



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

WEDNESDAY 16 JULY 2008

AT 3PM

**IN THE BOARDROOM
LINWOOD SERVICE CENTRE
180 SMITH ST, LINWOOD**

Community Board: Bob Todd (Chairperson), Rod Cameron, Tim Carter, David Cox, John Freeman, Yani Johanson and Brenda Lowe-Johnson.

Community Board Adviser

Fiona Shand

Telephone: 941-6601

Fax: 941-6604

Email: fiona.shand@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX PG NO

PART B	3	1.	APOLOGIES
PART C	3	2.	CONFIRMATION OF MEETING REPORT – 2 JULY 2008
PART B	3	3.	DEPUTATIONS BY APPOINTMENT
PART B	3	4.	PRESENTATION OF PETITIONS
PART B	3	5.	NOTICES OF MOTION
PART B	3	6.	CORRESPONDENCE
PART B	3	7.	BRIEFINGS
PART C	4	8.	LICHFIELD STREET – PROPOSED DISABLED PARKING RESTRICTION

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INDEX	PG NO		
PART C	7	9.	LICHFIELD STREET –PROPOSED P10 PARKING RESTRICTION
PART C	10	10.	DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT
PART A	23	11.	PEACOCK STREET, BEVERIDGE STREET AND CONFERENCE STREET – PROPOSED ALTERATION TO EXISTING 60 MINUTE PARKING RESTRICTION
PART C	30	12.	NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION
PART B	38	13.	COMMUNITY BOARD ADVISER’S REPORT
PART B	38	14.	MEMBERS’ QUESTIONS
PART C	38	15.	RESOLUTION TO EXCLUDE THE PUBLIC

1. APOLOGIES

2. CONFIRMATION OF MEETING REPORT – 2 JULY 2008

The report of the Board's ordinary meeting of 2 July 2008 will be separately circulated.

The public excluded section of the Board's 2 July 2008 meeting has been separately circulated to members.

STAFF RECOMMENDATION

That the report of the Board's ordinary meeting of 2 July 2008, be confirmed.

3. DEPUTATIONS BY APPOINTMENT

4. PRESENTATION OF PETITIONS

5. NOTICES OF MOTION

6. CORRESPONDENCE

7. BRIEFINGS

Mr Peter Mitchell, General Manager, Democracy Services, regarding issues raised at the Hagley/Ferrymead Community Board meeting of 21 May 2008.



8. LICHFIELD STREET – PROPOSED DISABLED PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a mobility parking restriction on the south side of Lichfield Street.

EXECUTIVE SUMMARY

2. The Council has received a request from Crippled Childrens' Society (CCS) to install a mobility parking space outside their new premise at 224 Lichfield Street.
3. CCS provides services for people with disabilities and also are responsible for the issuing of the operation mobility cards.
4. There is parking at the rear of their new premise at 224 Lichfield Street but the administration office for the operation mobility card is at the front of the building with access directly onto the street.
5. Currently, the parking outside this premise is all day parking. It has been requested that a mobility parking space be installed to provide some on-street short term parking for clients with an operation mobility card.
6. It is proposed to install a disability parking space outside 224 Lichfield Street to provide access to the CCS office that administers the operation mobility card programme for disabled drivers. Parking will be restricted to a 30 minute time period to discourage all day parking.

FINANCIAL IMPLICATIONS

7. The cost of this proposal is estimated to be \$500.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

8. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

9. Clause 4 of the Christchurch City Traffic and Parking Bylaw 1991 provides the Council the power to install parking restrictions by resolution.
10. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

11. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

12. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

13. This contributes to improve the level of service for parking and safety.

8. Cont'd

ALIGNMENT WITH STRATEGIES

14. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

15. As above.

CONSULTATION FULFILMENT

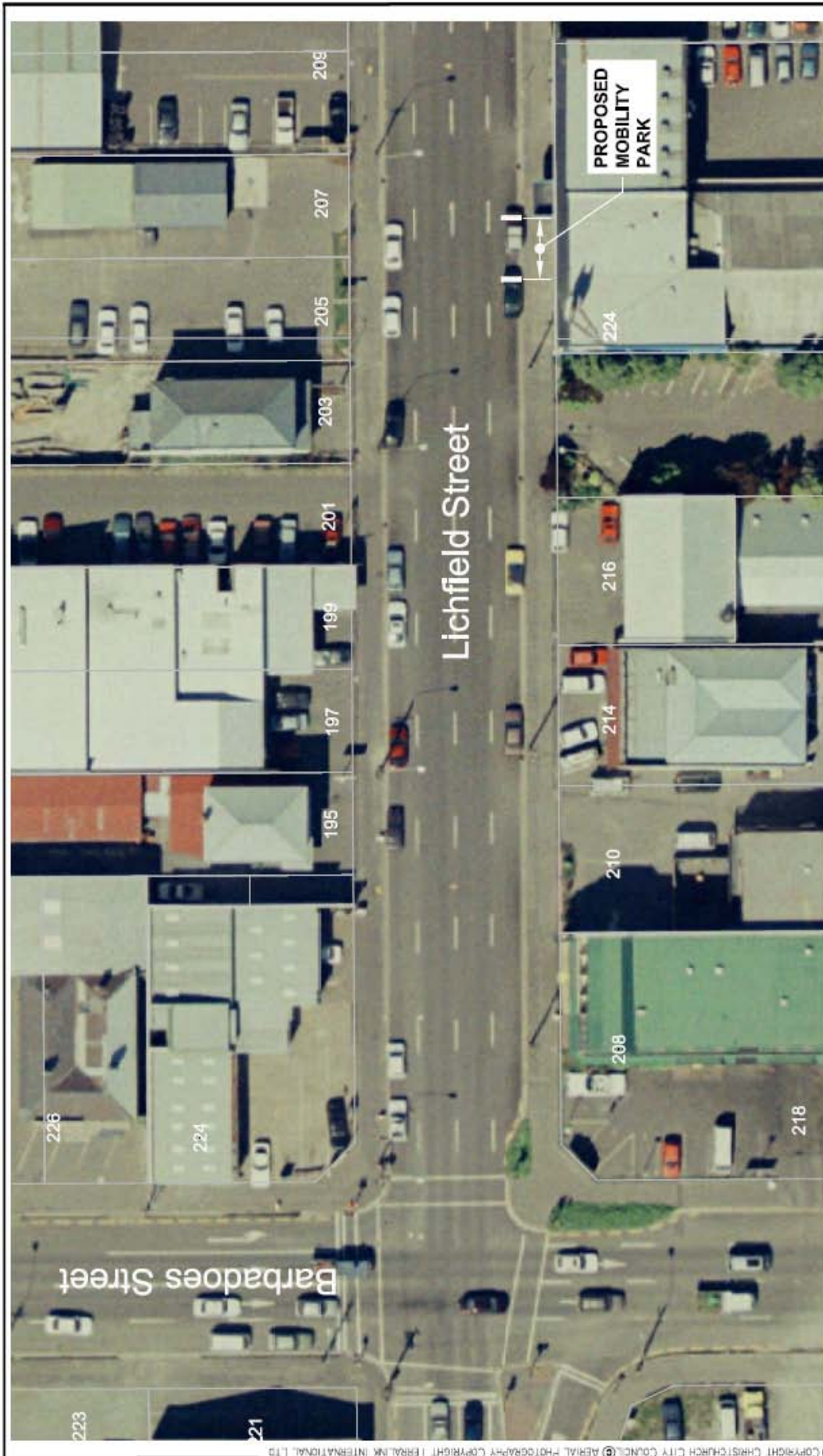
16. The businesses within the immediate vicinity have been consulted and they have no objections to the disability park being installed. There is no residents' group covering this area.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that a disabled parking (limited to those displaying an "operation mobility card only") for a maximum period of 30 minutes on the south side of Lichfield Street commencing at a point 93 metres from its intersection with Barbadoes Street and extending in an easterly direction for a distance of six metres be created.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE: 1 05.08
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LICHFIELD STREET
 Proposed Mobility Park
For Board Approval



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9. LICHFIELD STREET – PROPOSED P10 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Lorraine Wilmshurst/Barry Cook, Network Operations and Transport Systems

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to install a 10 minute parking restriction on the south side of Lichfield Street. See **Attachment 1**.

EXECUTIVE SUMMARY

2. The Council has received a request from NZ Care Group to install time restricted parking outside their premises at 248 Lichfield Street.
3. NZ Care provide services for people with disabilities who reside in group homes and also under the umbrella of this group is Health Care NZ who provide services for the District Nurses.
4. There is a large amount of parking, including disabilities parks, on the site but these have been designed for cars and the care vans that the group homes use have difficulty finding a free space and accessing the parks.
5. Many of the clients for NZ Care Group call into the premise at Lichfield Street to drop off or pick up the services provided. They regularly cannot find a convenient short term parking space either on site or on the street.
6. Currently the parking outside these premises is all day parking. It has been requested that time restricted parking be installed to provide some on-street short term parking for clients requiring the NZ Care Group services.
7. It is proposed to install a 10 minute parking restriction outside 248 Lichfield Street to provide a short term parking space for up to three vehicles, for community housing group vans and the District Nurses who call to drop and pick up the services provided by NZ Care Group.

