

Te Pātaka o Rākaihautū
Banks Peninsula Community Board
MINUTES ATTACHMENTS

Date: Monday 2 March 2020
Time: 10am
Venue: Lyttelton Community Boardroom,
25 Canterbury Street, Lyttelton

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Banks Peninsula as a visitor destination: welcoming cruise ships back to the Lyttelton Harbour Basin

A paper addressing issues for consideration by the Banks Peninsula Community Board from the Lyttelton Harbour Information Centre (LHIC) - November 2019.

The opportunity and context:

- The return of cruise ships to Lyttelton in October 2020 has the potential to be the catalyst for The Banks Peninsula Community Board to realise their aspirations relating to **tourism on Banks Peninsula outlined in the Community Board Plan 2017-2019**
- There is **an opportunity to reposition Lyttelton, and Banks Peninsula** as a unique, environmentally conscious, fascinating destination for visitors to experience.
- Currently the **potential of tourism on Banks Peninsula seems largely under-planned and unrealised**. While Christchurch is well known to visitors as a destination, the visitor opportunities in the Lyttelton Harbour basin and Banks Peninsula generally are less well understood.
- Within the context of an anticipated larger vision for tourism on the Peninsula **the LHIC is taking an active role in preparing for the expected increase of visitor numbers to Lyttelton and surrounds** when the cruise ships return in significant numbers in Oct 2020.
- In order for the return of the cruise ships to be viewed as a having positive impact on local communities and businesses, processes need to be put in place immediately to **ensure we are well planned and ready to welcome visitors**. Facilities and infrastructure (toilets, signage walking tracks etc) need to be upgraded and ready.

1. What the Community is saying

- In August 2018 the Lyttelton Harbour Information Centre (supported by the Banks Peninsula Community Board) hosted a well-attended, **successful public meeting**. All communities of interest in the Lyttelton Harbour basin were invited to provide their ideas and thoughts on opportunities/concerns that the return of cruise ships to Lyttelton may present.
- While the meeting was generally very positive and many good ideas and issues were offered, there was a strong view that a **transformational approach was needed in order to reposition Lyttelton and Banks Peninsula generally as an appealing destination for visitors**.
- **Planning ahead of time** was thought to be crucial to ensure that Lyttelton and surrounds were prepared and ready to welcome visitors in October 2020 in a way that is managed, welcoming and which minimises any potential negative impact on the both the Community or surrounding environment.

2. Repositioning the Lyttelton Harbour Information Centre (LHIC)

In readiness to facilitate increased visitor numbers the Lyttelton Harbour Information Centre (LHIC) is currently in discussion with the CCC to **strengthen its capability and capacity in order** to act as a larger and well resourced information hub for the Lyttelton Harbour basin including:

- All visitors who choose to visit Lyttelton and surrounds
- Lyttelton Harbour community
- Existing and emerging businesses

- Tour operators
- ChristchurchNZ and Tourism NZ
- Cruise ship operators
- CCC (transport, logistics, heritage, infrastructure upgrade, walking tracks etc.)

Future funding options for LHIC

In discussions with the CCC the LHIC has outlined 3 funding options for consideration:

Option 1. No change

Based on its current financial position the LHIC will only be able to operate for a further 2 years. Financial reserves will be exhausted by 2022. Under the current arrangement the LHIC will only offer minimal services to support the return of the cruise ships in Oct 2020.

Option 2. Increasing Capacity and Capability

With additional sustainable funding and one-off immediate funding to upgrade infrastructure, **the LHIC will have the capability to deliver a vibrant information hub** in Lyttelton with the ability to welcome visitors, liaise with businesses, tour operators, tourism agencies, cruise ship operators and the harbour basin community.

While discussions on funding are underway with CCC there is an **immediate need for a one off grant of \$6000** for the production of a Lyttelton Harbour basin information brochure to distribute to visitors. The LHIC web site also needs continued updates in order to deliver a more interactive "What can I do" capability.

The BP Community Board is asked to grant the LHIC \$6000 for the production of a visitor brochure and web site development.

Option 3. Supporting a strategic direction for tourism on Banks Peninsula

Depending on the direction lead by the Banks Peninsula Community Board in relation to taking a more strategic position to tourism development on Banks Peninsula the LHIC is ready to work more closely with information centres in Akaroa and Little River

3. Immediate action actions and responsibilities for the Community Board and LHIC

While some of the big picture thinking relating to visitors to Banks Peninsula will take more time, there are some immediate actions which need to be taken. The LHIC will need to keep in close contact with the Community Board to ensure that the communication between us is clear.

These were the identified actions from the Public meeting:

Banks Peninsula Community Board (CCC) Responsibilities

- Monitor progress on all **cruise ship coordination planning** including transport planning
- Ensure addition **public toilets** are planned for and in place by Aug 2020 (including increased cleaning requirements)
- Monitor progress on **heritage and interpretation signage** needed and ensure completion by Aug 2020
- Seek advice on the provision of **extra shading** and place to sit outside
- Ensure **Tour Operator licences** are updated and fit for purpose
- Request comprehensive **reporting** from the Cruise ship operators and the Lyttelton Port Company concerning the **environmental impact** of cruise ships visiting and report these findings to the community.

