach Track in the DCC Tracks Web-map (ArcMap Version)

Some tracks on Tracks and Trails around Dunedin have been split into convenient sections. Highcliff Boulder Beach Track, for example, has three sections. The extracts below are from ArcMap, the software used to create the council's web-map. They illustrate some of the principles that I've just mentioned, which govern the characteristics and behaviour of the tracks network on this map.



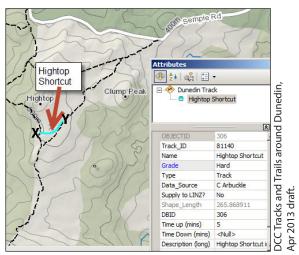
Every Track Has a Name

On Tracks and Trails around Dunedin, every section of track has a name. Even remote fragments are given names. Dark Horse Variant is an example of this.

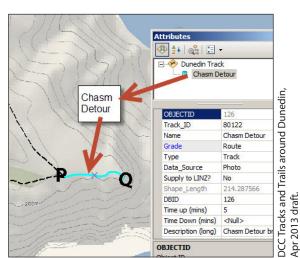


Extract from the database of Tracks and Trails around Dunedin (April 2013 draft). Dark Horse Variant, in turquoise, has been selected. Although this obscure fragment of track is only 200 metres long, it is still given a name.

Hightop Shortcut and Chasm Detour in the DCC Tracks Web-map (ArcMap Version) These are two more track fragments.



Extract from the database of Tracks and Trails around Dunedin (April 2013 draft). Hightop Shortcut (XY), in turquoise, has been selected. Although this track is less than 300 metres long, it is still given a name.



Extract from the database of Tracks and Trails around Dunedin (April 2013 draft). Chasm Detour (PQ), in turquoise, has been selected. The track network on the DCC web-map is like a road network. Athough only 200 metres long, PQ is named, as is a cul-de-sac in town.

Tracks on Water Catchments

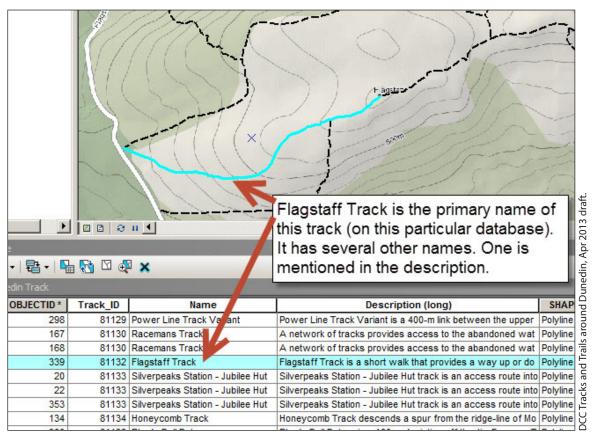
Tracks and Trails around Dunedin shows quite a few tracks and routes that are not shown on the WAMS, particularly on council-owned water catchments. It also provides many track-names that are unavailable on the WAMS. Similarly, the WAMS's coverage of the Dunedin area provides information that does not appear on Tracks and Trails around Dunedin. The WAMS, for example, shows that there is a public road along Big Stream (and one even along Rocky Ridge). For the Dunedin area, the two web-maps complement each other.

Competing Track-names

Ideally, the track-names on the DCC tracks web-map would be identical to those on the WAMS and on the DOC web-map. This is already the case for many tracks, but a sizeable minority of tracks are burdened with two or even three different track-names, sometimes for quite complicated but logical reasons.

An example is the track that the council's web-map calls Flagstaff Track. This track has two other names. The name considered to be the most commonly used or most functional is given the highest priority. Often, this name matches the track-name used in the guidebook *Dunedin Tracks and Trails* (A Hamel, 2008).

The following view of Flagstaff Track is from ArcMap, the software used to create the council's web-map. It shows that the name Flagstaff Track occupies pride of place in the Name field. A second name is acknowledged, in passing, in the Description (long) field. A third name is omitted. We will return to the subject of competing track-names in Section 5.

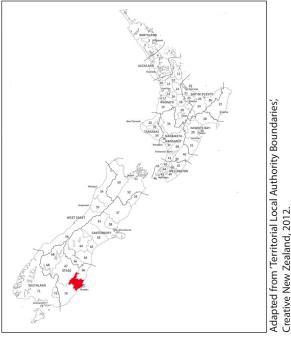


Extract from the database of Tracks and Trails around Dunedin (April 2013 draft). Flagstaff Track, in turquoise, had been selected.

Selecting Flagstaff Track on the DCC tracks web-map will bring up an information panel containing the track's name and a description. The description includes the alternative name Skyline Walk:

Flagstaff Track is a short walk that provides a way up or down Flagstaff from the west. It can be used as one of several alternative starts to Dunedin's Skyline Walk. Start on Flagstaff Whare Flat Road at the carpark known as the Bull Ring. The obvious gravelled foot-track leads firstly through manuka scrub and then through tussock grassland. The summit of Flagstaff is 1.5 km from the Bull Ring. For further information, see the Dunedin City Council leaflet Skyline Walks. Bicycles are not allowed on Flagstaff Track. It is heavily used by walkers and is unsuitable for shared use.

Flagstaff Track is part of a gazetted walkway, and so it also has a legal name – a third name – not mentioned in this description. The descriptions in Tracks and Trails around Dunedin can have up to 1,000 characters. They could include a third track-name if one was considered essential.



New Zealand's territorial local-authority boundaries. The Tracks and Trails around Dunedin web-map covers the city council's administrative area, shown in red.

Discover the Outdoors (DOC)

http://maps.doc.govt.nz/Viewer/Index.html?viewer=rwa

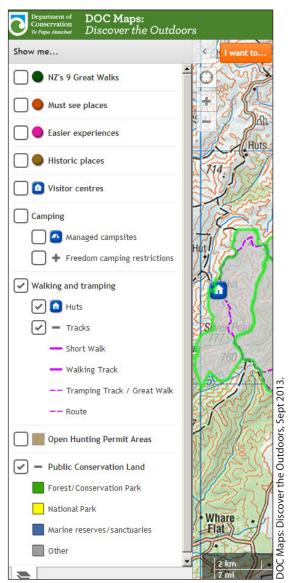
DOC's Discover the Outdoors covers the whole of New Zealand. You choose one of four views: a topographic view based on NZTopo50, a satellite view (photographic), a terrain view or a map view. By ticking various subjects on a legend, you can switch on additional information such as DOC-managed tracks, huts, managed campsites, historic places and public conservation land.

To display as many tracks and routes as possible when you are using the DOC web-map, you need to use the topographic view and also tick Tracks in the legend. The latter action overlays the NZTopo base layer with magenta DOC-managed tracks and routes. Tracks on the base layer are inactive. The magenta DOC tracks are interactive; clicking on one will display its DOC name.

Although the NZTopo50 base map covers the whole country, the interactive enhancements focus on the land and facilities that DOC administers. In some parts of New Zealand, especially in mountainous areas governed by DOC, using this combination of topo view plus Tracks might display all or most of the tracks and some of the tramping routes. People whose outdoor recreating all takes place on DOC-managed land may find this web-map to be perfect.

However, walkers and trampers in areas like Dunedin, which has extensive councilowned water catchments, will immediately see serious limitations in the DOC webmap. For a visitor to the town or a new resident with no local knowledge, the DOC web-map could be wholly misleading. In the Dunedin area, there are a number of tracks and recognised routes that do not appear either on the topographic base layer or on the tracks overlay of Discover the Outdoors.

Some of these missing tracks are on council-owned water catchments, such as the upper reaches of Silver Stream and much of the Leith valley. Some are in forestry plantations, such as Flagstaff Forest and Cedar Farm Forest, owned by city-council subsidiary companies; these forestry tracks have limited opening times, which ideally would be available on any web-map that showed these tracks interactively.



Extract from Discover the Outdoors, showing the range of information available as additions to any of the four base layers.

On some DOC-managed land in the Dunedin area, there are well-known tramping routes that DOC does not maintain or promote in its leaflets or on its website. The optional tracks layer in Discover the Outdoors reflects this. Switching on the tracks layer does not pick out all the tracks and routes on DOC-governed land. The bright magenta appears on only a proportion of them, especially in the Silver Peaks and on Maungatua. For example, Eucalypt Spur Track, Rosella Ridge Track and Rocky Ridge – all in Silverpeaks Scenic Reserve – are not shown, except by the topography.

Discover the Outdoors carries the following warning:

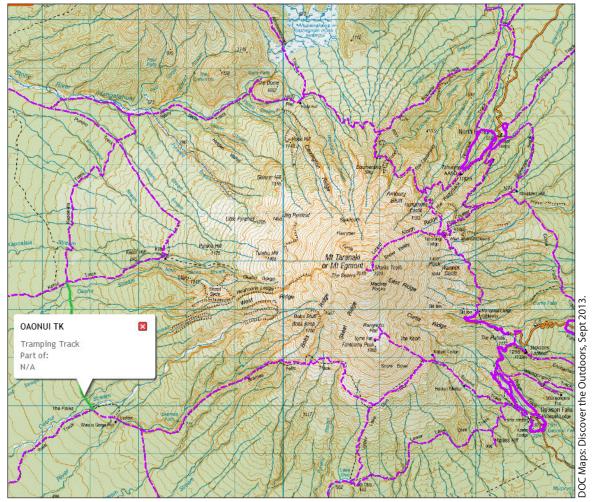
Disclaimer

The information provided within the DOC Maps: Discover the Outdoors application is provided for general information only and should not be used for navigational purposes – for which DOC recommends the use of fully featured New Zealand topographical maps. For detailed information about recreation in your area, contact your local DOC office.

DOC makes no express or implied warranties as to the accuracy or completeness of the data or information, nor its suitability for any purpose. Errors are inevitably part of any database, and can arise by a number of means, from errors during field data collection, to errors during data entry.

DOC will not accept liability for any direct, indirect, special or consequential damages, losses or expenses howsoever arising and relating to use, or lack of use, of the data or information supplied.

Oaonui Track, Mount Taranaki, in Discover the Outdoors.



Extract from Discover the Outdoors, showing Mount Taranaki in topo view plus DOC tracks. The bright magenta lines are DOC-managed walking tracks, tramping tracks and routes. These lines are interactive. Clicking on Oaonui Track has highlighted it in green and has brought up an information panel. The black tracks on the NZTopo50 base layer are inactive.

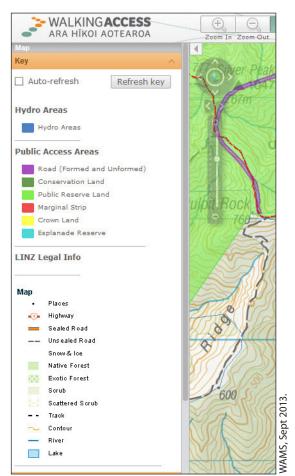
Walking Access Mapping System

http://wams.org.nz/wams_desktop/index.aspx

The WAMS is provided by the New Zealand Walking Access Commission. This web-map covers the whole of New Zealand and has been designed to show land to which the public has access. Its topographic base layer is NZTopo50. Also available are an aerial base layer (which is excellent) and a map base layer (which at large scales is mainly white space). The user can display extra features by switching on additional map content, such as DOC-managed tracks, hydro areas, public roads (formed and unformed) and marginal strips. An information tool then allows the user to click on one of these added features – for example, a DOC track or a gazetted walkway controlled by Dunedin city council – to obtain further details such as a track-name.



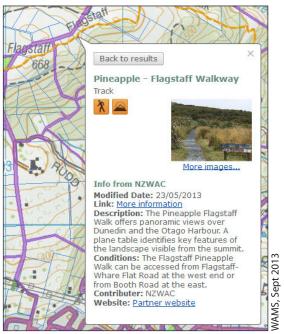
Extract from the WAMS showing the Map Content menu. This was in conjunction with a topo base layer at 1:20,000. By ticking the boxes you can apply layers of specific information. These layers appear over the top of the base map. They enable you to customise the map to display only the information you need.



Extract from the WAMS showing the key. This particular example was in conjunction with a topo base layer at 1:20,000. The key indicates the meaning of the different colours and symbols used on the map. Unlike the key on a paper map, the key on the WAMS changes depending on the current map view and on which public-access information is switched on.

The black unnamed tracks on the topo base layer are inactive. You cannot determine their track-names directly from the WAMS except for those that are overlaid by DOC tracks or gazetted walkways. However, you can see whether these tracks are on conservation land or public reserve or other crown land. In time, more of these black base-layer tracks may be overlaid by interactive tracks, particularly on local-authority-owned water catchments and in forestry plantations open to the public.

One of the potent features of the WAMS enables organisations to partner with the Walking Access Commission to display their own information to the public. This facility is called the Partner Information Portal. The information 'could include tracks, fishing access points, places of interest or other information of interest to people considering a trip into the outdoors.' The information appears in the Recreational Points of Interest layer. Map users can view recreational points of interest on any of the three base maps and alongside any other type of layer, such as roads or administrative boundaries.



Extract from the WAMS. The yellow track is a part of the Pineapple - Flagstaff Walkway. Clicking on this track with the information tool has brought up an information panel. This walkway is unusual in being a gazetted walkway whose controlling authority is a local authority rather than DOC. The links lead to further information.

There may be several ways in which Dunedin city council's tracks data could be merged into or linked to the WAMS. The WAMS administrators could gradually add local-authority tracks as a new overlay, similar to the DOC tracks overlay. In the case of the Dunedin city-council data, every track section could be interactive.

Alternatively, and a less direct and less complete solution, the city council – as a partner organisation – could add Walk and Tramp recreational points of interest. The resulting pop-up information panels on the Dunedin area of the WAMS could contain links to Tracks and Trails around Dunedin. And vice versa.

The WAMS website includes several disclaimers on the purpose and accuracy of the information provided, the use made of it, copyright and privacy.

Comparison of the Three Web-maps

The comparisons in the table below and on the next page focus mainly on how completely the web-maps cover tracks and routes and track-names.

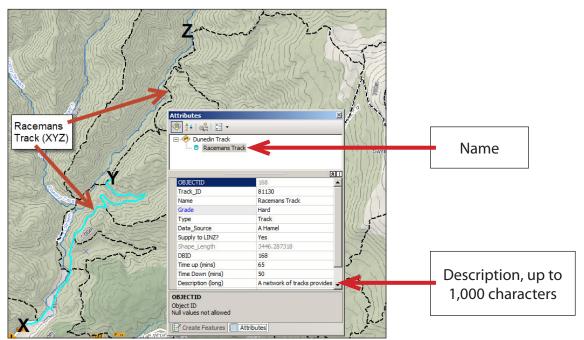
	Web-map Coverage of Tracks and Routes*			
Name of Web-map	Area	Completeness of Tracks and Routes Also, the Availability of Their Names		
Tracks and Trails around Dunedin** (Dunedin City Council)	Dunedin city council's adminis- trative area.	A simple map with one main aim: to show all tracks open to the public. Hill-shaded base layer, contoured at scales of 1:40,000 and above. An overlay uses black dashed lines to depict tracks and routes, including demanding tramping routes. (Access to a few of these tracks requires permission.) Most of the spatial tracks data has been obtained on foot by hand-held GPS devices. Every black dashed line on the map is interactive. By clicking on any one, a user can display a DCC track-name and a short description of up to a thousand characters.		
		Lacks any specific public-access information, such as unformed public roads, marginal strips, conservation land, public reserves and esplanade reserves. The base layer shows roads but not tracks; so most private tracks are not shown.		
Discover the Outdoors (Department of Conservation)	Whole of New Zealand.	NZTopo50 base layer + ability to overlay this with DOC-managed tracks and routes. A user can click on any one of these to display its DOC track-name. Other available overlays include public conservation land such as scenic reserves and open hunting permit areas.		
		Tracks and routes on the base layer are inactive. Tracks and routes missing off the NZTopo50 database will also probably be missing off Discover the Outdoors, unless the web-map administrators have added them as DOC-managed tracks and routes.		
WAMS (New Zealand Walking Access Commission)	Whole of New Zealand.	NZTopo50 base layer + ability to show land to which the public has access, including public roads, hydro areas, gazetted walkways and DOC-managed tracks and routes. An information tool allows the user to display the DOC name of any DOC-managed track or route. Similarly, the tool can be used to display the gazette name and sometimes an alternative name of a gazetted walkway controlled by DOC or by a local authority. The pop-up information panels can contain links to further information.		
		Tracks and routes on the base layer are inactive. Some tracks and routes missing off the NZTopo50 database will also probably be missing off the WAMS, unless the web-map administrators have added them as DOC or local-authority tracks and routes. Much work remains to be done to add local-authority tracks and routes as interactive elements.		

^{*} All three web-maps carry cautions or disclaimers about the accuracy of the information they provide and the use made of it. Tracks and Trails around Dunedin is the most explicit in this respect, indicating the need in some places for tramping experience, navigation skill, and appropriate footwear and clothing.

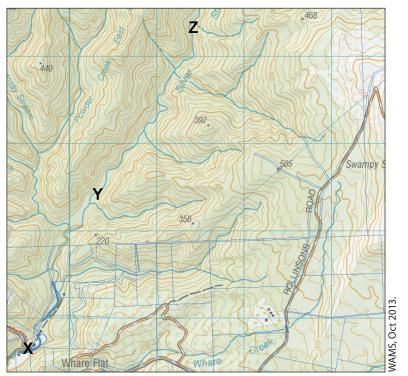
^{**} In preparation, 2013

Comparing the Web-maps: Looking for Racemans Track

Racemans Track is the backbone of the Silver Stream cluster of tracks and routes. Its name is a clue to the local history of the Silver Stream valley. Dunedin city council promotes the Silver Stream tracks in a leaflet and on its website. Racemans Track is not yet shown on the NZTopo50 map (October 2013), and so it does not yet appear on the topographic base layer of either the WAMS or Discover the Outdoors. There's a possibility that LINZ may add it to the NZTopo50 database in the near future.



Extract from the database of Tracks and Trails around Dunedin (April 2013 draft). The southern half (XY) of Racemans Track has been selected and is highlighted in turquoise.



Extract from the WAMS, showing the upper Silver Stream valley. The topographic base map does not yet (October 2013) show Racemans Track. XYZ is roughly the line of Racemans Track.

Comparing the Web-maps' Showing of Tracks: Basic Design Differences

A difference in design exists between the ambitions of the DCC tracks web-map and the ambitions of the DOC web-map. This difference is most apparent in the Silver Peaks. The first two extracts below demonstrate this (as also does Section 7).

The DCC tracks web-map's coverage of the Silver Peaks conforms to the map's overall design: the map shows and briefly describes all the available tracks and routes. Map users are expected to combine this information with information from other sources and hence make informed decisions on routes suited to their experience.

In contrast to this, the DOC web-map selects and depicts just two outings (a ten-hour route and a three-hour route) out of the many possible Silver Peaks combinations.

These contrasting approaches are understandable. DOC looks after a third of the country, with limited resources. It cannot maintain all the tracks and routes on the lands that it manages. It has to choose which to maintain and which to leave to nature. Unmaintained tracks and routes that are poorly waymarked do not meet the DOC-SNZ classifications, even though some of them may be classic walks. So they may not appear on DOC's web-map.

The city council's web-map, in contrast, covers a relatively small area, for which showing every single public track is an achievable goal.



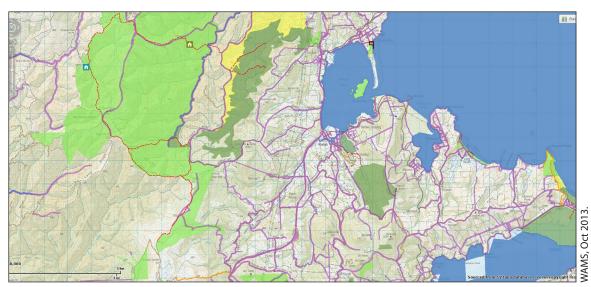
Extract from Tracks and Trails around Dunedin (April 2013 draft), showing the area to the north of the city. Every black track on the map is interactive. In the area shown, there are about 160 interactive track sections. By clicking on any track section, a user can display its DCC track-name and a short description of up to a thousand characters.



Extract from Discover the Outdoors, showing the area to the north of Dunedin in topo view plus DOC tracks. The black tracks on the NZTopo50 base layer are inactive.

The bright magenta lines are DOC-managed walking tracks, tramping tracks and routes. By clicking on one of these lines, the user can display the DOC track-name. In the area shown, there are 12 of these magenta tracks. Two of them are in the Silver Peaks.