FINANCIAL IMPLICATIONS

8. The cost of this proposal is estimated to be \$500.00.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation and removal of road markings and signs is within the LTCCP Street and Transport Operational Budgets.

LEGAL CONSIDERATIONS

10. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
11. The Community Board has the delegated authority from the Council to exercise the delegations as set out in the Register of Delegations as at April 2008. The list of delegations for the Community Boards includes no stopping restrictions.
12. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

13. As above.

9. Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Aligns with the Streets and Transport activities by contributing to the Council's Community outcomes - Community and Safety.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

15. This contributes to improve the level of service for parking and safety.

ALIGNMENT WITH STRATEGIES

16. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

17. As above.

CONSULTATION FULFILMENT

18. The businesses within the immediate vicinity have been consulted with and have no objections to the 10 minute parking restriction being installed. There is no residents' group covering this area.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board approve that the parking of vehicles be restricted to a maximum period of ten minutes on the south side of Lichfield Street commencing at a point 71 metres from its intersection with Duke Street and extending in a westerly direction for a distance of 17 metres.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.



Original Plan Size: A4
 ISSUE: 1 05.08
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LICHFIELD STREET
 Proposed P10 Parking Restriction
For Board Approval



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10. DORSET STREET AND DUBLIN STREET – KERB AND CHANNEL RENEWAL PROJECT

General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Brian Boddy Consultation Leader, Capital Development Unit

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Hagley/Ferrymead Community Board to proceed to detailed design, tender and construction for the Dorset and Dublin Streets kerb and dish channel replacement project, as shown in **attachment 1**.

EXECUTIVE SUMMARY

2. This project involves the replacement of all the existing kerb and dish channel with kerb and flat channel for the full length of Dorset and Dublin Streets. Both streets are local roads.
3. The primary objectives for the project were set out as follows:
 - To renew the existing kerb and dished channel with kerb and flat channel.
 - To improve safety for all road users where practicable.
 - To provide landscape enhancement where possible.
 - To complete the project within the allocated budget.
 - To complete the construction within the 2008/09 financial year.
4. Seminars were held with the Hagley/Ferrymead Community Board to advise them of the proposed consultation programme and again when the publicity pamphlet was to be distributed. Details of consultation processes and feedback are included under the heading '**Consultation Fulfilment**' following.

FINANCIAL IMPLICATIONS

5. The proposed kerb and channel renewal works for the Dorset and Dublin Streets project are recommended in the Transport and Greenspace Unit's capital programme for implementation in the 2008/2009 financial year at a budget of \$1,024,791. The estimated cost for the total project is \$1,011,970.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

6. Yes. Funding is provided from within the Transport and Greenspace Capital Programme in the 2006-2016 LTCCP.

LEGAL CONSIDERATIONS

7. There appear to be no legal implications for this project. Council resolutions are required to approve the new traffic and parking restrictions. The Land Transport Rules provide for the installation of traffic and parking restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?**

8. Aligns with the Transport and Greenspace Unit's Asset Management Plan, and the Street Renewals Project of the Capital Works Programme, page 85, Our Community Plan 2006-2016.

10. Cont'd

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. This project is consistent with key Council strategies including the Cycling Strategy, Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

CONSULTATION FULFILMENT

10. The Hagley/Ferrymead Community Board was informed by seminar of the project's consultation programme on 7 August 2007. An initial survey was then carried out with the residents of Dorset and Dublin Streets in August/September 2007. Forty-five responses were received which identified drainage, streetscape, parking, pedestrian safety, personal security and the traffic speed of through vehicles as the key issues of concern for the area.
11. A second seminar was held with the Hagley/Ferrymead Community Board on 30 January 2008, prior to the publicity pamphlet (including concept plan) being distributed to the community and stakeholders for consultation. The feedback period was from 11 February 2008 until 3 March 2008. A total of 270 pamphlets were distributed in Dorset and Dublin Streets and the surrounding area, other interest groups also received copies and others were given out at site meetings. Twenty-one responses were received. The majority of respondents (76%) were in general support of the proposal.
12. The key issues raised related to on-street parking, traffic control, landscaping and lack of undergrounding. A summary of the feedback received in consultation phase and the project team's responses are shown in **attachment 2**.
13. As a result of the feedback received, the consultation plan was amended as shown on the Community Board plan in attachment 1.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board:

- (a) Approve the Dorset and Dublin Streets project to proceed to detailed design, tender and construction, as shown on the plans for Board approval at attachment 1.
- (b) Approve the following traffic and parking restrictions:

New no stopping:

Bealey Avenue

- (i) That the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing east of its intersection with Dublin Street and extending in an easterly direction for a distance of 11 metres.

Dorset Street

- (ii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 18.5 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing west of its intersection with Dublin Street and extending in a south-westerly direction for a distance of 15 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing north of its intersection with Dublin Street and extending in an north-easterly direction for a distance of 13.5 metres.

10. Cont'd

- (v) That the stopping of vehicles be prohibited at any time on the north side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 12 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Park Terrace and extending in a north-easterly direction for a distance of 15.5 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at a point 76.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.
- (viii) That the stopping of vehicles be prohibited at any time on the south side of Dorset Street commencing at its intersection with Victoria Street and extending in a south-westerly direction for a distance of 14 metres.

Dublin Street

- (ix) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing at its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 13.5 metres.
- (x) That the stopping of vehicles be prohibited at any time on the north side of Dublin Street commencing north of its intersection with Dorset Street and extending in a north-westerly direction for a distance of 18 metres.
- (xi) That the stopping of vehicles be prohibited at any time on the south side of Dublin Street commencing west of its intersection with Dorset Street and extending in a north-easterly direction for a distance of 20.5 metres

Park Terrace

- (xii) That the stopping of vehicles be prohibited at any time on the east side of Park Terrace commencing northeast of its intersection with Dorset Street and extending in a northerly direction for a distance of 12 metres.

Victoria Street

- (xiii) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of seven metres.
- (xiv) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing south of its intersection with Dorset Street and extending in a south-easterly direction for a distance of five metres.

Remove existing no stopping:

Bealey Avenue

- (xv) That the existing no stopping restriction on the south side of Bealey Avenue commencing east of its intersection with Dublin Street and extending in an easterly direction for a distance of nine metres be revoked.

Dorset Street

- (xvi) That the existing no stopping restriction on the north side of Dorset Street commencing from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 7.5 metres be revoked.

10. Cont'd

- (xvii) That the existing no stopping restriction on the north side of Dorset Street commencing west of its intersection with Dublin Street and extending in a south-westerly direction for a distance of seven metres be revoked.
- (xviii) That the existing no stopping restriction on the north side of Dorset Street commencing north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of three metres be revoked.
- (xix) That the existing no stopping restriction on the north side of Dorset Street commencing from its intersection with Victoria Street and extending in a south-westerly direction for a distance of three metres be revoked.
- (xx) That the existing no stopping restriction on the south side of Dorset Street commencing from its intersection with Park Terrace and extending in an north-easterly direction for a distance of eight metres be revoked.
- (xxi) That the existing no stopping restriction on the south side of Dorset Street commencing from its intersection with Victoria Street and extending in a south-westerly direction for a distance of seven metres be revoked.

Dublin Street

- (xxii) That the existing no stopping restriction on the north side of Dublin Street commencing north of its intersection with Bealey Avenue and extending in an south-easterly direction for a distance of eight metres be revoked.
- (xxiii) That the existing no stopping restriction on the north side of Dublin Street commencing north of its intersection with Dorset Street and extending in a north-westerly direction for a distance of two metres be revoked.
- (xxiv) That the existing no stopping restriction on the south side of Dublin Street commencing west of its intersection with Dorset and extending in a north-easterly direction for a distance of nine metres be revoked.

Park Terrace

- (xxv) That the existing no stopping restriction on the east side of Park Terrace commencing north of its intersection with Dorset Street and extending in a northerly direction for a distance of six metres be revoked.

Victoria Street

- (xxvi) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of three metres.
- (xxvii) That the stopping of vehicles be prohibited at any time on the west side of Victoria Street commencing south of its intersection with Dorset Street and extending in a south-easterly direction for a distance of three metres.

New Parking restriction:

Dorset Street

- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 18.5 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of six metres.

10. Cont'd

- (xix) That the parking of vehicles be restricted to a maximum period of five minutes at all time on the north side of Dorset Street commencing at a point 30.5 metres from its intersection with Park Terrace and extending in an north-easterly direction for a distance of 10 metres.
- (xx) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 41 metres from its intersection with Park Terrace and extending in a north-easterly direction for a distance of 32.5 metres.
- (xxi) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 13.5 metres north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 18 metres.
- (xxii) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dorset Street commencing at a point 51.5 metres north of its intersection with Dublin Street and extending in a north-easterly direction for a distance of 15 metres.
- (xxiii) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the south side of Dorset Street commencing at a point 14 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 52 metres.
- (xxiv) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dorset Street commencing at a point 98.5 metres from its intersection with Victoria Street and extending in a south-westerly direction for a distance of 11.5 metres.