Lyttelton Harbour Information Centre responsibilities

- Prepare a comprehensive visitor Lyttelton Harbour **visitor brochure** in conjunction with CNZ to include: “What to do” opportunities, maps, local business advertising, heritage and walking trails etc.
- **Liaise with potential tour operators and local businesses** to ensure that reasonable needs are met and cruise ship requirements are communicated effectively
- **Upgrade the current LHIC facilities** (including security) to better meet the needs of on-shore tour operators, LHIC Volunteers and all visitors to the Centre by Aug 2020
- **Upgrade LHIC wifi** capability to manage bookings and visitor information requirements and ensuring free wifi availability.
- **Provide regular updates on progress** preparing for the return of cruise ships in the LHIC’s publication the Lyttelton Harbour Review.
- Work with CCC to **grow the capability and capacity of the LHIC** to meet new requirements and ensure the ongoing financial sustainability of the Centre.
- Request **information on the environmental impact of cruise ship visits** and communicate this information to the Community

6. Concluding Comments

- There is no doubt that the return of cruise ships to Lyttelton is seen by most as a **unique opportunity to showcase and share Banks Peninsula** with visitors from all parts of the world.
- For this opportunity to be realised a **new vision for tourism on Banks Peninsula is needed** and the Community Board must lead this direction.
- There is an immediate need to **prepare for October 2020**.
- While the Lyttelton Harbour Information Centre can play a significant role in helping the Community Board to deliver a new direction for tourism on the Peninsula the Centre will need to have **sustainable funding** into the future to achieve the step change needed.
- **A one off grant of \$6000 is requested by the LHIC** to support the design and printing of a promotional brochure and the redesign of the LHIC website

Penny Carnaby

Chair, Lyttelton Harbour Information Centre Trust Board

November 2019

Planning for Cruise Ships in Lyttelton – Progress Update from Staff – 28 February 2020

At the Banks Peninsula Community Board's 2 December 2019 meeting, the Lyttelton Harbour Resource and Information Centre asked that the Council action the items below. Please see a progress update from Council staff below as at 28 February 2020.

Banks Peninsula Community Board (CCC) Responsibilities

1. *Monitor progress on all cruise ship coordination planning including transport planning*
 - a. *Council staff have been meeting with and coordinating with our partners at Environment Canterbury, Christchurch NZ, Lyttelton Port Company and the cruise industry in order to make improvements and plan for this cruise season and next.*
 - b. *Staff are developing a multi-agency working group recognising the needs for coordination in Akaroa, Lyttelton and across Christchurch. This group will take the place of the Cruise Action Group (CAG) which has effectively achieved the goals it originally was established to achieve.*
 - c. *Transport Operations staff have been working on developing a plan for Lyttelton cruise response in order to develop an efficient and functional system both for within Lyttelton and the central city with several trials underway currently to test the outcomes for the opening of the cruise terminal in Lyttelton later this year.*
2. *Ensure addition public toilets are planned for and in place by Aug 2020 (including increased cleaning requirements)*
 - a. *Council Parks staff are working on a response to this issue.*
3. *Monitor progress on heritage and interpretation signage needed and ensure completion by Aug 2020*
 - a. *There is currently some work underway to develop and upgrade heritage interpretation and walks for Lyttelton.*
 - b. *It is unlikely that this work will be complete for August 2020, however there may be some features that are complete and operational in advance of the start of the 2020 cruise ship season later this year.*
4. *Seek advice on the provision of extra shading and place to sit outside*
 - a. *An amenity building with toilets is being constructed on the wharf along with a covered walkway / waiting area which will provide some amenity.*
5. *Ensure Tour Operator licences are updated and fit for purpose*
 - a. *There has been some discussion on the nature of the independent tour operators for Lyttelton and it is being recommended that the operators utilise the Lyttelton Information Centre to sell tours.*
 - b. *Further discussions with tour operators are planned for later in March in order to confirm the number, scale and types of tours that are planning to operate out of Lyttelton and in order to aid staff in developing a strategy for any licenses if required.*
6. *Request comprehensive reporting from the Cruise ship operators and the Lyttelton Port Company concerning the environmental impact of cruise ships visiting and report these findings to the community.*
 - a. *Please see separate response from Environment Canterbury.*

Vessel Emissions/Discharges Lyttelton Harbour

Environment Canterbury has conducted detailed studies of air quality at Lyttelton and found that air quality is comfortably within World Health Organisation and national guidelines.

Emissions Legislation

To provide background on the matter of atmospheric emissions and discharges from vessels I have copied the following explanation from the Ministry of Transport website.¹

In December 2019 the Government announced the planned accession to the International Maritime Organization (IMO) convention Marine Pollution (MARPOL) Regulations for the Prevention of Air Pollution from Vessels by late 2021.

MARPOL Annex VI regulates atmospheric emissions from vessels. It is also the platform for IMO action to reduce greenhouse gas emissions from vessels, with further measures set to be adopted in 2023.

The current sulphur limit of 3.5 percent by mass for marine fuels will drop to 0.5 percent when more stringent Annex VI regulations take effect globally on 1 January 2020. Compliance can be achieved by using low sulphur fuel or fitting an exhaust cleaning system known as a 'scrubber' to reduce emissions to a level equivalent to those from low sulphur fuel.

All vessels 'flagged' to Annex VI party states visiting New Zealand will have to comply with the new regulations from 1 January 2020. Similarly, New Zealand-flagged vessels travelling to states that are party to Annex VI will also have to comply.

Subject to the parliamentary international treaty examination process, and legislation changes necessary to implement the convention, New Zealand is expected to accede to Annex VI in late 2021.

On the basis of New Zealand acceding to Annex VI by late 2021, vessels operating only in domestic waters will have until early 2022 to comply, as Annex VI would come into force for New Zealand three months after accession. This gives shipping and fishing industries sufficient time to prepare for the new regulations.

Vessels visiting Lyttelton are generally flagged to Annex VI party states and the requirements of MARPOL Annex VI apply to them. This means vessels are either burning a low sulphur fuel or utilising 'scrubbers' when visiting. Environment Canterbury has issued guidance to vessels to assist them to ensure they comply with all legislation. A copy of that advice is included at the end of this document.

Regarding scrubbers there are, very broadly, two types of exhaust scrubbers in use to meet the requirements of MARPOL Annex VI:

¹ <https://www.transport.govt.nz/sea/marpol-annex-vi-treaty-to-reduce-air-pollution-in-ports-and-harbours/>

- Closed loop scrubbers utilising a closed system that retains all wash water and contaminates onboard the vessel for proper disposal ashore at approved reception facilities.
- Open loop scrubbers utilising a system that discharges wash water to sea. Open loop systems may have a secondary system to remove contaminants from discharged wash water.