Several Silver Peaks tracks and routes are not shown. They include Eucalypt Spur Track, Rosella Ridge Track and Rocky Ridge, which are all in Silverpeaks Scenic Reserve. The DOC criteria for including or excluding such tracks and routes may vary from region to region. For example, the DOC web-map's coverage of Mount Taranaki includes Mount Taranaki Summit Track (as a summer route).



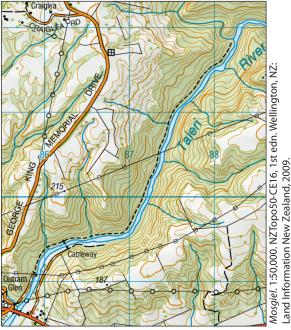
Extract from the WAMS, showing the area to the north of Dunedin in topo view plus DOC tracks, hydro areas and public access areas. The black tracks on the NZTopo50 base layer are inactive.

The red dashed lines are DOC-managed walking tracks, tramping tracks and routes. These become interactive at scales of 1:20,000 and above. By clicking on one of these lines, the user can display the DOC track-name.

Much work remains to be done to add local-authority tracks and routes as interactive elements. The WAMS administrators may face a dilemma over tracks and routes that are on DOC-managed land but which are not shown on DOC's web-map. For example, Eucalypt Spur Track, Rosella Ridge Track and Rocky Ridge, which are all in Silverpeaks Scenic Reserve.

A Note on Web-maps and Track Types

In the Introduction I said that the development of web-maps had expanded the role of track-names. A part of the reason for the increased use of track-names is that web-maps can name every track; paper maps at 1:50,000 could not do this.



Extract from a paper copy of the LINZ Mosgiel 1:50,000 topographic map. The Outram Glen - Lee Stream track is shown but not named. Most paper 1:50,000 maps (or PDF copies of them) do not label any but the most highly used tracks.

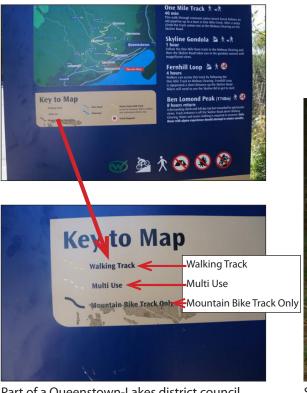
There is a second way in which web-maps are affecting the mapping of tracks: web-maps can display a greater diversity of track types than could 1:50,000 paper maps.

Auckland council's web-map, for example, splits recreational tracks into four types: Track, Trails, Horse Trail and Off-road Cycle Track. The tracks layer is specifically for asset management, but it also serves – like the other three layers – as a source of information for the public. Each track type is defined:

- Track: this dataset contains 'all tracks located at the ARC Regional Parks'. The purpose of this dataset 'is primarily for the use of Asset Management ...'
- Trail: this dataset contains 'all tracks and trails in the Waitakere Ranges ... and Hunua Ranges ... including the Hillary Trail and the Te Araroa Trail.' In theory, the description field should tell 'what type of track it is, whether foot track, remote track or national walkway'.
- Horse Trail: this dataset is a 'combination of park horse trails originally derived from park brochure details and local ranger knowledge'.
- Off-road Cycle Track: this dataset is a 'combination of mountain bike trails originally derived from park brochure details and local ranger knowledge and [it] refers to all cycling options on the park'. These options include 'recreational riding on poled routes over farmland and on internal park roads; and informal mountain biking on purpose built single and shared tracks'.



Auckland council's web-map differentiates between tracks, trails, horse trails, and off-road cycle tracks.



Part of a Queenstown-Lakes district council sign. The large-scale sketch map on the sign distinguishes between walking tracks, multiuse tracks, and tracks for mountain-bikers only. By itself the word 'track' can mean any or all of these things.



Sign from a mountain-biking-only track in Wales. Such a track is often a part of a network. All the tracks in these mountain-biking areas are invariably named. The characteristics of a functional name for one of these tracks are the same as for a more traditional track.

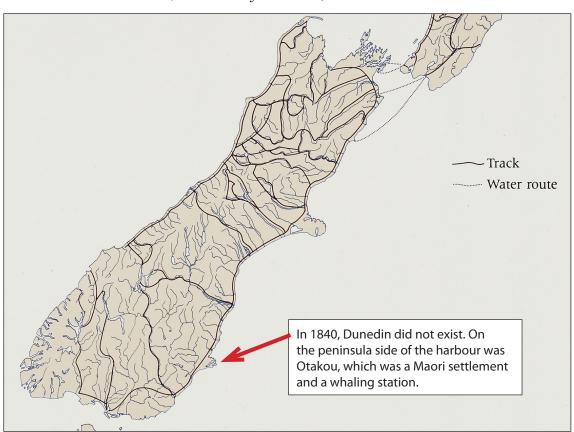
2. The Origins of Track-names – an Overview

Track-names lack the prestige of a creek name or a swamp name. Creeks and swamps may readily satisfy the criteria for being accepted onto the New Zealand Gazetteer of Official Geographic Names. Track-names will not. Roads also are excluded. But track-names inhabit a place even further down the pecking order than roads. This situation risks undervaluing the historical importance of some track-names.

The Oldest Track-names in New Zealand

The oldest track-names in New Zealand are associated with the overland walking routes of pre-contact Maori. In the 19th century, many of these ancient pathways fell into disuse or were obliterated by changing land use, but the names of some of these lost paths live on.

Maori overland routes appear on several of the maps in the *New Zealand Historical Atlas*.¹ Another authoritative map of New Zealand that shows the principal Maori tracks is *Nga Motu o te Iwi Maori 1840 (The Islands of the Maori)*.²



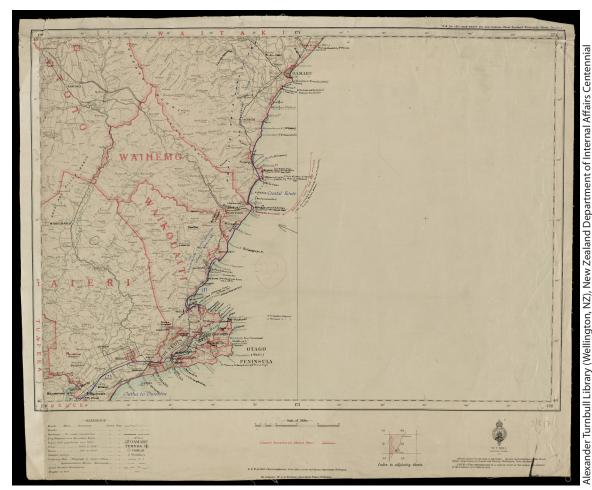
Extract from the highly detailed poster Nga Motu o te Iwi Maori 1840 (The Islands of the Maori). This large poster contains several maps of New Zealand. One of these maps shows some major tracks and water routes from the period 1800–1840. I have cropped the South Island from this map and have added the note about Otakou. The overland coastal routes northwards and southwards from Otakou were major Maori tracks.

Zimowit, Nina. *Nga Motu o te lwi Maori 1840 (The Islands of the Maori).* Map. Published as part of the kit *Belonging Here/Toi TakeTake*. Wellington, NZ: New Zealand 1990 Commission, 1990. Imaging Services, Alexander Turnbull Library, Wellington, NZ. Reference B-K-1041-MAP.

Publications Branch [Maori tracks and waterways] [maps with ms annotations] pre 1840, MapColl-CHA

3/1/1-15-Acc.37472-97. Reproduced with the permission of the Ministry for Culture and Heritage

Mapping coverage of Maori tracks at larger scales than atlas maps is available but is unpublished. The centennial branch of the Department of Internal Affairs began the centennial atlas project in 1938. The research for this planned historical atlas included the hand drawing of Maori tracks and waterways onto thirty-seven four-mile-to-the-inch sheets that covered the whole of New Zealand. The annotated maps are held at the Alexander Turnbull Library, Wellington.³



Sheet 32 of the thirty-seven 1:253,440 maps that were annotated to show Maori tracks and waterways of 1800–1840.

Some of the pre-contact overland trails have survived nearly two centuries of bush-clearing, road-building and urbanising and can still be followed by walkers or trampers today. Typically these routes follow high ridges in the North Island and wander along river valleys and over passes in the South Island. Barry Brailsford's *Greenstone Trails: The Maori and Pounamu* describes the Maori walking routes of the South Island. The present names of some of these enduring routes often combine a Maori place-name with an English suffix. Brailsford lists fifteen major Maori routes. Three examples of their names are the Upper Arahura Trail (which goes over the Browning Pass/Noti Raureka), the Taramakau – Hurunui Trail (which goes over the Harper Pass), and the Waitaki River Trail. But not all his route names include Maori place-names. What we now call the Clutha River/Mata-Au lost its Maori name in the mid-19th century (except among Maori), and so in *Greenstone Trails* the Maori route along that river is called the Clutha River Trail.

Even when a present-day track-name does contain a Maori place-name, one has to be wary of assuming that the Maori portion is necessarily very old. The regional historian George Griffiths acknowledged that many Maori place-names have a long history, but he also cautioned that 'one should not ... assume that *all* Maori names are traditional and

ancient. Many, such as Colac or Taiaroa Head, came later, and literally dozens were invented artificially even as late as the period between 1890 and 1920'.4

The Oldest Track-names in the Dunedin Area

The annotated tracks-and-waterways map (page 25 and this page) shows the Maori coastal routes of 1800–1840, heading northwards and southwards from Otakou. It is often difficult to know whether today's foot-tracks or cycle tracks coincide exactly with these ancient pathways. But walkers who follow our present coastal routes, such as from Heyward Point to Long Beach, follow closely in the foot-steps of Maori.

Nowadays these important coastal routes are physically fragmented, even if some sizeable stretches may be legally continuous. As far as I know, nobody promotes them as named heritage walks. Modern long-distance coastal trails have yet to develop in the Dunedin area. The council's Tracks and Trails around Dunedin web-map shows occasional sections of coastal track, interrupted by trackless physical or legal barriers.

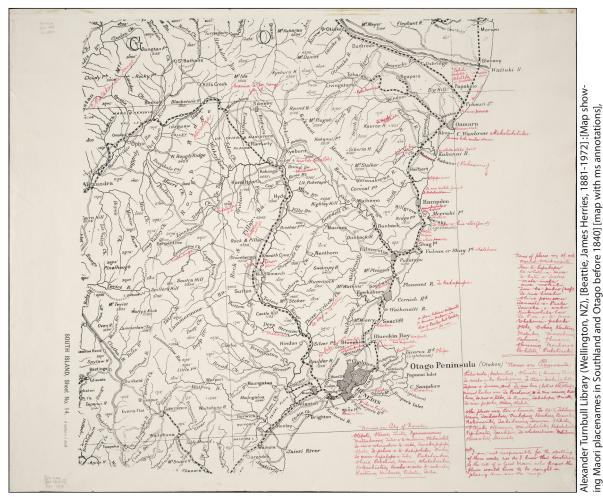


MapColl-CHA-3/1/1-15-Acc.37472-97. Reproduced with the permission of the Ministry for Culture

Part of the annotated map featured on page 25. The Maori tracks have been drawn by hand in blue ink.

In some areas of New Zealand, the Maori tracks have been lost but the track-names survive quite strongly. Many locals in Taranaki will have heard of the Whakaahu-rangi Track and the Taumatamahoe Track. In Dunedin, the Maori coastal trails are identifiable – subject to authoritative advice – but their overall names, if they had them, don't have a high profile in English. Experts in Maori nomenclature may be able to supply these track-names. You can gain an idea of the number of available Maori place-names from H Beattie's annotated map on page 27.

MapColl-834.6ee/[pre-1840]/Acc.1976-81



One of six 1:253,440 published base maps of Otago and Southland extensively annotated with Maori place-names from before 1840. The historian Herries Beattie added the annotations.

Track-names Derived from Road Names

Many foot-tracks and cycle tracks follow unformed public roads. Tracks of this sort often retain the name of the underlying public road, if it has a name. Some public roads, though, are nameless. Although the commissioners of crown grants in the 19th century needed the surveyors firstly to draw the roads on paper, no law required anyone to name these roads. And no law demands their naming today. City and district councils, who own and oversee all unformed public roads, exercise discretion on the question of whether to name them. Dunedin city council's Road Name Guidelines (2011) reflect this:

Naming Unnamed Legal Roads

The Council has approximately 1800km of unnamed Legal Roads. It is not practical to name all these roads especially where most of them may never be formed. Names should only be considered where these roads are to be formed for vehicular traffic, established as a public walkway or used for addressing.⁵

Many unformed public roads, however, did gain names at some point, often before the end of the 19th century, and these names come in useful for historical research as well as for ease of location.

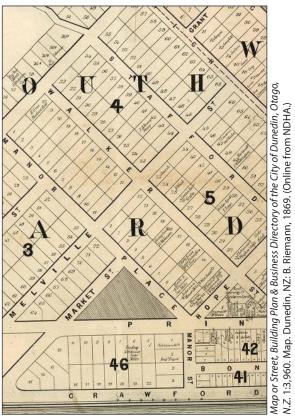
Dunedin Examples of Track-names Based on Road Names

By the late 1860s, town plans of Dunedin included numerous street names. But the absolute necessity to name streets in town, for practical reasons, did not apply so urgently or so

universally to the public roads in the rural surrounds. Between the 1860s and about 1940, many cadastral and topographic maps of the Otago Peninsula carried few road names. By the time the road names did appear (on the 1943 and 1947 maps in Appendix 1), some of them had occurred in writing decades earlier and may have been in regular spoken use even earlier. Many of these road names were based on the names of the farms that the roads led to, which themselves were often named after the farmers. In the beginning, for example, there was William Buskin, then there was Buskin's Farm, then there was Buskin Road, and finally Buskin Track, which is still in the process of becoming the preferred name.

Some of the road names adopted in the 19th century were based on the names of features that the roads led to. Seal Point Road led towards Seal Point but didn't quite make it all the way.

Further evidence of this gradual evolving of the names of rural roads lies in the



Extract from an 1869 town plan of Dunedin. The plan was fully labelled with street names.

written records of the region's 19th-century road boards. For example, the minutes of the monthly meeting of Blueskin Road Board in March 1881 mentioned 'Track Beach road', 'Mihiwaka road' and 'district road'. In the same minutes, several other roads remained nameless. A Mr Healey 'asked for some work to be done on the road up the hill from Bell's Flat'. A Mr Hitchcock 'applied for some work to be done on a road running through section 4, block VI, North Harbour and Blueskin district'.

Milford Trails and Explorers' Naming Rights

Generations of Maori crossed what we now know as Mackinnon Pass, on their way to Piopiotahi, a place whose name didn't penetrate very deeply into New Zealand English: in the early 19th century a Welsh sealer, John Grono, renamed Piopiotahi after Milford Haven in Wales. Another Welshman later changed the name to Milford Sound.⁷

In the late 19th century, tourist tracks began to be developed and – of course – named, or perhaps we should call it branded. Milford Track was one of the earliest⁸, being first used by visitors in 1888–9, and so it is tempting to date both the track and its name to the 1880s.⁹ The fuller tale, as I've just mentioned, is that 1888–9 was the beginning not of the track but of its modern era. And the name Milford, borrowed from the name of the sound, dated back to about 1810–13 in New Zealand and goodness knows how far back in Britain. Furthermore, the matter-of-fact statement about John Grono is both an example of the abrupt eclipse of many a Maori place-name (except among Maori) and an illustration of the renaming propensity of the British prospector-explorers.

Those de facto explorers' naming rights were still operating strongly in the 1880s. Waterfalls seem to have been particularly sought-after quarries. On 10 November 1880, Donald Sutherland and John Mackay became the first Europeans to see an impressive waterfall in a rugged setting beyond Lake Ada. They tossed a coin to decide which of them should

have the privilege of naming it. Mackay won, hence Mackay Falls. Later the same day they rounded the brow of a hill and the panorama opened up to reveal a genuinely stupendous waterfall. This time it was Sutherland's turn to name the discovery, hence Sutherland Falls.¹⁰

One day eight years later Quintin McKinnon and a companion reached the head of the Clinton valley, crossed the pass and continued down the Arthur valley on a track cut by Sutherland. On that day, so common was renaming, the Milford Track might have become McKinnon's Track. But this renaming did not happen (although you can find references to McKinnon's original track). The pass became McKinnon Pass, and the track remained named after the sound.

Mackay, Sutherland and McKinnon were relative amateurs at naming. The historian Herries Beattie listed 128 place-names allotted by the surveyor and engineer John Turnbull Thomson.¹¹

The naming of other tracks often followed a similar sequence to that of the Milford Track. Firstly came the place-name or geographic feature, such as Martins Bay, which might have been named after John Martin, chief officer of the sealing ship *Elizabeth*. Then came the track: Martins Bay Track.

Similarly, Hollyford River came first, receiving its English name in 1863 from Patrick Caples.¹³ Then came the Hollyford Track. (The river is now officially Hollyford River/Whakatipu Ka Tuka.)

The book *Place Names of New Zealand* (2010) lists over 10,000 names. Very few are specifically the names of tracks, because most tracks were named after named geographic features or named places. So, for example, if you're interested in the origins of the names Copland Track and Routeburn Track, you will find some information in *Place Names of New Zealand* under Copland Pass and Routeburn Valley.

Twentieth-century Track-names

Until this point, we have been looking at track-names dating from the 19th century. The historian Malcolm McKinnon has written that 'the big tide of European naming came during the colonising era from the 1840s to the 1910s'. In the 20th century, although the number of substantial rivers and ridges and other features ripe for renaming may have begun to fall after 1910, the same could not be said of tracks. Developing and naming tourist tracks, tramping tracks and routes, hunters' tracks, anglers' tracks, postmen's tracks and later walkways, would carry on throughout the century. New track-names continued to frequently include existing place-names, geographical features, historical figures, local family names, or track characteristics, but the range of people building tracks and bestowing the names became more diverse.

Tracing the exact origins of a current track-name that is thought to date back a long way can be difficult. Fiona Hall from DOC's coastal Otago district office summed up this aspect: 'Many of the tracks we manage have been in existence for a long time and the origin of the names is unknown but could be considered "traditional" or from the community.'

Of the Dunedin tracks whose names tell a story, the Pineapple Track is probably the best known. Apparently, in the 1920s a local grocer guided parties up a track in this area and provided tinned pineapple as a refreshment at the top. This tale might be apocryphal – I'm still looking for the source – but the track-name works well.

Most of New Zealand's gazetted walkways, which number over forty, all created since 1975, are named after places. Mount Cargill Walk, gazetted on 5 March 1987, is typical. The track-name is only twenty-six years old. But the name of the mountain goes back to the mid-19th century. Captain William Cargill led the Otago Free Church settlement. 'In March 1851 Edward Jerningham Wakefield referred to the "lately named Mount Cargill".'¹⁶

McNally Walkway is one of the few exceptions, being gazetted on 22 March 1996 and named after the late Tom McNally, a long-serving Milton policeman.

The matter of naming rights, a gentlemen's agreement throughout the 19th century, occasionally enlivened by gentlemen who disagreed, has not completely died away. In May 2010 the news website Stuff reported that a tourism operator who was offering to build a new track in the Abel Tasman National Park wanted naming rights to the walkway. A DOC spokesman had commented that the department did not give private companies the right to name tracks.¹⁷

In about 2011 the developers of the Pipiwharauroa Walking and Biking Trail near Te Mata took a different approach to naming their track. They invited the public to submit a name for the track to the *Waikato Times*. From the fifty-four entries received, the name was chosen by a panel representing Waikato district council, Meridian Energy, Ngati Mahanga and the landowners.¹⁸

3. The Roles and Legal Statuses of Track-names

When we discuss roles, we need to distinguish between the functions of tracks and those of track-names. Our attention is on the latter. Humans habitually shorten speech. We all do it. We leave words out. Take someone who wants to express the intention: 'We will go by the track that crosses the swamp.' Instead they say: 'We'll go by the swamp track.' In time – a week or ten years – that idea becomes: 'We'll go by Swamp Track.' Or, if there are other local swamps, it might be: 'We'll go by Green Swamp Track.'

In this way, proper names of places evolve or are invented and enable us to refer to those places in fewer words and with greater accuracy. That is why track-names and road names and all other place-names exist.

When Does a Track Need a Name?

Section 1 pointed out that many unformed public roads are nameless. Foot-tracks and cycle tracks based on these roads may also initially be nameless. At present, our total collection of tracks nationally comprises named ones and nameless ones. This situation begs the question: when does a track need a name?

