

11. 9. 2008

**HAGLEY/FERRYMEAD COMMUNITY BOARD
16 JULY 2008**

**A meeting of the Hagley/Ferrymead Community Board
was held on Wednesday 16 July 2008 at 3pm
in the Boardroom, Linwood Service Centre**

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

APOLOGIES: An apology for absence was received and accepted from
John Freeman.

Brenda Lowe-Johnson retired temporarily and was absent for part
of clause 14.

The Board reports that:

PART B - REPORTS FOR INFORMATION



1. DEPUTATIONS BY APPOINTMENT

Nil.

2. PRESENTATION OF PETITIONS

Nil.

3. NOTICE OF MOTION

Nil.

4. CORRESPONDENCE

The Board **received** correspondence from the Sumner Residents' Association regarding reinstating a working party. The Community Board Adviser agreed to provide a copy of a memorandum provided to the former Board in 2007 and to follow up on the Board's jurisdiction to establish a working party.

The Board **received** a copy of the letter sent by staff in response to Mr Carswell's letter of 23 June 2008. The Board **agreed** to ask Tony Murray to attend the next meeting to discuss the issue.

5. BRIEFINGS

Peter Mitchell, General Manager, Regulation and Democracy Services, apologised to the Board for incorrect information supplied to it with respect to the status of a tree in Bangor Street. The tree is not protected under the City Plan. Mr Mitchell undertook to write to Mr Edgar of Bangor Street to explain the situation. Under current delegations, the Board is able to make a decision with respect to the tree.

6. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** information from the Community Board Adviser covering upcoming meetings and events and other relevant information including an update on the issue of horse grazing. The Board asked for further information about the delay in the report on horse grazing.

The Board **agreed** to write to the Community Recreation Adviser thanking her for the hard work in organising the Winter Fling held recently at the Richmond Working Men's Club. The Board wished to have its appreciation of a wonderful community event noted.

7. MEMBER'S QUESTIONS

The Board Chair asked members for comments or feedback for a forthcoming meeting he was having with the Council's communications staff.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

8. CONFIRMATION OF MEETING REPORT – 2 JULY 2008

The Board **resolved** to confirm the report of its ordinary meeting of 2 July 2008 (both open and public excluded sections) subject to an amendment to correct page numbers on the table of contents on page seven and the correction of a spelling error.

9. LICHFIELD STREET – PROPOSED DISABLED PARKING RESTRICTION

The Board considered a report seeking approval to install a mobility parking restriction on the south side of Lichfield Street.

The Board **resolved** to 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 a easterly direction for a distance of six metres be created.

10. LICHFIELD STREET – PROPOSED P10 PARKING RESTRICTION

The Board considered a report seeking approval to install a 10 minute parking restriction on the south side of Lichfield Street, 71 metres from its intersection with Duke Street and extending in a westerly direction for 17 metres.

The Board **resolved** to 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.

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

The Board considered a report seeking approval 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.

This report was incorrectly noted on the Agenda as a Part A report.

11 Cont'd

The Board **resolved**:

- (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.
- (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.

12. NATURAL HIGH LIMITED – COMMERCIAL RECREATION PROVIDERS LICENCE APPLICATION

The Board considered a report seeking 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.

Staff joined the meeting and provided feedback from the meetings of the Lyttleton/Mt Herbert and Spreydon/Heathcote Board meetings which had also considered this report.

The Board **resolved** 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.

12 Cont'd

- (c) The addition of a condition in the licence requiring negotiation between the Council (park rangers) and Natural High in regard to access following wet weather.
- (d) That the licence be subject to annual review, with staff having the delegation to undertake this review and to set the new licence fee.

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

The Board considered a report seeking approval 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**.

Staff advised that there were errors in the recommendations which were corrected. The Community Board Adviser noted that a portion of the report had not been included in the agenda, copies of the full report were made available to members. Staff updated the Board on the outcome of consultation with the Victoria Neighbourhood Association.

The Board **resolved** to approve, subject to staff completing a further check of the distances noted and reporting back to the Board by way of memorandum, that:

- (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 at 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 at its intersection with Dublin Street and extending in an north-easterly direction for a distance of 13.5 metres.
- (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.

13 Cont'd

- (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 east 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 east side of Dublin Street commencing at 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 west side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly 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 at 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 at 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 at 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 at 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.
- (xvii) That the existing no stopping restriction on the north side of Dorset Street commencing at 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 at 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 at its intersection with Victoria Street and extending in a south-westerly direction for a distance of three metres be revoked.

13 Cont'd

- (xx) That the existing no stopping restriction on the south side of Dorset Street commencing at 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 at 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 east side of Dublin Street commencing at 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 east side of Dublin Street commencing at 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 west side of Dublin Street commencing at its intersection with Dorset Street and extending in a north-westerly 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 at its intersection with Dorset Street and extending in a northerly direction for a distance of six metres be revoked.