Under the Resource Management (Marine Pollution) Regulations 1988 Environment Canterbury is prohibited from controlling atmospheric emissions and/or discharges related to the propulsion of the vessel. However, our advice to vessels is that the use of compliant fuel or closed loop scrubbers is preferred. If an open loop scrubber is to be used it should have discharge water treatment post scrubbers to remove contaminants.

The use of scrubbers does not mean there will be no visible emissions from a vessel. The scrubbers simply remove certain contaminants. The mechanism utilised by scrubbers to remove contaminants may include the use of water droplets being sprayed into the exhaust gas. This helps remove the contaminants but also produces steam which may be visible when it exits from vessels funnel.

Guidance to Ship Operators, Industry and Port Companies

Regional councils, Maritime New Zealand, the Ministry for the Environment and harbourmasters are currently working on a nationwide strategy to address the implementation of MARPOL VI regulations in New Zealand. While this is being progressed, the following guidance is in place for the waters of the Canterbury region:

Navigation safety

A Harbourmasters Direction is in place and requires that any vessel wishing to utilise a different fuel for manoeuvring or use in a sensitive area must change over to that fuel at least four hours prior to entering the region's waters. The vessel must remain on the same fuel until it has departed from the region's waters and may not change the fuels used while within the region's waters.

Discharges and contaminants

Any contaminants entering the environment can have adverse effects. The requirements of MARPOL Annex VI came into force around the world on 1 January 2020. This note provides guidance on compliance with requirements of MARPOL Annex VI, best practice and the level of public expectation for vessels operating within the Canterbury region's waters.

All vessels within the waters of the Canterbury region should:

- utilise MARPOL Annex VI compliant fuel; or
- operate closed-loop exhaust gas cleaning systems, certified and approved in accordance with the International Maritime Guidelines and retain any effluent on board until able to dispose of at the next available port facility.

Vessels fitted with open-loop scrubbers should:

- only operate open-loop exhaust gas cleaning systems, certified and approved in accordance with the International Maritime Guidelines, if water treatment post scrubbers are in place (ie, there is no direct untreated discharge to water) and retaining any contaminants on board until able to dispose of at the next available port facility; and
- not use open-loop scrubbers while alongside a berth in port or while at anchor.

Please be aware that any reports of an untreated discharge into the coastal marine area will be investigated by the regional council's pollution response team.

Further direction will become available as national policy is created.

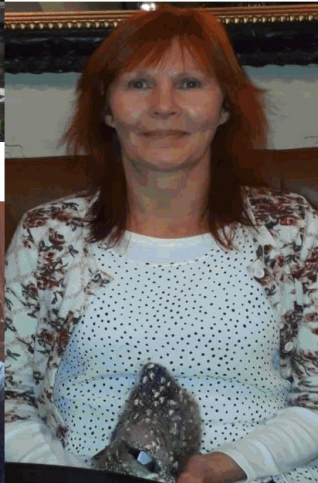
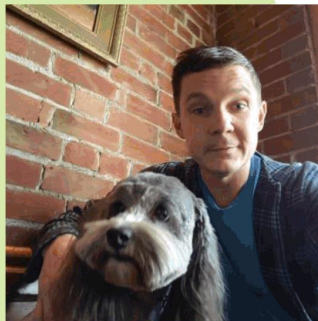


Lyttelton Reserve Management Committee Our Team- Priorities –Work Progress- LMBC



Brian Downey Chair LRMC

WHO ARE WE ?



COM MEM		OLIOS
Brian Downey Chair	20 years Ecological Restoration, Community Team Building, Engineering	Tracks, Fire Risk Mgt, Comms, Weeds/Pests, Cultural
Wendy Everingham Dep Chair	Project Management, Media, Community Development, Finance	Planting, Weeds/Pests Fire Risk Mgt/ Comms
Sue Stevens Treasurer	Land Owner. MSc in Plant Anatomy, Manager	Planting
Gerard Timings Sec	Researcher- Librarian	
Sarah Amazinnia	Strategy, Events, Public Engagement, Arts	Comms, Planting
Omar Seychell	Environmental Manager	Planting Weeds/Pests
Andrew Metaxas	Musician	Planting
Jacob Chick	Industrial Design Engineer Photographer	Communications
Aurora Smith	Natural Resource Admin Wellbeing	Planting, Cultural, Comms Weeds/Pest, Fire Risk Mgt
Flora McGregor	Community Leader, Recreation	Cultural, Tracks, Fire
Paul Dietsche	IT, Research	Fire Mgt, Comms
Brian Brookes	Horticulture Recreation Volunteer Management	Tracks



EXTRACT MINS LRMC OCT 2019

Present: Richard Hopkins (Chair), Neil Aitken, Kirsty Brennan, Robin Dawson, Brian Downey (Secretary/Treasurer), Keri Whaitiri, Daryl Warnock, Rohan Morgan.

Development Plan – Prioritisation of projects 1-3 years

HIGH – within 1 yr

Tangata whenua values – woven into everything

Signage

Fire hazard – fire management plan

Planting + weeding – weeding + planting

MEDIUM – within 3 yrs

Tracks + networks

Animal pest control

8.2 RESOLVED that the Committee send the list of priorities to the Head Ranger for his comment and budget considerations.