I have argued in previous writing that New Zealand's topographic maps should show all tracks that are physically evident. This is achievable (given 1:25,000 mapping in some areas). However, to argue that every one of these tracks should be named was – until recently – pointless. Paper 1:50,000 maps did not have room to label any but the most important tracks.

A track without a name can be popular and well used. Many English public footpaths are in this category. The signposts state the destination, 'To Downton Abbey', and the footpath never acquires a name. (It will probably have a number somewhere, for management purposes.) With the aid of a map (digital or paper), a walker or tramper in New Zealand might safely follow a waymarked track without that track having a name on the map. Even if the track does have a name listed elsewhere, the person may not necessarily discover it.

The opposite can happen too and may happen more often in the future. A track that is named on a web-map can be obscure and seldom travelled. Builders of web-maps sometimes allocate a name to every section of track for consistency and for asset-management. Few people may ever use the name.

The pros and cons of naming all tracks are matters for asset managers, web-map designers and guidebook writers to mull over. At present in New Zealand, both approaches – 100% naming and partial naming – take place. Ten minutes spent examining the Auckland council web-map, for example, suggests that all the main tracks are named and that only short fragments or tight clusters are not. In future, whichever approach is taken, it seems likely that the majority of public tracks will be named.

Track-names at Work in Other Media

This paper contains numerous examples of track-names in use on web-maps. Track-names also occur in other media, often in lists. Below and on the following pages are 26 examples of lists of track-names. The extracts come from webpages (19), printed guidebooks (2), e-documents (1), printed documents (3) and signs (1). Collectively they demonstrate track-names playing an indispensable role. I searched randomly for these examples. The website ones I've used were the first that came up.

-			1
	Sanatorium Site & Craiglowan Falls	81111	
	Rocky Ridge	81112	
	Possum Ridge	81113	
	Green Ridge to Pulpit Rock	81114	
	Yellow Hut, Yellow Ridge, & the Gap	81115	
	Gap Ridge	81116	
	Rustlers Ridge - Burns	81117	
	Swampy Spur/Leith Saddle Track	81118	
	Swampy Ridge	81119	
	Government Track	81120	
	Rainguage Spur	81121	
	Long Ridge	81122	ا ص
	Powder Ridge (Pulpit Rock)	81123	in
	Flagstaff Creek Short Track (Douglas Fir Grove)	81124	Jan
	The Chalkies (Powder Hill)	81125	on
	Mount John and Mount Allan (round trip)	81126	eati
	Swampy Summit Circuit	81127	ecr
	Rosella Ridge and Waikouaiti River	81128	Jd B
	McIntyres Road - Racemans	81129	.y al
	Racemans	81130	l i
	Mount John and Mount Allan (via Pulpit Rock)	81131	Ē
	Flagstaff Track	81132	Ö
	Hindon to Jubilee Hut	81133	g.
	Rongomai - Honeycomb Loop (Short)	81134	rate
	Bendoran to ABC Cave	81135	dSt
	Viaduct on Water Race	81136	an
	The Gap to Green Ridge via Jubilee Hut	81137	licy
	Jim Freeman Track	81138	k Pc
	Flagstaff Creek Exotic Forest Track	81139	Track Policy and Strategy: Community and Recreation Planning

Track-names at work in Dunedin city-council's Track Policy and Strategy (1998). The full list contained about 178 named tracks or tramping routes. The list existed primarily for track management. Some of the names have since been improved.

Aramoana – Heyward Point Track (DOC)

5 Dunedin Hills

The erosion of the Dunedin Volcano has left hills surrounding the Otago Harbour. The la Flagstaff, Swampy and Mt Cargill have create against northward urban expansion. The hil important recreational area and offer a nety

Summary		All figures return trip		
Page	Name	Time (hrs:min)	Distan	
5.02	Frasers Gully	1:00	4.0 k	
5.03	Spiers Road	2:00	5.0 k	
5.04	Flagstaff	1:00	2.7 k	
5.04	Jim Freeman Track	2:00	5.7 k	
5.06	Pineapple Track	3:50	7.4 k	
5.06	Nicols Falls	1:00	1.6 k	
5.08	Swampy Access Road	2:00	6.2 k	
5.09	Lake Whare / Possum Tracks	2:00	5.0 k	
5.10	Morrisons	1:00	2.4 k	
5.10	Moores Bush	0:40	1.0 k	
5.11	Leith Saddle	1:30	3.9 k	
5.11	Burns Track, Rustlers Ridge	2:00	6.7 k	
5.12	Cloud Forests of Leith	1:45	3.8 k	
5.13	Escarpment Track	1:40	5.1 k	
5.14	A H Reed	0:20	0.9 k	
5.14	Bethunes Gully	4:00	8.5 k	
5.16	Organ Pipes	0:45	0.9 k	
5.17	Grahams Bush	2:00	5.8 k	

Track-names at work in the guidebook *Dunedin Tracks and Trails*.

Tracks			No. of the last of	- 10	
Highcliff Road to Hoopers Inlet					
Lime Kilns (Private)		16 46			
Mount Charles (Private and DOC)	-2				
Paradise Road and Track			31	and the second second	
Pipikaretu Beach (Private)					
Quion Cliff (Private)				3 mg []	
41 Peg Track			12		
District Road Track	roman (
Ridge Road Track					ontrol
Nyhon Track					
Bacon Street Track				A THAT	2001
Buskin Road (Otago Peninsula)	191 Table 1			dW	2004

Dunedin, NZ: Dunedin City Council, 1998; repr. 2002)

A list of track-names on a Dunedin city-council leaflet about the control of dogs.



Track-names at work on a DOC webpage.

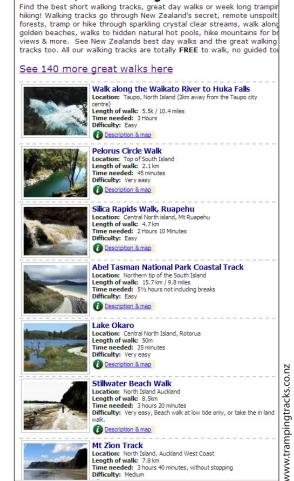
Track



Walkway names at work in a list of gazetted walkways. From the NZWAC Annual Report 2010-2011.

Walking tracks, tramping, walks & hiking a

beautiful, breathtaking New Zealand - ALL

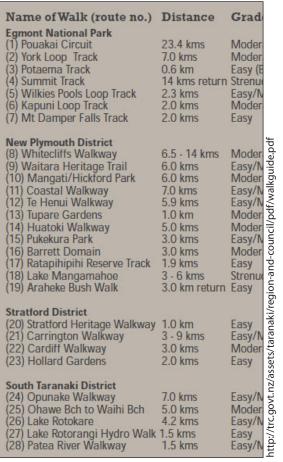


Track-names at work on the homepage of trampingtracks.co.nz.

Location: North Island, Auckland West Coast Length of walk: 7.8 km Time needed: 3 hours 40 minutes, without stopping Difficulty: Medium

Description & map

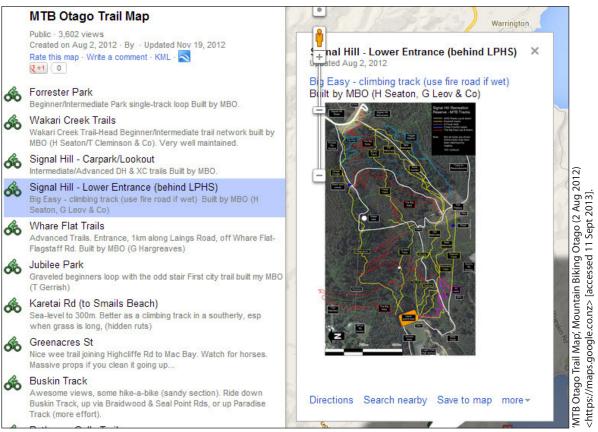
Mt Zion Track



Track-names at work in *A Walker's Guide* (Venture Taranaki, 2009), which is available on the website of Taranaki Regional Council.



Track-names at work on a Queenstown-Lakes district council sign.



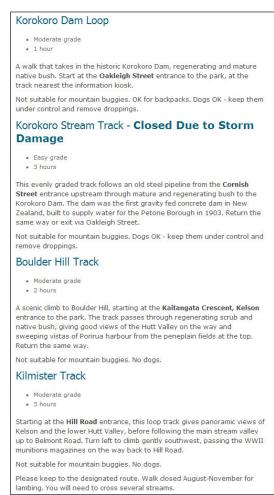
Track-names at work on a mountain-biking webpage.

	Eastern Section – Castle Rock Reserve to Godley head Includes the Bridle Path and Godley Head/Awaroa
Open	Crater Rim Walkway - Evans Pass to Godley Head.
Open	Godley Head Mountain Bike Track
Closed	All tracks in Urumau Reserve
Closed	Search Light and Tunnel tracks
Closed	Whitewash Head Track
Open	Scarborough Bluffs Track
Open	Godley Head Coastal Walk
Open	Top part of Captain Thomas Track
Closed	Barnett Park Walkway
Open	Eastenders Track
Closed	Heathcote Quarry Track
Closed	Scotts Valley Track
Open	Crater Rim Walkway – Mt Pleasant gun emplacements to Bridle Path
Closed	Chalmers Track
Open	Major Hornbrook Track
Open	Bridle Path (Heathcote to Summit Rd to Lyttelton sections)
Closed	Whakaraupo Track
Closed	Stan Helms Track
Closed	Kahukura Track

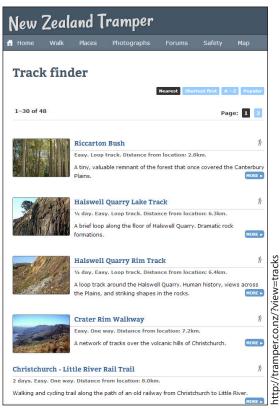
Track-names in indispensable use on a Christchurch city council webpage in October 2013. The extract shows part of an earthquake update about the tracks in the Port Hills reserves.



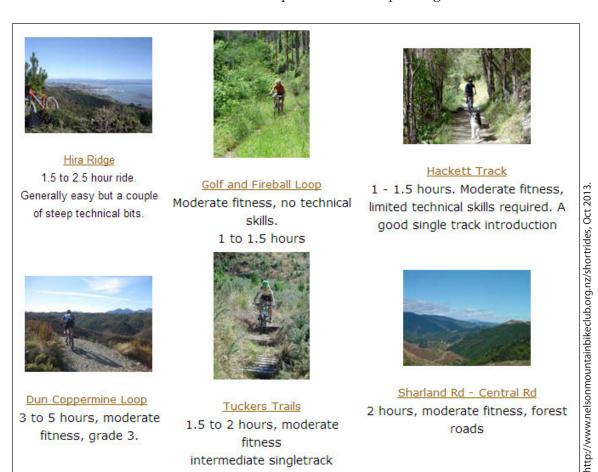
Track-names at work on the website of Aoraki Development Business and Tourism.



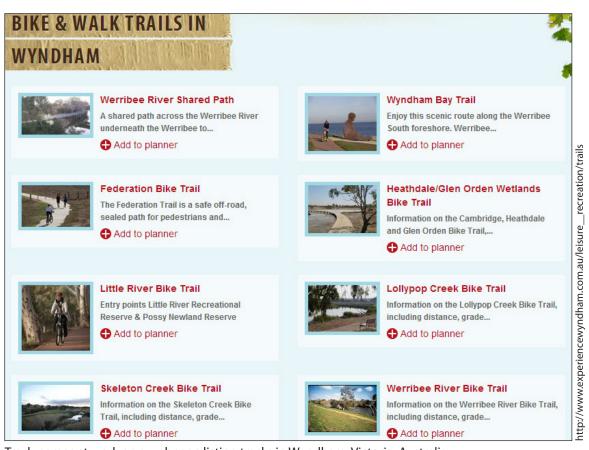
Track-names at work on a Greater Wellington regional council webpage.



Track-names at work in the track-finder facility of the website New Zealand Tramper.



Track-names at work on a Nelson Mountainbike Club webpage. Part of a list of short rides in Hancock Forest.



Track-names at work on a webpage listing tracks in Wyndham, Victoria, Australia.

Centennial Track

25 hour - 3 km

From Anawhata Road, Centennial Track leads to a high rock bluff. Fr series of rock steps and continues around several small valleys dov

Chateau Mosquito Track CLOSED

From Anawhata Road, Chateau Mosquito Track follows along an und steeply to cross Anawhata Stream. The track follows upstream on th distance to the junction of Simla and Sisam Tracks.

Cutty Grass Track

From Scenic Drive, Cutty Grass Track follows an undulating ridge, pa minutes); then reaches Ridge Road Track near its junction with Analy short way further north along Ridge Road Track.

Kuataika Track

From Anawhata Road, Kuataika Track crosses Anawhata Farm then Anawhata Stream. The track then climbs very steeply to open ridge v From here, the track climbs past Kuataika

Pole Line Track

0.3 hour - 0.8 km

From the small parking area on Anawhata Road, Pole Line Track lea section of the former power line route

RGB Track CLOSED

From the Ridge Road Track just north of Ongaruanuku Hut, the RGE steeply to cross Anawhata Stream. It then ascends steeply to Chate

Ridge Road Track

From Anawhata Road, the Ridge Road Track follows undulating ridg trek. Can be slippery under foot if it has been raining.

Simla Track

From the Ridge Road Track, Simla Track follows along the ridge, Vie before the track descends extremely steeply to Smyth Stream at the

Sisam Track

Sisam Track follows the ridge from the Smyth Ridge Track, then des Chateau Mosquito and Simla Tracks just above Anawhata Stream. 3

Smyth Ridge Track

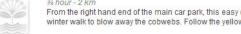
From Smyth Corner, the track follows undulating ridge to Kuataika Ti

Track-names at work on an Auckland council webpage listing tramping tracks in the Anawhata area. This list exclusively comprises tracks classified as Tramping Track under the DOC-SNZ classification system. Although the Auckland-council names in this extract all have the suffix 'Track', you cannot interpret the suffix 'Track' on this website as always meaning the grade of Tramping Track.

Ambury



Foreshore Walk



Lost Garden's Walk

From the woolshed, follow the marker posts; head throu Gardens to see remnants of Mäori stone mounds, once

Arataki Visitor Centre



Arataki Nature Trail

1.6 km

A beautiful introduction to the flora and fauna of the Waits Arataki Visitor Centre. The track is really a network of thr

Atiu Creek

2013.

Tramping%20track,

/regionalparks.aucklandcouncil.govt.nz/



Clearfell Track

Journey north on State Highway 1 to Wellsford. Turn left Albert Road. Follow the signs to the park. The property li (Tapora) Peninsula.

Oruawhero River Trail



There are two routes from the carpark to the trail. Both in and one also includes a kissing gate. Most scooters wo challenging for wheelchairs.

Ti Tree Point Trail



Atiu Creek Farm was gifted to the Auckland Regional Co ensure that all New Zealanders could enjoy access to the

Awhitu



Brook Homestead Walk

From the car park follow the red waymarkers along the f headland where the Brook Homestead sits amid a glad repainted in its original colour scheme.

Cascade Kauri



Large Kauri Walk

From Scenic Drive, this is an easy, short walk to large k

Cornwallis



Jubilee Walk

Jubilee Walk is an easy gravel walk following coastal cli The walk continues across the road and follows easy q

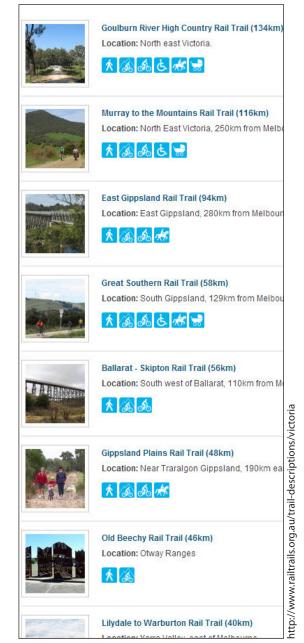
Track-names at work on an Auckland council webpage listing short walks in the regional parks. This list exclusively comprises tracks classified as Short Walk under the DOC-SNZ track classification system. Although 'Walk' is a common suffix for tracks of this grade, 'Trail' and 'Track' also occur in this list.

tracks/Short%20walk http://regionalparks.aucklandcouncil.



Track-names at work on a webpage listing walking, cycling, mountain biking and horse riding tracks in Kingborough, Tasmania.

36 East Cloudy Head track
37 Labillardiere Peninsula track



Track-names at work on a webpage listing rail trails in Victoria, Australia.

http://www.kingborough.tas.gov.au/page.aspx?u=453

Dundalk Slí na Sláinte

Drogheda, Louth

Dundalk Slí na Sláinte 7.4 km route walk starts at Dundalk Shopping Centre Read more

Visit website >

Carlingford Slí na Sláinte

Carlingford, Louth

The Carlingford Slí na Sláinte is a 7 Km walking route which starts at the tourist office in the village. Read more

Visit website >

Walking Holiday Ireland

Blackrock, Louth

Walking Holiday Ireland provides self-guided and guided walking holidays in the Cooley and Mourne mountains and is only one hour from either Dublin or Belfast airports.

Read more

Visit website >

Blackrock Slí Na Sláinte

Blackrock, Louth

The Blackrock Slí na Sláinte is a 4km route which starts at the end of the promenade, at the junction with Sandy Lane. Follow the route up Sandy Lane, past the Community Centre on the left. Read more

Visit website >

Drogheda Slí na Sláinte

Drogheda, Louth

The Drogheda Slí na Sláinte 3.3 km route takes you down Peter Street past the Thosel into Shop Street and up to the Bullring. Read more

6 800

Walk names at work on an Ireland.com webpage. These are walk names with a specific suffix. Slí na Sláinte means Path to Health. (Slí na Sláinte is an initiative developed by the Irish Heart Foundation, with the aim to encourage and increase the number of people walking in the Republic of Ireland.)

Miners' Road Walk (Purple Route)

Grade: Easy Distance: 5km Time: 1hr 10 mins

Climb: 20m

201

too

nttp://www.ireland.com/en-ca/what-is-available/walking-and-hiking/destinations/republic-of-ireland/louth/all,

This walk skirts one side of the Upper Lake. The trail passe walk. Peregrine Falcons may on occasion be seen high in the

Walkers on the Miners' Road Walk may also want to downle

Poulanass and St. Kevin's Cell (Bronze Route)

Grade: Moderate Distance: 2km Time: 45 mins Climb: 120m

This trail rises steeply alongside the Poulanass Waterfall, le to birdwatch. A visit to Reefert Church is worthwhile before

Green Road Walk (Green Route)

Grade: Easy Distance: 3km Time: 50 mins Climb: 20m

The Green Road is an easy stroll on mostly flat ground. Thi are often seen sunning themselves on the wooden trackwa

Walkers on the Green Road Walk may also want to download

Derrybawn Woodland Trail (Orange Route)

Grade: Ramble
Distance: 8km
Time: 2hrs
Climb: 160m

This trail climbs steeply up alongside the Poulanass Water as Treecreepers are often seen here. In early summer, wo

Poulanass (Pink Route)

Grade: Moderate
Distance: 1.7 km
Time: 45 mins
Climb: 150m

Walk names at work on a webpage listing walks of Glendalough, Wicklow Mountains National Park, Republic of Ireland.

http://www.wicklowmountainsnationalpark.ie/walkingtrails.html, Oct 2013.

B) Medium, for fairly regular walkers



(Strong Shoes / boots weatherwear recommended - may need food & drink).

Callander area

Bracklinn Falls and Upper Crags about 4 miles with steep rough track on second stage. Ben Gullipen from A81 3 mile or 6 mile. 1400 feet. Forest track, sometimes steep.

Ben A'an hillwalk - * 2 miles / 1500 ft, rough track / rocky scramble. Steep.

Bealach nam Bo - 4.5 miles. a walk up the 'pass of the cattle' used by highland cattle rustlers

Menteith Hills walk 4-5 miles linear walk from Venachar to Lake of Menteith

Achray Woods walk 4-5 miles of woodland wonder among mountains and Lochs

The Boundary Fault Trail. A forest walk (Steep) visiting the boundary fault and a great viewpoint Strathyre/Balquhidder area

Bein an t-Sithean (Shian) - * 2 miles / 1500 ft. Rough track / open hillside, Steep.

Creag an Tuirc (Balguhidder) 11/2 miles forest track & some rough track. 500ft

Killin area

Killin Junctn & GlenOgle 10 miles forest tracks, some gentle climbs

Sron a Chlachain (Killin) only 1 mile or so but steep rough grassland / heather tracks

Acharn Woods (Killin) 5 miles over forest tracks. Some steep.