Victoria Street

- (xxvi) That the existing no stopping restriction on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a north-westerly direction for a distance of three metres be revoked.
- (xxvii) That the existing no stopping restriction on the west side of Victoria Street commencing at its intersection with Dorset Street and extending in a south-easterly direction for a distance of three metres be revoked.

New Parking restriction:

Dorset Street

- (xviii) That the parking of vehicles be restricted to a maximum period of 120 minutes from 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.
- (xix) That the parking of vehicles be restricted to a maximum period of five minutes at all times 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 from 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.

13 Cont'd

- (xxi) That the parking of vehicles be restricted to a maximum period of 60 minutes from Monday to Friday on the north side of Dorset Street commencing at a point 13.5 metres north-east 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 from 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 from 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 east side of Dublin Street commencing at a point 13.5 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 east 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 west side of Dublin Street commencing at a point 20.5 metres north-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.

Dublin Street

- (xxx) That the existing authorised residents vehicles only parking restriction be removed from the west 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.
- (xxxi) That the existing P60 parking restriction be removed from the west 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.

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Give Way control:

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

14. **RESOLUTION TO EXCLUDE THE PUBLIC**

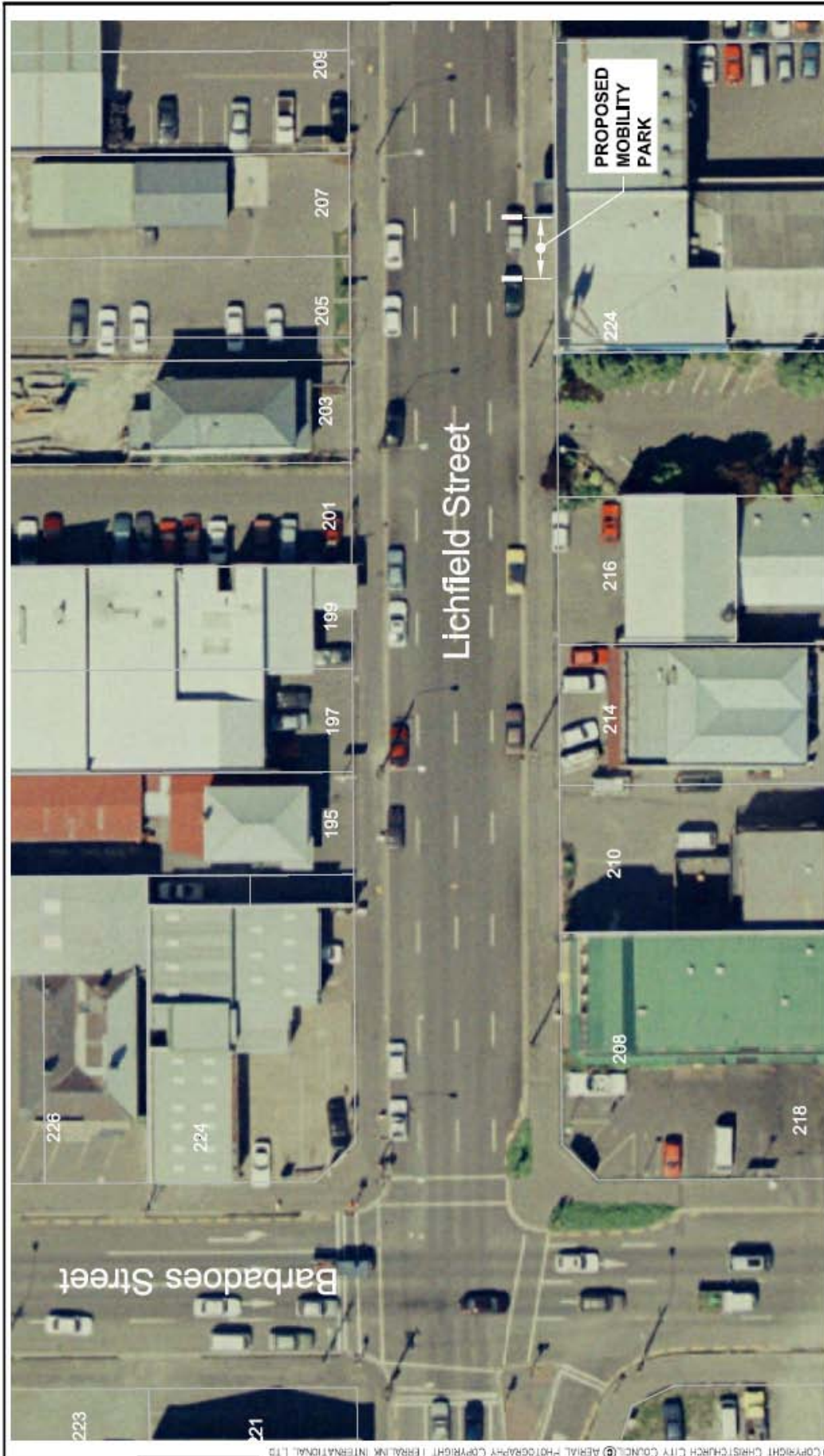
The Board **resolved** that the draft resolution to exclude the public set out on page 39 of the agenda be adopted.