Dublin Street

- (xxv) That the parking of vehicles be restricted to a maximum period of 60 minutes between Monday to Friday on the north side of Dublin Street commencing at a point nine metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 57.5 metres.
- (xxvi) That the parking of vehicles be restricted to a maximum period of 120 minutes between Monday to Friday on the north side of Dublin Street commencing at a point 81 metres from its intersection with Bealey Avenue and extending in a south-easterly direction for a distance of 89 metres.
- (xxvii) That the parking of vehicles be restricted to authorised residents vehicles only on the south side of Dublin Street commencing at a point 20.5 metres west of its intersection with Dorset Street and extending in a north-westerly direction for a distance of 11.5 metres.

Remove existing parking restriction:

Dorset Street

- (xxviii) That the existing P60 parking restriction be removed from the south side of Dorset Street at its present position commencing seven metres from its intersection with Victoria Street and extending 36.5 metres in a south-westerly direction.
- (xxix) That the existing authorised resident's vehicles only parking restriction be removed from the south side of Dorset Street at its present position commencing 93.5 metres from its intersection with Victoria Street and extending 10 metres in a south-westerly direction.

10. Cont'd

Dublin Street

(xxx) That the existing authorised residents vehicles only parking restriction be removed from the south side of Dublin Street at its present position commencing nine metres west of the intersection with Dorset Street and extending 10.5 metres in a north-westerly direction.

(xxxii) That the existing P60 parking restriction be removed from the south side of Dublin Street at its present position commencing at a point 17.5 metres from its intersection with Bealey Avenue and extending 52.5 metres in a south-easterly direction.

Give Way control:

(xxxii) That a "Give Way" sign be placed against Dorset Street at its intersection with Park Terrace.

CHAIRPERSONS RECOMMENDATION

For discussion.

Christchurch City Council Capital Programme Group

Feedback to Project: DORSET AND DUBLIN STREETS – KERB AND DISH CHANNEL RENEWAL
Closing Date for Feedback: 3/3/08

Responses received: - from 12/2/08 to 7/3/08

Support	Number of Responses	% of Total Responses
Full Support	8	38.1%
No Comment	8	38.1%
Does Not Support	5	23.8%
Total	21	100%

FEEDBACK SUMMARY:

General

Looks good, I like it

The proposed works will make Dorset Street much more cycle friendly

Delighted with the changes, it will look lovely

Dublin St needs more creative planning than what is proposed

A pedestrian refuge is needed in the centre of Park Terrace opposite Dorset St, and a link provided to the existing cycle path on the south side of Park Terrace.

This proposal at a cost of \$765,000 it is a waste of ratepayers' money

There are gas mains in the street

The poles are at all angles, only one being vertical, some are concrete, others are wood of varying diameters, some have cable strapped to them from underground. It really is pretty untidy and need fixing

There is no convenient to place for proposed recycling bins on rain gardens – suggestion - Reduce size of rain garden and replace with grass or relocate rain garden

Confusion between vehicle and pedestrian areas – suggestion - Different materials to be used for seating area and raised platform

Utility services may dig up area to install new services later – suggestion - Confirm with all utility provides future works are not planned and if so install ducting and coordinate works to remove risk of rework later.

A feature seat should be added near Dorset House

Make sure on kerbside collection days that the contractor brings the bags/crates out to either end of where the contractor is working.

Drainage

The only thing that needs changing/upgrading is the deep gutters

The stormwater outlet into the Avon needs to be checked with the Hagley Pk management plan

Landscaping

I don't think the rain garden will work and shall make the area unattractive when it collects rubbish

Rain garden will be damaged by passengers loading and unloading and necessitate frequent maintenance – suggestion - Place rain garden on south side of street where loading and unloading of passengers is less frequent.

Rain garden is not in keeping with English style of 'Dorset' and 'Dublin' Streets– suggestion - Remove rain garden and replace with grass

Vandalism issue where rain garden stones may be picked up and thrown. – Suggestion - Fix/cement stones to each other.

Tulip trees are to big, how about some Irish Yule trees in Dublin St

FEEDBACK SUMMARY:
Beech trees would be better on both sides of Dublin St
If the cherry plum trees are planted please make sure they are non-fruiting.
Dorset St needs more street trees
Please remove the marigolds in front of No. 15 Dublin St and seal up to the fence
The resident's flower garden outside No. 112 Park Terrace should be retained
Removing Agapanthus from in front of No.1 Dorset St will detract from English streetscape.
Please seal the grass strip between the driveways to 12 + 14 Dorset St
On-street Parking
At all time restricted parking places there must be an area for passengers to alight – this has not been provided in all areas e.g. at the water gardens
Visitors to Dorset Tower find it difficult to park, this plan reduces carparks at the park end of Dorset St.
Can parallel parking be provided in the strip outside Dorset House?
Please provide more residents only parking in Dorset St.
The south western end of Dorset St should be residents only parking with the balance being P120 to stop all day parking
Please make the P120 in Dorset St Monday to Friday only
P120 does not meet needs of very short term loading and unloading needs e.g. mini buses – suggestion - Install parking restriction for tour coaches and shuttle bus only
Area outside Victoria Street motors becomes on street private parking area for servicing vehicles – suggestion - Place car parking on opposite side of street.
P60 and P120 parking restrictions in Dublin St is not warranted
All the parking in Dublin St should be P60.
Parking limit lines are needed each side of all driveways.
Pedestrian
Warning tactiles for the partially sighted are needed at Bealey Ave., Victoria St., designated pedestrian crossing points and the Dublin/Dorset intersection – suggestion - Install tactile paving as per RTS14.
Road crossing distance over Dorset St at Park Terrace is unnecessarily long – suggestion - Realign crossing slightly inset of Dorset Street to provide safe and direct route.
A minimum footpath width of 1.5 metres needs to be maintained past Spagalimis – suggestion - Widen footpath.
Footpath width of 1.65m is less than recommended practice.
The rain gardens need continuous planting beside the footpath 150 mm high to provide definition for pedestrians and easy detection.
Rain Garden placed next to kerb will make loading and unloading difficult for passengers – suggestion - Place rain garden on south side of street where loading and unloading of passengers is less frequent.
Modified kerb and flat channel is trip hazard by the rain gardens - suggestion - Replace modified kerb and flat channel with standard kerb and channel and grass.
Access from western most gate of No. 1 Dorset St. to kerb is not direct – suggestion - Do not extend garden in front of western gate.
Traffic Control
A raised platform needs to be constructed in Dorset St at Park Tce
The kerb build-outs at intersections will restrict traffic flow
There is nothing to reduce the current traffic volume that uses Dorset St
Traffic should be prevented from turning right from Victoria St. into Dorset St.
Traffic should be prevented from turning right from Park Tce into Dorset St
Vehicle speed entering Dorset Street is too high – suggestion - Reduce kerb radius.
Vehicle priority exiting Dorset Street to Park Terrace is not defined – suggestion - Install Give way at Dorset Street and Park Terrace.
Outside scope of project
Please renew the kerbing in Repton St at the same time.
Overhead services detract from works and necessitate rework when undergrounded.
Our only disappointment is, though not within your area, the retention of the above ground wiring in the two streets.

Existing - Option 1 – Do Nothing.

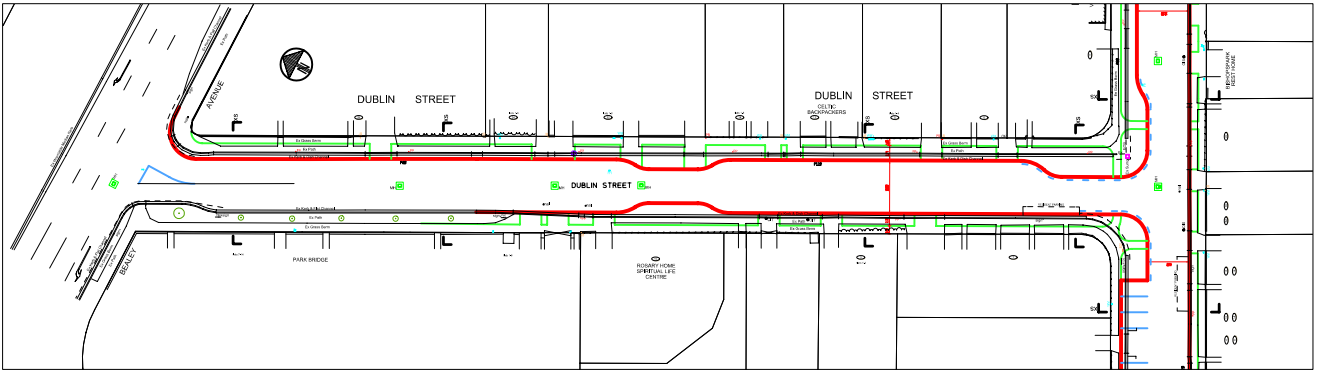


Dorset St. looking from Dublin St.