Acharn & GlenOgle (Killin) 8 miles over forest tracks. Some steep.

Auchlyne & Killin Jnctn 11 miles tarmac and forest track. Fairly level

Loch Lomond area

Conic Hill (Loch Lomond east side) 3 miles but very steep steps in places

A list of walks in the Trossachs, Scotland, from a Callander website. Some of the links are informal or formal walk names, similar to New Zealand's track-names. Others, such as Ben Gullipen from A813, might better be described as improvised walk names.



Trail names at work on a list of trails near Fairfield, Northern California.

Comfortably Numb/Secret Trail

Crack Mountain Trail

Custer Ridge Trail

Denham Trail

Dinner Rock

Dodd Lake

Dog Mountain Trail

Driftwood Bay

Eagle Ridge Trails

East Lake

Eaton Creek

Eaton Lake Trail

Elaho Giant Trail

Elk-Thurston Trail

Emma Lake Cabin

Equine Trail

Fairy Lake

Father & Son Lake

Fir Flat

Ford Mountain Trail

Fossli Park Trail

Georgie Lake

Ghost Pass Trail

Gooding Cove

Gosling Lake

H.B.C.Brigade Trail

Hayward Lake Trail

Trail names at work on a list of recreation sites and trails in British Columbia.

nttp://www.sitesandtrailsbc.ca/search/search-facility-activity-results.aspx

Snowdon Ranger Track

The oldest and one of the most amiable ways up S and scenically far more compelling. It curves around joining four other routes for the final march to the to

Rhyd-Ddu Path

One of the finest walks up Snowdon; it's quiet, it's village of Rhyd-Ddu, before winding up Snowdon's v 🚊 This ridge is a treat - narrow enough to be fun (need 5 reassuring foothold in the clouds - with big panoran

Pyg Track

The Pyg Track is a pretty straightforward hike up S things interesting. Progress is lung-stretching from muscle-burning zigzags to the summit. Fortunately

Miners' Track

The Miners'Track starts with a steady clamber to L spot the summit crowning a sheer wall of crag, but before sweating up those infamous zigzags to the t



The Snowdon Horseshoe

It's narrow, high, hands-on and for many the best w Track before taking a sharp turn right - vertically - a rock is the ultimate test, making the subsequent w horseshoe's return curve, with a vertigo-inducing vie Track. Best left to very experienced hillwalkers with

The Watkin Path

http://www.magazine.ordnancesurveyleisure.co.uk/magazine/tscontent/editorials/walking/20` Known as one of the hardest routes to the top, and stretch, a hard to follow path in places, some scaril weather. The route passes an abondoned quarry, C via the Pyg and Miners' tracks.

Part of a list of routes up Snowdon, north Wales, from a webpage of Ordnance Survey Magazine.

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Man locat		PAGE NO'S Front Endpaper			
Map locating the start of the walks Introduction		r tom r	iii-xvi		
Introduction				1.	
Symbols on the route maps			1	Press	
WALK 1	Mam Tor, Blue John and Odin Mines from Castleton	5 miles	2-9	Cicerone Press, 1985	
WALK 2	Cave Dale and the Winnats Pass from Castleton	4¼ miles	10-15	Cicer	
WALK 3	Abney Moor, Foolow and Bradwell from Brough	9¼ miles	16-23	K:	
WALK 4	Abney, Shatton Lane and Offerton from Leadmill	7¼ miles	24-27	rpe,	
WALK 5	Bretton Clough and Hucklow Edge from Eyam	9¾ miles	28-35	ntho	
WALK 6	Hathersage Moor, Longshaw and Padley from Surprise View	5½ miles	36-43	ΞΨ.	
WALK 7	Froggatt Edge from Curbar Gap	7¾ miles	44-49	ales	
WALK 8	Birchen Edge from Robin Hood	4 miles	50-53	rnD	
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	Manners Wood and Haddon Hall from Bakewell	5¼ miles	60-65	ne No	
	Lathkill Dale from Moor Lane	7¼ miles	66-73	ks: TI	
	Lathkill Dale from Monyash High Peak Trail and Arbor Low	3¾ miles	74-79	Wal	
	from Monyash	8¾ miles	885	Peak	
	Monsal Dale and the Magpie Mine from Ashford-in-the-Water	8 miles	86-91	ite!	
	Brushfield and Taddington from White Lodge	5½ miles	92-97	ς, W	
	Taddington, Chelmorton and Flagg from Taddington	5¾ miles	98-103	Mark	
	Longstone Edge from Great Longstone	4¾ miles	104-109	rds, I	
WALK 18	Water-cum-Jolly Dale and Brushfield from Monsal Head	5¼ miles	110-117	Richards, Mark, White Peak Walks: The Northern Dales (Milnthorpe, UK: 0	

An extract from a 1985 guidebook to walks in the Peak District, England. Most footpaths in the Peak District's dense network of public footpaths are not named. The writer of this guidebook has numbered the walks as a substitute for track-names.

Legal Statuses of Track-names

Statuses of Track-names in the Set of all Place-names

The Introduction mentioned that track-names are the poor relation of road names and place-names. The New Zealand Geographic Board (NZGB) assigns or approves the names of geographic features and places. Among the natural features that can be named are mountains, valleys, forests, swamps, streams, rivers, lakes and glaciers. The board can also assign or approve the names of cities, towns, villages and areas (such as a reserve).¹

Streets and roads are outside the jurisdiction of the NZGB, but are named by local councils. Section 319 (j) of the Local Government Act 1974 empowers councils 'to name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road'. Dunedin city council has a road-naming policy² and road-name guidelines.³

Also outside the NZGB's remit are track-names. They are left to fend for themselves, with the names of homesteads, light houses and golf courses. A search for the word 'track' in the New Zealand Gazetteer brought up a few apparent exceptions, such as Billy Goat Track. This track-name, however, was added to the official place-names by mistake in 1973. In August 2013 it was one of eleven such track-names due to formally lose their official status.

Put simply: there is no national governing body of track-names. They are left to be assigned or recorded by DOC or local authorities as people see fit. In Dunedin the city council has recorded the names of the area's foot-tracks and multi-use tracks for at least fifteen years. The process involved has been less formal than in the naming of roads. It probably always will be, but track-namers could learn a few useful things from road-namers.

Statuses of Track-names Relative to Each Other

Track-names, as we've just seen, are not eligible for the status of New Zealand Geographic Board official name. Even so, some are more official than others. It may be helpful to think of New Zealand's track-names as falling into three levels of official sanction.

The names of gazetted walkways have a special legal status. Under sections 23 and 30 of the Walking Access Act 2008, the New Zealand Walking Access Commission must assign a distinctive name to a walkway. In doing so, the commission must take into account the views of people or organisations that it 'considers representative of persons who have an interest in the naming of the walkway'. Under sections 24(1)(b) and 31(2)(b), the commission must also publish a notice in the *New Zealand Gazette*, declaring the land to be a walkway and stating the name. Hence my term for these things: gazette track-names. Legally, these names are gold plated. Practically, most gazette names work well, but there are exceptions. Some gazette names are a nuisance, clashing with commonly used names or too vague.

The majority of track-names are less formalised and less exalted than gazette track-names. They enjoy what I will call a semi-official status, by virtue of being used by DOC or by a city, district or regional council or by the WAMS. Of these semi-official names, perhaps the closest to having legal standing are those belonging to tracks based on named public roads (which begs the question: when is a road name not a road name?). Track-names used by private track-managers, such as forestry companies and nature trusts, also deserve this semi-official standing. Semi-official names may be well known, at least locally, such as Organ Pipes Track. Or they may be obscure, tacked on to a web-map fragment for administrative completeness, such as Dark Horse Variant.

A few track-names may be used by locals in speech and on blogs but may not yet have been widely adopted and may not have appeared on maps or in guidebooks or in council or government documents. We could call these names informal, but the boundary between semi-official names and informal names may be fuzzy.

4. Track-names That Function Well

What is it that makes a track-name fit for purpose? Section 1 said that a place-name enables us to refer to that place in few words and with accuracy. This basic function of a track-name becomes important when we consider what makes an ideal name.

The main challenges in improving or allocating track names are to favour the specific over the vague, while still achieving a manageable length. These considerations often conflict. Park Track fits smoothly into speech and writing, but it might be too vague and ubiquitous. St Clair - Marlow Park Track does not slip easily into a sentence, yet it is informative.

Length of Track-names

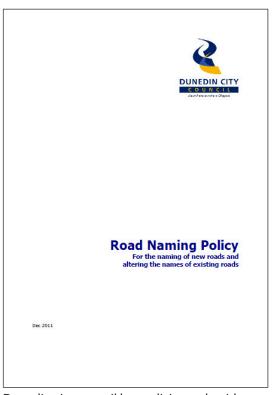
Over-long track-names are invariably shortened in spoken English. Often the short version also becomes the most common one in written usage. Typically we end up with two or three words and a total of no more than five or six syllables. Cloud Forests of Leith Track becomes Cloud Forests Track. (I didn't find any other Cloud Forests Track in Google plus dotnz.) Bivi Rock via Fire Break (Big Rock) becomes Big Rock Track.

We could learn something from road names. Hillside Road, George Street, Anzac Avenue and Portsmouth Drive work perfectly well with two or three syllables. They also each have a suffix. Road names without a suffix, such as Highgate, are rare.

Track-name guidelines could recommend a maximum number of characters. This happens in road-name guidelines. Dunedin city council's road-name rules say that 'names over 15 characters (including the space between the names but not including the suffix) would not normally be approved'. Administrators of tracks databases could specify a maximum number of characters for the name field. At present the council's tracks web-map is generous, allowing bloated names like Rail Trail - Middlemarch - Rock & Pillar. The DOC web-map is equally accommodating, allowing impossible names like Otago Central Rail Trail Midlmrch-Dsybnk.²

Snags to Avoid

Although most short track-names work well, it is possible for a name to be too short. Dropping a word can cause a name to become too general. On the present Dunedin tracks database, there is a Sullivans Pipeline Track and there is a Pipeline Track. The latter would be better called Waitaki Pipeline Track. There is a Tunnel



Dunedin city council has policies and guidelines on road names. Some of the principles would transfer usefully to track-names. Track (Silver Stream) and a Tunnels Track. The latter might be better called Tunnels Track (Mountain Road)

Taieri Millennium Track is a more helpful name than Millennium Track. The year 2000 saw the construction of several millennium tracks in different regions of New Zealand.

On the other hand, being of ample length or being long does not guarantee that a track-name will be fit for purpose. The Taieri River runs for 201 kilometres. The part of it that flows through the area administered by Dunedin city council, or close to that area, is followed by at least five named walking tracks or tramping routes along various sections. The most southerly of these tracks starts near the river mouth and heads upstream for eight kilometres. On the DOC web-map, the name for this track is Taieri River Walking Track, which intuitively could be anywhere along the river. A less general name would be preferable but any change would require the correction of DOC signposts as well as its leaflets, webpages and web-map. (Antony Hamel calls this track Taieri Mouth.³)

Typical Constituents

An examination of the bones of a few Dunedin track-names reveals a variety of species. Many track-names refer to geographical features: Big Stream Track, Green Ridge Track, and Eucalypt Spur Track. Some have informative suffixes: Powder Hill Loop, Green Ridge Variant, Monument Detour, Clump Link, Hightop Shortcut, Sullivans Access North and Mount Kettle Track South. Some contain links to the past: Buskins Track leads to the site of William Buskin's farm. Very few could be described as completely abstract or abstruse. One is unconventional and ungrammatical but perfect: The Big Easy, which is a mountain-biking track for ordinary folk like me. There's another bike track not far away that should be called Oblivion Way.

Only one of the track-names on the DCC tracks web-map has the suffix Walkway. This is Tunnel Beach Walkway, a gazetted walkway. In some parts of New Zealand, the suffix Walkway is more common and is sometimes attached to tracks that are not gazetted walkways.

Tunnel Beach Walkway is controlled by DOC. Its descriptive name typifies the many long-established DOC track-names that carry a piece of information. Fiona Hall from DOC's coastal Otago district office explained: 'There is ... definitely a degree of functionality in the names we use ... as something meaningful and logical is helpful to both managers and the public.'⁴

Some DOC track-names carry suffixes that correspond, by chance or intentionally, to the tracks' DOC-SNZ classifications of Walking Track or Tramping Track or Route. So we get Aramoana Saltmarsh Walking Track, Cairnmuir Hill Tramping Track and Swampy Ridge Route. But DOC does not apply this approach to the names of its tracks everywhere. If we look further east, at DOC-managed tracks in Central Otago, suffixes that match the classifications seem to be the exception rather than the rule.

Modifying or Replacing Track-names

One tends to underestimate the considerations and work involved in changing a trackname and the repercussions of that change.

The city council's tracks database contains mainly tracks handled by the council and tracks handled by DOC, plus a scattering of tracks on private land. It seems reasonable to assume that the council has the authority to name or rename those tracks that it overseas, subject to appropriate consultations. Internally – within the city council's control – the old track–name will be on the tracks database and may be in use on council leaflets, council webpages and council signposts. Externally – under the direction of other bodies – the old name may appear in published guidebooks and on privately run webpages. Increasingly,

the names of tracks presided over by the city council will probably appear on the WAMS. Any change of a name will make all these occurrences incorrect until updated.

As regards tracks within the city council's administrative area but managed by DOC, the situation is more complicated. DOC names and grades and signposts and promotes the tracks and routes that it maintains and governs. But for reasons discussed in Sections 5, 6 and 7 the council's tracks database sometimes knowingly names these tracks or routes differently than DOC. Both bodies may have logical reasons for the way they name things. The different names might coexist.

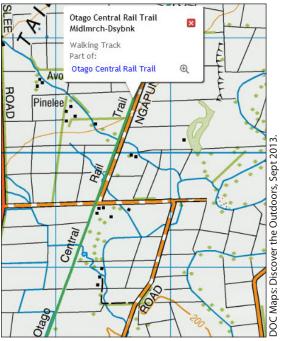
One other snag awaits the novice name-changer. The technical job of altering a trackname on a web-map database is one of those software situations in which fools rush in where angels fear to tread. It is a task for an IT professional. The name to be changed may exist in several cross-references in information fields.

Minor modifications cause less turmoil, in this respect, than wholesale replacements. Occasionally there are reasonable arguments for slightly modifying a track-name. For example, in the past, walkers and cyclists using the unformed part of Karetai Road called it by that name. The entry in the city council's tracks database is now Karetai Track, 'track' being a more accurate term than 'road'. (A 2007 bylaw bans motor vehicles from the unformed part of Karetai Road.) A line in the city council's road-name guidelines refers explicitly to this sort of situation:

Naming of Public Walkways [walking tracks]

Walkways [walking tracks], where there is no likelihood of future vehicular use, should end in 'Track'.⁵

The square brackets are mine; this guideline makes most sense if you interpret the word 'Walkways' to mean foot-tracks in general, not gazetted walkways.



Extract from the DOC web-map. Many DOC track-names are short and effective. The name Otago Central Rail Trail Midlmrch-Dsybnk is an exception. Lateral thinking is needed here, to devise concise but informative names for the sections of the rail trail.

5. Rival Track-names

Slight variations in track names used by different sources are common. For example, one source may refer to Grahams Bush Walk; another source may call this Grahams Bush Walking Track. This type of small discrepancy is a minor itch that is probably not worth scratching.

Of more concern, sometimes, are tracks that have two completely unlike names.

Two Tracks in One (Local Track-name and Overall Trail Name)

Some tracks necessarily possess two names. This happens, for example, when a named track is a part of a longer named walk or route. The seventy-one-kilometre Queen Charlotte Track is a part of the 3,000-kilometre Te Araroa. In the Waitakere Ranges, the three-kilometre Omanawani Track is part of the seventy-kilometre Hillary Trail. In the Dunedin area, Leith Saddle Track is a part of a combination often referred to as the Skyline Walk. In these circumstances the possession of two names is legitimate and inevitable. Ideally, online maps should provide both the local track-name and the overall name.

Auckland council's web-map (Auckland Council GIS Viewer) generates both names for each track section of this sort. Among the numerous layers available on this huge web-

The Skyline Walk

The Skyline Walk unofficially starts at the Glenleith (Booth Road-Fulton Road) end of the Flagstaff-Pineapple Walk. It breaks right, connecting with the Swampy Summit Track (4WD), and travels down the Leith Saddle Track. After crossing SH1, a track on the far side of Sullivans Dam follows a route along the ridge towards Mt Cargill connecting with the Sir A.H. Reed Track, and the Mt Cargill and Organ Pipes tracks completing the Skyline Walk. All the tracks provide panoramic views of Dunedin, the Otago Harbour, surrounding hills and valleys. Flagstaff, Swampy Summit and the Sir A.H. Reed Tracks provide glimpses of the city boundary on the Rock & Pillar Range. Leith Saddle track and Sullivans Dam to Mt Cargill are far rougher than the other tracks listed in this pamphlet and require sturdy boots. They are more suited to confident trampers than day walkers.

Vegetation: Snow tussock, Manuka, flaxes and Olearia are common plants seen on the trackside. You also pass through many stands of regenerating coastal forest. Mahoe and pepperwood are common in the under storey beneath Totara, Rimu and broadleafs.

Wildlife: Common birdlife includes sky larks, which can be heard high above you. Fernbirds, bellbirds, fantails and wood pigeons are common in the forested areas and many butterflies and native moths can be seen. Native lizards – skinks – are often seen sunning themselves on trackside rocks.

Mountain Bikes: Mountain bikes are allowed only on the Swampy Summit Track (4WD).

Extract from the Dunedin city council leaflet *Skyline Walks*. About eight named tracks or sections of named tracks make a high-level walk called the Skyline Walk. The DCC tracks webmap presents the constituents separately, under their own names. A mention of the Skyline Walk is included in the various descriptions.

map are a Track layer and a Trails layer. The web-map hijacks the words 'track' and 'trails' and defines each to do a particular job when used as a layer title. See the web-map extracts on page 47.



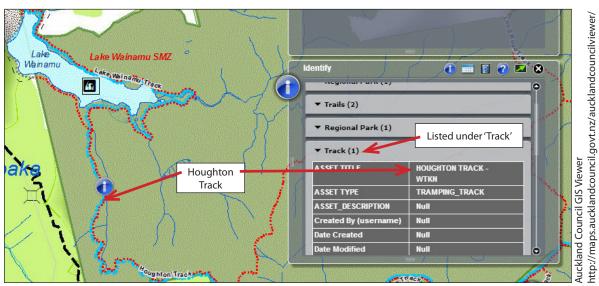
An example of a named track that itself is a section of a longer named track. Tarnbrae Track is a 16-km section of the 312-km Alps 2 Ocean Cycle Trail (indicated by the A2O on the single post).

Skyline Walks, Leaflet (Dunedin, NZ: Dunedin City Council in association with MoveMe, 2010).

Rival Track-names 47

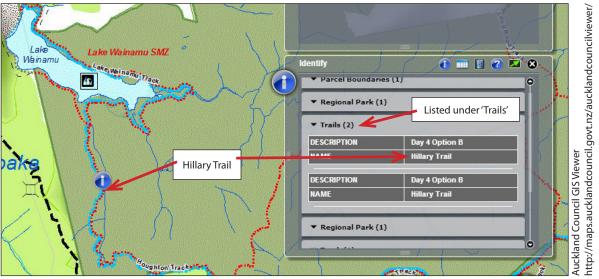
Two Tracks in One: Houghton Track and Hillary Trail

Many named tracks in the Waitakere Ranges Regional Park are themselves parts of the Hillary Trail. Auckland council's web-map deals with this by presenting both names when you click on such a track with the information tool.



Auckland council's web-map differentiates between tracks and trails. Here, the information tool has been clicked on the red and blue dotted line. Viewing the Track list in the Identify panel informs you that one of the names for this feature is Houghton Track.

The content of the Track layer is defined as 'all tracks located at the ARC Regional Parks'. The purpose of the dataset 'is primarily for the use of Asset Management. In addition, these tracks are displayed spatially on the Regional Parks Asset Management Plans.'



Here, viewing the Trails list in the Identify panel informs you that another name for this feature is the Hillary Trail.

The content of the Trails layer is defined as 'all tracks and trails in the Waitakere Ranges ... and Hunua Ranges ... including the Hillary Trail and the Te Araroa Trail.' In theory, the description field should tell 'what type of track it is, whether foot track, remote track or national walkway'.