The meeting concluded at 4.41pm.

CONFIRMED THIS 6TH DAY OF AUGUST 2008

**BOB TODD
CHAIRPERSON**

CLAUSE 9 ATTACHMENT

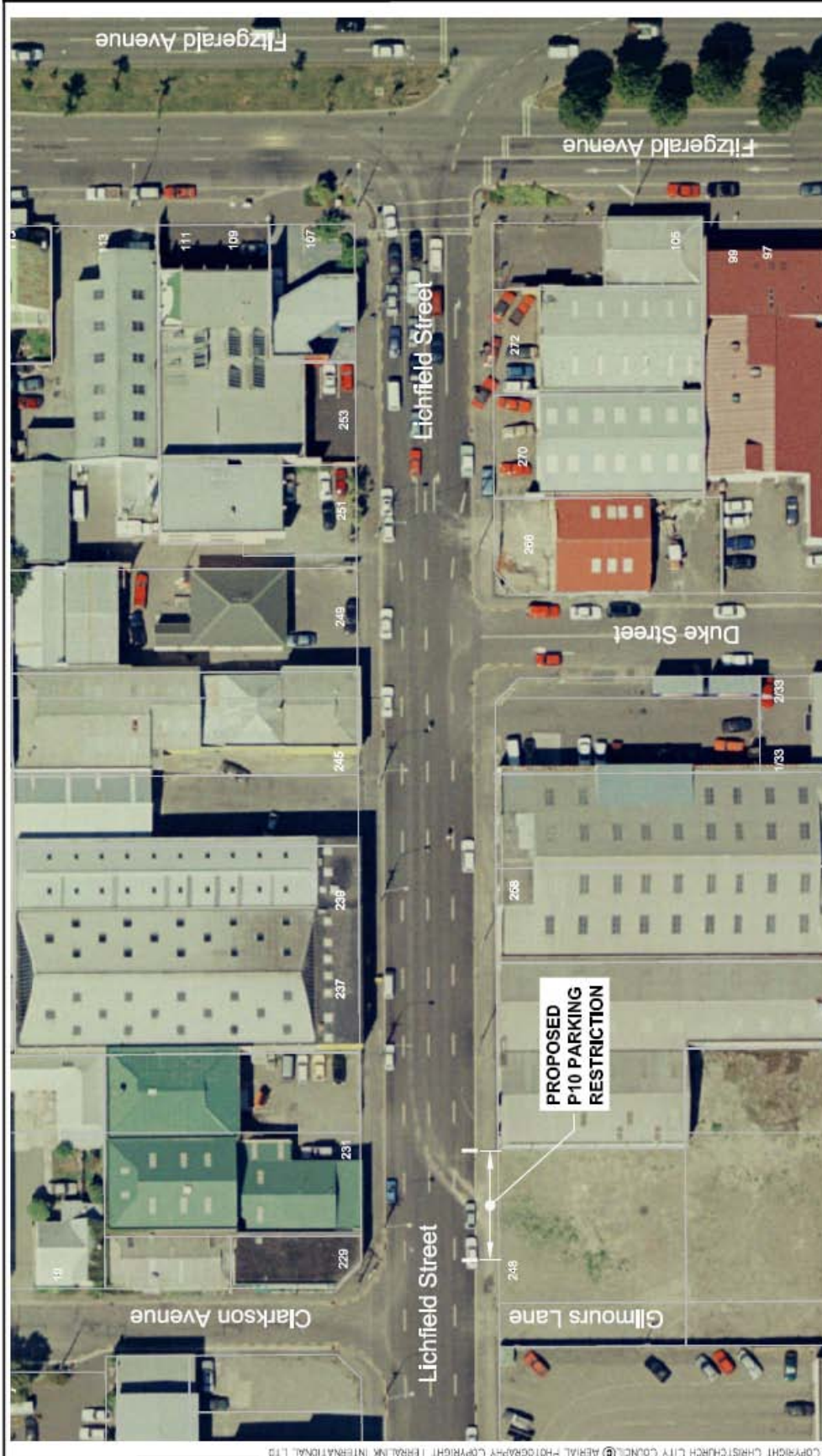


Original Plan Size: A4
 ISSUE. 1 05.08
 RAH

LICHFIELD STREET
 Proposed Mobility Park
 For Board Approval



Midshroud file location - W:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED MARKS\LICHFIELD STREET\LICHFIELD STREET.DWG