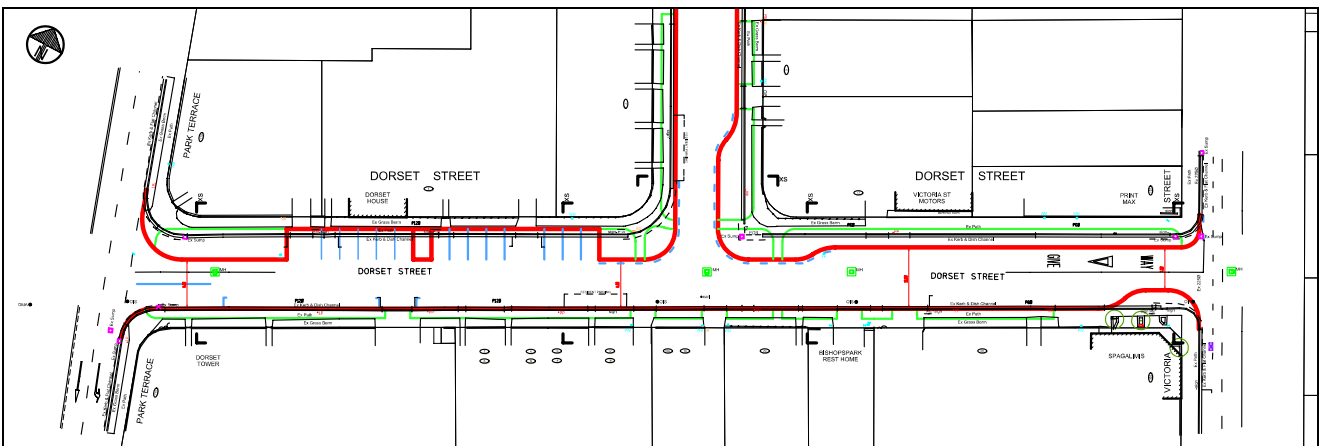


Dublin St. looking from Bealey Ave.

Option 2

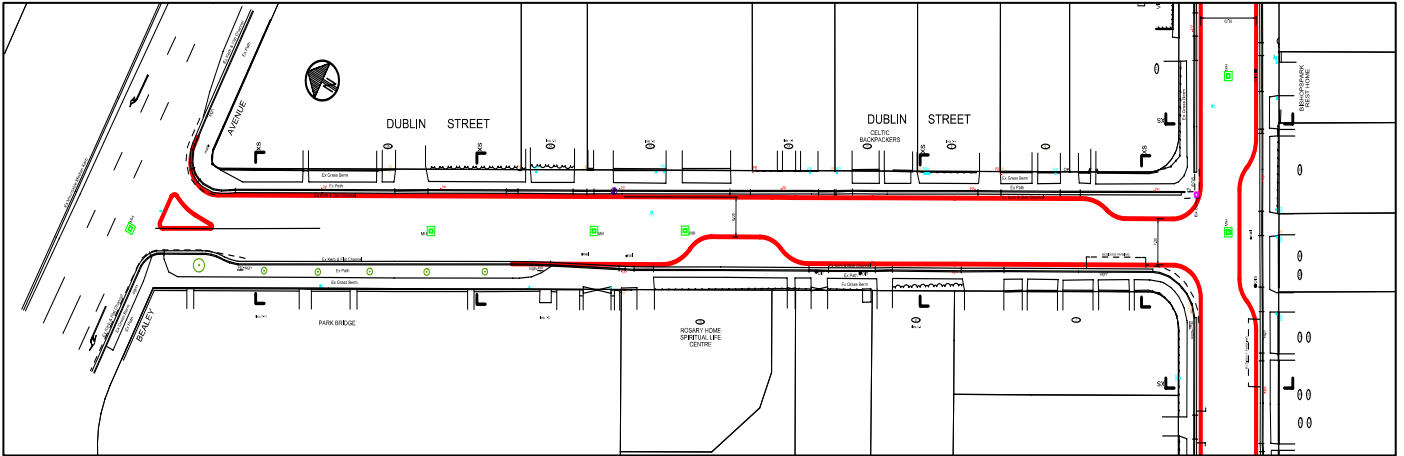


Dublin Street

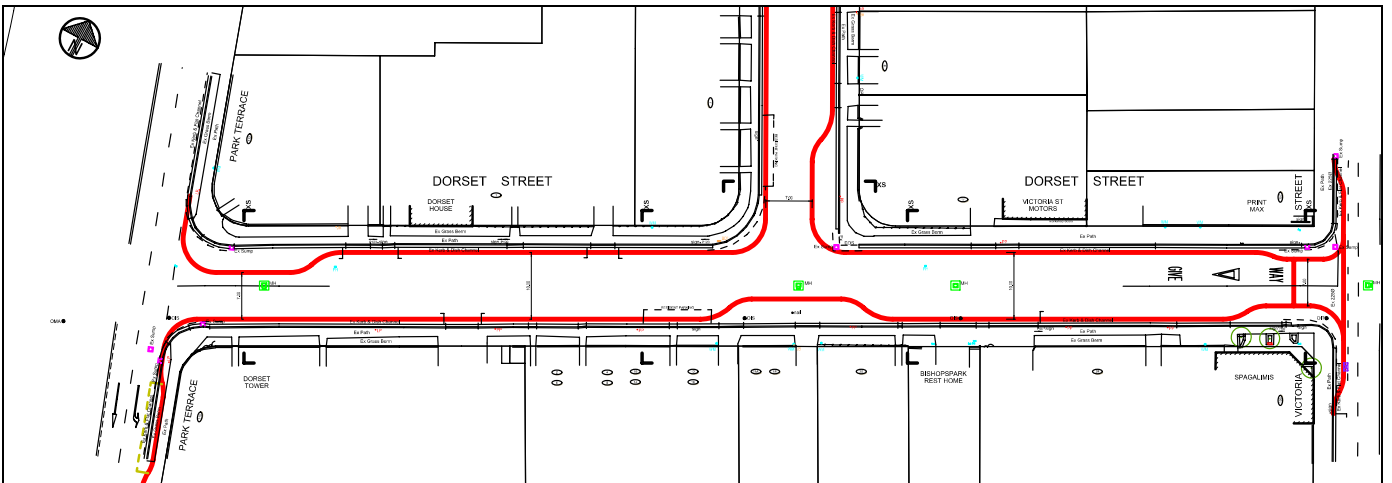


Dorset Street

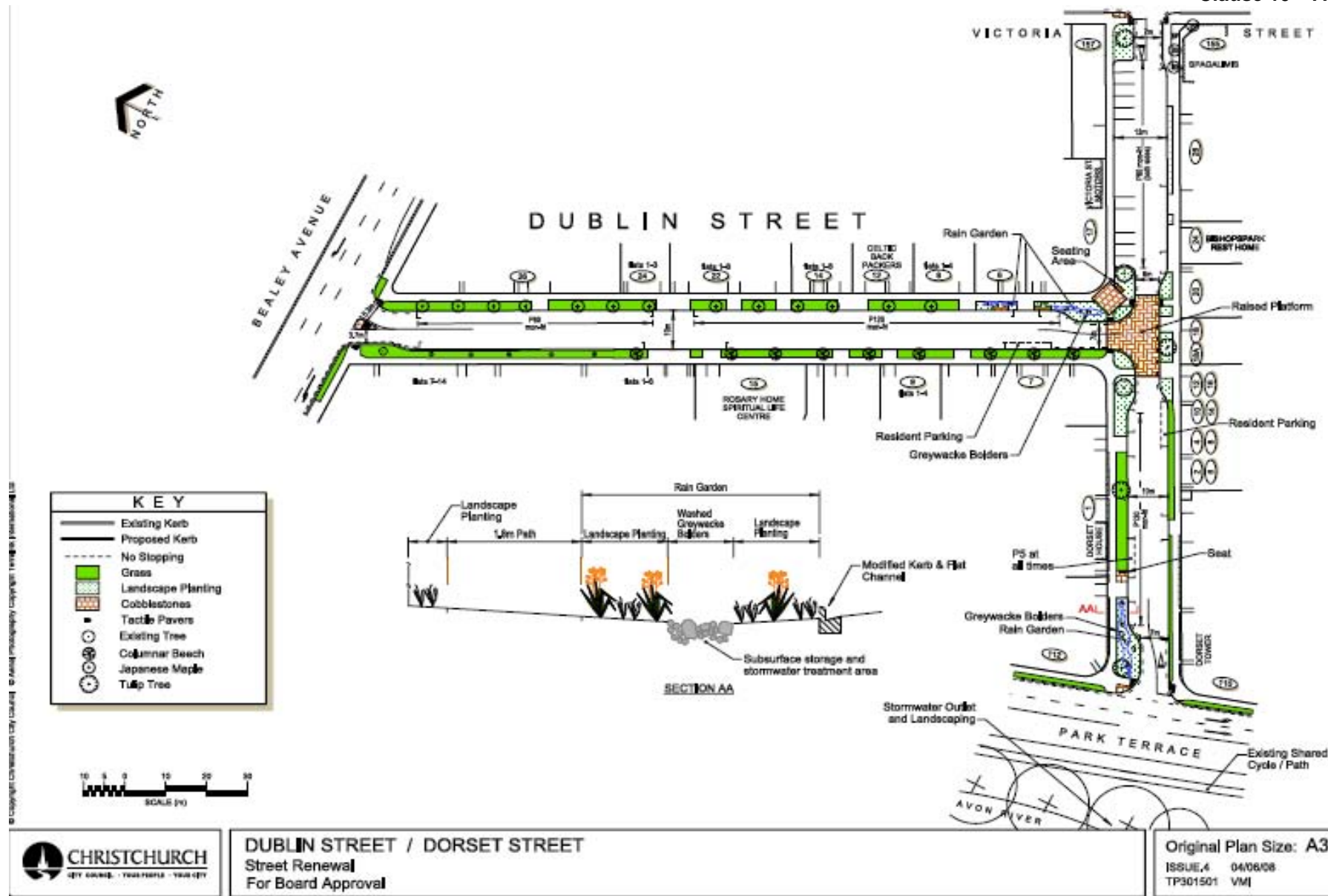
Option 3



Dublin Street



Dorset Street



11. **PEACOCK STREET, BEVERIDGE STREET AND CONFERENCE STREET
- PROPOSED ALTERATION TO EXISTING 60 MINUTE PARKING RESTRICTION**