Name Variations Caused by Web-map Design Differences

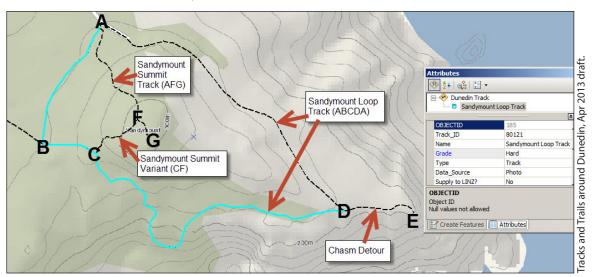
A second circumstance leading to competing names is the existence of several web-maps that cover the same area but which vary in purpose and design. One web-map, for example, might display a particular day's walk as a string of track sections. That string might involve, say, five or six well-established track-names, each of which the web-map displays when required.

Another web-map might display the same route as one long section and might promote it as a day walk under one name, without naming any of the individual tracks.

In these situations, the first web-map promotes a handful of names, and the second web-map promotes one name. The users of the second web-map may never learn of the commonly used individual track-names. Section 7 finds a couple of alternative track-names of this sort in the Silver Peaks.

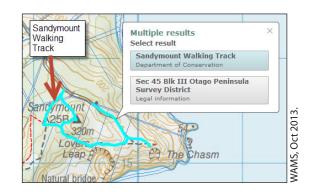
One design change that would lessen the potential confusion would be for the information panel in the second web-map to mention the track-names of the components, or at least their existence. The two web-maps would then complement each other.

Rival Track-names: The Sandymount Cluster



Extract from the DCC tracks web-map (April 2013 draft). The southern half of Sandymount Loop Track has been selected and is highlighted in turquoise. Although the Sandymount tracks form a cluster, the approach to naming them on the map is the same as for any other part of the track network. The cluster is broken up and the parts are named separately, like streets in a town. The tracks are not bundled together under just one or two names. The track-names describe and inform.

(Right) Extract from the WAMS, October 2013. This shows the same cluster of DOC-managed tracks as the extract from the city council's web-map but at a smaller scale. DOC groups these tracks together under one name, which is Sandymount Walking Track. A mouse click anywhere on the cluster will select the whole cluster, shown here highlighted in turquoise.



Rival Track-names 49

Commonly Used Track-name and Gazette Name

A third situation that can produce two dissimilar names is when the legal name of a gazetted walkway or section of walkway differs completely from the commonly used name or names. Nationally, this may not happen much, but in the Dunedin area the problem occurs in several places.

Section 6 discusses a complicated case of competing track-names of this sort on Mount Cargill. The name Organ Pipes Track is well-known and works very well. It was in use for a particular section of track in 1938 and probably earlier. But this foot-track past the basalt columns can also be called Mount Cargill Walk (its legal name), which is less specific and less helpful. Altering the legal name of a gazetted walkway to solve this problem may be complicated and a low priority, so Organ Pipes Track might keep both of its names. Online maps that show gazetted walkways in this category – or sections of them – should provide both the everyday name and the legal name. On Mount Cargill there may be a case for giving prominence to the former and small-print to the latter.

The following examples of an everyday name competing with a gazette name are simpler than the Mount Cargill case.

Pineapple - Flagstaff Walkway X Track Pineapple - Flagstaff Walkway X Track More images... More images... More images... More images... More images... Pine to trap varbour. A plane tolde identifies key features of plane tolde identifies key features of plane tolde identifies key features of the plane tolde identifies

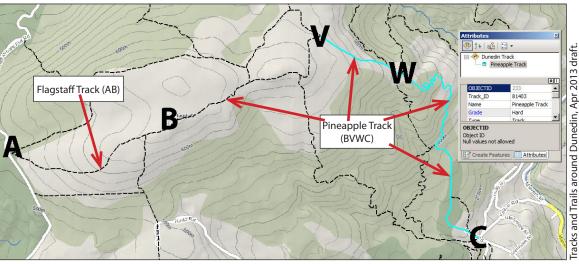
Rival Track-names: Flagstaff Track, Pineapple Track and Pineapple - Flagstaff Walkway

Extract from the WAMS showing the track (CBA) whose legal name is, or might be, Pineapple - Flagstaff Walkway.

The name Pineapple Track has been in use for the walk up Flagstaff from Booth Road (CB on the above WAMS extract) since the 1930s or earlier. The name appeared in *Outdoors: The Official Organ of the Otago Tramping Club* in December 1935. The story of what happened to this name takes us from the sublime to the ridiculous.

The track CBA gained a degree of formal recognition when it opened as a walkway in the mid-1970s, although it was not gazetted until later. This walkway combined Pineapple Track (CB) and what the city council now calls Flagstaff Track (BA). Three Department of Lands and Survey leaflets of the 1970s referred to the combination as the Pineapple - Flagstaff Track or the Pineapple - Flagstaff Walk. Eventually the track was officially named the Pineapple - Flagstaff Walkway (New Zealand Gazette, 1980, p. 1140). Two years later the New Zealand Walkway Commission renamed it, giving it the mother of all names, the Skyline Walkway (Pineapple - Flagstaff) Walk (New Zealand Gazette, 1982, p. 3388). Whether this is still the walkway's correct legal name, I do not know.

The city-council web-map keeps CB and BA separate. The separate names Pineapple Track and Flagstaff Track work perfectly.



Extract from the DCC tracks web-map (April 2013 draft). The city-council name for BVWC is Pineapple Track. (VWC has been selected and is highlighted in turquoise.) The gazette name for BVWC (and AB) is the Pineapple - Flagstaff Walkway. But few people refer to BVWC by this name. In spoken English it is always the Pineapple Track.

The DCC name for AB is Flagstaff Track. The gazette name for AB is the Pineapple - Flagstaff Walkway.

3388 THE NEW ZEALAND GAZETTE Declaration That Land Shall be a Walkway

PURSUANT to the New Zealand Walkways Act 1975, the Minister of Lands hereby declares that the land, described in the Schedule hereto, shall be a walkway, and shall hereafter be known as part Skyline Walkway (Pineapple-Flagstaff) Walk.

SCHEDULE

OTAGO LAND DISTRICT—SILVERPEARS COUNTY
FIRSTLY, 3520 square metres, more or less, being part Lots
13, 14, 15, 16 and 17, D.P. 296, Block V, Dunedin and East
Taieri Survey District. Shown marked 'A' on SO Plan

NORTH AUCKLAND LAND DIST 1695 square metres, more or part Section 10), suburbs of XVI, Kawakawa Survey Dist 1911, page 888. S.O. Plan 324 Dated at Wellington this 1: JONATHAN ELW (L. and S. H.O. Res. 2/2/7-

Crown Land Car Anne as

Part of a notice in the *New Zealand Gazette* that in 1982 changed the legal name of the track CBA from Pineapple - Flagstaff Walkway to Skyline Walkway (Pineapple - Flagstaff) Walk.

Also Known As

A few tracks oscillate between two names for a long time before one of the names becomes dominant.

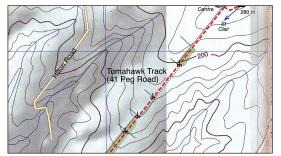
Rival Track-names: 41-Peg Track and Tomahawk Track

In the early 1990s, a group of Dunedin walkers began using a number of unformed public roads on the Otago Peninsula. Although perfectly legitimate, this initiative caused some controversy. The most disputed route, connecting Highcliff Road to Tomahawk Lagoon, became known as 41-Peg Track. But some people now call it Tomahawk Track. Both names persist.

Time will probably see a winner. If it doesn't, a compromise choice is available. On the 1947 cadastral map², the unformed public road now followed by this track was labelled Cadzow (or Padzow?) Road, perhaps after Miss Effie Cadzow of the Cadzow Musical Trio, a 'Sweet Singer with a Charming Personality'.³

New Zealand Gazette, 1982, p. 3388.

Rival Track-names 51



Extract from Dunedin Tracks and Trails (A Hamel). The maps in this guidebook seldom needed to give a track two names. This example was an exception, necessary because both names are in common use.



The sign at the top of 41-Peg Track/Tomahawk Track avoids the names issue. It says: Walking access to Ocean Grove.

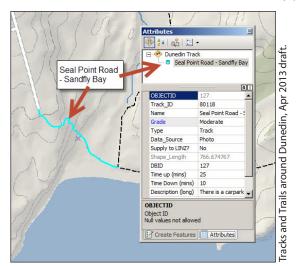
1 41 Peg Road

This track provides a link between Ocean Grove and Highcliff Road. Access to the track in Ocean Grove is off Oregon Street. It is an attractive walk around Tomahawk Lagoon then climbs through gorse and native bush. Turn right towards Soldier's Memorial through paddocks with gorse that sometimes obscures the rock walls. Access to Soldier's Memorial is via a stile on the brow of the hill. Limited parking is available at the Highcliff Road end of the track.

Classification: Hard. Time: Approximately 45 minutes.

(Left) Extract from the Dunedin city council leaflet *Otago Peninsula Tracks* (2010). The leaflet does not give the track's alternative name.

Rival Track-names: Seal Point Road - Sandfly Bay and Sandfly Bay Walking Track



Extract from the DCC tracks web-map (April 2013 draft). The council's name for the accessway down to the beach is Seal Point Road - Sandfly Bay. This name is informative but unwieldy.

8 Seal Point Road to Sandfly Bay

Accesses a DOC observation hide at Sandfly Bay wildlife refuge. Great sand dunes down to the beach, a long trudge back up but its well worth it.

Classification Moderate Time: Approximately 40 minutes.

Extract from the Dunedin city council leaflet Otago Peninsula Tracks. The track-name is consistent with the name given on the council's tracks web-map.



Extract from the DOC web-map, October 2013. DOC's name for the accessway down to the beach is Sandfly Bay Walking Track. This trackname is compact but somewhat vague.

Rival Track-names: Grainger Road Track and Maukaatu Route

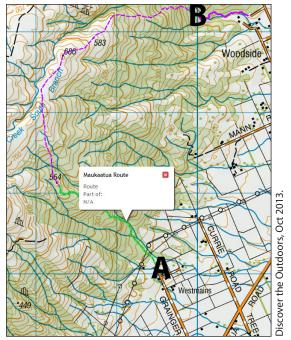
Dunedin Tracks and Trails (2008)

Maungatua-Grainger Road 6 hours 13km 780m

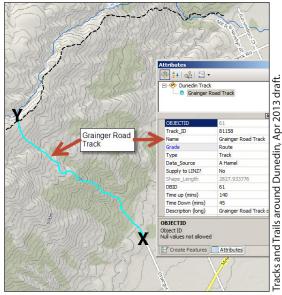
Drive on State Highway One to Mosgiel. Leave Mosgiel on Gordon Road which is State Highway 87 and follow this to Outram (24.5km). Take a hard left at the end of the township and then right into Huntley Road that follows the Waipori power lines. The road makes a half left and becomes Maungatua Road. Take the second turn on the right (32 km) and park at the end of Grainger Road by the gate (33.5 km).

This is a very steep climb up the face of Maungatua through a splendid patch of beech forest. Follow the vehicle track to the humming power poles [8]. Do not continue along the vehicle track, but find the path that continues on

Extract from the guidebook *Dunedin Tracks* and *Trails* (A Hamel). The Maungatua - Grainger Road route starts at the end of Grainger Road (near Outram). Many tracks are named after their starting points.



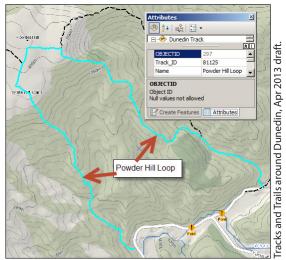
Extract from the DOC web-map, October 2013. The route that starts at the end of Grainger Road (A) and is highlighted in green is known to many walkers as Grainger Road Track. DOC's name for it is Maukaatu Route, a name that applies to the whole route from A to B.



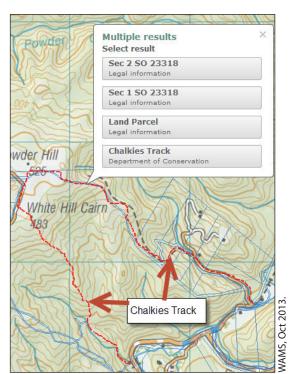
Extract from the DCC tracks web-map (April 2013 draft). Grainger Road Track on this map is XY. This corresponds with the track-name and description in the guidebook *Dunedin Tracks and Trails* (A Hamel).

Rival Track-names 53

Rival Track-names: Powder Hill Loop and Chalkies Track



Extract from the DCC tracks web-map (April 2013 draft). It shows DOC's horseshoe walk on Powder Hill. The DCC name for this walk is Powder Hill Loop.



Extract from the WAMS, October 2013. It shows DOC's horseshoe walk on Powder Hill. The DOC name for this walk is Chalkies Track.

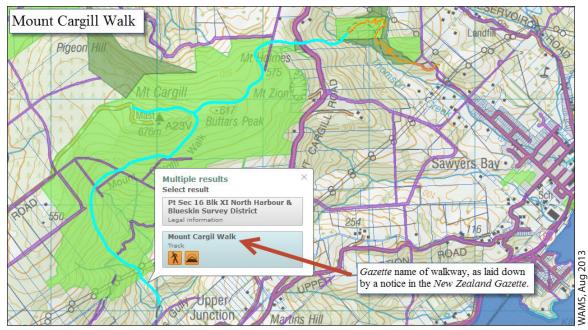
6. Rival Track-names on Mount Cargill

This section examines the track-names connected with two gazetted walkways on the upper and lower slopes of Mount Cargill. The walkways' gazette names are Mount Cargill Walk and Grahams Bush Walkway.

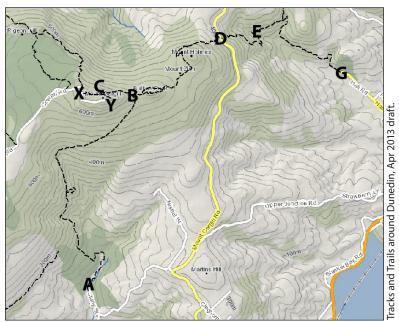
The first of these walkways splits naturally into four sections. The commonly used name of each section differs completely from the gazette name of the full walkway. For three of the four sections the everyday name is more informative and fit for purpose than the overall gazette name. For the fourth section, both names will probably remain in use.

When using the WAMS, if you click the information tool anywhere on either of these two walkways, the system will reliably display the gazette name. In the case of Grahams Bush Walkway, the system will also display the everyday name. But in the case of Mount Cargill Walk, the system does not yet (October 2013) contain the everyday track-names.

Mount Cargill Walk (a Gazetted Walkway)



Mount Cargill area on the WAMS. The whole of Mount Cargill Walk, a gazetted walkway, is highlighted in turquoise. Although the name Mount Cargill Walk may be legally impeccable, in practice the various sections of this gazetted walkway have their own names, which are widely used in preference to the vague overall name. At the time of writing, the WAMS does not split up Mount Cargill Walk to display and name its constituent tracks.



Mount Cargill area on the DCC tracks web-map (Apr 2013 draft).				
Clicking on a section of track will display that section's everyday				
track-name. The table on the right shows that the gazetted walkway				
Mount Cargill Walk combines four tracks.				

Everyday Track-names of Sections of Mount Cargill Walk				
ABC	Bethunes Gully Walk- ing Track			
XY	A H Reed Track			
BD	Organ Pipes Track			
DE	Grahams Bush Track			

We will now look individually at each of these four sections and at the track-names used by a popular guidebook, city-council leaflets, and signposts.

Bethunes Gully Walking Track (also called Mount Cargill Walk)

On the DCC tracks web-map (Apr 2013 draft), Bethunes Gully Walking Track goes from Cluny Street to a point just five minutes below the summit of Mount Cargill, where it joins A H Read Track. The name is often shortened to Bethunes Gully. This name appears in the context of recreational walking in several Otago Tramping Club journals of the 1930s. (Eg, Outdoors: The Official Organ of the Otago Tramping Club, December 1934, page 4.)

Bethunes Gully

4 hours 8.5 km 580 m

Drive north on George Street to the Gardens and turn left into North Road (2.5km). Follow North Road until the road turns right (4km). Continue up the valley by Norwood Street and when the road starts to climb (5.8km) turn left into Bethunes Gully. Take the short gravel drive to the car park (6km).

This is a stiff climb up a well graded benched track to Mt Cargill. The highlight of the walk is reaching the top. Mt Cargill, named after the lay leader of the Otago colonists, consists of a series of craggy peaks. Take warm clothing as the top of the track is exposed and subject to extremes of weather.

Part of a description from *Dunedin Tracks and Trails* (A Hamel).

Mt Cargill Walk (Bethunes Gully)

How to get there: From the Octagon, travel north along George Street, under the over-bridge, and turn left onto North Road at the Gardens shopping area. Continue up North East Valley, veering left onto Norwood Street and turn left into the Bethunes Gully picnic area, along a gravel road.

Public transport: Octagon to Normanby. Bus stops at terminus, 1.3km from start of track.

Fitness: Moderate.

Walk time: 3-3.5 hours return to Mt Cargill.

Equipment: Strong walking shoes or boots and warm clothing.

Track conditions: Gravel surface.

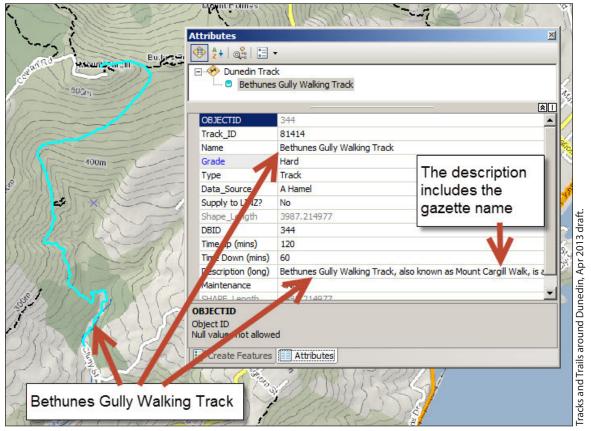
Parking: Bethunes Gully car park.

Facilities: Playground and toilet at car park.

Route description: Start at the Bethunes Gully car park and walk alongside Lindsay Creek. The track climbs steadily up the flank of Mt Cargill, first through pine forest and then regenerating native forest. About 25 minutes in, a sign points to a small loop track off the side of the main track. Down this track, a break in the scrub provides a good view of Mt Cargill. There are a number of bike barriers en route.

The track climbs steadily to the top of the ridge between Mt Cargill and Buttars Peak. The intersection allows you to continue on to the Sir A.H. Reed track on the left, or the Organ Pipes Track or a short walk up Buttars Peak on the right.

A description from the Dunedin city council leaflet *Skyline Walks* (June 2010). The title amalgamates both track-names.



Extract from the DCC tracks web-map (Apr 2013 draft). Bethunes Gully Walking Track has been selected and is highlighted in turquoise.



A sign and an information point at the Cluny Street road-end carpark, at the bottom of Bethunes Gully Walking Track, also called Mount Cargill Walk.

To sum up on this particular track, both names may be in common use, but the name Bethunes Gully Walking Track is the most specific, Bethunes Gully being the location of the start. Tracks are often named after their starting points. The name Mount Cargill Walk may sound intuitively OK for this track but it is actually the gazette name of an illogical string of this and three other tracks.

A H Reed Track

On the DCC tracks web-map (Apr 2013 draft), A H Reed Track is a short link from the carpark at the top of Cowan Road to the summit of Mount Cargill.

A H Reed 20 minutes 0.9km 40 m

Drive north along George Street and left up Pine Hill Road (2.4km). Turn right before the start of the motorway and continue up Pine Hill Road which winds into and out of a gully. The road now follows farmland and turns right into Cowan Road. At the end of the sealed road a steep climb leads up to the top of the hill and a car park just below the summit (10.5km)

This is a short memorial track, opened in 1974 and dedicated to Alfred Hamish Reed. A H Reed was a Dunedin bookseller, publisher, writer and philanthropist (1875–1975) who, during his retirement years, undertook a series of long road walks which he described in numerous books and writings.

Part of a description from *Dunedin Tracks and Trails* (A Hamel).

Sir A.H. Reed Track

How to get there: From the Octagon, travel north along George Street, under the over-bridge, and turn right onto Pine Hill Road and up towards the start of the Northern Motorway. Turn right at the top to follow Pine Hill Road through the suburb to connect with Cowan Road. Follow Cowan Road to the top of Mt Cargill.