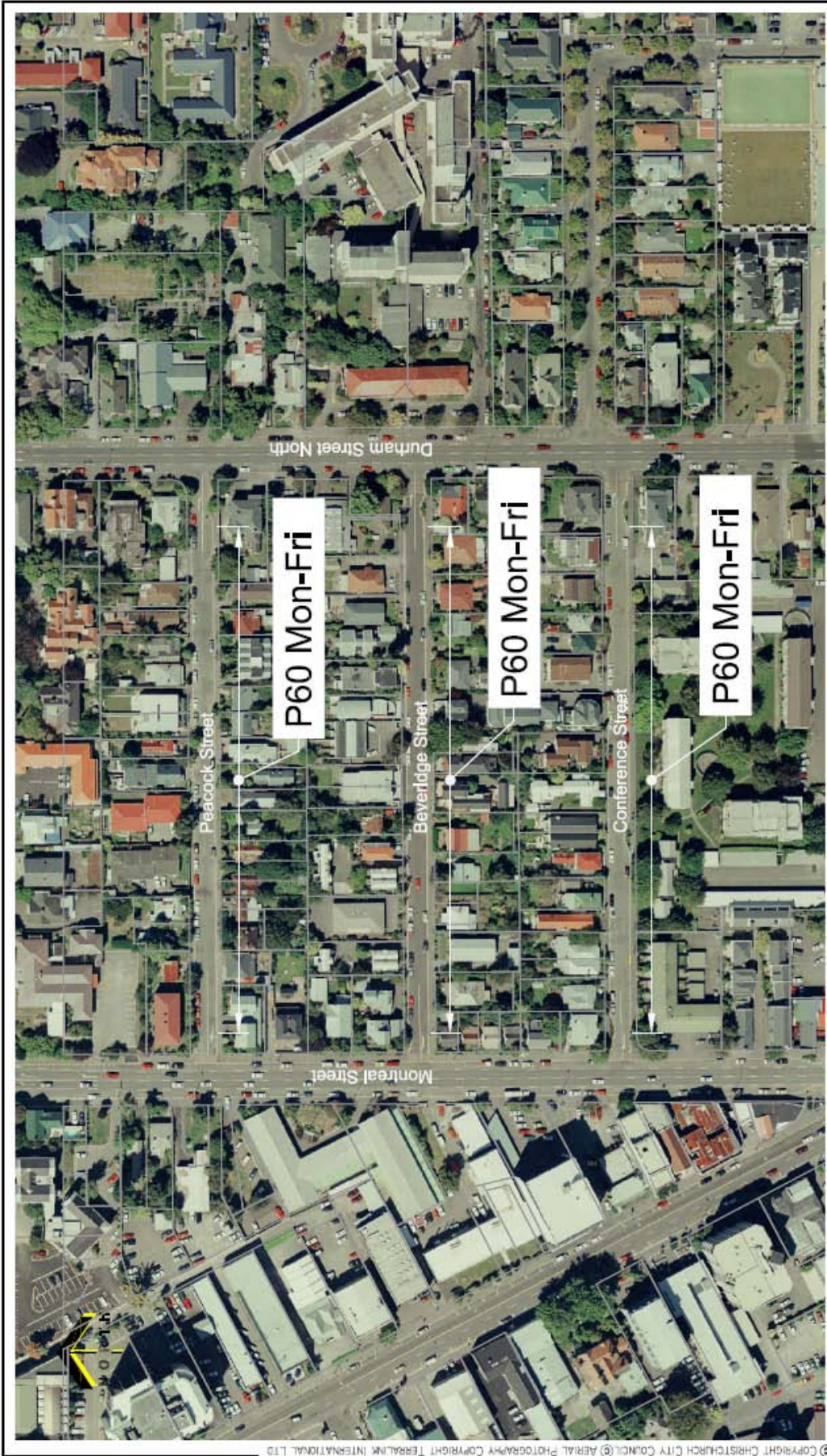


Original Plan Size:A4
 ISSUE. 1 05.08
 RAH

LICHFIELD STREET
 Proposed P10 Parking Restriction
For Board Approval



MidRoad nls location - W:\PROJECTS\001 TO 200\001 TO 025\01 CSR CONTRACTED WARDS\LICHFIELD STREET\LICHFIELD STREET.DWG



Original Plan Size:A4
ISSUE. 1 05.08
 RAH

PEACOCK, BEVERIDGE & CONFERENCE
 Proposed P60 Parking Restriction Time Change
For Board Approval



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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."

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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



1 Kennedy's Bush to Worsleys 9.8 km

Difficulty rating: Moderate
Ride time: 45 min – 1.5 hours

An oldie but a goodie. 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 (350 m) to the top of the Worsleys Spur. A dynamic track – always a new ride and you're stuck in one of these don't attempt to 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 Dyers Pass Road 9.6 km

Difficulty rating: Moderate
Ride time: 45 min – 1.5 hours

Get your heart going on the forested 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 rutstone steps – big enough to swallow you and your bike. Hold a little in reserve for the very steep and sticky final patch. A signpost then directs you up another 4WD track before it magically transforms into single track and swoops down to join the Old Dyers Pass Road (2.1 km). This 4WD track follows an easy gradient downhill for 2.4 km before spilling you out on the contemporary Dyer's Pass Road (the original enters onto Victoria Park). From here, drop back into the city on the road, or coast 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 a cheeky section the very steep section that tops out at the Jump Park and Shills Avenue Victoria Park (2 km). Then climb to the start of the Bowenvale Tevise Track near the Summit Rd (300 m). Try not to be distracted by the outrageous views as you zip along the Tevise 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 ski lift stop. Follow the marker pointing left for the Bowenvale Downhill. It's steep and rough with a few ruts there is. 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 (2.8 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, runners, descending bikers, and even the occasional motorbike – so practice your defensive riding skills. Veer right at the Summit Road and back into the Mt Vernon shared-use track which sides 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 descent that takes you high above the seaward coast and beaches. Start at Waiheke Rd reserve, off Waiheke Rd, in Summer 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 sealed single track will take you back to Bessez Col, before plummeting down to Taylors Mistake (3.1 km). The bottom of this descent is named Amcocks – a great track with fast flowing riding through massive banded cones. The final section into Taylors Mistake is shared use and off road use. Ride slowly. Take the road back to Waiheke Rd or retrace the single track to double your fun.

Mountain bike track rating

- Moderate
- Difficult
- Shared use

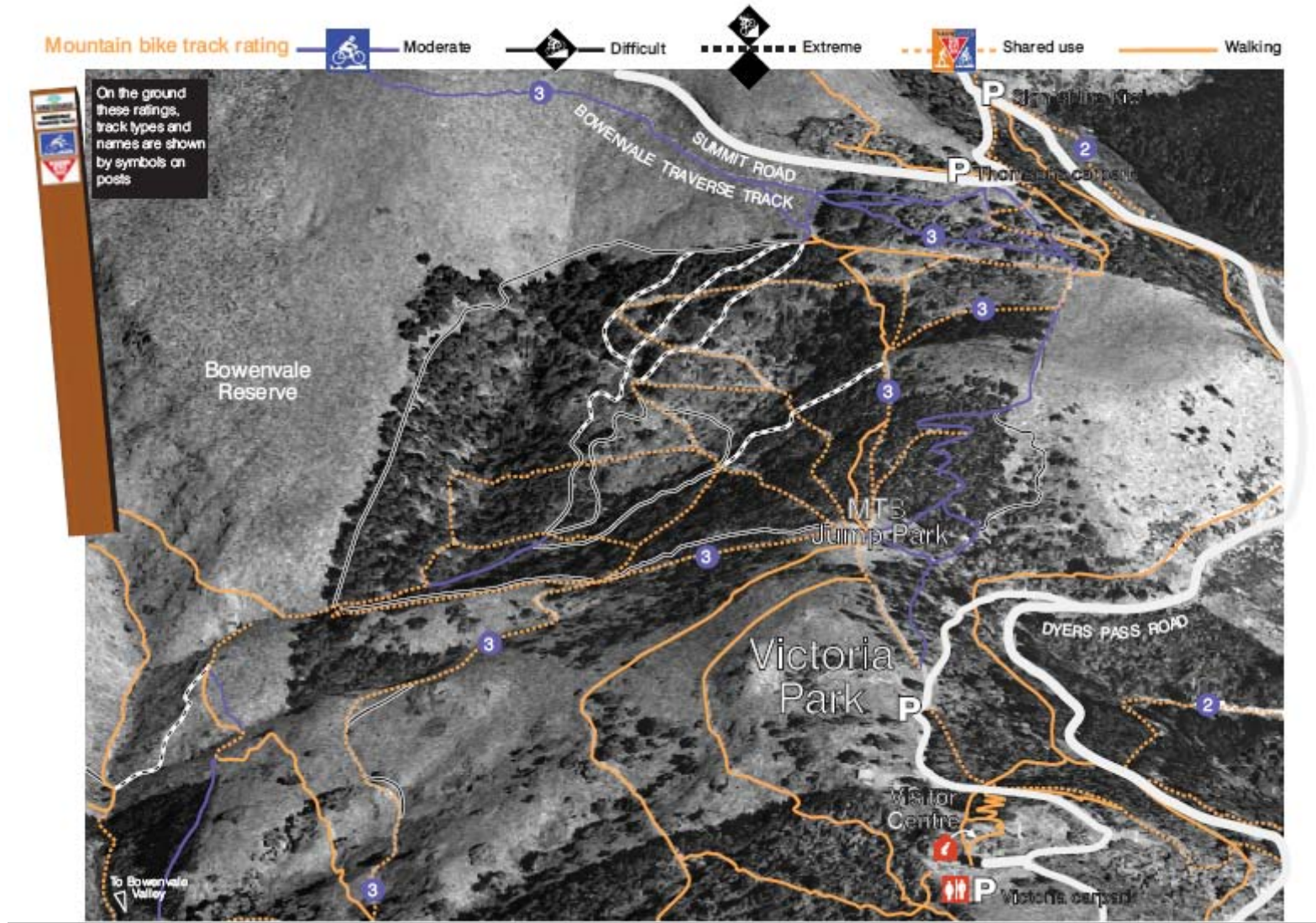
Walking tracks not shown except shared use

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 bikes. For flat terrain and 'Easy' tracks, head out to Saddle Lake Plantation. It's a great playground and is especially cool for night riding. The tracks drain quickly – making it a workout 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 riproaring 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/cmcb/

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



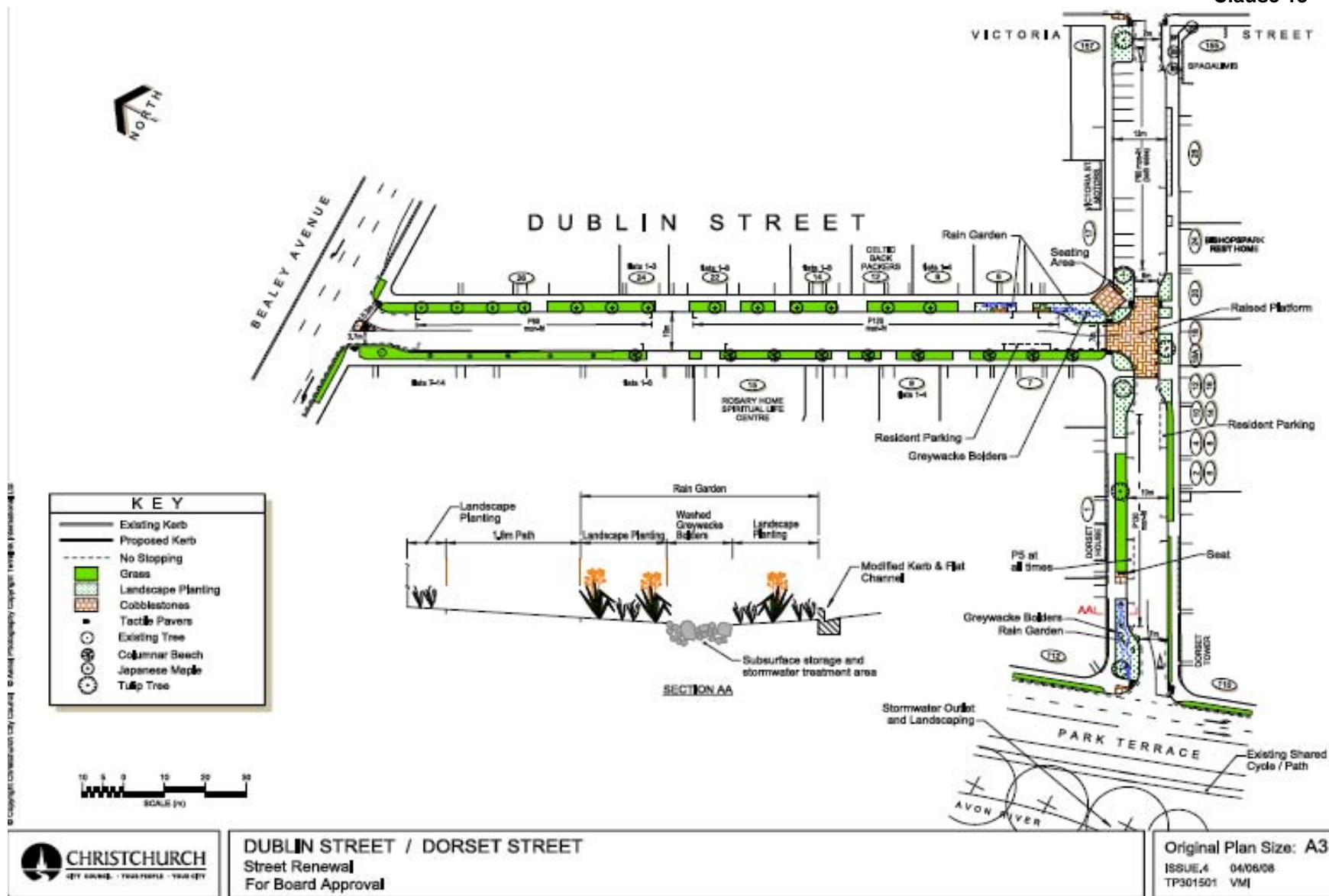
Port Hills mountain biking

CHRISTCHURCH
CITY COUNCIL - YOUR PEOPLE - YOUR CITY

Cover photo: Owen Nichol

Clause 12 - Attachment 2

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