MOVED Kirsty Brennan
CARRIED

SECONDED Keri Whaitiri





Engagement

- Deputation
- Informal Meeting
- Letter
- “Urgent” on site maintenance issue

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REMINDER

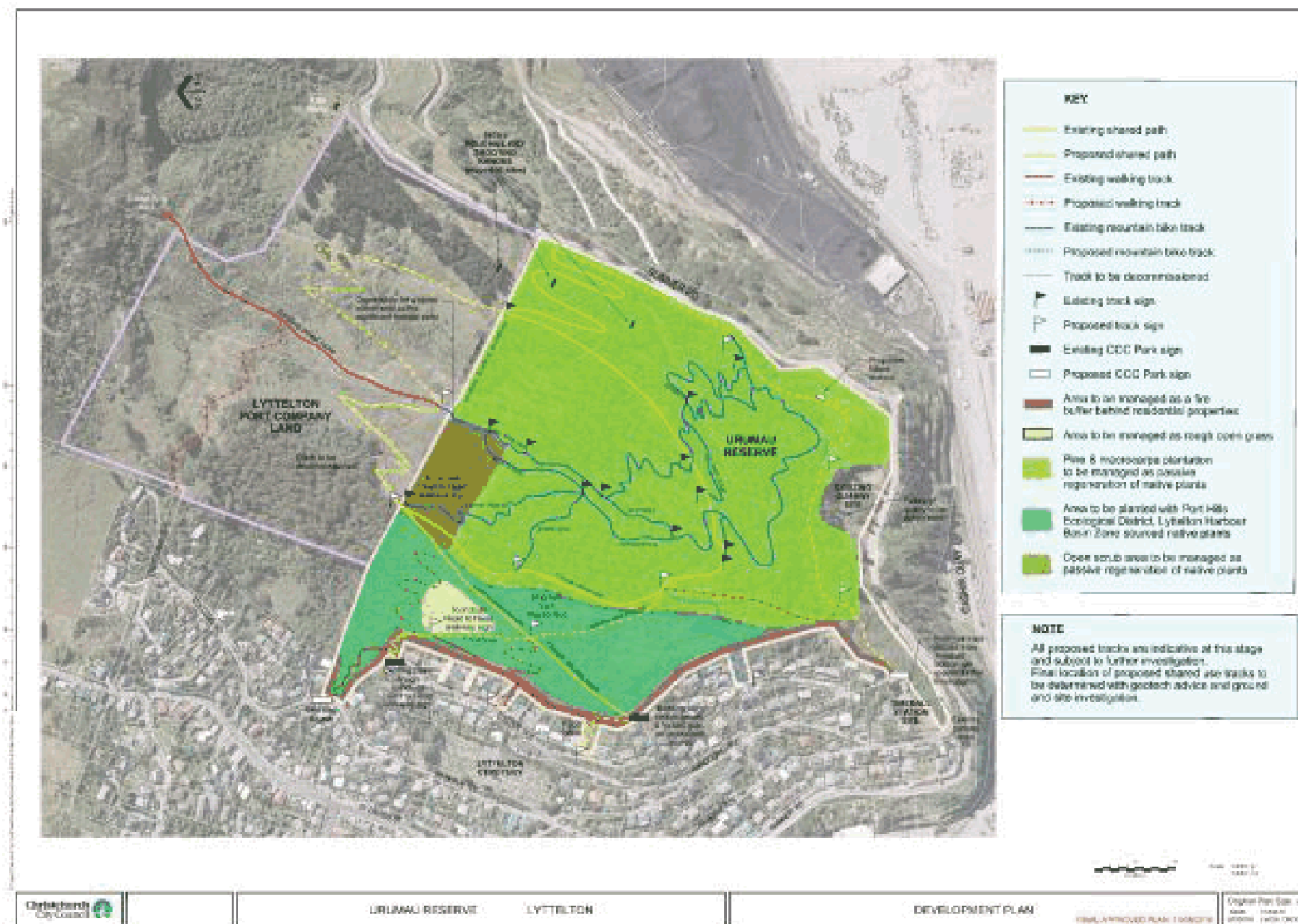
CONDITIONS STILL EXIST FOR APPROVAL OF THE URUMAU DEVELOPMENT PLAN

ing is an extract from the Draft Minutes:

that the Banks Peninsula Community Board:

Approve the Urumau Reserve Development Plan 2018 as per Attachment A of the report, subject to the following conditions/amendments:

- a. Confirmation that no tracks exist other than on the plan, with the exception of minor practical variations
- b. Where tracks, other than shown on the plan exist, that staff be asked to close them - subject to Clause a.
- c. Amendment of the plan to show the access from Foster Terrace as an Existing Shared Path, and the access from that point to the vehicle access track as a Proposed Shared Path. The Board acknowledges that there could be a conflict between walkers and mountain bikers on these sections of track and asks staff to take steps to mitigate any health and safety concerns.
- d. Deletion of the Proposed Mountain Bike Track that is shown in the north-western portion of the reserve.
- e. The approval of all other proposed tracks, subject to final approval by the Board before physical construction of individual tracks, so that specific issues can be considered and including comment from the LRMC