Public transport: Octagon to Pine Hill. Bus stops some distance from Mt Cargill Tracks.

Facilities: None.
Fitness: Easy.
Walk time: 10–15 minutes.

Equipment: Strong walking shoes or boots and warm clothing.

A description from the Dunedin city council leaflet *Skyline Walks* (June 2010).

Organ Pipes Track

On the DCC tracks web-map (Apr 2013 draft), Organ Pipes Track starts at a point on Mount Cargill Road and climbs to a junction with Bethunes Gully Walking Track.

Dunedin Tracks and Trails (2008)

Dunedin Tracks and Trails (2008)

Organ Pipes 45 minutes

0.9km 120m

Drive north on George Street to the Gardens and turn left into North Road (2.5km). Follow North Road and turn right up the hill at the Normanby Tavern (5km). The winding road climbs up the right hand side of Mt Cargill until a sharp left hand turn at the Upper Junction intersection (8,4km). Taking the left hand fork, continue around the side of the mountain to the Peninsula Lookout (10.5km). Take time to admire the view before continuing to the Organ Pipes car park (11.2km).

Various informal tracks have been made to the Organ Pipes but a benched track was constructed in the early 1980s as part of the Skyline Walkway. The car park is part of an old quarry, so at the start of the track there is a wooden staircase that leads up the quarry wall. A steep climb zigzags up through scrubby bush to emerge into an open area [1]. The

Part of a description from *Dunedin Tracks and Trails* (A Hamel).

Organ Pipes Track

How to get there: From the Octagon, travel north along George Street, under the over-bridge, and turn left onto North Road at the Gardens shopping area. Continue up North East Valley, veering right onto Mt Cargill Road. Continue for about 6km till you pass a viewing point overlooking the Otago Harbour. Carry on for a few hundred metres and on the left there's a small car park and sign marking the start of the track.

Fitness: Moderate.
Facilities: None.

Walk time: 1-1.5 hours return.

Equipment: Strong walking shoes or boots and warm clothing. **Track conditions:** Gravel surface (sometimes muddy), steep slippery

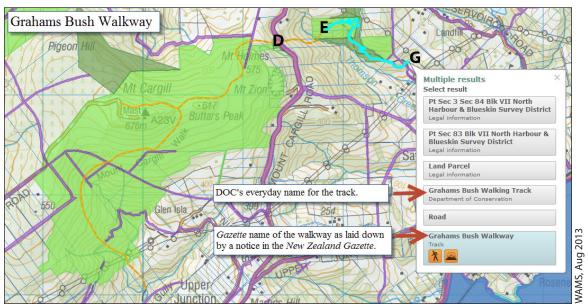
steps at start of track.

Parking: Car park at the start of the track on Mt Cargill Road.

Route description: The track climbs steadily from the car park for several minutes, then opens onto an exposed ridge. The track continues for 20 minutes, where a large rock outcrop can be seen at the side of the track. Continuing at an easy grade, the track is lined with many large examples of the basalt columns. Further on the track branches, the Organ Pipes are in clear view from the slope of fallen columns.

A description from the Dunedin city council leaflet *Skyline Walks* (June 2010).

Grahams Bush Walkway (a Gazetted Walkway)



Mount Cargill area on the WAMS. Point E is where the two gazetted walkways meet. The whole of Grahams Bush Walkway is highlighted in turquoise. I have labelled this EG. The information panel gives this track's gazette name and DOC's everyday name.

Grahams Bush Walking Track

In reality, Grahams Bush Walking Track (often shortened to Grahams Bush Track) is longer than is shown on the above map extract. Walkers and administrators generally consider it to include the section DE. The next two extracts illustrate this fact:

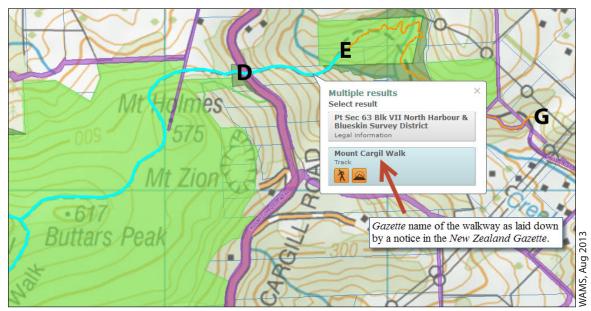


Grahams Bush Walking Track (the green line) on the DOC web-map in topographic view. Note that the western end of the track is on Mount Cargill Road.



Grahams Bush Walking Track on the DCC tracks web-map (Apr 2013 draft). Note that the west-ern end of the track is on Mount Cargill Road.

Common sense tells us that section DE is unquestionably part of Grahams Bush Walking Track. But on the WAMS (in October 2013), the information panel for section DE offers only the underlying gazette name Mount Cargill Walk, as shown by the next extract:



Eastern slopes of Mount Cargill on the WAMS. Clicking on the track section DE reveals that it is legally a part of Mount Cargill Walk, a gazetted walkway, highlighted in turquoise. At the time of writing, the WAMS does not split up Mount Cargill Walk to display and name its constituent parts.

Let's sum up on the particularly confusing names of DE. Forget about its legal status for a moment. Nobody ever calls this piece of track Mount Cargill Walk. We're interested in its everyday track-name. The WAMS information tool should inform users that the everyday name of section DE is Grahams Bush Walking Track. But it doesn't do this yet (October 2013).

Rival Track-names on Mount Cargill: Summary

The main purpose in the design of the WAMS is to provide information on land to which the public have access – either linear access or area access. A gazetted walkway, which is usually based on an easement, is such a place. In showing gazetted walkways and including their gazette names, the WAMS is providing vital legal information.

But what about the everyday track-names, which are the bread and butter of a day's walk? How good is the WAMS at feeding us these? A little hit and miss, so far, looking at the Mount Cargill results. Somewhere deep within the silicon chips, the gazette name of a walkway competed for stardom against the everyday track-names of its constituents and shut them out. The everyday names are more specific and more descriptive than the gazette name.

One solution to this problem could be for the New Zealand Walking Access Commission to make changes to the WAMS that would split Mount Cargill Walk into its four constituent parts: Bethunes Gully Walking Track, A H Reed Track, Organ Pipes Track and the top section of Grahams Bush Walking Track. By the time I've finished writing this e-document, these improvements might have taken place.

7. Rival Track-names and Faint Routes of the Silver Peaks

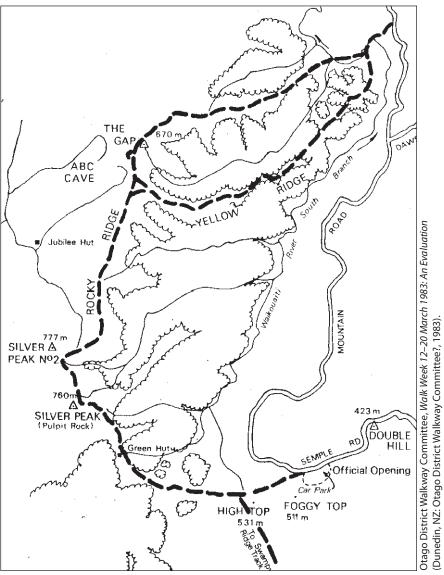
The Otago Tramping Club was formed on 23 August 1923. The Silver Peaks became a frequent local destination for the club's members. On Labour Day in 1923, three groups of club members, comprising about seventy trampers, climbed the Peak from different directions. The area became a stomping ground for novices who were learning navigation and mountain-craft. Today, 'trampers used to uninterrupted views and being exposed to the elements are now increasingly walking along ridges enveloped by manuka and kanuka'. But 'the Silver Peaks can still provide challenging tramping and serious bush bashes for the hardiest of trampers'.

With that in mind, before we look at the Silver Peaks track-names on the web-maps, a background note about Rocky Ridge is necessary. Rocky Ridge is a demanding tramp, rising to 767 metres, mainly unwaymarked, requiring competent navigation (especially when attempted in poor visibility), and exposed to wind, rain or snow. In March 1983 the Otago District Walkway Committee officially opened a tramping route that included Rocky Ridge as its central section. At first, this tramping route was misleadingly called the Silverpeaks Walkway. A route leaflet produced in 1993 by the Department of Conservation adopted the more appropriate name the Silverpeaks Route.³

Now, twenty years later, several bodies or individuals show Rocky Ridge and similar routes on their maps. And several choose not to.

The DCC tracks web-map and the guidebook *Dunedin Tracks and Trails* show these routes, with cautions. Tramping websites mention them frequently.

DOC avoids promoting the old Silverpeaks Route. DOC's web-map and its Silver Peaks Tracks brochure⁴ do not show any route along Rocky Ridge. Instead, these information sources describe a route called Silverpeaks ABC Yellow Ridge Route, whose middle section is lower and more sheltered than Rocky Ridge.



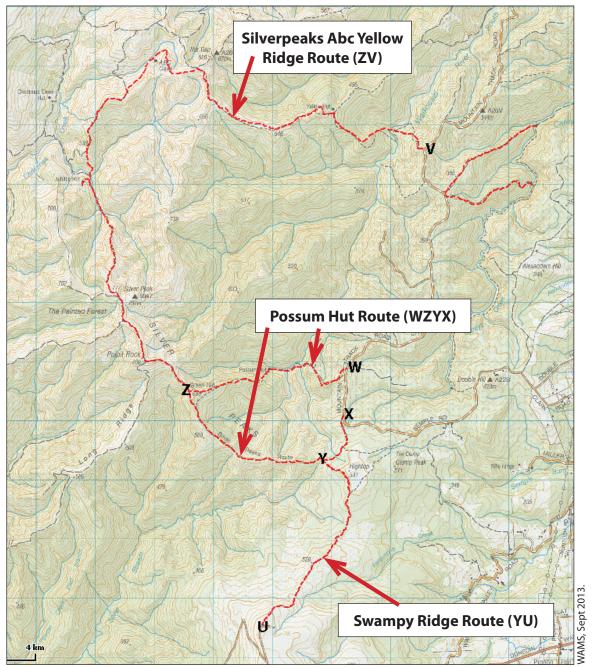
A sketch-map produced for the opening day of the Silverpeaks Route (then misleadingly called the Silverpeaks Walkway), which was on 13 March 1983.

14 April Green Ridge - Rocky Ridge - Yellow Ridge [M/F] David Barnes ph. 454 4492

This is a through trip along the best bit of the Silver Peaks - Rocky Ridge. After using the club key to shuttle cars to Tunnels Track, we will head off from Hightop to Pulpit Rock and then along the spectacular central spine of the Peaks. Then it's down Yellow Ridge to the new Phil Cox Hut, a splash across the river and a short sharp climb up Tunnels Track to the car.

http://otmc.co.nz/files/ bulletin_pdf_files/ 2013/april2013.pdf

Item from the Otago Tramping and Mountain Club Bulletin, No. 734, April 2013. Rocky Ridge remains a popular destination for Dunedin trampers.



Extract from the WAMS, showing part of the Silver Peaks in topo view with DOC tracks switched on. (Public access areas are switched off.) The base layer shows some tracks, in black, mainly unnamed. These black tracks are inactive.

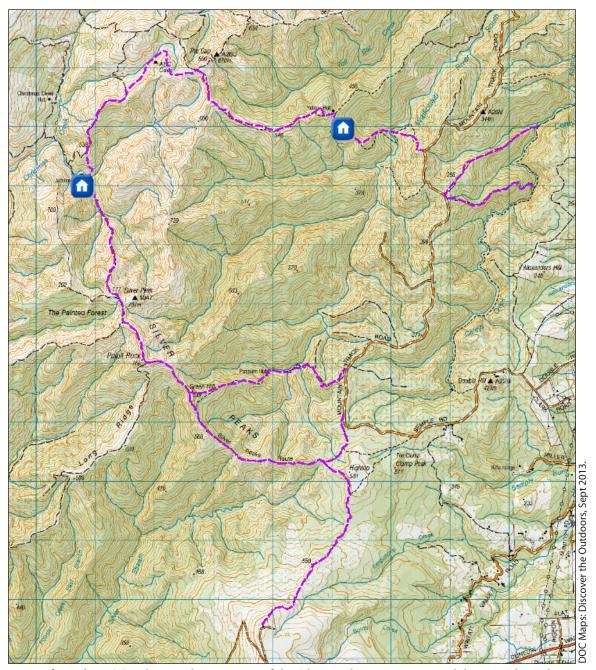
The red lines are tracks or routes managed by DOC, a limited selection of the tracks and routes available. DOC promotes them in its *Silver Peaks Tracks* leaflet (April 2012). I have added DOC's track-names, which are those displayed by using the WAMS information tool.

Rocky Ridge, a classic tramping route but only sporadically waymarked, is not shown as a DOC track or a DOC route.

The track section ZY, here called Possum Hut Route, is known universally as Green Ridge or Green Ridge Track.



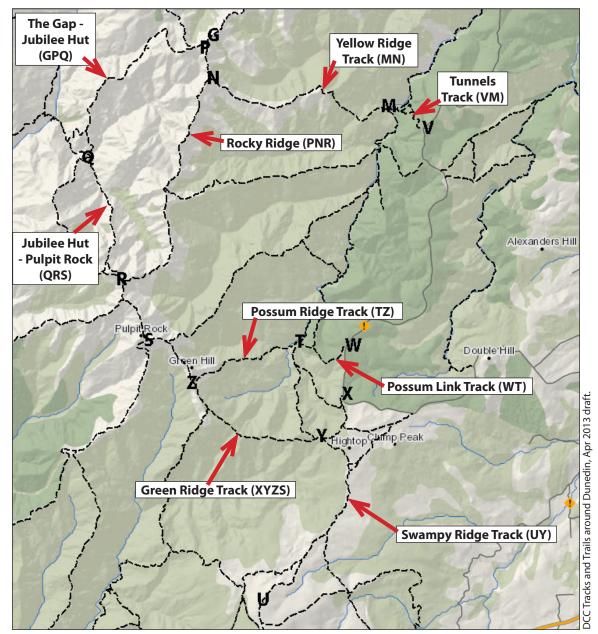
DOC's loop walk, Possum Hut Route (WZYX).



Extract from the DOC web-map showing part of the Silver Peaks in topo view with huts, tracks and routes switched on. (Public conservation land is switched off.) The base layer shows some tracks, in black, mainly unnamed. These black tracks are inactive.

The tracks and routes in magenta are identical to the red DOC-managed tracks and routes on the extract from the WAMS. Their DOC track-names, which could be displayed by clicking on a section of track, are also the same as those on the WAMS.

As on the WAMS, Rocky Ridge is not shown except by the contours and hill shading. Similarly, clicking on Green Ridge would produce the name Possum Hut Route instead of the very commonly used name Green Ridge or Green Ridge Track.



Extract from the DCC tracks web-map (April 2013 draft), showing part of the Silver Peaks. Every track on the map is interactive. By clicking on any track section, a user can display the DCC track-name and a short description of up to a thousand characters. I have added a few of these DCC track-names.

Tracks and Trails around Dunedin shows more Silver Peaks tracks and routes than the WAMS (in topo view plus DOC tracks) or Discover the Outdoors (in topo view plus DOC tracks). The homepage of Tracks and Trails around Dunedin (September 2013 draft) warns its users about the seriousness of some of the terrain, the indistinctness of some of the tracks, and the limitations of the web-map for accurate navigation.

Rival Track-names of the Silver Peaks – in Detail

The left-hand column of the following table lists the three Silverpeaks routes named on DOC's web-map. The other columns list the track-names given for these routes by other sources. What DOC calls Silverpeaks Abc Yellow Ridge Route follows six DCC web-map tracks (the whole of three and parts of the three others). What DOC calls Possum Hut Route follows three DCC web-map tracks (the whole of two and most of the other).

DOC track-name (from Discover the Outdoors)	Name on the WAMS	DCC track-name (from Tracks and Trails around Dunedin, April 2013 draft)	Name in the guidebook <i>Dun-edin Tracks & Trails</i> (A Hamel, 2008)
Silverpeaks Abc Yellow Ridge Route.	Silverpeaks Abc Yellow Ridge Route.	Top bit of Green Ridge Track. + Jubilee Hut - Pulpit Rock. + most of The Gap - Jubilee Hut. + northernmost bit of Rocky Ridge. + Yellow Ridge Track. + Tunnels Track.	Top bit of Green Ridge Track. + Classic Silver Peaks with Yellow Ridge Option. + Tunnels Track.
Possum Hut Route.	Possum Hut Route.	Possum Link Track. + Possum Ridge Track. + most of Green Ridge Track.	Possum Ridge Direct Option. + Possum Ridge. + most of Green Ridge.
Swampy Ridge Route (only the northern section is shown).	Northern section is Swampy Ridge Route. Southern section is Swampy Ridge Track.	Swampy Ridge Track.	Swampy Ridge Track.

The competing track-names result partly from differences in the design of the DOC webmap from that of the DCC web-map.

The first is a national map. If we exclude Swampy Ridge Route, its tracks overlay in the Silver Peaks area depicts just two walks – a ten-hour route and a three-hour route – and each walk is allocated one overall name.

The second web-map is a local map. It seeks to show most tracks and routes, ranging from easy short walks to routes requiring navigation skills, tramping experience and suitable footwear and clothing. It names every track in the network, just as a town names its roads. Because of the web-map design differences, the existence of different names for the same Silver Peaks track will sometimes be unavoidable. There may be times, however, when a little crosschecking by a web-map administrator will produce a track-name that matches one that already exists on another web-map or in a guidebook.

Take, for example, DOC's loop walk that combines two well-known topographic features: Possum Ridge (TZ on the last extract) and most of Green Ridge (ZY). DOC calls this loop Possum Hut Route. A more intuitive name for the loop, in keeping with common usage, would be Possum Ridge - Green Ridge. ZY is universally known as Green Ridge or Green Ridge Track; nobody calls it Possum Hut Route.

Faint Routes of the Silver Peaks: Summary

On DOC-managed land there are sometimes tramping routes that DOC does not maintain or promote. This is the case in the Silver Peaks. The waymarking of these unmaintained routes may not meet the DOC-SNZ criteria for a Route. The DOC web-map does not show these unmaintained routes. Rosella Ridge Track, Eucalypt Spur Track and Rocky Ridge are examples.

These comments stem from this look at the Silver Peaks but may also apply elsewhere.

Summary

Living through a time of rapid technological progress, one sometimes does not recognise the full extent of the changes. A lot has happened in the last fifteen years.

In 1998 in Dunedin, few people had ready access to the city council's annotated 1:50,000 maps, the ones with the tracks drawn on them. Few people – only those enthusiasts familiar with the Track Policy and Strategy - knew where to look for the council's complete list of the tracks of the Dunedin area. Soon, when the DCC tracks web-map becomes fully available, any resident or visitor who has access to the internet will be able to bring up the web-map and learn the name and location of any one of some 250 tracks.

Nationally, in 1998 few people except lawyers and land-surveyors had access to the paper cadastral maps that showed land boundaries. Now the Walking Access Mapping System provides immediate information about land to which the public has access. Also nationally, DOC's Discover the Outdoors web-map provides authoritative information on DOC-managed tracks.

This paper has examined two aspects of the new information sources and has done so mainly from a local viewpoint. It has looked at the completeness of the spatial show-

ing of tracks in the Dunedin area. And it has looked at the expanding role of tracknames. I will summarise each aspect separately and will concentrate on the scope for further progress.

Ways to Complete the WAMS **Coverage of Dunedin Tracks**

There are several ways in which Dunedin tracks presently missing from the WAMS could be added. DCC could provide the NZWAC with the geospatial data and textual data for these tracks. This particularly applies to tracks that are on city-councilowned water catchments (eg the Leith valley and the upper reaches of Silver Stream) and to tracks in forestry plantations owned by city-council subsidiary companies (eg Flagstaff Forest and Cedar Farm Forest).

Alternatively, LINZ could add the missing tracks to the NZTopo50 database. (LINZ may already be doing so.) These tracks would then appear on the WAMS topographic base map, but they would not be interactive.

THE SILVERSTREAM

TO THE EDITOR.

Sir,—It is to be regretted that at this holiday time, with its ideal weather, more people in Dunedin do not visit that most beautiful resort, Silverstream, which is only eight mites from Dunedin.