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

11. 9. 2008

Hagley/Ferrymead Community Board 16.7.2008

FEEDBACK SUMMARY:
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
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.

11. 9. 2008

Hagley/Ferrymead Community Board 16.7.2008

FEEDBACK SUMMARY:
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.

11. 9. 2008

Hagley/Ferrymead Community Board 16.7.2008

Clause 13 – Attachment 3

Existing - Option 1 – Do Nothing.



Dorset St. looking from Dublin St.



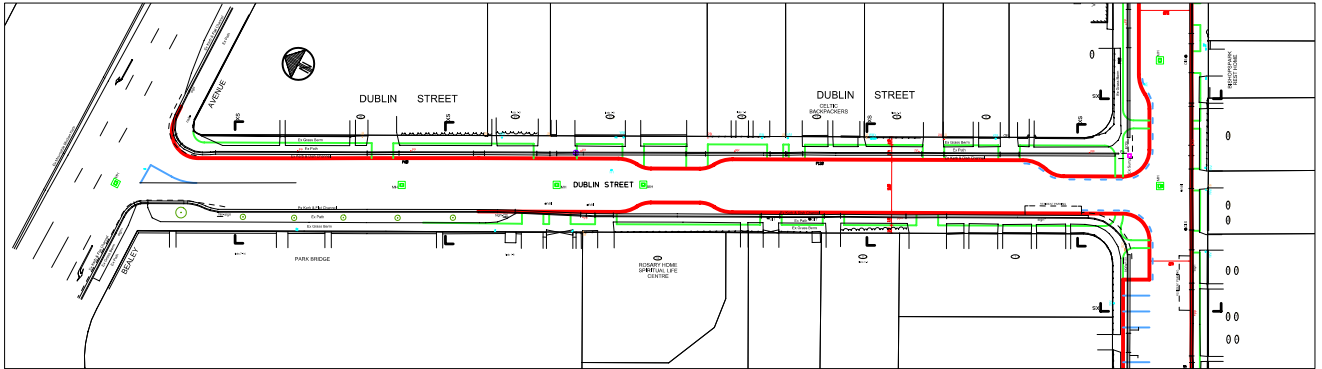
Dublin St. looking from Bealey Ave.

11. 9. 2008

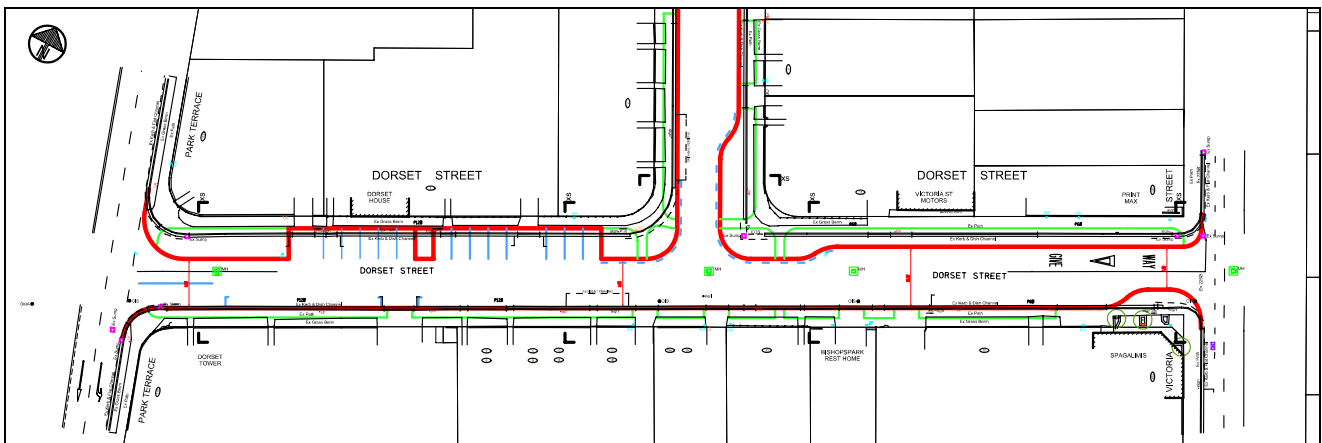
Hagley/Ferrymead Community Board 16.7.2008

Clause 13 – Attachment 3

Option 2



Dublin Street



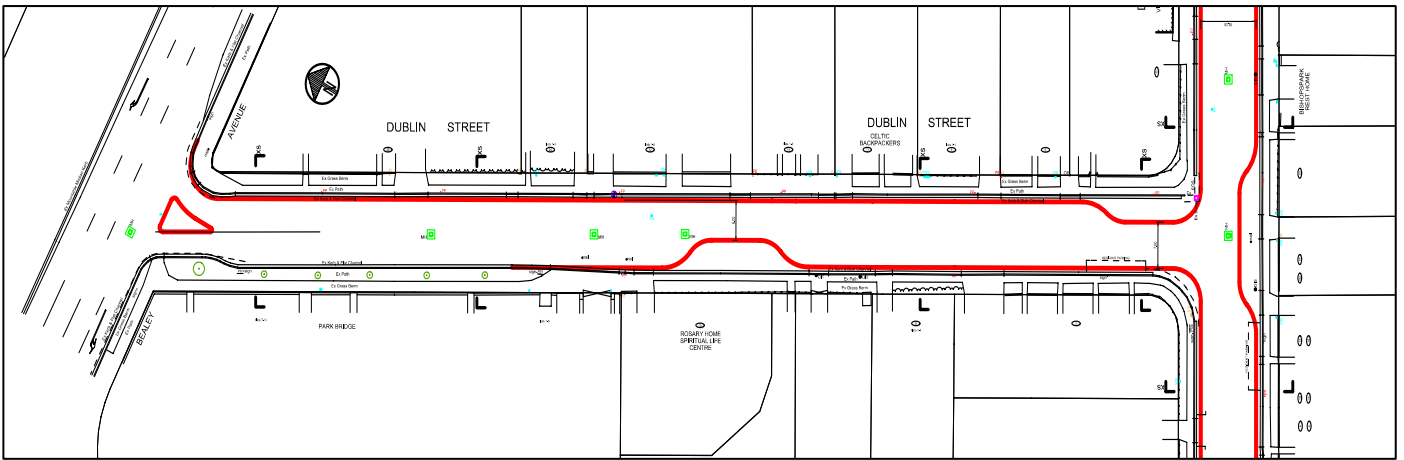
Dorset Street

11. 9. 2008

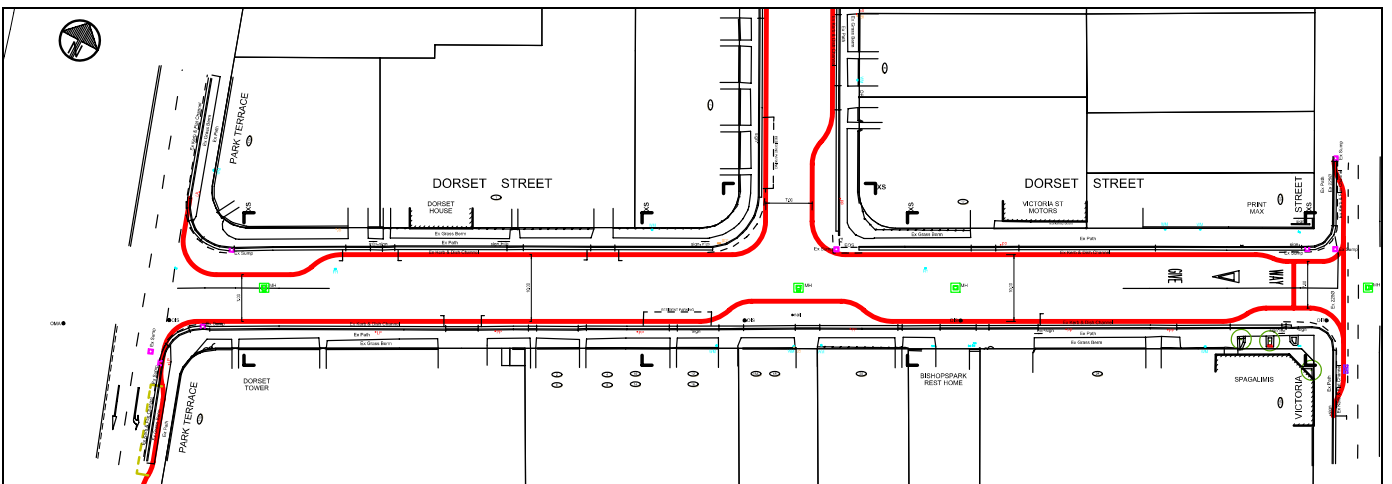
Hagley/Ferrymead Community Board 16.7.2008

Clause 13 – Attachment 3

Option 3



Dublin Street



Dorset Street