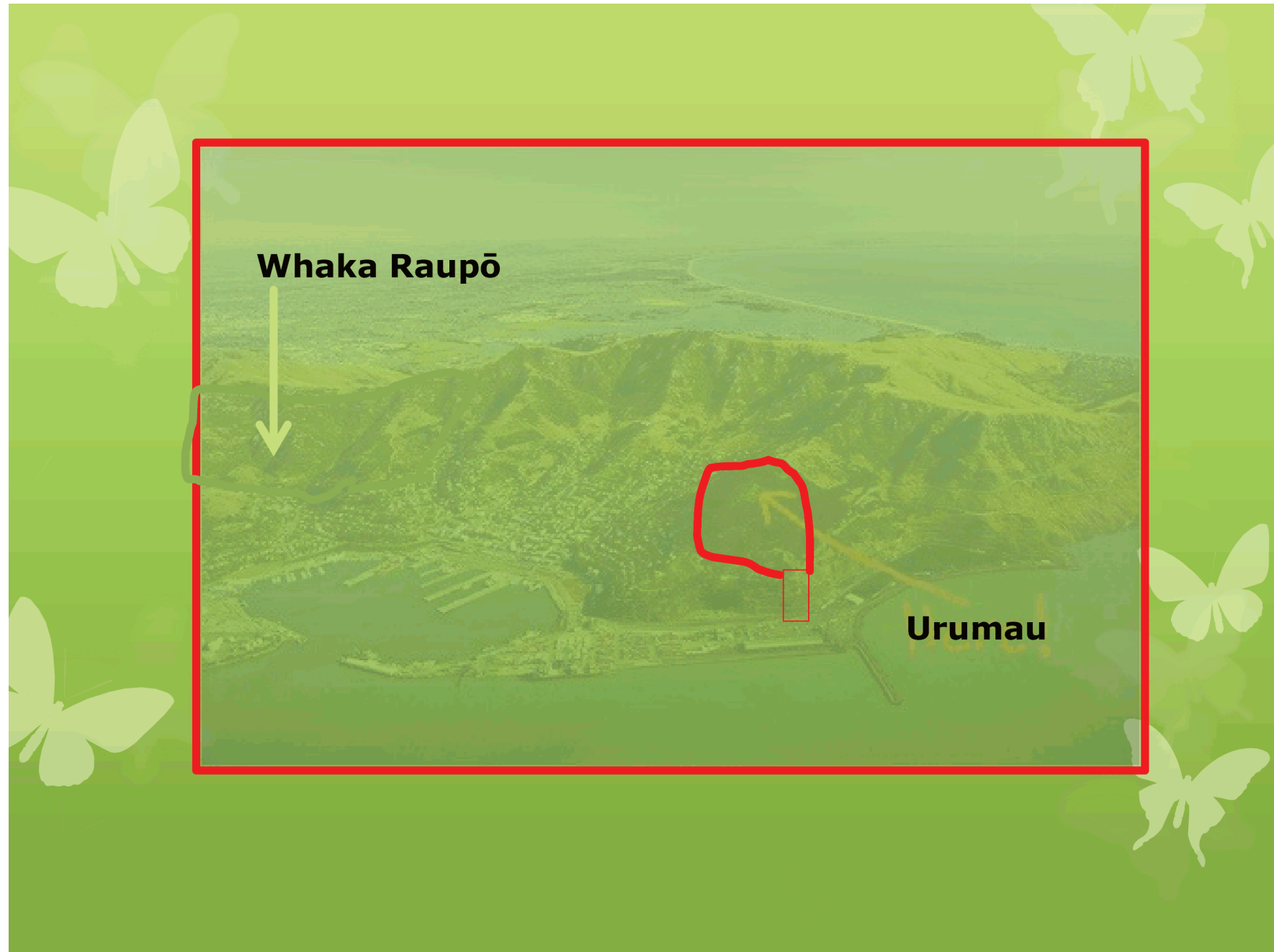


Lyttelton Reserve Management Committee

Submission Annual and Long term Council
Plan 2020 - 2023



Presentation Deputy Chair LRMC Wendy Everingham.



What Did We Achieve 2017 -2019?

Planted 1061 plants
Community Grown 562
Community Planting Days 14
3 Releasing days



Weed Days – Last Sunday every
month - averaged 8 per year.

Track Maintenance - shared use,
MTB and walking

Pest Project – LPS

Finalized Urumau Development Plan

New walking track Reserve to Foster
Tce.



WE HAVE NEVER
RECEIVED LONG
TERM PLAN
FUNDING.

YET WE HAVE
EXISTED SINCE
2005!



LTP Requests 2020- 2022

2020	2021	2022
Management Plan Urumau \$25,000	Signage \$5000	Signage \$5000
Management Plan Whaka Raupō \$25,000	Track Upgrades \$5000	Track Upgrades \$5000
Tools \$4,000		
Signage \$5,000		
Track Upgrades \$5000		
Total \$64,000	Total \$10,000	Total \$10,000

- Signage for Interpretive Panels
- Track upgrades – Chip

Interesting Statistics:
WHY WE URGENTLY NEED
MANAGEMENT PLANS
Much More than a PASSIVE RESERVE

Urumau Reserve 26ha
12 MTB Trails
Length 5km
Trail Density 5.2km/ha

Christchurch Adventure Park 358ha
39 MTB Trails
Length 42km
Trail Density 8.52km/ha

Urumau Reserve: Works Plan 2020

Prepared for: Lyttelton Reserves Management Committee (LRMC)

Prepared by: Lyttelton Mountain Bike Club (LMBC)

Date: February 10, 2020

Background

The Urumau Reserve Development Plan (URDP) includes the addition of new mountain track sections, in addition to existing track improvement, and additional track signage. Following the approval of the development plan, a tracks sub-committee of the LRMC was formed to oversee maintenance of existing tracks, working in partnership with the Lyttelton Mountain Bike Club. The Banks Peninsula Community Board has specified that feedback on new tracks included in the development plan be discussed at the LRMC with recommendations and feedback then provided to the Community Board, to ensure new tracks are built according to best practices.

Summary

This report describes the location and design of three new track sections, with the purpose of ensuring these are prioritized, and built to best practice standards in partnership with the Lyttelton Mountain Bike Club and in consultation and collaboration with the LRMC.

These tracks are:

- 1) Catch track, Cross Country extension
- 2) Extension of Foster Tce Access track
- 3) Downhill Connection to Gilmour Tce

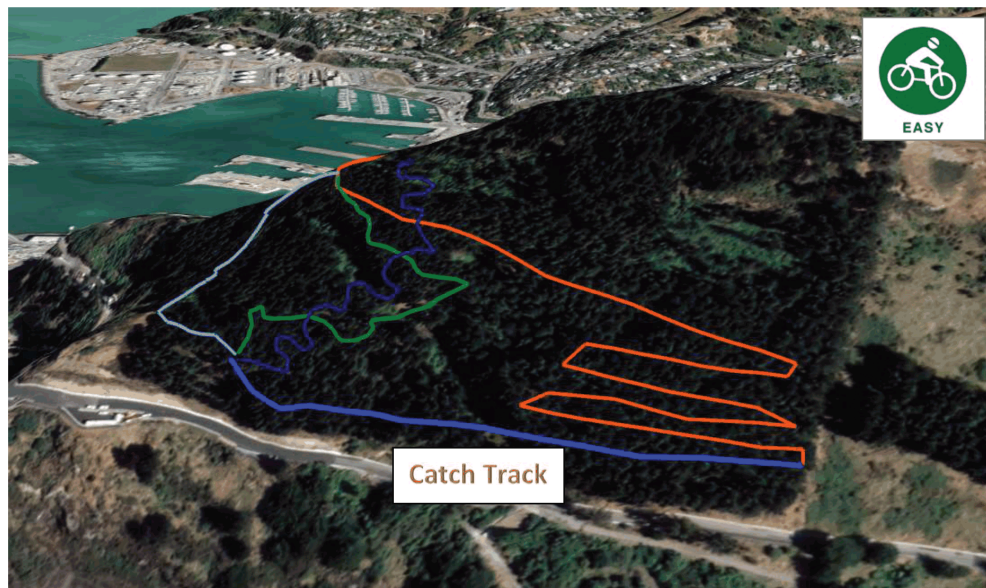
Yellow	Existing Foster Tce Access track
Orange	Existing Urumau traverse track
Blue	New track sections



Track Priority #1: Shared-Use Catch Track

Once the closed portion of the Reserve is re-opened, our top priority is to build the “catch track” that will connect Grommies, Sloane Star and Zombie Lurch tracks across to the bottom of the old cross-country track. This old cross-country track has become overgrown since the quakes and needs to be cleared.

Location Continuing from the bottom of the existing trails, a low gradient uphill track on the eastern side of the reserve, adjacent to the road, rising to meet the existing shared use traverse track.



Benefits:

- Connects existing tracks with an easy uphill climbing track.
- Completes the walking loop of the backside
- Re-opens an easy track suitable for novice riders. Urumau’s only true “Green” track

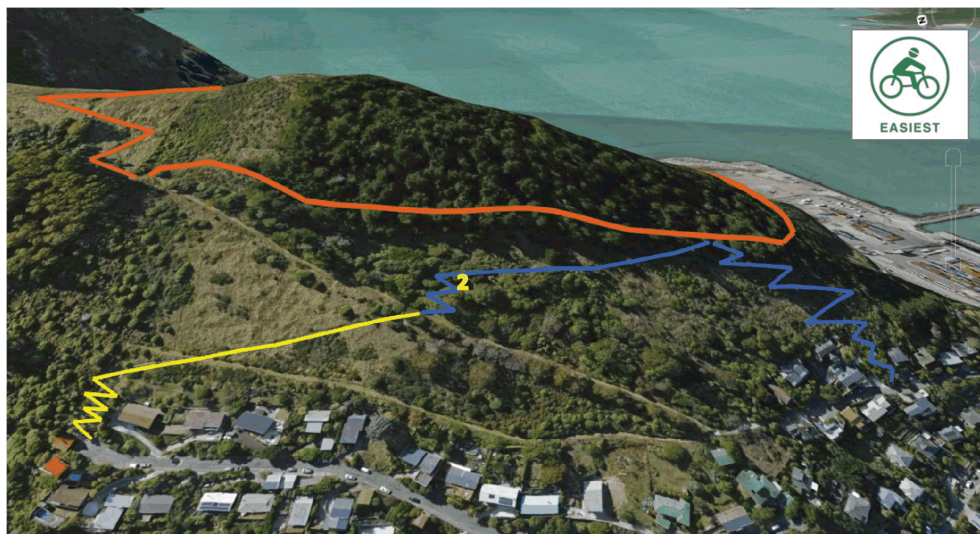
Track Priority #1: Shared-Use Catch Track

Track type	Shared-use track
Direction	Both directions
Purpose	An alternative to Sumner road, allowing for walking and biking a return trip through the reserve.
Character	Long and slow to climb, keeping a gentle gradient and meandering through the woods to reconnect with the traverse track circling the ridge.
Drainage Insignificant	No culverts or wooden box drains have been identified as necessary for this section of track.
Ecological Impact Insignificant	A benched track would be dug by hand, causing disturbance of soil in the immediate vicinity of the track. Removal of a few native shrubs or seedlings may be necessary if it is not feasible for the track to wind around them.
Erosion Insignificant	Largely protected by forest, this track would only be subject to erosion in large rain events. This will be minimised through off-slope camber, pit drains and culverts.
Hardening	This track wouldn't need hardening.
Construction	The Lyttelton Mountain Bike Club pledges to construct this track.
Maintenance	The Lyttelton Mountain Bike Club pledge to maintain this track.

Track Priority #2: Extension of Foster Tce Access

This track will continue above the 4WD track at a similar or lower gradient to the existing Foster Terrace access track. There will be several switch-backs within the forest before it then continue above the area planted in natives in 2008.

Location From where the existing Foster Tce Access track meets the 4WD track, rising to meet the Urumau Reserve traverse track.



Benefits:

- Provides easier uphill climbing option for riders. Improved user experience.
- Also more pleasant for walkers among the natives rather than the gravel 4x4.
- Logical extension of existing access track

Track Priority #2: Extension of Foster Tce Access

Track type	Shared Use
Direction	Walkers both directions; Riders up-hill only
Purpose	The 4WD track is steep for biking up, causing many bikers to dismount and walk. This track provides a comfortable gradient for riding uphill and connects to the Urumau traverse track at its lowest point of elevation, thereby improving the access for the rest of Urumau reserve.
Character	A wide, low gradient track with several zig zags.
Drainage Insignificant	A small wooden bridge would be installed to cross the drain on the uphill side of the 4WD track. No culverts or wooden box drains have been identified as necessary for this section of track.
Ecological Impact Insignificant	By gaining elevation by zig zagging, this track can then cross above the area of native trees planting. The area surrounding this track re-planted in natives enabling people to enjoy the regenerating bush. Several small native trees and seedlings will need to be transplanted, but most of this track will be on an open grassy slope, requiring clearance of only rank grass and broom.
Erosion Insignificant	This track is expected to harden like the existing Foster Tce Access track. Correspondingly, erosion is not expected to be detectable. This track would be contoured to have regular off-slope sections, to shed rain water and minimise soil erosion during peak rain events. During winter it will no doubt get muddy underfoot.
Hardening	This track would not require gravel or other forms of hardening.
Construction	The Lyttelton Mountain Bike Club pledge to construct this track. Only small amounts of earth will need to be moved so it would be dug by hand by volunteers.
Maintenance	The Lyttelton Mountain Bike Club pledge to maintain this track. This would require mowing back the rank grass twice a year.

Track Priority #3: Gilmore Terrace Exit

This track will start where the Foster Terrace Access track meets the traverse track. This will be at the low point on the traverse track (which happens to be a great place for a picnic table). The intent of this track is to provide a downhill bike track, exiting to Gilmore and thus keeping downhill riders off the 4WD track, which forms part of the Head-to-Head walkway.

Location Descending from the low point of the traverse track, across a grassy slope and down to Gilmore Tce.



Benefits:

- Segregation of downhill bikers from walkers and uphill access traffic.
- New track that enables bikers to finish their ride downhill. Improved user experience.

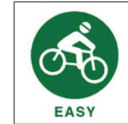
Track Priority #3: Gilmore Terrace Exit

Track type	Downhill Mountain bike track
Direction	Downhill only
Purpose	This track provides a way for bikers to exit Urumau Reserve without needing to ride down shared-use tracks and provides egress to Gilmore Tce.
Character	A wide, flow track winding across a grassy slope then down a series of switch-back corners to Gilmore Tce.
Drainage Insignificant	No culverts or wooden box drains have been identified as necessary for this section of track.
Ecological Impact Insignificant	A benched track would be dug by hand, causing disturbance of soil in the immediate vicinity of the track. Removal of a few native shrubs or seedlings may be necessary if it is not feasible for the track to wind around them.
Erosion Insignificant	Largely protected by forest, this track would only be subject to erosion in large rain events. This will be minimised through off-slope camber, pit drains and culverts.
Hardening	This track wouldn't need hardening.
Construction	The Lyttelton Mountain Bike Club pledges to construct this track.
Maintenance	The Lyttelton Mountain Bike Club pledge to maintain this track.

Track Priority #4: Improve existing shared-use tracks

Existing shared-use tracks (shown in orange) should be widened and graded to standard NZ shared-use track recommendations for better support of their shared use between bikers and walkers.

Location All shared use tracks within the reserve



Benefits:

- Better shared-used experience for walkers and bikers. More space to pass.
- Tracks need less maintenance and suffer less erosion when created and graded correctly

Track type Shared use: walking and mountain biking

Direction Both uphill and downhill

Purpose To conform to NZ Trail design guidelines

Character Wide, shared use trails allowing bi-directional travel and passage without conflict of both walkers and bikes.

Drainage
Insignificant Outslope of trail in order to shed water without erosion, box drains where appropriate.

Ecological Impact
Insignificant Trails are existing, and only need slight widening and levelling. No significant ecological impact.

Erosion
Insignificant All trails shall be constructed in such a manner as to minimise erosion.

Hardening No hardening will be necessary.

Construction Existing tracks just need modification and maintenance.

Maintenance The Lyttelton Mountain Bike Club pledge to maintain these tracks.

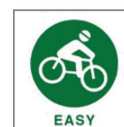
Track Priority #5: Improved signage

All existing tracks should have signage installed at all trail junctions, in order to better support the interests of both bikers and walkers. An overview map should be available at each entrance to the reserve. Labels should include both trail names, difficulty, and standard icons (see appendix B.) indicating directions and shared use in order to make clear the use case for all users.

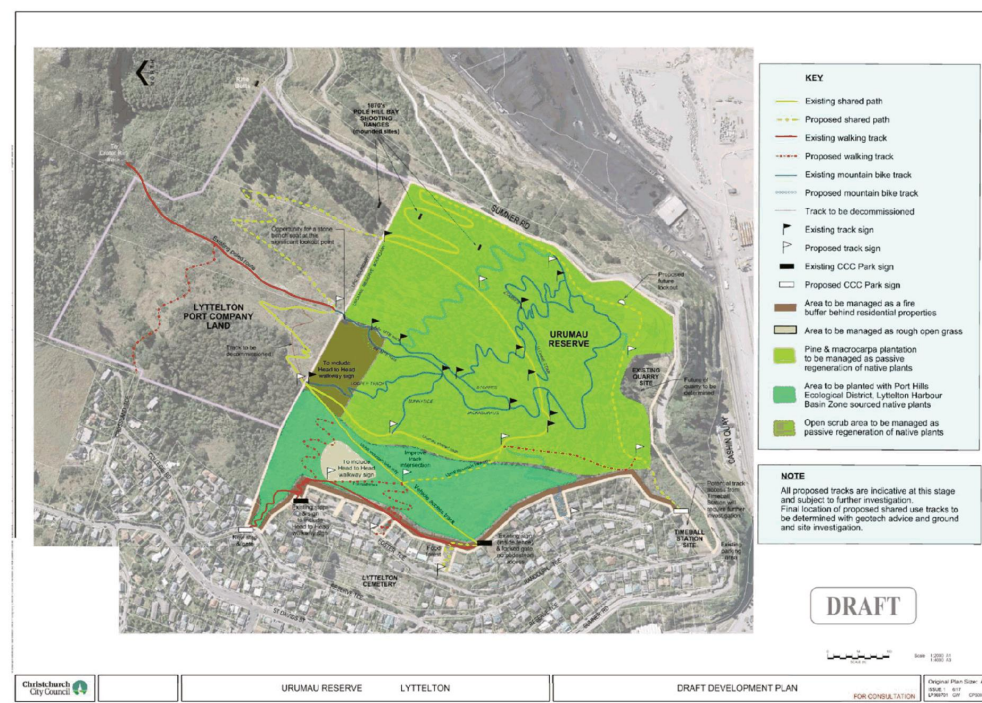
Location: All points indicated by flags on the development plan.

Benefits:

- Better shared-used experience for walkers and bikers. Easier navigation.



Appendix A: Urumau Reserve Development Plan



Appendix B: Mountain Bike track grading & the Bikers Code

Mountain Bike Track Types

Choose a track that match your skills, fitness and the experience you're after. Most tracks are more difficult when wet. Avoid riding in the mud and rain.

Grade 1. *Easiest*

Fairly flat, wide, smooth track or gravel road.

Grade 2. *Easy*

Mostly flat with some gentle climbs on smooth track with easily avoidable obstacles such as rocks and potholes.

Grade 3. *Intermediate*

Steep slopes and / or avoidable obstacles possibly on narrow track and / or with poor traction. There may be exposure at the track's outside edge.

Grade 4. *Advanced*

A mixture of long, steep climbs, narrow track, poor traction and difficult obstacles to avoid or jump over. Generally exposed at the track's outside edge. Most riders will find some sections easier to walk.

Grade 5. *Expert*

Technically challenging. Giant climbs, narrow track and numerous hazards including dangerous drop-offs, sharp corners and difficult obstacles. Expect walking and possibly bike carrying.

Grade 6. *Extreme*

Downhill / free ride specific tracks. Extremely steep sections with large drop-offs and other unavoidable obstacles. May include man-made structures and jumps.

Respect others	Respect the rules	Respect the track
<ul style="list-style-type: none"> - Stay in control - Give way to walkers - Signal your approach and pass with care - Ride shared-use tracks in small groups 	<ul style="list-style-type: none"> - Ride only where permitted - Obtain permission from private land owners - Leave gates as you find them - Be prepared - take food, water, tools, First Aid and warm clothes 	<ul style="list-style-type: none"> - Don't skid, cut corners or make new lines - Avoid riding in the mud and rain - Take rubbish home - Clean your bike to prevent spreading weeds

Appendix C: Earthworks and Regional Planning

The following extract is from the eCan Land and Water Regional Plan:

<https://eplan.ecan.govt.nz/eplan/#Rules/0/50/1/23829>

<https://ecan.govt.nz/your-region/plans-strategies-and-bylaws/canterbury-land-and-water-regional-plan/>

Vegetation Clearance and Earthworks in Erosion-prone Areas

Note: Refer to the CRC's Erosion and Sediment Control Guidelines for additional guidance on undertaking vegetation clearance activities

5.170

Within the area shown as High Soil Erosion Risk on the Planning Maps and outside any riparian margin, the use of land (excluding any works for which a building consent has been obtained from the relevant local authority) for

- a. Cultivation or spraying of slopes less than 25 degrees; or
- b. Cultivation or spraying on slopes greater than 25 degrees; provided that, the total area sprayed or cultivated is less than 200 m²; or
- c. Vegetation clearance of species (including by spraying) listed in the Biosecurity NZ Register of Unwanted Organisms or the Canterbury Pest Management Strategy; or
- d. Hand clearance and spot spraying of vegetation; or
- e. Silvicultural practices of release cutting, pruning or thinning to waste and harvesting in accordance with the Environmental Code of Practice for Plantation Forestry (ECOP) 2007; or
- f. Earthworks within a production forest undertaken in accordance with NZ Forest Road Engineering Manual (2012); or
- g. Maintenance of existing firebreaks, roads and tracks and, during a fire emergency, construction of new firebreaks and tracks;
- h. **Construction of walking tracks no more than 1.5 m wide;** or
- i. Maintenance of existing transport networks; or
- j. Earthworks and vegetation clearance associated with the establishment, repair or maintenance of pipelines, electricity lines, telecommunication lines and radio communication structures and fences; or
- k. Other earthworks where
- l. the volume is less than 10 m³ per site or per hectare (whichever is the greater); and
- m. the maximum depth of cut or fill is 0.5 m;

and any associated discharge of sediment or sediment-laden water in circumstances where sediment may enter surface water is a permitted activity, provided the following conditions are met:

1. Any **cleared areas are stabilised** and where it is not put to its final use shall be revegetated within 6 months from the date of the commencement of the vegetation clearance or earthworks; and
2. Any cultivation is across the contour of the land; and
3. When firebreaks, roads, or **tracks are constructed or maintained the maximum depth of cut or fill is 0.5 m;** and
4. the concentration of total suspended solids in the discharge shall not exceed:
5. 50 g/m³, where the discharge is to any Spring-fed river, Banks Peninsula river, or to a lake except when the background total suspended solids in the waterbody is greater than 50 g/m³ in which case the [Schedule 5](#) visual clarity standards shall apply; or
6. 100 g/m³ where the discharge is to any other river or to an artificial watercourse except when the background total suspended solids in the waterbody is greater than 100 g/m³ in which case the [Schedule 5](#) visual clarity standards shall apply.

5.171

Within the area shown as High Soil Erosion Risk on the Planning Maps and outside any riparian margin, the use of land for vegetation clearance, cultivation and earthworks that does not comply with one or more of the conditions in Rule 5.170, or vegetation clearance, cultivation or earthwork activities not listed in Rule 5.170(a) to (k), and any associated discharge of sediment or sediment-laden water in circumstances where sediment may enter surface water is a restricted discretionary activity.

The exercise of discretion is restricted to the following matters:

1. The actual and potential adverse environmental effects on soil quality or slope stability; and
2. The actual and potential adverse environmental effects on the quality of water in rivers, lakes, artificial watercourses or wetlands; and
3. The actual and potential adverse environmental effects on areas of natural character, outstanding natural features or landscapes, areas of significant indigenous vegetation, indigenous biodiversity and significant habitats of indigenous fauna, mahinga kai areas or sites of importance to Tāngata Whenua; and
4. The actual and potential adverse environmental effects on a wetland or the banks or bed of a waterbody or on its flood carrying capacity; and
5. The actual and potential adverse environmental effects on transport networks, neighbouring properties or structures; and
6. In addition, for forest harvesting, the harvesting method, location of haulage and log handling areas, access tracks, and sediment control.