Melbourne has its Heidelberg, which is a beautiful place, and I consider that Dunedin has its Heidelberg in Silverstream. There is unlimited scope there for picnic parties. Those who wish to walk should go up by the Halfway Bush, and turn to the right at the blue gums, about three-quarters of a mile beyond Bunting's store, and then go over the foot track on Flagstaff Hill until they meet the road again, say, in two miles. They would thus have a lovely mountain walk through heather, mosses, flax, etc., in which unlimited scope is offered for the botanist; to say nothing of the gigantic tree ferns in the beautiful Silof the gigantic tree ferns in the beautiful Silverstream paths, and in the woods made by nature for man's benefit. The excursionist can get plenty of milk, eggs, etc., but if he wants alcoholic beverages he must take them with him. The note of the bell bird, the rippling stream, with its trout, and even the rabbits all charm the visitor, who would be away from the worry of the world's cares, if only for a day, and enjoy freedom from molestation in nature's beautiful grandeur and silence. If ladies have the pluck to go to the Peaks. If ladies have the pluck to go to the Peaks, they must have a tent and provisions, for they are 15 miles away. A tent in Silverstream, however, in that grand manuka bush, is a joy not to be forgotten, as I have experienced for a week. A cab can go in two hours easily if 'cabby" is like Barkis—"willin'."—I am, etc.. RESIDENT. RESIDENT.

Daily 7

Summary 67

The NZWAC may face a dilemma regarding tracks and routes that are on DOC-managed land but which are not included in the data that DOC supplies to the WAMS. Typical local examples of these are Rosella Ridge Track, Eucalypt Spur Track and Rocky Ridge. These routes are poorly waymarked and may not meet the DOC-SNZ criteria for being a recognised Route.

There may be competing philosophical aspects to this issue. Some local trampers might oppose anything that promotes these routes. Others may think that the public are entitled to full information on all recognised routes and to the right to take responsibility for their own decisions. As regards where to draw the line at the upper end of the route category, it is food for thought that the DOC web-map does not show Rosella Ridge of the Silver Peaks, yet it does show the Northern Summit Route on Mount Taranaki (as a summer route).

The Importance of Track-names

The three web-maps that I have examined could hardly exist in the same form without track-names. Track-names occur in cross-references in track descriptions as well as in primary name fields. Already, DOC provides geospatial tracks data and track-names to the NZWAC for use on the WAMS. In the future, local authorities may follow DOC's lead in supplying spatial and textual tracks information for use on the WAMS. Or the WAMS and local-authority web-maps may link to each other. One of the threads that will help merge this information will be track-names.

But this sharing or merging of information won't all go smoothly. Sections 5, 6 and 7 showed why obtaining complete track-name harmony between a local tracks web-map and the two main national walking-access ones may be impossible. Some tracks have two or three different names, each of which has good cause to exist. We need to understand the reasons for this. I was surprised by some of the complexities. Sometimes the several names are unavoidable; we can anticipate this and manage it. Sometimes one name will do fine and we can discard the competitors or consign them to the small print.

Track-names would benefit from some of the thought and importance and consistency that goes into choosing road names and recording place-names. The proposed track-name policy and guidelines at the end of this paper address themselves to the Dunedin situation. Together they form an approach that, if adopted, will slightly formalise the council's track-naming and re-naming.

Nationally, the subject of track-names may not have gained much attention. We can expect that many local authorities will start or continue to develop local web-maps showing tracks. Recreation officers and IT staff may be involved in decisions connected with track-names: consulting on them with interested groups, coordinating about them with DOC, approving or allocating them, improving them, adding them to web-maps, and correcting or deleting ones already on the web-maps. There may be a place for some national discussion about track-names, both to increase awareness of the issues raised in this paper and to add wider perspectives.

Appendix 1. Four Track-names, 164 Years of Mapping

Buskin Track, Braidwood Track¹ and Paradise Track are three multi-use tracks on the Otago Peninsula. They drop down the south-facing hillside above Boulder Beach, exposed to the influence of the Southern Ocean. Close by is a short foot-track, Seal Point Road - Sandfly Bay², which descends to Sandfly Bay. It is fairly easy to trace these four track-names back to their 19th-century origins: one place-name (Seal Point), two surnames (those of William Buskin and Robert Braid), and one farm name (Paradise Farm).

This appendix starts with these 'ancestors' and traces them forwards – through 164 years of mapping – to their 'descendants', the present track-names. It demonstrates that some of our track-names have considerable local historical interest. The cadastral maps reveal roughly when the tracks were legally created (as public roads); they also show that this legal status continued for the whole period. The topographic maps indicate approximately when the tracks came into physical existence; they also give us some clues about their main physical characteristics over the 164 years. A combination of clues from both cadastral and topographic maps tells us where the track-names came from and shows that these names have changed only slightly.

Seal Point, William Buskin, Robert Braid and Paradise Farm

The *John Wickliffe*, the first of the Otago Association's immigrant ships bringing Scottish settlers, arrived at Port Chalmers on 23 March 1848. Between 1848 and 1865, a number of families took up land on the peninsula for farming.³

The following map extracts, which are arranged chronologically, cover from 1849 to 2013. The 1849 map, by Charles Kettle, shows Seal Point, but the hillside above Boulder Beach is still blank on the map. Herries Beattie offers the unremarkable suggestion that Seal Point 'may be a sealers' name'. This could date the headland's English naming to around 1810. A party of sealers occupied White Island, 2.5 kilometres off what is now St Clair beach, in 1809–10.

Seal Point Road was the earliest to appear of the four public roads that we will be tracing forwards through the years. The 1863 cadastral map shows Seal Point Road (unnamed), so it existed then, at least legally. A newspaper report in February 1869 discussed the money to be spent on Seal Point Road. There was a Seal Point Road Board. The 19th-century newspaper road-board reports mentioned this road regularly. However, the name Seal Point Road didn't appear on the published maps I've looked at until 1943.

James Beattie bought land at Boulder Beach in 1863. His route up to what is now Highcliff Road was called Beattie's Road. It appears on the 1863 cadastral map and is marked as 'Closed' on the 1882 cadastral map.⁷

William Buskin seems to have started farming in the area shortly after Beattie. We know he was there in 1867 because of a family tragedy reported in the *Otago Daily Times*:

A fatal accident occurred under very melancholy circumstances, yesterday morning, at Robinson's Inlet, Sandfly, on the ocean side of the Peninsula. From the information obtained by Constable Bevin, who visited the locality, it appears that a young man named Levi Buskin was at the inlet with his father, William Buskin, a settler in the

neighbourhood. He and his father were sitting on the beach, where their boat was moored, and as he was in the act of handing some shingles to his father, a heavy wave rolled in on the beach, broke over him, and carried him out to sea ... The accident occurred at an early hour in the morning, and up to 5 p.m. the body had not been found ... The deceased was only twenty-one years of age.⁸

The earliest specific reference to Buskin Road that I know of was in the *Otago Witness* in 1875. The Peninsula Road Board had agreed that 'the road leading to Mr Buskins's property be repaired'. Another newspaper report in December 1885 spoke of 'spreading 70 yards of metal on Mr Wm. Buskin's road'. Another, in September 1893, mentioned 'the state of Buskin's road'.

Paradise Road replaced Beattie's Road at some time between 1863 and 1882. The earliest reference to Paradise Road or Paradise Farm that I have found was a note in the *Otago Daily Times* on 20 May 1882: 'Messrs Connell and Moodie will sell Paradise Farm, Peninsula, on Saturday, June 10th, at Watson's Hotel.'¹²

Robert Braid was involved in the Peninsula Agricultural Society's show in 1882. 13 There was still a Mr Braid's farm at Seal Point Road in 1897. 14

Roughly speaking, the names Buskin, Paradise and Braid were in use in connection with the farms initially – and then the roads – from about the 1870s onwards. Despite this, it took a while for these names to appear on the main published maps. 'Paradise' and 'Buskin's' turned up on the 1901/1922 topographic maps, as parts of the names of farms, not as parts of road names.

The peninsula maps, topographic and cadastral, gained the road names in the 1940s. Of our four examples, we have seen that the name Seal Point Road came from a feature, whereas the other three road names came from the farm names (two of which themselves originated from surnames). This mixture of origins was generally the case for roads throughout the peninsula.

Twentieth-century Recreation

References to recreational walking on the peninsula date mainly from the 1970s onwards. However, the recognition of the peninsula's attractiveness for walking had built up over a long period. On 14 July 1935, members of Otago Tramping Club caught the train from Dunedin to Port Chalmers, took the ferry across the harbour to Portobello, and walked across the peninsula to Sandymount.¹⁵ In 1940 the author of a short booklet about the peninsula wrote that 'the hiker is catered for with a wealth of interesting and fascinating walks and climbs'.¹⁶ In 1954, A H Reed wrote that the peninsula 'provides many opportunities for half-day, full-day, or two-or-three-day tramps'.¹⁷

In the 1970s, and possibly earlier, walkers began using several of the peninsula's unformed and partly formed public roads. Paradise Road and Camp Road were known walking tracks.¹⁸

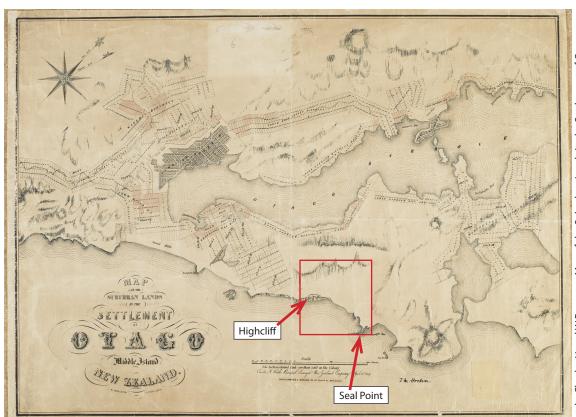
In 1974–5 the field officer of the Otago Peninsula Trust, Cor Fluit, completed work to extend and signpost existing permitted walks to Lovers Leap and The Chasm.¹⁹

In the early 1990s, walkers in increasing numbers began using many more of the so-called paper roads. The walking tracks they developed inherited the names of the roads.

I intended the map extracts to show the historical importance of some track-names. As a side benefit, however, the sequence of maps also shows that – as well as being added to the maps – road names and track-names can vanish from the maps, as can the roads and tracks themselves.

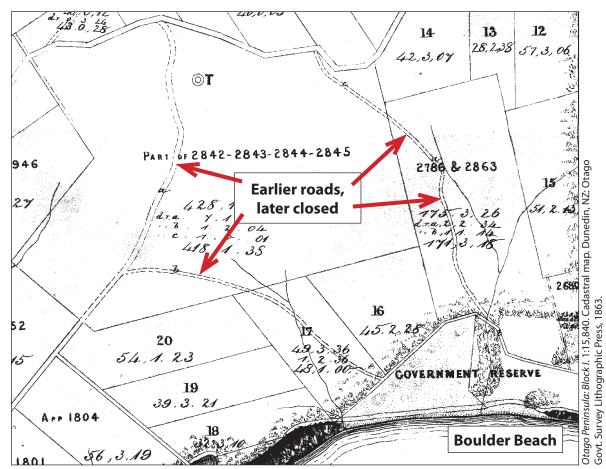


About 2013. Aerial. This aerial photograph from the WAMS covers the area of the four tracks whose origins we will be looking into. I have added the labels. (The main red dashed line is Highcliff Boulder Beach Track, a DOC track. DOC includes section EG as part of Highcliff Boulder Beach Track. The Dunedin city council name for EG, which is based on Braidwood Road, is Braidwood Track.)

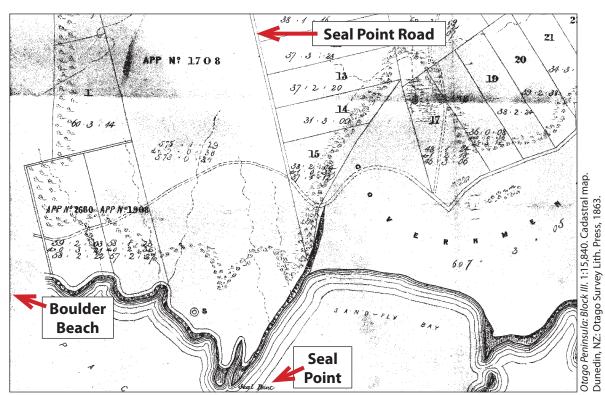


1849. Cadastral. This is Charles Kettle's map, which showed what he called 'suburban lands of the settlement of Otago'. Seal Point is named. The red rectangle approximately marks our area of interest – a blank on the map, apart from the hill shading. All the map images that follow have been cropped to show this area.

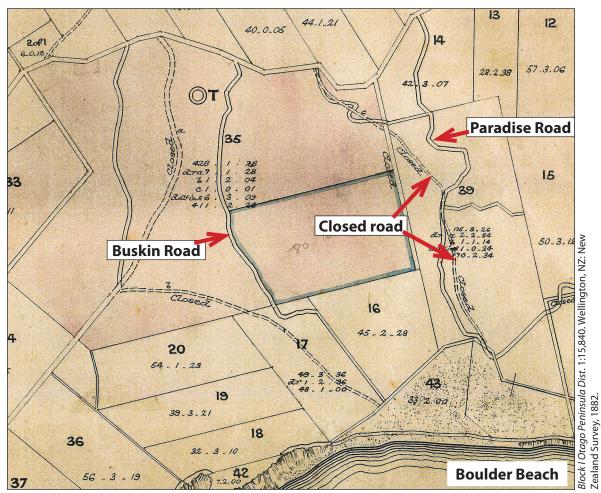
Kettle, Charles H and W Forrester. Map of the Suburban Lands in the Settlement of Otago Middle Island New Zealand. 1:39,600. Edinburgh: New Zealand Company, 1849. SO7-524a, Hocken Collections, Uare Taoka o Hakena, University of Otago.



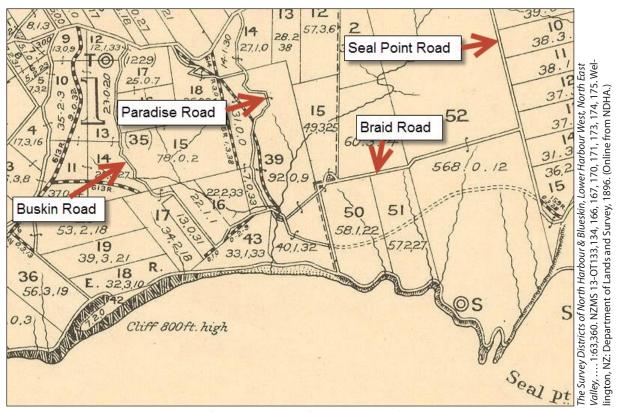
1863. Cadastral. This is the western half of the area whose road names we will be tracing through 164 years of mapping. Buskin Road and Paradise Road are not on this map, which means that they did not legally exist when the map was drawn. They appear on the 1882 edition.



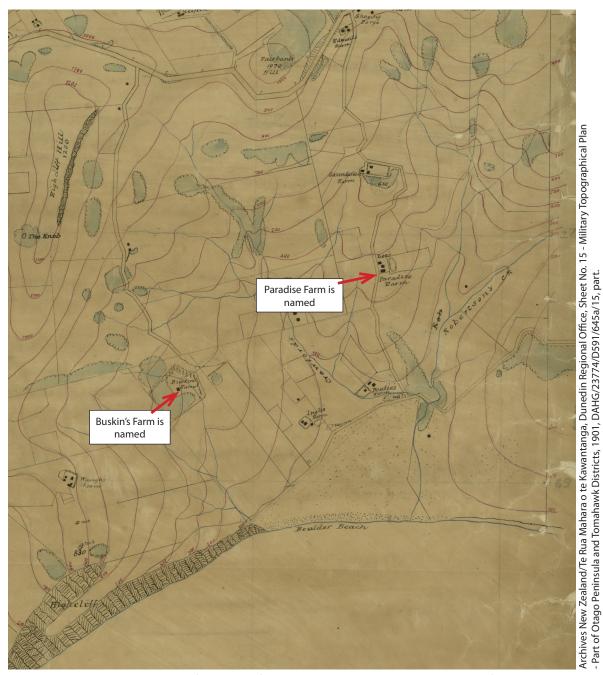
1863. Cadastral. This is the eastern half of the hillside. Braid Road does not yet exist legally. At the southern end of Seal Point Road, a piece of public road curves down to the government reserve above the foreshore. Some later topographic maps show a bridle track here. This route down the steep slope remains an unformed public road today.



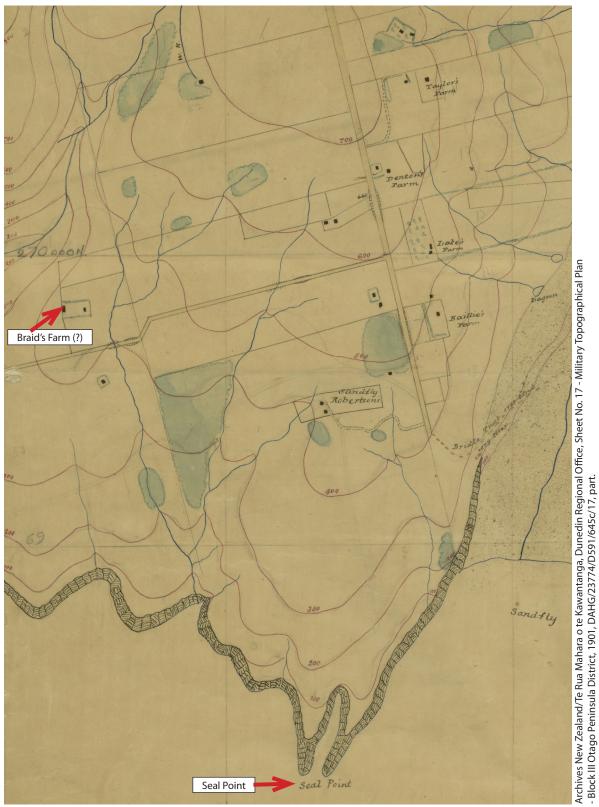
1882. Cadastral. This is the western half of our area of interest. Buskin Road and Paradise Road, created sometime after the 1863 cadastral map was drawn, are now shown.



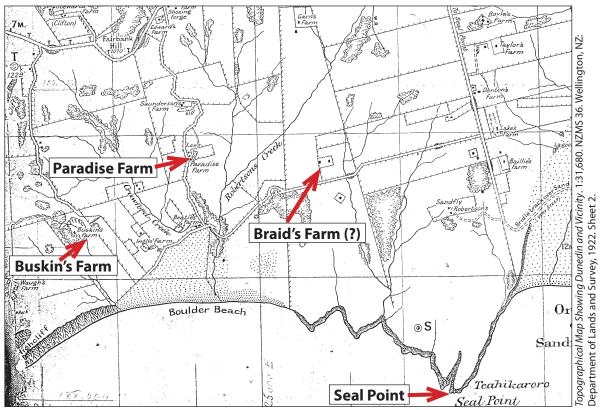
1896. Cadastral. I have labelled the four roads whose fortunes we are following. This 1896 map shows the four but does not name them.



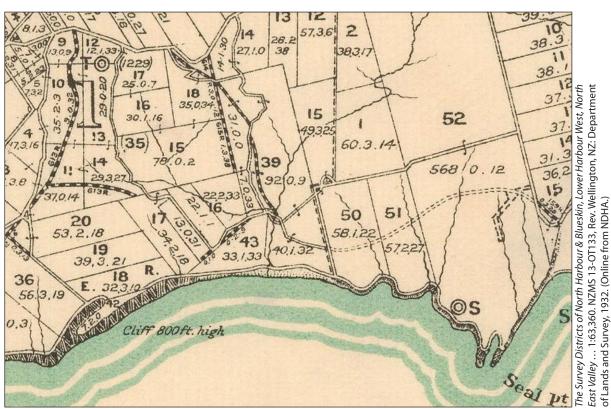
1901. Topographic. This is part of sheet 15 of WT Neill's military topographical maps of the Dunedin area. The extract covers the western half of the area we are interested in. The map names many farms but not usually the roads leading to them.



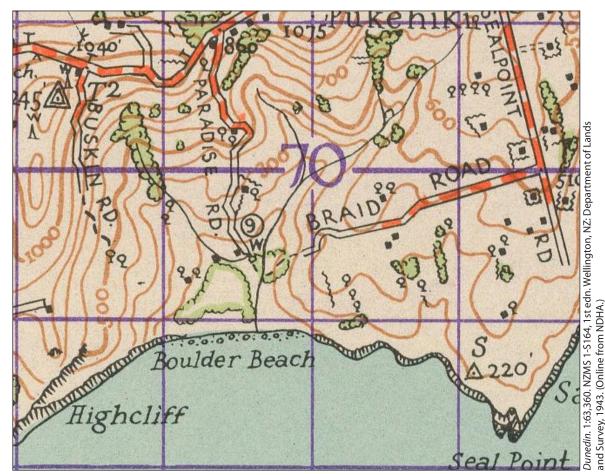
1901. Topographic. This is part of sheet 17 of WT Neill's military topographical maps of the Dunedin area. The extract covers the eastern half of the area we are interested in. The map names Seal Point but not Seal Point Road. Dropping down to Sandfly Bay is a 'Bridle track over Sand (very steep)', which was shown as public road on the 1863 cadastral map.



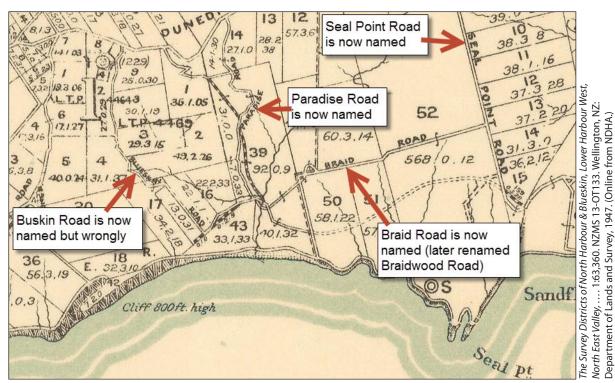
1922. Topographic. This extract is an outline copy of a coloured map. The farms are still named but not the roads.



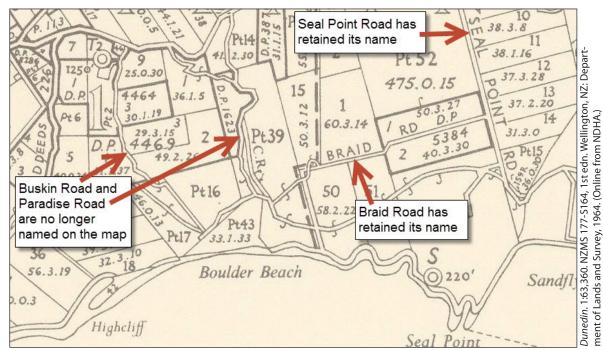
1932. Cadastral. The roads remained unnamed on the 1932 cadastral map.



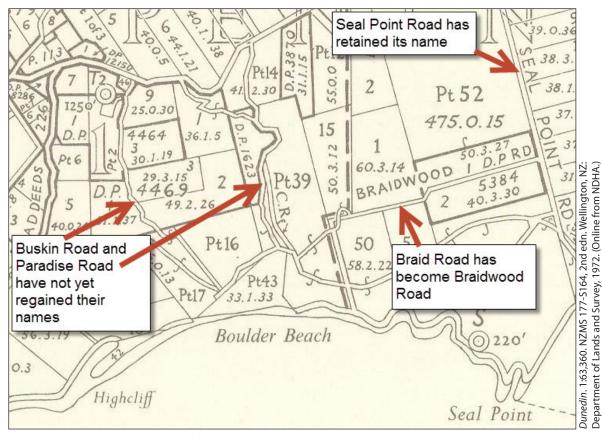
1943. Topographic. The four road names, which had probably been in spoken use for at least fifty years, appeared on this 1943 map. The three roads leading to farms had acquired names connected with the farms. The road leading to Seal Point was named after the point. The four names are short and practical. Later editions of this NSMS1 map, in 1959, 1965 and 1972, remained little changed.



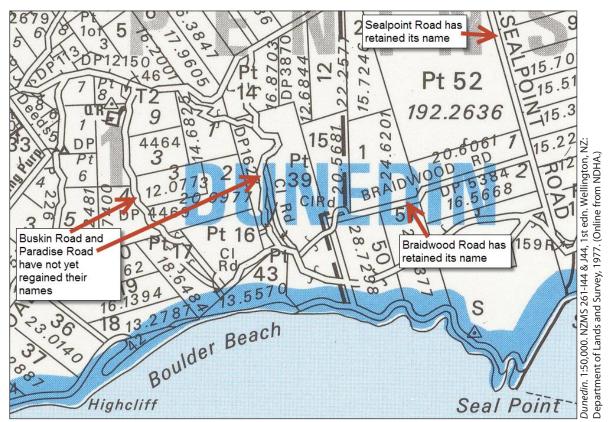
1947. Cadastral. Road names have been comprehensively added to the whole map. The examples on this extract typify these changes. In some other rural areas near Dunedin, such as West Taieri, these additions happened in the 1930s.



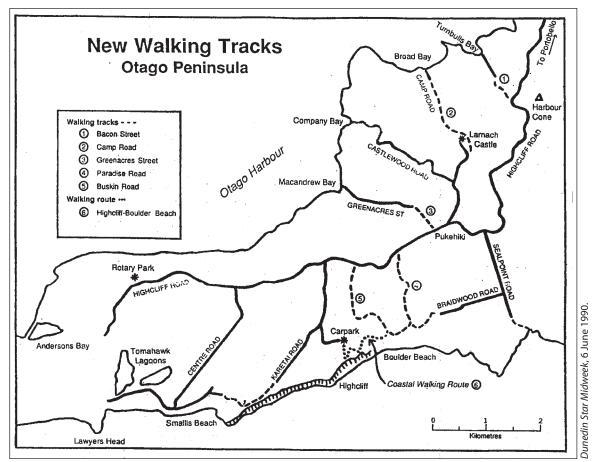
1964. Cadastral. It was probably not cartographically possible to fit all road names onto the NZMS 177 1:63,360 maps. This may explain why Buskin Road and Paradise Road are no longer named on this map. Another reason may be that they are rougher and less formed than Seal Point Road and the top half of Braid(wood) Road.



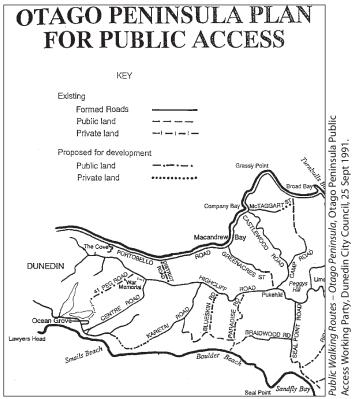
1972. Cadastral. Little changed from the 1964 cadastral map.



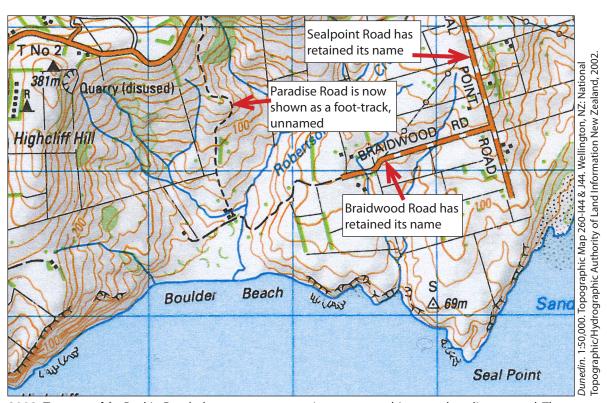
1977. Cadastral. The roads and road-names on this extract from the first edition of the NZMS 261 *Dunedin* sheet have not changed much since the 1964 and 1972 NZMS 177 sheets.



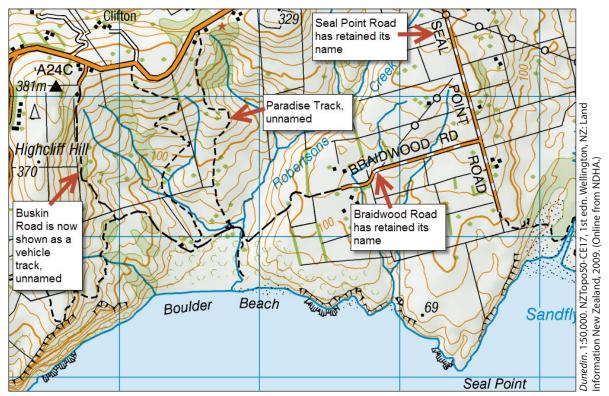
1990. Sketch-map. From a newspaper article that invited the public to attend the opening day of the tracks on Sunday 10 June 1990. Buskin Road and Paradise Road are obvious on the map. Braidwood Track and Seal Point Road - Sandfly Bay are also depicted.



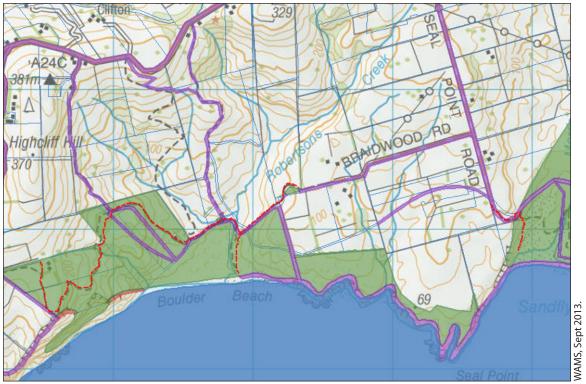
1991. Sketch-map. From the report 'Public Walking Routes – Otago Peninsula', approved by the full Dunedin City Council on 4 November 1991. (Buskin Road is mistakenly labelled Blueskin Road.)



2002. Topographic. Buskin Road, shown on some previous topographic maps, has disappeared. The foot-track at the southern end of Seal Point Road, last seen on the topographic map of 1922 as a bridle track, has not yet reappeared. (All the cadastral maps since 1896 show a public road – an extension of Seal Point Road – descending almost to sea level here.)



2009. Topographic. Buskin Road has reappeared, after being left off the NZMS 260 maps. A foot-track, last seen on the topographic map of 1922, has reappeared at the southern end of Seal Point Road,



2013. Topographic, overlaid with public access areas. This is an extract from the Walking Access Mapping System. The purple lines are public roads (formed and unformed). Buskin Track, Paradise Track, Braidwood Track and Seal Point Road - Sandfly Bay follow these public roads, except for three short sections on DOC-managed reserve.

2013: The Four Track-names Remain in Use

We have now reached the end of 164 years of mapping. On the 2002 and 2009 topographic maps, the dropping of the names Buskin Road and Paradise Road resulted from cartographic design considerations rather than from the names falling into disuse. These names remain in frequent use among walkers and mountain-bikers.

Braidwood Track

Some of the track-names here and elsewhere may continue to evolve, as they become more fit for purpose. We can illustrate a useful minor improvement by looking closely at Braidwood Road:



2009. Topographic. Braidwood Road and Braidwood Track.

The underlying legal status of ABC is public road. The physical realities are that AB is a metalled road and that BC is a 4WD track frequently used as a foot-track or cycle track. Their names would more closely reflect the reality if AB was called Braidwood Road and BC was called Braidwood Track.



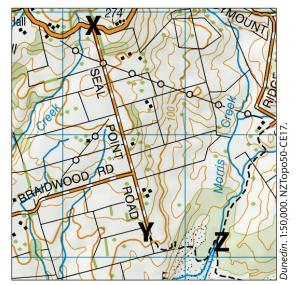
Paradise Track.



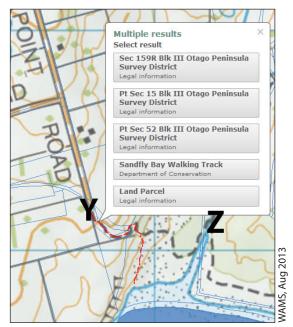
Highcliff Boulder Beach Track, near the site of William Buskin's farm.

Seal Point Road - Sandfly Bay

The southern end of Seal Point Road is the site of another evolving track-name. The situation is different from the Braidwood one and slightly more involved:



2009. Topographic. Seal Point Road and the foot-track to Sandfly Bay. The 1922 topographic map showed a bridle track on roughly the same route. The 1943 topographic map did not show any track between Y and Z. (See previous extracts.)



2013. Topographic. The red dashed line is Sandfly Bay Walking Track, DOC's version of the foot-track to Sandfly Bay.

YZ on the 2009 map is a foot-track about 700 metres long. It follows public road down the hillside and then drops further down the hillside through DOC-managed reserve. DOC's version of this track (in red on the 2013 map) takes a partly different route and is called Sandfly Bay Walking Track. The DCC tracks web-map (2013 draft) roughly matches the DOC version but gives it a double-barrelled name, Seal Point Road – Sandfly Bay.

These track-names are still evolving.

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Acknowledgments

Maps

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Proposed Track-naming Policy and Guidelines for Dunedin

Walkers and trampers and walking and tramping guidebooks have always used tracknames, either established or improvised. But because of space constraints these names seldom appeared on the paper 1:50,000 topographic maps. In recent years the coming of websites and of fast reliable web-maps has greatly expanded the role of these names. The city council's Tracks and Trails around Dunedin web-map (in preparation October 2013) contains about 250 track-names. Nationally, the Walking Access Mapping System (WAMS) and DOC's Discover the Outdoors web-map, when completed, will hold thousands of track-names.

Many of the present DCC track-names for tracks in the Dunedin area are long established and function well or at least satisfactorily. But a few are unwieldy. Also, sometimes a track's DCC track-name differs from its DOC and WAMS track-name. There may be a good reason for the difference. The dual names may be inevitable. We need to understand the various causes of dual names so that we can minimise their occurrence or allow for them when their existence is unavoidable. Track-names would benefit from some of the thought and consistency that goes into choosing road names and recording place-names.

The following proposals follow the format of the city council's Road Naming Policy and Road Name Guidelines (December 2011). However, they are severely trimmed adaptations of those documents. They address themselves to the Dunedin situation. Every section of track on the council's tracks web-map has a name; the proposed track-name policy and guidelines are written to suit this web-map. Together they form an approach that, if adopted, would slightly formalise the council's track-naming and re-naming without being overly prescriptive.

I don't anticipate a large number of new tracks suddenly appearing. The proposals could sit happily on the shelf until the next revision of the city council's track policy and strategy. However, discussion about dual track-names could occur at any time – for example between Dunedin city council and DOC or the NZWAC – and the council would be better prepared for this if it had a policy and guidelines on track-names.

Proposal for a Track-naming Policy for Dunedin City Council

PART A. INTRODUCTION

Policy objective

The council's tracks web-map is both a tool for asset management and an information source for the public. The aim of the track-name policy is to ensure that the track-names on the council's tracks database are ones that function well while reflecting common usage. Approving and recording the track-names in an organised way will lend the names a degree of official recognition and will help to establish the tracks web-map as an authoritative source.

Scope

The tracks web-map shows all tracks that are open to the public and that lie within the territory of Dunedin City Council. This includes tracks managed by the Department of Conservation (DOC). A few of the tracks on the web-map are on private land but are usually open on asking for permission. This policy applies to the names of all these tracks. On the council's web-map, the names applied to DOC tracks will sometimes differ from their DOC names.

No assumptions about responsibility for track maintenance

The presence of a track on the council's tracks web-map does not imply that the council is responsible for physically maintaining, signposting or waymarking that track.

Date of commencement

The policy will apply from the date the council adopts it.

Definitions

track – any accessway off-road which does not have a hard (concrete or asphalt) surface. The track must also have an element of a leisure experience in its use (rather than [being] a straight path between two streets) and be delineated in some way (such as vegetation clearance or markers across a paddock).¹

DOC track-name – the name of the track on DOC's Discover the Outdoors web-map or on a DOC leaflet or web-page.

DCC track-name – the name of the track on the city council's Tracks and Trails Around Dunedin web-map.

¹ From Glossary of Track Policy and Strategy (1998), p. 61.

PART B. DUNEDIN CITY COUNCIL TRACK-NAMING POLICY

1. Tracks to be named under the policy

- 1.1. New track sections added to the council's tracks database after the date this policy is adopted.
- 1.2. Sections of named or unnamed legal road that are used or likely to be used as tracks and which are not already on the tracks database.
- 1.3. Track sections already on the tracks database whose names require altering partly or completely.

2. Altering the name of a track that is already on the council's tracks database

2.1. The name of a track that is already on the council's tracks database may be altered if the change will clearly replace a confusing or too general or overlong name with one fit for purpose.

3. Choosing a track-name

- 3.1. Tracks are to have only one name in the Name field of the tracks database. If a track has several names, priority will usually be given to the one judged to be the most commonly used, unless other considerations conflict with this.
- 3.2. New track-names should not be the same as existing track-names on the tracks database. Similar names should not be used unless needed to follow a theme.
- 3.3. Preference will be given to names that are short but which still manage to describe or inform.
- 3.4. New tracks based on named legal roads will retain the road name but with the word 'Track' replacing the word 'Road'.
- 3.5. New track-names are to reflect one of the following: an established theme among neighbouring track-names; a historical person or event; a geographic feature; a traditional or appropriate Maori name; the characteristics of the track; or a personal name to recognise a contribution to track development or maintenance.

4. Consultation

- 4.1. Interested groups will be consulted on the names of new tracks and on substantial alterations to existing track-names.
- 4.2. Mana whenua will be consulted for all proposals involving Maori track-names.

A Proposal for Track-name Guidelines for Dunedin City Council

PURPOSE

These guidelines are addressed to anyone involved in track-naming or in maintaining the council's tracks database. The suggestions should help staff and interested parties achieve results consistent with the Track-naming Policy.

PROCEDURE FOR NAMING A TRACK

Step 1

Council staff will consult interested individuals and groups informally, as has been done in the past, but will emphasise the preference for names that are both short and descriptive.

Step 2

When agreement on the name has been reached, IT staff will enter the track, track-name, and description into the tracks database.

SELECTION OF A TRACK-NAME

Similarity

There must not be another name the same within the Dunedin city council's territory. Similar names should usually be avoided but can sometimes be appropriate, such as when following a theme (eg, Possum Ridge Track, Possum Link Track, Possum Busters Track).

Alternative Names

Tracks are to have only one name in the Name field of the tracks database (Policy 3.1). If a track has several names, priority will usually be given to the one judged to be the most commonly used, unless other considerations conflict with this. Alternative names may be mentioned in the track descriptions.

DCC track-names sometimes differ from DOC's web-map track-names. For example, in the Silver Peaks, DOC's web-map shows a well-known classic traverse and calls the whole ten-hour tramp Silverpeaks ABC Yellow Ridge Route. The same route on the council's web-map involves six differently named tracks. These differences reflect design differences between the two web-maps. The discrepancies are likely to remain.

Descriptiveness or Informativeness

The name should describe or inform or be distinctive. It will often reflect one of the following:

- an established theme among neighbouring track-names (eg, Ross Creek Low Track, Ross Creek Contour Track, Ross Creek Dam Path);
- a historical person or event (eg, A H Reed Track, Racemans Track);
- a geographic feature (eg, Big Stream Track, Mount Cutten Track, Organ Pipes Track);
- a long-established name (eg, Pineapple Track);
- a traditional or appropriate Maori name (eg, Mihiwaka Track, Rongomai Track);
- the characteristics of the track (eg, Mud Trail, Gorse Route, Picnic Boulevard, The Big Easy); or
- a personal name to recognise a contribution to track development or maintenance (eg, Steve Amies Track, Smithys Track).

Suffixes

Suffixes can help to make a track-name informative. The following track names demonstrate some available suffixes: Peggys Hill Route, Hunters Track, Powder Hill Loop, Sullivans Access North, Mount Kettle Track South, Oblivion Way, Green Ridge Variant, Monu-

ment Detour, Clump Link, Hightop Shortcut, Tunnel Beach Walkway, and Ross Creek Dam Path.

Spelling and Length

Names should preferably be short, simple to spell and easy to recall. The use of apostrophes and the possessive s is discouraged. Hyphens should be avoided except in compound adjectives (eg, River-crossing Link, No-name Spur) and in destination names. Destination names use a spaced hyphen (The Gap - Jubilee Hut, Outram Glen - Lee Stream).

ALTERING A TRACK-NAME

Ideally all DCC track-names would be short but effective. In practice, total attainment of this ideal will not be possible, but there is some scope for pushing things in this direction.

- Some existing names that are unwieldy could be trimmed or replaced.
- Names may also be altered to correct the spelling.
- Some DCC track-names that differ from DOC track-names will be left unchanged, for the reason explained above.

The track descriptions in the council's tracks database often contain cross-references to other tracks. Whenever a track-name is altered, the Description (long) field should be searched to find and update any occurrences of the old name.

Also, webpages may require correcting. Leaflets may need revising before any reprints. Less obviously, name changes may affect signposts or information points.

NEW TRACKS BASED ON NAMED LEGAL ROADS

New tracks based on named legal roads will retain the road name but with the word 'Track' replacing the word 'Road' (Policy 3.4).