General Manager responsible:	General Manager City Environment, DDI 941-8608
Officer responsible:	Transport and Greenspace Manager
Author:	Steve Dejong/Barry Cook, Network Operations and Traffic Systems Team

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's recommendation to the Council that it approve to alter the existing 60 minute parking restriction located on the south side of Peacock Street, Beveridge Street and Conference Street so that it operates Monday to Friday only, instead of seven days a week. See **attachment 1**.

EXECUTIVE SUMMARY

2. The Council has received a written request from the Victoria Neighbourhood Group stating that it endorses the weekday enforcement of the 60 minute parking restriction located on the south side of Peacock Street, Beveridge Street and Conference Street. However, it does not believe that there is a need for the 60 minute parking restriction to operate on the weekends as there seems to be ample parking within this area on Saturdays and Sundays. See **attachment 2**.
3. Peacock Street, Beveridge Street and Conference Street are located between Montreal and Durham Streets just north of Salisbury Street. They are predominantly older residential style streets with a historical deficit of off-street parking due to the age of the properties and the narrowness of the property frontages.
4. Presently, the whole length of the south side of these three streets are covered by a 60 minute parking restriction which applies seven days a week, between the hours of 8am and 6pm on days other than on public holidays. The parking restrictions were installed because these streets are located close to the central city, and commuters working in the area were parking in these three streets all day, leaving very little or no parking for residents.
5. The existing 60 minute parking restrictions originally operated Monday to midday Saturday, however, in 2005 when the Government changed the Road User Rules which now states that any sign that imposes a parking restriction and incorporates the letter "P" on the top of the sign, or relates to a loading zone, applies between the hours of 8am and 6pm on days other than public holidays, unless otherwise specified on the sign or on a supplementary sign. As a result, the parking restrictions was extended from midday Saturday and now applies from 8am to 6pm on Saturdays and Sundays.
6. Residents with little or no off-street parking have stated that they either have to shift their vehicles every two hours every weekend or run the risk of receiving parking infringement notices and they are finding the whole process tiresome.
7. The Victoria Neighbourhood Group delivered a consultation document to every property located along these three streets, including the Council's housing, and of those residents who responded 50 supported the proposal and three opposed it. See **attachment 3**.

FINANCIAL IMPLICATIONS

8. The estimated cost for this work is approximately \$2,400.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. The installation of road markings, signs and a post is within the LTCCP Street and Transport Operational Budgets.

11 Cont'd

LEGAL CONSIDERATIONS

10. Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council the authority to install parking restriction by resolution.
11. The installation of any associated signs and markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

12. Supplementary wordings are required to the signs, to restrict the days to which the signs apply. This is because Clause 6.4(2) of the Land Transport (Road User) Rule 2004 states that a sign that imposes a parking restriction and incorporates the letter "P" on the top of the sign, or relates to a loading zone, applies between the hours of 8 am and 6 pm on days other than public holidays, unless otherwise specified on the sign or on a supplementary sign.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

13. Aligns with the streets and transport activities by contributing to the Council's Community outcomes-Community.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

14. This contributes to improve the level of service for parking.

ALIGNMENT WITH STRATEGIES

15. The recommendations align with the Council's Parking Strategy 2003.

Do the recommendations align with the Council's strategies?

16. As above.

CONSULTATION FULFILMENT

17. The Victoria Neighbourhood Group delivered a consultation document to every property located along these three streets including the Council's housing, and of those who responded 50 supported the proposal and three opposed it. See **attachment 3**.

STAFF RECOMMENDATION

It is recommended that the Hagley/Ferrymead Community Board recommend that the Council approve:

- (a) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Peacock Street between Montreal and Durham Streets, be revoked.
- (b) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Beveridge Street between Montreal and Durham Streets, be revoked.
- (c) That the parking of vehicles restricted to a maximum period of 60 minutes on the south side of Conference Street between Montreal and Durham Streets, be revoked.
- (d) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Peacock Street between Montreal and Durham Streets.

11 Cont'd

- (e) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Beveridge Street between Montreal and Durham Streets.
- (f) That the parking of vehicles be restricted to a maximum period of 60 minutes on Monday to Friday, on the south side of Conference Street between Montreal and Durham Streets.

CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted.

16. 7. 2008

- 27 -

Clause 11 - Attachment 2

18 JAN 2008

**VICTORIA NEIGHBOURHOOD GROUP
CHRISTCHURCH 1**

Secretary: Dave Kelly, 6 Beveridge St, ph 3656-276, fax 3642-083.
Coordinators: Joan Hazlehurst, ph 3650-115; Marjorie Manthei, ph 3669-076

CSR 90761899

14th January 2008

To :
Christchurch City Council
Parking Division.

Dear Sir/Madam,

It has been noticed by residents that the CCC enforce quite rigorously the street parking restrictions that have been in place on Peacock, Beveridge and Conference Streets.

As a group we endorse the week day enforcement as sensible and acceptable, however we would question the need for such enforcement on the weekends when there appears to be ample parking space all around this area on Saturdays and Sundays.

It would be our suggestion that the seven day week parking regime that is currently in place be revisited, with the suggestion that the restrictions be modified to show restrictions on a Monday to Friday basis, with the Saturday and Sunday parking being free of limitation.

On behalf of the above group,

Ian and Wendy White .



Casino.
Chch Womens.

**VICTORIA NEIGHBOURHOOD GROUP
CHRISTCHURCH 8013**

Secretary: Dave Kelly, 6 Beveridge St, ph 3656-276, fax 3642-083 (attn D Kelly)
Coordinators: Joan Hazlehurst, ph 3650-115; Marjorie Manthei, ph 3669-076

1 April, 2008

Steve Dejong
Viastrada
PO Box 152
Hereford St
steve@viastrada.co.nz

Dear Steve

Re: request to change parking restrictions on south side of Peacock, Beveridge and Conference Sts.

In response to your request for a survey of affected residents on this issue, the VNG has done a letterbox drop of all letterboxes in these three streets, including the properties on the corners adjoining Montreal and Durham Sts (approx 150 letterboxes, including the City Council flats at 26, 28 and 30 Conference Sts). A copy of the notice put in boxes is attached. We also raised the issue at the neighbourhood AGM which was held in Aldred Park on Sunday 10 February. We requested responses either in person at the AGM, by returning the letterbox slip, by phone message to my answerphone, or by email.

In total we had responses from 53 separate households (some with several names per house but we count that as one response). Of these 4 were by phone, 6 by email, 3 at the AGM and the rest by return of the slips. We also had one response from Gracefield Ave (in favour of change) but have disregarded that as being from outside the affected area.

The great majority were in favour of changing the south-side parking restriction to only apply Monday to Friday, as follows:

Street	Households wanting Monday to Friday	Households wanting status quo (7-days)
Peacock	15	1
Beveridge	22	0
Conference	13	2
TOTAL	50	3

Several of the respondents included comments. One of the two Conference St people who wanted the status quo said

"if P60 lifted those people who work weekends in Victoria St, Casino etc will then park all day legally and we will be no better off".

In contrast a couple in Peacock St in favour of Monday to Friday emailed

"We are at 24 Peacock street, and are totally sick of having to move our car around on the weekends. We've been ticketed in the past also. Therefore, we wholeheartedly support the proposal to have P60 parking apply ONLY during the weekdays."

Victoria Neighbourhood Group, page 2

Before the initial approach to the City Council by our group, we considered whether Saturday parking would be a problem. We decided that it probably would not, mainly because the north side of each of the three streets already has unrestricted parking all the time. During the week this side is permanently full of commuter parking, but during the weekend (including Saturday mornings) there are usually very few cars parked even on the north side.

We therefore consider that there is widespread support for the proposal to make the parking restriction apply only Monday to Friday.

If it would be helpful for you to have a breakdown giving the house numbers of each submission we received, I will be happy to send you that information. If you need anything else please contact us and we will do our best to help.

Yours



Dave Kelly
secretary

YOUR VIEWS SOUGHT ON CHANGE TO WEEKEND PARKING

At present the south sides of Peacock, Beveridge and Conference Sts have P60 parking restrictions, introduced to stop all-day commuter parking blocking both sides of the street.

There is much less demand for parking in the weekends. However the P60 applies 7 days a week and recently some residents received parking tickets outside their houses on a Saturday.

The Victoria Neighbourhood Group has suggested the P60 should be changed to only apply Monday to Friday. However the Christchurch City Council wants to know the views of all residents before considering this change.

Therefore can you please indicate whether you:

- think that the P60 should only apply Monday to Friday
- think that the P60 should remain 7 days a week (as now)

Name & Address (to tally street by street):

Please either RETURN THIS SLIP to 6 Beveridge St

or EMAIL your opinion, name and address to dave.kelly@canterbury.ac.nz

or PHONE your opinion, name and address to Dave at 3656-276

or COME to the VNG barbeque, Aldred Park, 366 Durham St, 5pm Sunday 10

February and tell us there.

Thanks

Dave Kelly, secretary, Victoria Neighbourhood Group

12. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

General Manager responsible:	General Manager of City Environment, DDI 941-8656
Officer responsible:	Policy and Leasing Administrator
Author:	Debbie M ^c Kay, Property Consultant

PURPOSE OF REPORT

1. The purpose of this report is to seek the Hagley/Ferrymead Community Board's approval to issue a licence to Natural High Limited to use the Council's existing bike tracks on the Port Hills for mountain bike tours.

EXECUTIVE SUMMARY

2. Natural High Limited (NHL) has made an application to the Council for a Licence to operate guided off road cycle day trips in the Christchurch area that would include taking tours across the Port Hills, and through the Burwood Plantation, using the existing bike tracks owned by the Council. **Attachment 1** is a general plan of bike tracks on the Port Hills.
3. The application involves the use of existing tracks at the Burwood Plantation, and fourteen tracks on the Port Hills. Five of the tracks on the Port Hills are unformed legal roads (four wheeled drive tracks) and the remaining nine are purpose built single bike tracks over various recreation and scenic reserve areas. The table in **Attachment 2** more particularly describes the areas that are the subject of the application.
4. The Council's Regional Parks Operation Team has considered the environmental impact of the application in a report and concluded that although NHL's business would increase the annual usage of the tracks by four percent, it would not have a negative impact on the track surfaces. The annual licence fee provides for the anticipated increase in cost to the Council to maintain the tracks.
5. Subject to the requirements of the Reserves Act 1977 being met, it would be appropriate for the Council to issue NHL with a Licence.
6. NHL's application covers land in five Community Board wards. The Corporate Support Unit Manager has delegated authority to decide if a licence can issue for the mountain bike tracks on the fee-simple land held by the Council. It is not necessary for the licence to extend to include the tracks on legal road as along with all members of the public, NHL has the free use of legal road as of right. The balance of the land held as reserve pursuant to the Reserves Act 1977 can be dealt with by the relevant Community Boards under delegated authority by the Council. Therefore, the recommendation of this report relates to the reserve land that falls within the Hagley/Ferrymead Community Board area only. A similar report has been submitted to the July meeting of the Spreydon/Heathcote and Lyttelton/Mt Herbert Community Boards relating to the reserves in their respective areas.

FINANCIAL IMPLICATIONS

7. Costs associated with the application will be met by NHL.
8. The proposed annual licence fee is \$1,500 plus GST. This is based on \$600 which is the estimated increase of cost to the Council to maintain the tracks annually, combined with monitoring and staff costs associated with the Licence. The proposed licence fee should ensure that NHL's operations are cost neutral to the Council.

Do the Recommendations of this Report Align with 2006-16 LTCCP budgets?

9. Not Applicable.

12 Cont'd

LEGAL CONSIDERATIONS

10. The Community Board has delegated authority to approve the granting of a licence under Sections 54 and 56 of the Reserves Act 1977. A licence is not able to be issued until such time as all three of the Community Boards considering this matter have consented to a licence, and the requirements of the Reserves Act have been met, as discussed below.
11. Council policy and practice requires any approved commercial use should be offered by public tender or Request for Proposals unless there is a good reason for not doing so. In the case of this application it is not considered appropriate to publicly tender or go out for a Request for Proposals because:
 - (a) the general public will continue to have the existing free use of the tracks regardless of the licence;
 - (b) the Department of Conservation (DOC) and the Council own adjoining land on the Port Hills. DOC has issued NHL with a Concession Permit to use DOC bike tracks, and a licence over the Council land is required in order for NHL to provide a complete experience;
 - (c) any other person or company wanting to provide a similar activity or experience can approach the Council.
12. Section 54 Reserves Act 1977 – Leasing powers in respect of recreation reserves. Enables the Council to grant a licence for the carrying on of any trade, business, or occupation on recreation reserve subject to the prior consent of the Minister of Conservation.
13. Section 56 Reserves Act 1977 – Leasing powers in respect of scenic reserves. Enables the Council to grant a licence for the carrying on of any trade, business, or occupation on scenic reserve subject to the prior consent of the Minister of Conservation.
14. Section 119 Reserves Act 1977 – Notices. Requires the Council to publicly notify its intention to issue a licence of recreation and scenic reserves.
15. Section 120 – Rights of objection and of making submissions. Where public notice is given under section 119 of the Act, then any person or organisation may make a written objection or submission with respect to the proposal. This section sets out the procedure that the Council must follow if any objection or submission is received, and it also specifies that the objection or submission period shall not be less than one month after the date of publication of the notice.

Have you considered the legal implications of the issue under consideration?

16. Yes, as above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Page 124 of the LTCCP, level of service under parks, open spaces and waterways.

Do the recommendations of this report support a level of service or project in the 2006-16 LTCCP?

18. Yes, as above.

12 Cont'd

ALIGNMENT WITH STRATEGIES

- 19. The Physical Recreation and Sport Strategy adopted in 2002, was developed by the Council as part of its leadership role to bring together the perspectives of many different organisations involved in physical recreation and sport into one comprehensive strategy, thereby providing support and direction for these organisations.
- 20. The Port Hills Recreation Strategy was adopted by the Council in 2004, the purpose being to analyse present recreation activities occurring on the Port Hills, identify gaps in the provision of recreational experiences, and thereby identify opportunities for future activities which could be provided in a coordinated and integrated way.

Do the recommendations align with the Council's strategies?

- 21. Yes, as above.

CONSULTATION FULFILMENT

- 22. Subject to the Community Board adopting the report recommendations the licence application will be notified in accordance with the provisions of the Reserves Act. Refer to the Legal Considerations section of this report.

STAFF RECOMMENDATION

It is recommended that:

- (a) Pursuant to Sections 54(1)(d) and 56(1)(b) of the Reserves Act 1977 the Board consents to the granting of a licence to Natural High Limited to operate a guided mountain bike tours business for a period of five years using the Council's existing mountain bike tracks on the land described in the attached Schedule:

SCHEDULE

Name	Legal Description	Certificate of Title	Reserve Status
Castle Hill Track	Part Lot 3 DP 2907	CB42A/555	Scenic Reserve
Mt Pleasant Track	Lot 2 DP 83474	CB48C/724	Scenic Reserve
Scarborough Farm Park	Lot 1 DP 4807 and Lots 1, 2 and 3 DP 54492, part Lot 1 DP 4807 and part Lot 2 DP 10127	CB43A/1050	Recreation Reserve

- (b) The application is subject to:
 - (i) public notification under the Reserves Act 1977 and no sustainable objections being received.
 - (ii) the approval of the Department of Conservation being obtained.
 - (iii) the applicant meeting all costs associated with the granting of the licence.

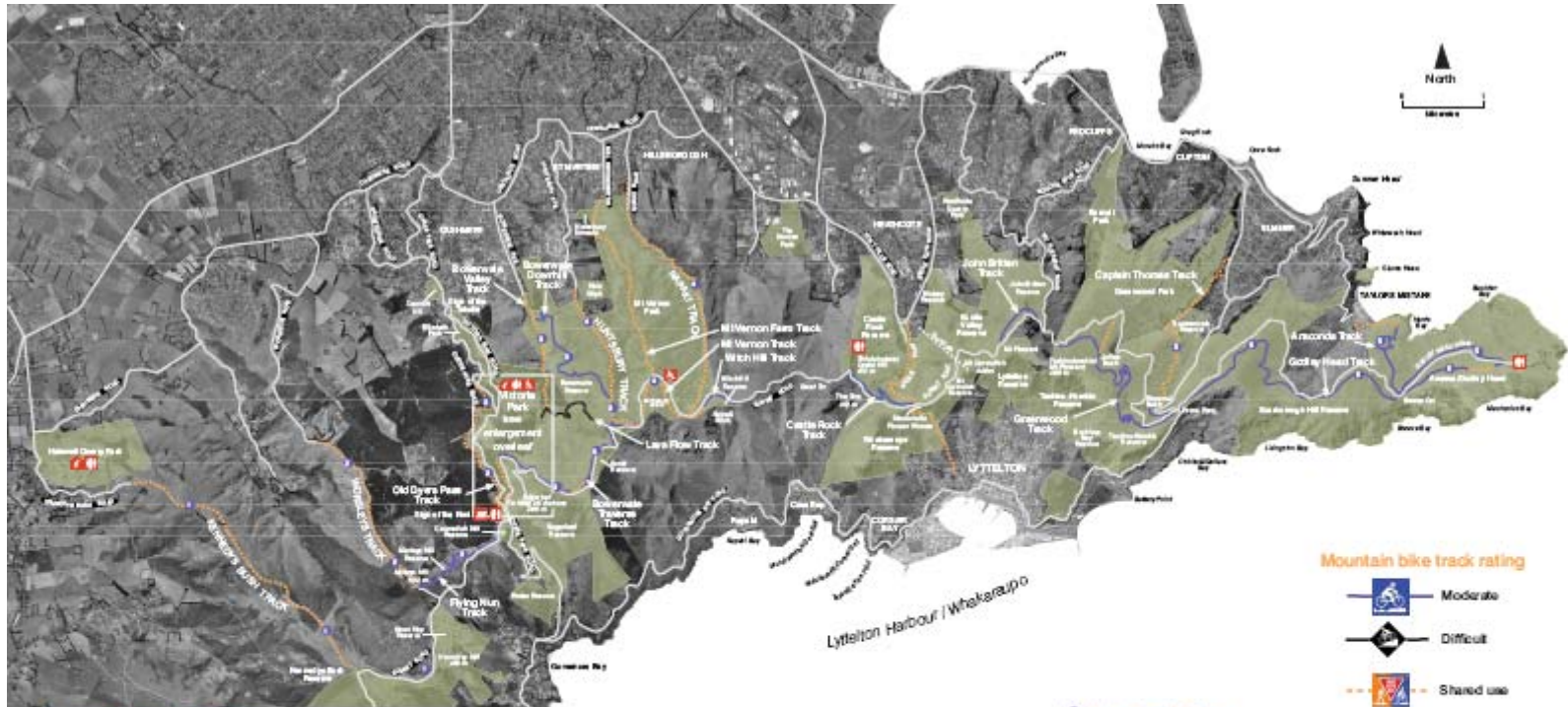
CHAIRPERSONS RECOMMENDATION

That the staff recommendation be adopted (subject to the decision of other Boards).

12. Cont'd

BACKGROUND

23. Natural High Limited (NHL) operates to provide a cycle hire and cycle tour business offering cycle trips to a variety of international and domestic clients both guided and non-guided throughout New Zealand. NHL has been in business since 1996 operating from the Nelson/Marlborough region until when in 2005 NHL relocated its operation to Christchurch.
24. NHL has made an application to the Council for a licence to operate guided off road day trips in the Christchurch area that would include taking tours across the Port Hills using the existing mountain bike tracks owned by the Council. The main points of the application are as follows:
 - licence for five (5) years
 - NHL estimates that annually they will lead a maximum of 45 guided mountain bike tours using 13 tracks on the Port Hills.
 - Maximum of 12 riders per guided tour.
 - The guiding will occur mainly during the months September to April.
25. The NHL application covers the various landholdings described in **Attachment 2**.
26. A licence is required to enable NHL to use the bike tracks on the various recreation and scenic reserve land, and the fee simple land held by the Council. The Corporate Support Manager has delegated authority to approve a licence of the fee simple land, and the Council's powers have been delegated to all Community Boards to approve licences on reserve land. The Council is not required to issue a licence for the tracks on legal road as NHL along with all members of the public have the free use legal road as of right.
27. NHL has also made a similar application to the Department of Conservation (DOC) for a Concession Permit that covers the areas of reserve land owned and administered by DOC. The application has approved and a Permit has been issued.
28. The licence will closely follow the terms and conditions of DOC's Concession Permit as to term (five years), maximum frequency of use per annum, duration of any tour and the maximum size of any one tour party.
29. The Regional Parks Operation Team has considered the environmental impact of the application in a report. The report concluded that the level of use proposed would not have a negative impact on the social environment of the track surfaces. It is estimated that NHL's usage would increase the annual use of the tracks by 4%. The annual licence fee provides for the additional cost of maintenance to the Council, estimated to be \$600 per annum.



1 Kennedy's Bush to Worsleys 9.8 km
 Difficulty rating: Moderate
 Ride time: 45 min – 1.5 hours

An exhilarating ride. This is the longest ascent on the Port Hills – technically straight forward and not too steep but still an honest climb. Get yourself to the end of Kennedy's Bush Road. There you take over the stile and mosey up the grass 4WD track that eventually pops out at the Summit Road (5.3 km). Swing left onto the road and continue for 1.6 km before turning left again up a short section of road (260 m) to the top of the Worsleys Spur. A dynamic track – always a new hit and if you're stuck in one of these don't talk but get out – ride it. Descend with care, you'll eventually reach Worsleys Road (2.6 km) and then it's a leisurely coast back to the city.
 Note: Kennedy's Bush is closed during lambing – August to September.

2 Worsleys to Old Dyes Pass Road 9.6 km
 Difficulty rating: Moderate
 Ride time: 45 min – 1.5 hours

Get your heart going on the ascent up Worsleys Road (2.5 km). Once the seal ends, continue up the rutted 4WD track to the carpark at the top (2.6 km). The rut is one huge – big enough to swallow you and your bike. Hold a little reserve for the very steep and sketchy final patch. A signpost then directs you up another 4WD track before it magically transforms into single track and sweeps down to join the Old Dyes Pass Road (2.1 km). This 4WD track follows an easy gradient downhill for 2.4 km before splitting you out on the contemporary Dyes Pass Road (the original undercuts to Victoria Park). From here, drop back into the city on the road, or cross the road to explore the tracks in Victoria Park.

3 Bowenvale Valley 8.6 km
 Difficulty rating: Moderate/Difficult
 Ride time: 1 – 2 hours

Start at the end of Bowenvale Avenue. Enjoy the gradual climb on the 4WD track before taking your ascent on the road to the very steep section that tops out at the Jump Park and Shills Anzac Victoria Park (2 km). Then climb to the start of the Bowenvale Terrace Track on the Summit Rd (800 m). Try not to be distracted by the outrageous views as you zip along the Terrace Track to the top of Huntsbury Track (2.5 km). Head down the gravel road for 500 metres until you arrive at a junction by the creek and stop. Follow the marker pointing left to the Bowenvale Downfall. It's steep and rough with a few ruts thrown in. At the end of the 4WD track, you'll fly by a pylon and join the narrow single track that snakes its way back to your starting point in Bowenvale Ave (2.6 km).




4 Rapaki to Huntsbury Track 8.6 km
 Difficulty rating: Moderate
 Ride time: 45 min – 1.5 hours

This popular 4WD track starts at the end of Rapaki Road and continues to the Summit Road (3.8 km). It is technically undemanding, but the 250-metre height gain may leave you gasping. You're bound to meet walkers, joggers, descending bikers, and even the occasional motorbike – so practice your defensive riding skills. View right at the Summit Road and look into the Mt Vernon shared-use track which sits above the Road to the top of Huntsbury (1.5 km). Then ride the gravel track down to the seal at the end of Huntsbury Ave (3.3 km).

5 Godley Head 12.7 km
 Difficulty rating: Moderate
 Ride time: 1 – 2 hours

A spectacular circuit that takes you high above the sea and down to one of Christchurch's best surf beaches. Start at Wakefield Reserve, off Wakefield Road, in Sumner. Climb the shared-use Captain Thomas track to Evans Pass (3.6 km). Rattle over the cattle stop on Godley Head Road then take a sharp right at the signpost making the start of the Godley Head mtb track. It's fast, flowing single track above the road all the way to the Godley Head carpark (6 km). Cross the road and yet more sweet single track will take you back to Sewer Cut, before plummeting down to Taylor's Mistake (3.1 km). The bottom of this descent is named Anacosta – a great track with fast flowing riding through massive banded cones. The final section into Taylor's Mistake is shared use and is easily used. Ride slowly. Take the road back to Wakefield Reserve or retrace the single track to double your fun.

Mountain bike track rating

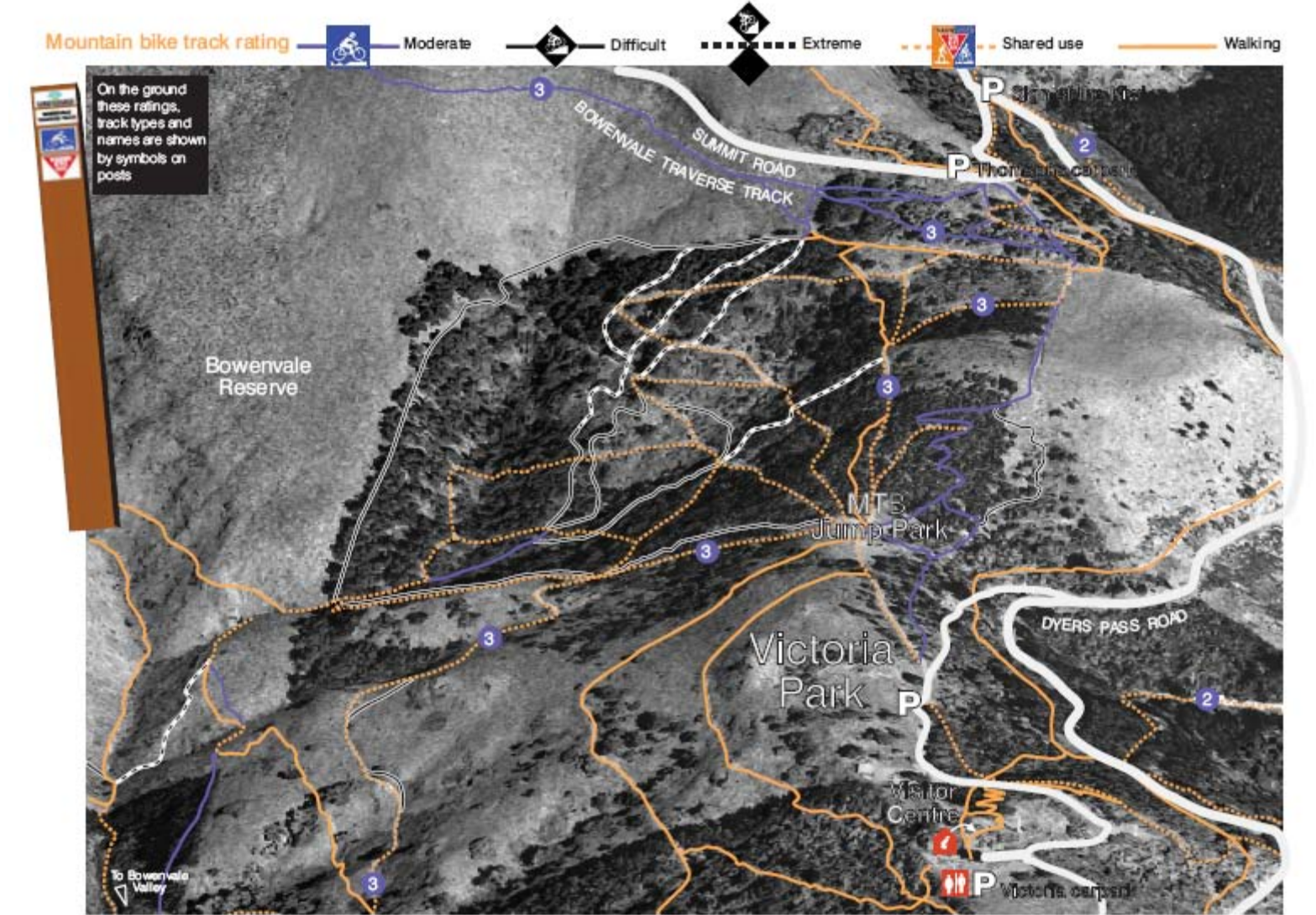
-  Moderate
-  Difficult
-  Shared use

Walking tracks not shown except shared use

On the ground these ratings, track types and names are shown by symbols on posts

Difficulty rating

A four-point grading system describes how technically challenging each track is. The minimum grading on the Port Hills is Moderate. Tracks marked Extreme are pretty gnarly – typically suited to big travel downhill bikers. For flat terrain and easy tracks, head out to Saddle Lake Flatlands. It's a great playground and is especially cool for night riding. The tracks drain quickly – making it essential in the winter when the Port Hills can be wetter than a fish's gills.



For a place that's as flat as a two-day-old can of Coke, there's stacks of great mountain biking around Christchurch. The City Council park rangers manage more than 40 kilometres of shared-use and dedicated mountain bike tracks on the Port Hills.

The rides described here are all close to the city, so a car isn't essential. In fact warming up with a ride on the flat helps before attacking the hills. Check out the Christchurch City Cycle Map to conjure up a safe and interesting route (produced by the Christchurch City Council). Budget on 30 to 40 minutes for most of the climbs and, depending on your love of gravity, considerably less time to descend. A single climb to the summit road, coupled with a rip-roaring descent is enough to wear out most people – those wanting to burn more calories can link together two or more of the rides for a longer outing.

Rules of engagement

1. Control your speed. Do not brake excessively – skidding causes track damage.
2. Give way to walkers and other users on shared-use tracks.
3. Give way to uphill riders when you're descending.
4. Walkers are encouraged to give way to riders on dedicated mtb tracks.
5. Dogs must be on a lead – not easy when you're on a bike.
7. Take home all rubbish.
6. Riding in the wet wrecks tracks. Better to hit the tarmac or head out to the fast draining tracks at Bottle Lake for a ride through the pines.



Tell me more

New to mountain biking? Start with easy tracks at Bottle Lake (see difficulty-rating system). When you're ready for biking on the Port Hills, we recommend starting with the Bowervale Traverse Track. Check out the Canterbury Trail Guide for the

mountain bike playgrounds a little further out of town. Or get your hands on a copy of *Classic New Zealand Mountain Bike Rides* ... both available from Ground Effect on 0800 655 733 or www.groundeffect.co.nz.

Also consider joining a Canterbury mountain bike club. Excellent for discovering new tracks, and improving your skills.

Find out more at www.mountainbike.co.nz/clubs/cmbc/

The Port Hills Ranger Service runs a volunteer track-building and maintenance programme. To acquaint yourself with the business end of a grubber, call 941 6540 and ask for the Port Hills rangers.

Farm courtesy

Much of the Port Hills is still farmed, and riders are urged to take particular care on farmland to leave gates as they find them, and not to disturb stock. Some tracks may be closed between September and October for lambing.

Rubbish-free parks

Rubbish bins have been removed from Christchurch's regional parks. The aim is to make these parks litter-free for people's enjoyment and to encourage recycling and waste reduction. Please take your rubbish home and recycle.

Fires

Fires are a particular hazard during the summer months. Please report any fires immediately by telephoning 111 for the emergency services.

Dogs

All dogs on the Port Hills reserves must be kept on a leash. There is a dog exercise area at Victoria Park and Halswell Quarry Park where dogs can be exercised off the leash.

Port Hills ranger contacts

Telephone 941 6844, fax 941 7579

For more information contact:

Greenspace Unit, Christchurch City Council
Box 237, Christchurch phone: 03 941 6840
email: LeisureandParks@ccc.govt.nz
<http://www.ccc.govt.nz/parks>

Department of Conservation, North Canterbury Area
Private Bag 4715, Christchurch
phone: 371 3706
www.doc.govt.nz

RR0110 June 2005



Port Hills mountain biking



CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

Cover Photo: Owen Nichol

Land subject to NHL licence Application			
Track Name	Legal Description	Status	Ward
Kennedys Bush Track		Legal Road	Selwyn District
Worsleys Track		Legal Road	Riccarton/Wigram
Marley Hill Reserve	Lot 1 DP 83864 CB48C/718	Scenic Reserve	Lyttelton/Mt Herbert Spreydon/Heathcote
Victoria Park	Rural Section 41112 Gazette 1969 p. 1429 Part Lot 1 DP 28705 Identifier 161613 Part RS 11170 Gazette 1984 p. 14	Recreation Reserve Recreation Reserve Scenic Reserve	Spreydon/Heathcote
Bowenvale Track (including Traverse Track)	Lot 1 and Part Lot 3 DP 28705 Identifier 161613	Recreation Reserve	Spreydon/Heathcote
Rapaki Track		Legal Road	Spreydon/Heathcote
Bridle Path Track		Legal Road	Hagley/Ferrymead
Castle Hill Track	Part Lot 3 DP 2907 CB42A/555	Scenic Reserve	Hagley/Ferrymead
Mt Pleasant Track	Lot 2 DP 83474 CB48C/724	Scenic Reserve	Hagley/Ferrymead
Captain Thomas Track		Legal Road	Hagley/Ferrymead
Scarborough Farm Park	Lot 1 DP 4807 and Lots 1, 2 and 3 DP 54492, part Lot 1 DP 4807 and part Lot 2 DP 10127 CB43A/1050	Recreation Reserve	Lyttelton/Mt Herbert Hagley/Ferrymead
John Britten Reserve	Lot 2 DP 83474 CB 48C/724	Fee Simple	Hagley /Ferrymead
Burwood Plantation	Many Titles	Fee Simple	Burwood/Pegasus and Shirley/Papanui
Tauhinu-Korokio Reserve	Lot 3 DP 331163 Identifier 128261	Scenic Reserve	Lyttelton/Mt Herbert

16. 7. 2008

- 38 -

13. **COMMUNITY BOARD ADVISER'S REPORT**
14. **MEMBERS' QUESTIONS**
15. **RESOLUTION TO EXCLUDE THE PUBLIC (ATTACHED)**

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following part of the proceedings of this meeting, namely item 16.

The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation to the matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
PART A			
16.	PURCHASE OF PROPERTY FOR NEIGHBOURHOOD RESERVE (WORCESTER/OLIVIERS ROAD) LINWOOD EAST) GOOD REASON TO WITHHOLD EXISTS UNDER SECTION 7	SECTION 7 (2)(h)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

Item 16 COMMERCIAL ACTIVITIES (Section 7(2)(h))

Chairman's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- "(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
 - (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority."