

Reserves Act Hearings Panel
Proposed new mountain bike track in Montgomery
Spur Reserve
AGENDA

Notice of Meeting:

A Reserves Act Hearings Panel meeting will be held on:

Date: Monday 22 March 2021
Time: 9.30am
Venue: Committee Room 2, Level 2, Civic Offices, 53 Hereford Street, Christchurch

Panel

Members

Councillor Pauline Cotter
Councillor Jake McLellan
Community Board Member Callum Stewart-Ward

17 March 2021

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

| | | | | | |
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| Being open, transparent and democratically accountable | Promoting equity, valuing diversity and fostering inclusion | Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future | Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect | Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making | Actively collaborating and co-operating with other local, regional and national organisations |
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Community Outcomes

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| Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children) | Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in | Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste | Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities |
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Strategic Priorities

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| Enabling active and connected communities to own their future | Meeting the challenge of climate change through every means available | Ensuring a high quality drinking water supply that is safe and sustainable | Accelerating the momentum the city needs | Ensuring rates are affordable and sustainable |
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

| | | | | |
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| Engagement with the community and partners | Strategies, Plans and Partnerships | Long Term Plan and Annual Plan | Our service delivery approach | Monitoring and reporting on our progress |
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1. Apologies / Ngā Whakapāha

At the close of the agenda no apologies had been received.

2. Election of a Chairperson / Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

4. Council Officer report to Montgomery Spur Reserves Management Plan Hearings Panel

Reference / Te Tohutoro: 21/218171

Report of / Te Pou
Matua: Derek Roozen, Senior Network Planner Parks,
derek.roozen@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community,
Mary.Richardson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 This report is a summary of all submissions (**Attachment A**) received from the public consultation on the proposed changes to the Montgomery Spur Reserve Management Plan 2010 to include reference to a new mountain bike track in Montgomery Spur Reserve.
- 1.2 The decisions in this report are of low to medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by consideration of (1) the undertaking of a non-comprehensive review of the management plan to include a new mountain bike track, and (2) the level of interest of a number of mountain bike riders, as well as other users of tracks within and near Montgomery Spur Reserve.
- 1.3 The community consultation undertaken reflects this assessment.

2. Officer Recommendations / Ngā Tūtohu

That the Montgomery Spur Reserve Management Plan Hearings Panel:

1. Receives and considers the submissions in **Attachment A**.
2. Recommends to the Council to approve the changes to the Montgomery Spur Reserve Management Plan 2010 as shown as tracked changes in **Attachment B** and incorporated in the document in **Attachment C**.

3. Background / Te Horopaki

- 3.1 The Council's Regional Parks Team has proposed the establishment of a new mountain bike track in Montgomery Spur Reserve for the following reasons:
 - 3.1.1 To provide a needed connection and new biking route between existing mountain bike tracks inside and outside Montgomery Spur Reserve.
 - 3.1.2 To address long-standing issues of safety arising from interactions between the different recreational users of Rapaki Track by providing an alternative route for the mountain biking traffic on that track.
 - 3.1.3 Members from a number of local mountain bike clubs that use the tracks in the area are able to volunteer their services to help construct a new mountain bike track under supervision of Regional Parks Team staff.
 - 3.1.4 There is a need, and funding available, to construct both the proposed mountain bike track and the Kowhai Walking Track, the latter which is already covered in the Montgomery Spur Reserve Management Plan. Staff consider it opportune and cost effective to construct both tracks at the same time.

- 3.2 Montgomery Spur Reserve is a scenic reserve comprising 127 hectares of land acquired by the Council in 2005. The Montgomery Spur Reserve Management Plan was adopted as the operative plan by the Council in 2010.
- 3.3 The Montgomery Spur Reserve Management Plan specifically refers to the development of one new mountain bike track, having already been realised with the development of the Taramea Mountain Bike Track. This track has proved to be very popular with the mountain biking public.
- 3.4 Upon considering the current proposal for a further mountain bike track in Montgomery Spur Reserve, the Council's Legal Services Unit advised that this would require a non-comprehensive (or partial) review of the current operative management plan.
- 3.5 The Council's Executive Leadership Team approved staff to proceed with a non-comprehensive review of the management plan as a metropolitan matter.
- 3.6 If the Council decides to approve the amended management plan, containing reference to the proposed new mountain bike track, development of this new track is then in effect approved to proceed, subject to resource consent being obtained for the benching works required for the lower section of the track.
- 3.7 Prior to giving public notice of the proposed management plan changes staff gave a joint briefing to the Waikura/Linwood-Central-Heathcote Community Board and the Waihoru/Spreydon-Cashmere Community Board Community Board to inform them of the proposal. The two community boards supported the proposal, with the proviso that staff take into consideration the issue of vehicle parking on Rapaki Road. This has been covered through liaison with Transport Unit traffic engineer staff, including attendance by one at the two public drop-in sessions during the consultation period.
- 3.8 Staff engagement with mana whenua via the Council's Ngāi Tahu Partnership Team and Mahaanui Kurataiao Limited resulted in support for what is being proposed. The matter of Māori names was also discussed, with staff advising naming can be subsequently considered in the following manner:
 - 3.8.1 Combined park name – policy 3.2.5 in the management plan provides for an appropriate Māori name to be received from Ngāi Tahu for application alongside the current park name and for this to be formalised in accordance with the Naming of Reserves and Facilities Policy.
 - 3.8.2 Track name – to be determined by the Manager Regional Parks in consultation with the Council's Ngāi Tahu Partnership Team.
- 3.9 On 10 December 2020 the Council considered a staff report and agreed to the release of the proposed amended Montgomery Spur Reserve Management Plan (**Attachment B**) for public consultation.

4. Community Views and Preferences / Ngā mariu ā-Hāpori

Public Consultation / Te Tukanga Kōrerorero

- 4.1 Public consultation ran for two and a half calendar months from 19 December 2020 to 5 March 2021. The standard two-month Reserves Act consultation requirement was increased to allow for the Christmas/New Year statutory holiday period.
- 4.2 Public notice was made in The Press on 19 December 2020 and the Southern View newspaper on 14 January 2021, and activated on the public notices page on the Council's website on 19 December 2020.

- 4.3 Flyers were delivered to approximately 500 households in the adjacent residential area, and the information also sent to an extensive list of stakeholder groups and organisations.
- 4.4 Corflute signs with plans and information about the consultation were put up at the Rapaki Road, Mt Vernon Park and Summit Road access points to travel through to Montgomery Spur Reserve.
- 4.5 A Newsline story (**Attachment D**) to introduce the proposal was viewed 4,608 times. A social media (Facebook) post in December 2020 (**Attachment E**) reached 47,500 people, and it was engaged with (likes, comments, shares) 458 times.
- 4.6 Information, and the opportunity to submit, was available online on the Council's 'Have Your Say' webpage. See **Attachment F** for a selection of this page, including a location plan of the proposed mountain bike track route and a subsequent non-publicised correction note.
- 4.7 Two informal drop-in sessions were held: (1) at the Rapaki Road road-end from 5pm to 6.30pm on Tuesday 19 January 2021 and (2) at the St Martin Scout Hall on 197 Centaurus Road from 4.30pm to 6pm on Tuesday 23 February 2021.
- 4.8 About 20 people in total attended the drop-in sessions. Most were residents, many of whom were also mountain bikers. All were generally in support of the proposed new mountain bike track although the residents, who were mostly from Rapaki Road, raised concerns about issues relating to public access to recreational tracks in the area via Rapaki Road. Particular concerns were raised about parking, safety and congestion on Rapaki Road and at the Rapaki Road/Centaurus Road intersection.
- 4.9 Suggestions from the drop-in sessions included installing signs to include a map of the tracks and protocols for using them (for example, the give-way conventions for mountain bikers), information on dog poo disposal and indication of alternative access/parking points.
- 4.10 Submitters were sent an acknowledgement response. Those indicating they wished to be heard in support of their submission have been advised that they will be contacted to arrange a time for them to appear before the Hearings Panel.

Summary of Submissions / Ngā Tāpaetanga

- 4.11 Three hundred and two valid written submissions were received (a number of duplicate submissions were received). These are provided in **Attachment A** along with Council officer response to key comments. There was overwhelming general support for the proposal, although 53 of these submitters included suggestions for further improvement or flagged related concerns. Two provided comments only and three submitters indicated they do not support the proposal.
- 4.12 A late submission was received (**Attachment H**) which was not included in analysis.
- 4.13 The Mount Vernon Park Management Committee supports the new mountain bike proposal as being consistent with the intent and direction of the current management plan by appropriately complementing and extending the recreational track network, including an alternative to Rapaki Track.
- 4.14 The Waihoru/Spreydon-Heathcote Community Board strongly supports the proposal because it will help separate mountain bike walkers and runners across the area, especially on Rapaki Track. They support the monitoring of vehicle parking on Rapaki Road, and strongly support the development of the Port Hills Management Plan to ensure holistic planning for recreation and native regeneration.
- 4.15 Heritage NZ requests that the Accidental Discovery Protocol be applied during the track development work.

4.16 **Attachment G** contains a schedule of submitters who will present to the Hearings Panel.

4.17 The main themes are:

- Key support comments: These are predominantly about supporting the opportunity for mountain bikers to choose an alternative route to Rapaki Track, reducing the growing conflict of use on that track.
- Suggestions: Twenty-one submitters suggested there should be separate uphill/downhill tracks, seven said alternative access points to Montgomery Spur Reserve should be developed, and one requested a wider track to accommodate disability users including trikes.
- Concerns: Twenty-one submitters pointed out that the convention is for downhill riders to give way to uphill riders, not the other way as had been included in the consultation material (an error). A good number of submitters raised concerns about downhill bikers speeding on Rapaki Track. Five submitters referred to the impact of increased mountain bike activity on roads below Montgomery Spur Reserve and Rapaki Track, particularly with regards to parking and speeds.
- Opposition: Of the three submissions indicating opposition to the proposal, two are concerned about the cost. The third is concerned that the new track connection to the Taramea Mountain Bike Track will increase intermediate and advanced biker use, contrary to, in their view, that tracks purpose as a track for beginners, damage more of Montgomery Spur Reserve and not be wide enough.

5. Details / Te Whakamahuki

Decision Making Authority / Te Mana Whakatau

5.1 The Hearings Panel has the delegated authority to consider and hear the submissions and make recommendations to the Council.

Legal Implications / Ngā Hīraunga ā-Ture

5.2 That construction of the proposed new mountain bike track in Montgomery Spur Reserve requires (a) review of the Montgomery Spur Reserve Management Plan in accordance with the Reserves Act 1977 and (b) approval of the construction work itself. The staff recommendation of this report ensures that requirement (a) is met. This means that the proposed track will then be contemplated in the management plan, including details of its development over an indicated route and to a specified standard. Requirement (b) is not fully met until resource consent, approving detailed design, construction methods and site mitigation, is obtained. When all requirements are met work on the mountain bike track can commence.

Risks / Ngā Tūraru

5.3 A resolution by the Hearings Panel to not recommend that the Council approve the amended management plan will mean that the proposed mountain bike track will not be able to be developed. This will result in the loss of an opportunity to improve the network of inter-connected recreation tracks within and near to Montgomery Spur Reserve, and user safety issues on the Rapaki Track will not be addressed.

Next Steps / Ngā Mahinga ā-muri

5.4 Obtaining land use resource consent for the benched section of the proposed mountain bike track.

Attachments / Ngā Tāpirihanga

| No. | Title | Page |
|---------------------|--|------|
| A ↓ | Submissions - Montgomery Spur consultation Dec 20 to Mar 21 | 10 |
| B ↓ | Draft amended Montgomery Spur Reserve Management Plan 2010 (showing proposed tracked changes) | 141 |
| C ↓ | Clean copy of the draft amended Montgomery Spur Reserve Management Plan 2010 (incorporating changes) | 180 |
| D ↓ | Newsline story - Montgomery Spur consultation Dec 20 to Mar 21 | 219 |
| E ↓ | Facebook post - Montgomery Spur consultation Dec 20 to Mar 21 | 221 |
| F ↓ | Have Your Say webpage (adjusted) - Montgomery Spur consultation Dec 20 to Mar 21 | 226 |
| G ↓ | Hearing Schedule of Submitters | 229 |
| H ↓ | Hugh Nicholson LATE submission Montgomery Spur March 2021 | 230 |

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

| | |
|--------------------|---|
| Author | Derek Roozen - Senior Network Planner Parks |
| Approved By | Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|------------------|---|---|-----------|------------|-----------|-------------------------------|
| 1 | 35989 | No | Yes & Suggestion | <p>Great start, but access to Port hills road is also very important. Track closures etc mean there is very limited access to the hills between bridle path and Rapaki.</p> <p>A link to Port Hills Road (as close to tunnel Rd end as possible) from the new track would be great for my family.</p> <p>Bridle path has similar issues to Rapaki and could do with one of the many alternative tracks currently in use being made official.</p> <p>I would love to be able to see an official MTB track from my window (eg near the gondola) - I chose my house before the bike park was built because I hoped the gondola area would be developed as a bike park (it has great terrain for high quality MTB tracks + the road that would have blocked tracks is now shut). Sadly the gondola will not let any bikes in the cabin (even clean bikes in cabins that are currently going up & down empty).</p> <p>I think that more needs to be done to remove barriers & bureaucracy that stop the port hills from being enjoyed by walkers and MTB riders. Many of us who live in the city don't care about the expensive recreation facilities like stadiums or leisure pools, but we love being out on the hills & need more tracks (also usually volunteer built, rather than funded like other sports surfaces - the main cost is all the paperwork). The few tracks that do exist are getting very busy & the number of people using them is growing much much faster than the trail network.</p> | | No | Mark | Penrice | |
| 2 | 35990 | No | Yes & Suggestion | <p>Great idea to ease congestion on Rapaki Track and to seperate riders from walkers and I support the mostly proposal.</p> <p>However, I'd urge you to consider creating two trails - an uphill-only trail and a downhill-only trail for rider safety. Almost every hilly MTB singletrack in Christchurch is a one-way trail (including Taramea itself) to avoid the risk of collisions between riders going in opposite directions... Even a section of double trail at the bottom so that descending riders don't have to negotiate the switchbacks would be a great option.</p> <p>If two trails isn't an option due to the budget constraints, I'd really recommend having plenty of pull-over bays on the sides of the trail so that riders can pass each other easily. A trail width of 70cm might sound like plenty, but when you consider MTB handlebars are usually 76-80cm wide, it suddenly becomes a very tight, awkward affair to squeeze past another rider coming in the opposite direction. The Bowenvale Traverse is a classic example of this, where both riders have to practically leave the track to pass each other.</p> | <p>The submitter makes good points; however, with respect to the statement that there should be separate uphill-only and downhill-only tracks, Council's Legal Services Team advise that the proposed changes to the management plan should involve no more than one further new mountain bike track being identified in the plan as part of this non-comprehensive review. In addition, two tracks will involve more environmental impact and cost especially in the steep section that requires zig-zagging and benching of the track. The submitter is right measures can be employed, including providing passing areas. The consequent one track needs to be two-way to meet all the objectives of introducing it, including providing opportunities for further mountain biking track connections and route options (also see Submission 25).</p> | No | Simon | Makker | |

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|----|--------|--------------|------------------|---|--|-----------|------------|-----------|-------------------------------|
| 3 | 35991 | No | Yes | This is a great idea and would certainly improve the safety and enjoyment for those walking on Rapaki track. I ride and walk the track and the current situation is not ideal especially as more riders and walkers are using the tracks. | | No | TJ | Chan | |
| 4 | 35992 | No | Yes | The current mountain biking tracks are an asset to the city and a more comprehensive system that accommodates for everyone is fantastic. Sounds awesome, let's get a more interesting way down rapaki! | | No | Dan | Andrew | |
| 5 | 35993 | No | Yes | good plan, that area has a great potential and it will help with the traffic on Rapaki track as well | | No | Michael | Simek | |
| 6 | 35994 | No | Yes | I support this proposal in its entirety. | | No | Glenn | Murdoch | |
| 7 | 35995 | No | Yes | Yes great idea to seperate walkers and bikes. Will be a great asset. | | No | Mike | Nixon | |
| 8 | 35996 | No | Yes | Bring it on. | | No | Tomasz | Kotula | |
| 9 | 35997 | No | | | | No | Aaron | Dalton | |
| 10 | 35998 | No | Yes & Suggestion | Kia ora, Awesome idea. Traffic coming down Rapaki can sometimes go very quick, and giving an alternative is a great idea. I hope Rapaki is still open for bikes, as it is great to see young riders using it, even though they might not quite be up to the harder single track...yet. It is also good to see that downhill traffic has the proposed right of way, but I feel signage for this needs to be clear. The sign saying this at the bottom of the Full Monty track is not always seen or understood by riders going up Full Monty, and I have seen many riders going uphill abusing downhill traffic for not giving way, even though there is a sign at the bottom. I think a larger, clearer sign would be useful. | There will be no restriction on users of the Rapaki Track. The convention for two-way mountain bike tracks is for downhillers to give way to uphillers, not as the submitter says, although it is noted that there was an error in consultation information stating that downhill traffic has right of way (see Submission 53). Downhill riders will have right of way only on tracks designated as a priority for downhill riding. Appropriate signage will be employed along with the new track development. | No | Timothy | Hargrave | |
| 11 | 35999 | No | Yes | Thanks for all the awesome work you guys are doing for the tracks, both walking and riding. I hope to make it to some more digging dyas. I support the proposal for a new mountain biking track on Montgomery Spur Reserve. Rapaki track is probably the most popular track in the Port Hills amongst cyclists and walkers. My experience is that track users generally co-exist peacefully, but providing alternative options to allow for the separation of cyclists and pedestrians minimises the opportunity for conflict. Adding to the track network also improves recreational access to the Port Hills, and hopefully encourages users to better appreciate, value and preserve the area as a fantastic asset to the city. | | No | Andrew | Friend | |

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|----|--------|-------------|------------------|---|---|-----------|------------|-------------|--|
| 12 | 36000 | No | Yes & Suggestion | This is long overdue. The shared use of the Rapaki track is problematic for all users. It is also not a great track for riding up! A dedicated mountain bike track would be a more enjoyable experience, not to mention easing the strain on the Rapaki track itself. However, two-way single track could cause some problems. The general rule of thumb is down hill riders give way to up. When this was the rule on the new track up the top half of the Rapaki Track it caused a number of arguments when uphill riders were not aware of the right of way. It is also more difficult for uphill riders to get going again if they have to stop (hence the usual "rule"). If the track were able to be made slightly wider giving the possibility of passing someone travelling in the other direction without either rider having to stop, this would increase safety and lessen frustration. Even if this is not possible however, this track definitely needs to be given the green light. | See Officer response for Submission 10. | Yes | Chris | Robertson | |
| 13 | 36001 | No | Yes | I fully support the establishment of a new "climbing" track parallel to the Rapaki Track. Rapaki Track is so congested at times the separation of walkers and bikes is commonsense. | | No | Keith | Wild | |
| 14 | 36002 | No | Yes | Great idea. As a dog walker and Mtn biker removal of some Mtn bike tragic off the main walking track would be fantastic and add to safety for all. | | No | Daniel | Clark | |
| 15 | 36003 | No | Yes | Yes please what a great Idea, this would separate a lot of walkers and riders. It would also change the dynamic for the uphill MTB ride. | | No | Phil | Shaw | Canterbury Mountain Bike Club Committee member |
| 16 | 36004 | No | Yes | Fantastic to see an extension to the MTB trails in this area. Well done! My plea would be to separate up and down riders, mainly for safety but also it's so much more fun not having to worry about meeting riders head on. A 700mm track isn't really wide enough to cater for riders in both directions. The Crocodile up hill track at the Quarry is a good example of how to design a successful trail system. | See Officer response for Submission 2. | No | Pete | Sommerville | |
| 17 | 36005 | No | Yes | I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | | No | Daniel | Langford | |
| 18 | 36006 | No | Yes | I think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. The new track will make the lower half of Rapaki Track much safer to walk with mountain bikers likely to use the new track (especially to descend). I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | Identical submission to Submission 17. | No | Mark | Broughton | |
| | | | | I think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. The new track will make the lower half of Rapaki Track much safer to walk with mountain bikers likely to use the new track (especially to descend). | | | | | |

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| 19 | 36007 | No | Yes | Fabulous idea. Rapaki and the existing Montgomery Spur trails are very well used, and make an excellent stepping stone for mountain bikers progressing from MacLeans & Bottle Lake to the hills, plus being a fun track for all. There are a lot of walkers/joggers on Rapaki. Another mountain bike trail in the area will reduce conflict, and provide a more interesting single-track option. | | No | Graeme | Woodward | |
| 20 | 36008 | No | Yes | This would be a great addition to what has become a very popular area for both walkers and riders. The current level of traffic on Rapaki track seems to be regularly insufficient for the volume and mix of users. Without a descending track nearby for riders I would be concerned that fast downhill riders would still mix with slower moving traffic in both directions on Rapaki. | The proposed two-way mountain bike track in Montgomery Spur Reserve will provide an alternative down-hill but not as a dedicated down-hill option. | No | Jordan | Gilmore | |
| 21 | 36009 | No | Yes | I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | Similar submission to Submission 17. | No | Jonathan | Claridge | |
| 22 | 36010 | No | Yes | I frequently use the track at the moment and think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. The new track will make the lower half of Rapaki Track much safer to walk with mountain bikers likely to use the new track (especially to descend). I look forward to extn of the MONT Spur track network and like the plans to do what you are looking to do. I love the idea of providing an extn from the city that can extend the network of tracks on the spur. It will make it more accessible and will allow an added up and down access that the traditional Rapaki Track. I love the range of views from MONT Spur and will one day enjoy the network without have to pay as with the CAP. | | No | Craig | Hickford | |
| 23 | 36011 | No | Yes | I'm all for it! Great work! | | No | Kieron | Thorpe | |
| 24 | 36012 | No | Yes & Suggestion | I live in St Martins and work from home the Montgomery Spur track is a frequent morning ride before I settle into work. I think this is an excellent proposal and intuitive extension of the track systems already in place. It will help alleviate tension between riders and walkers by eliminating most of the downhill bike traffic on the Rapaki track. I believe that the proposed grade is an excellent target as it is easy enough that most riders will use this as a descent over the Rapaki track. Those riders who are not comfortable on grade 3 are not likely to descend the Rapaki Track at speed regardless. My only question is whether this track should be made downhill only as the elevation loss will mean many riders will travel at speed down this track. The Rapaki track makes a very acceptable climbing track and uphill mountain bike traffic are often at about the same pace as walking traffic so there are less conflicts. | See Officer response for Submission 2. | No | Matt | Hanson | |

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|----|--------|-------------|------------------|---|--|-----------|------------|-----------|-------------------------------|
| 25 | 36013 | No | Yes | Any further tracks in this area would be a huge asset for the city, especially so if it helps to ease congestion/conflict between user groups on the Rapaki track. For some, mountain bikers coming down Rapaki Track can be intimidating/inconvenient and the addition of a dedicated mtb route would help to resolve any issues around this. | | No | Tristan | Flewett | |
| | | | | With the addition of the already approved Kowhai walking track it would could give track users a choice of which users they wish to interact with, as well as the benefit of which tracks they may wish to enjoy on any given day. | | | | | |
| | | | | For many cyclists, the Rapaki track is the easiest/gentlest route to the summit road, so it would be important to keep the grade easy on the new track to encourage cyclists to use it regularly, rather than continue using Rapaki track. | | | | | |
| 26 | 36014 | No | Yes | This is a great idea! It'll compliment the already amazing Port Hills track network and add to the city's reputation as a cycle friendly city. | | No | Darren | Leslie | |
| 27 | 36015 | No | Yes | Please let this happen. Given the level of adoption, especially this year, more facilities for use are essential. CAP provides the commercial solution but the Council needs to be involved in this high participation sport by providing suitable and plentiful facilities. | | No | Neil | Coleman | |
| 28 | 36018 | No | Yes & Suggestion | The idea and proposed route are fine. But there desperately need to be two mountain bike tracks to seperate uphill and downhill traffic. This will be a popular track and having two way bike traffic will not work. Taramea works well because it is one way. The track parallel to the top of Rapaki works ok two way because it carries vastly less traffic with most uphill riders continuing to use Rapaki. Please provide seperate up and down tracks! | See Officer response for Submission 2. | No | Richard | Dove | |
| 29 | 36019 | No | Yes | Fantastic. I would like to express my support for this initiative to expand the mountain biking tracks. | | No | Ben | Hart | |
| 30 | 36020 | No | Yes & Suggestion | I fully support this proposal. Let's take it further though, and provide another uphill track from the entrance to Taramea, but on the RHS of Rapaki going up to the Summit Rd. This could leave Full Monty both up and down for the more technical proficient riders. | Not a matter of consideration for this management plan review as the Rapaki Track is a separate Council park not included in the plan. | No | Doug | Bonner | |
| 31 | 36021 | No | Yes | Fully in support. Perhaps have two new tracks; one for up, one for down. | See Officer response for Submission 2. | No | Jono | Berry | |
| 32 | 36022 | No | Yes | Great idea. Yes please. Too many people on the Rapaki track nowadays. | | No | Alan | Bush | |
| 33 | 36023 | No | Yes & Suggestion | I am 100% supportive of the proposal. I am a local resident in Vernon Terrace. I am both a walker and a biker and have 4 children. The proposal will enable more bikers to stay off the very busy Rapaki track which will be a benefit to all users. An important design consideration will be to ensure there is ability for uphill riders to pull off the track easily to give way to downhill riders. In particular, if there will be sections with a steep drop on one side, there should be a widening of the track or flat/gentle pullout on the other side to enable safe passing. | Downhill riders give way to uphill riders. | No | John | Fink | |

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| 34 | 36024 | No | Yes | This will be a great asset for Christchurch and a benefit to all users of the Rapaki track as well as MTB riders due to reduced conflict. I very much hope it goes ahead. | | No | Digby | Symons | |
| 35 | 36025 | No | Yes | Do it. Proceed. Make it happen. | | No | Chris | Odell | |
| 36 | 36026 | No | Yes | I really support this track as an avid walker and mountain biker. Thank you for making this happen! | | No | Darren | Joynes | |
| 37 | 36027 | No | Yes | Fully support this. Great idea. The access to the port hills is the story of chch and why people will live in the city so more of this type of investment should be done for the future of the city. | | No | Richard | Rookes | |
| 38 | 36028 | No | Yes | I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | Identical submission to Submission 17. | No | Carwyn | Cadogan | Carwyn Cadogan |
| 39 | 36029 | No | Yes | I think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. The new track will make the lower half of Rapaki Track much safer to walk with mountain bikers likely to use the new track (especially to descend). | | No | Mike | Percasky | |
| 40 | 36030 | No | Yes | I fully support this. | | No | Kris | Inglis | |
| 41 | 36032 | No | Yes | Great idea. Fully support it. | | No | Sam | Davidson | |
| 42 | 36033 | No | Yes | This is an excellent idea to pull traffic away from the very busy rapaki track. | | No | Mark | Heald | |
| 43 | 36035 | No | Yes | This is an excellent idea that will encourage walkers and riders to use this area a lot more and enhance the reputation of Christchurch as a fantastic place to live or visit. Giving downhill mtb'ers a safer option for them and walkers can only be a good thing. | | No | Kim | de Leijer | |
| 44 | 36036 | No | Yes | I think the proposed track is a fantastic idea. It will be great to have a separate track running from the bottom of Rapaki so you don't need to take the main one. As a big user of Rapaki track I think this is a win win for walkers and cyclists. | There will be no restriction on use of the Rapaki Track. | No | CHCH | Resident | |
| 45 | 36037 | No | Yes & Suggestion | Its a great idea but, please don't ban bikers from Rapaki, not every one has the capability to ride the intermediate and advanced tracks. Doing so is unfair. There are a lot of experienced bikers who abuse and intimidate less skilled bikers and expect they have the right of way. and see tracks as "theirs". Please note only a small percentage of bikers belong to a MTB club, they are the greatest voice, but do not represent the majority. Also, most clubs do not engage with its members to establish a collective position. Also, why can my voice not be anonymous? you do not need my personal information in order for me to have a valid voice. | Noted and referred to Regional Parks staff. Rapaki Track, however, is a separate Council park that is not included in the Montgomery Spur Reserve Management Plan. | No | Tanya | Hyde | |
| | | | | Can't wait for this! The MTB track looks like it follows the same gradient as Rapaki, which is quite steep in places. The Full Monty (downhill track from the top of Rapaki) is quite difficult for the average rider to climb so everyone still uses Rapaki. I'd like so see a gentler climb to make it easier for riders to climb the track, especially while it's still grass. | | | | | |

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| 46 | 36038 | No | Yes | I believe the proposal should proceed as it will mean MTBers can exit Rapaki without the need to go down the shared path at the bottom of Rapaki. I have noted increased use in this area over the last few years and there is often MTBers exiting at speed against walkers going up Rapaki. | | No | Shane | Carroll | |
| 47 | 36039 | No | Yes | It will also mean a greater selection of tracks for MTBers on the Porthills. Excellent idea. We like biking on the Rapaki Track but agree it does get crowded, and a separate biking track would be great. | | No | Peter | Henderson | |
| 48 | 36040 | No | Yes | I'm all for this proposed new mtb track. | | No | Carey | Prior | |
| | | | | Getting cycling traffic off rapaki is a positive move for other users, and getting people off the couch is positive all around. | | | | | |
| | | | | I see from the comments that it would appear that some very experienced trail builders are involved in the consultation so I have every confidence that the construction will be fit for purpose. | | | | | |
| 49 | 36041 | No | Yes | I look forward to riding it in the future. I support this excellent initiative. | | No | Matthew | Doogue | |
| | | | | I am a Cashmere resident. Our family regularly walks and ride in this area. This is an excellent addition to the trail network. It will be a good riding option for many riders and will reduce congestion on lower Rapaki track in weekends. | | | | | |
| 50 | 36042 | No | Yes | This is an excellent plan! Rapaki Track is very busy with walkers and bikers especially at weekends. I agree with the proposal - with one exception: the mountain bike code says that riders on uphill sections always have right of way. I do not think this rule should be changed for this track - confusion will reign. it is much harder for uphill riders to restart after stopping. All bikes have disc brakes now and downhill riders will be prepared to stop if the track clearly say "two-way". | This was an error in the consultation material. The submitter is correct regarding the mountain bike code - that uphill riders have right of way. Also see Officer response for Submission 10. | No | SHONA | ASHER | |
| 51 | 36043 | No | | | | No | Nora | Audra | Wicked Rogaines Manager |
| 52 | 36044 | No | Yes | I'm in full support of this track and having an alternative option up the hill. However does it require the last part of the Taramea track to be 2 way for the riders coming down? That section may need to be widened as I suspect there could be quite a bit of traffic on it. | | No | Matt | Lucas | |
| 53 | 36045 | No | Yes | I think that a new track for mountain bikers descending Rapaki track is a good idea. | | No | Ben | Haines | |
| | | | | There is a good side track for them in the upper portions of Rapaki track and if we could separate the walkers and bikers on the track, then that will help to avoid any potential collisions between them. | | | | | |

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| 54 | 36046 | No | Yes & Suggestion | In general I think this is a great idea and fully support it. However, I would suggest building two tracks - an uphill track and a downhill track. Otherwise you are just moving the traffic problem from the Rapaki Track to the new mountain biking track. If you really want to reduce the traffic problem on Rapaki and not create another one then make the new mountain bike track downhill only. This way you move the fast moving downhill traffic away from Rapaki. | See Officer response for Submission 2. | No | James | Gardner | |
| 55 | 36047 | No | Yes | I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | | No | Anton | Posthuma | |
| 56 | 36048 | No | Yes | I think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. Rapaki is a very popular track for walkers and runners. Descending Rapaki by bike can be dangerous with the number of walkers/runners. The new track will provide a safer descent alternative to riders keen to access the Montgomery Spur Reserve. Love the proposal. Would be nice to have a separate up and down, but anything is better than riding Rapaki. | See Officer response for Submission 2. | No | Rick | Houghton | |
| 57 | 36049 | No | Yes | I support the proposed mountain bike track as it would reduce the number of bikes on the main Rapaki track (improving the experience for walkers on the main track) and provide an off road experience all the way up to the Summit Road via the connection to the Fence line track. The connection to the Taramea track offers a loop ride for those not going all the way up to the Summit Road. | | No | Cath | Parr | |
| 58 | 36050 | No | Yes | I also support the walking track being separate as this will provide a good experience for walkers on the Port Hills. I think this is a brilliant idea. This area is well used by mountain bikers and keeps the riders on trails and not walking tracks. So a win win for everyone. | | No | Mark | Westaway | |
| 59 | 36052 | No | Yes | I am in support of the proposed new mountain biking track in Montgomery Spur Reserve. | Identical submission to Submission 17. | No | Ben | Niven | |
| 60 | 36053 | No | Yes | I think linking the Montgomery Spur track with the base of Rapaki Track is a great idea. The new track will make the lower half of Rapaki Track much safer to walk with mountain bikers likely to use the new track (especially to descend). In favour - it is good to separate mountain bikers and walkers wherever possible and the proposed option seems reasonable. | | No | Matt | Howard | |
| 61 | 36054 | No | Yes | Good initiative. A greater number of tracks over a wide spread of grades is good for Christchurch outdoor recreation. | | No | Tim | Phillips | |
| 62 | 36055 | No | Yes | This would be a great addition to an already great resource. Having ridden up and down Rapaki a number of times it would be good to have a separate option from the walkers. | | No | Chris | McAlpine | |
| 63 | 36057 | No | Yes | This would be a great extension to the trail network. It would help to avoid incidences between walkers and riders. This safety would help all users to feels safer in using the rapaki area. | | No | Colin | Kinnison | |

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| 64 | 36058 | No | Yes | <p>I support the montgomery spur mountain bike track proposal for the following reasons.</p> <p>Addresses lack of dedicated uphill riding tracks on the port hills - there are few purpose built uphill MTB riding tracks on council public land on the port hills, in contrast to other mountainbiking municipalities, with the options being largely 4wd gravel roads. These can be problematic e.g. too much pedestrian traffic (eg rapaki) or too steep therefore unsuitable for beginner riders or children (eg victoria park 4wd, upper CAP, sections of Huntsbury, Mt Vernon, Bridal path). Dedicated uphill trails have the potential to deliver ideal gradients in pleasant or more maintainable areas, as shown with the Halswell quarry / van ash land network. This proposal will be an important step in building an uphill trail network on public land in the port hills .</p> <p>Address need for beginner / non-technical mountain bike facilities. There is a gap in the Christchurch Mountainbiking scene, whereby beginners, children or less confident riders are not very well catered for. There are plenty of tracks for intermediate to advanced riders (e.g. Victoria park and CAP) and options on the flat (Mcleans island, Bottle lake forest) but not much in-between, with the exception of the Halswell quarry area. Montgomery spur is a welcome addition for the less confident or beginners (the silent majority?), and this proposal will enhance this groups access to the growing activity of mountainbiking.</p> <p>Ease congestion on Rapaki track - on a busy day Rapaki track is nose to tail with walkers, runners, bikers, dogs, prams and the odd sheep. A good problem to have, showing community engagement with the area, and this proposal will ease congestion leading to a more enjoyable and safer experience for all users.</p> <p>Open up access to lower Montgomery reserve - at present access to the lower slopes of Montgomery reserve is uncertain and therefore not well used. This proposal, along with kowhai walking track will facilitate access to this area with outstanding views and Tussock grassland landscapes.</p> | | No | robert | braun | |
| 65 | 36059 | No | Yes | <p>I think it is a great idea. Rapaki is a busy track and providing another track for bikers (especially on the downhill) would mean there will be less bikers on the walking track increasing enjoyment for both groups. It will need to be very well labelled as riders will be used to going both up and down rapaki. Many riders use rapaki to descend because it is an easy route down so the proposed track as a grade 3 will be brilliant and within the abilities of the majority of riders.</p> | | No | Nicole | Mesman | |
| 66 | 36060 | No | Yes | <p>Great idea. The Taramea Track would be on of my favorites in the Port Hills. Rapaki Track is a really busy track and there is the occasional conflict between both bikers and walkers, be nice to have an alternative track to access Taramea.</p> | | No | Megan | Carpenter | |

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| | | | | The walking track looks great too! | | | | | |
| 67 | 36061 | No | Yes | I am a regular user of the Port Hills walking and cycling tracks. Mainly the cycling ones. | | No | Andrew | Brown | |
| | | | | I support the new mountain bike track. It should help to relieve pressure on Rapaki track, which I find is often very busy. | | | | | |
| | | | | I would really like to see the new track built as a climbing track, which will require the gradient to be carefully managed so that it does not become too steep. Additional care would be needed to achieve this. | | | | | |
| 68 | 36063 | No | Yes | I am fully supportive of this proposal. It will make the main Rāpaki track safer for walkers and runners, whilst making the decent more fun for mountain bikers. It is a win win! | | No | James | Beck | |
| | | | | As a runner, I am also excited about the Kowhai track option for both ascent and decent. | | | | | |
| 69 | 36064 | No | No | Why are we wasting rate payers money on another track that will only be used by a tiny percentage of the population. There is a massive park for this type of recreational activity that people who want to go mountain biking can use. Stop wasting money and deal with the real issues that effect the residents of the port hills. We need fibre broadband, roads fixed, drains repaired and footpaths to make walking safe beside the main roads. | The tracks in Montgomery Spur Reserve, and adjoining, are some of the most popular and used on the Port Hills. The meaures proposed through the proposed management plan changes will help to enhance this resource and address congestion issues. A key value is that this park and tracks are ones that the public can freely access. | No | Andrew | Flitton | |
| | | | | I think this is a wonderful idea. I currently live in hillsborough and cycle up the rapaki track several times per week. There are a lot of cyclists who use the bottom section of the rapaki track as a downhill track posing a danger to cyclists who are travelling uphill and pedestrians due to the speeds these downhill riders achieve down the gravel road. This track would be a lovely alternative for these cyclists. | | No | Chris | Hamilton | |
| | | | | It would also be a lovely beginners loop for cyclists in the area. I support the proposal . | | No | Murray | Dickinson | |
| | | | | We need to encourage people to be active. And it will be safer to separate walkers and mountain bikers (especially with mountain bikers descending). | | | | | |
| | | | | I consider the impact to be minimal and not significantly different than a stock trial. | | | | | |
| 72 | 36067 | No | Yes | I live a block away from the Rapaki and regularly go for mountain bikes after work. I use rapaki as an up track and Victoria park as my downhill track. I believe this addition would help reduce the numbers of cyclist who come speeding down the rapaki track which would help increase the safety | | No | Emma | Rouse | |

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| | | | | of the shared track. I also believe Christchurch needs more easy tracks for beginner riders and this would help to fill that gap at the moment. | | | | | |
| 73 | 36068 | No | Yes | I think this is a great idea, it will make a useful and fun addition to the current Montgomery Spur track. | | No | Ian | Chesterman | |
| 74 | 36069 | No | Yes | This is a great proposal! Looking forward to having another option in the rapaki area. | | No | Christoph | Hurley | |
| 75 | 36071 | No | Yes | I support this proposal. | | No | Ton | Snelder | |
| 76 | 36072 | No | Yes | I think this is a great idea. It will encourage families to use both the current Rapaki track as well as the new bike and walking track in a safe way. We have a clear view of the track from our house on Glenview Terrace and think it looks great. Good to see multiple track options to access the hills. | | No | Mr J | Osborne | |
| 77 | 36073 | No | Yes | I strongly support this idea. This would be a great addition to the bike trails on Montgomery spur. More intermediate friendly trails here and from rapaki down bowenvale would be great additions. | | No | Natalie | Paterson | |
| | | | | It will also mean fewer riders heading down the rapaki track at high speed which would probably be welcomed by walkers. | | | | | |
| 78 | 36074 | No | Yes | Fully in support of this trail! Great idea! Looks really good, can't wait to see it built. | | No | Dave | Ripley | |
| 79 | 36075 | No | Yes | This is such a good idea! On busy days that Rapaki track is so packed with walkers and bikers, and some of the bikers come down the track so fast that it's only a matter of time before someone gets taken out. Giving the bikers the option of a separate track will reduce the risk of this happening. Please give this mountain bike track the green light! | | No | Jennifer | King | |
| 80 | 36076 | No | Yes | I think this is an excellent proposal and I fully support it. | | No | steven | muir | |
| 81 | 36077 | No | Yes | 100% support this proposal, no brainer.....please do it. A separated facility between mountain bikers and walkers is a win win. By providing a wider options for visitors and residents for biking and walking can only be a good for overall wellbeing, balanced lifestyles and enjoying the great outdoors. Thanks CCC for this great incentive. | | No | adrian | thein | |
| 82 | 36078 | No | Yes & Suggestion | This trail is a very good idea . It is good that uphill riders give way to down hill riders (this is how all mountain bike only trails should be) . If this could be two trails (uphill and downhill) would be a great next step. Or even if the less step section from Taramea to cliffs above Rapaki could have an uphill trail and a downhill trail (which could be longer and more corners, in the style of Taramea) Thanks for all the great work . | See Officer response for Submission 2. | No | Graham | Hood | |

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| 83 | 36079 | No | Yes | I fully support the proposed new mountain bike track in the Montgomery Spur Reserve and the health benefits that non-motorised multi-use recreational activities throughout the Port Hills provide. | | No | Craig | McCauley | |
| 84 | 36080 | No | Yes | This is great idea and will be another fantastic addition to the MTB trail network. Coming down this last part of Rapaki can be hazardous with the amount of walkers especially with dogs and buggys so will make this popular track safer. | | No | Greg | thompson | |
| 85 | 36081 | No | Yes & Suggestion | It would be even better if somehow it could be two lane or have sufficient passing opportunities to avoid having to stop for oncoming bikes. Totally support this track. Great idea to try and decongest Rapaki. It is quite dangerous. I would imagine there would be huge uptake of this as a climbing trail as it is so boring climbing Rapaki. Please consider gradient carefully. The singletrack alongside the upper part of Rapaki is quite steep in places. With the inclusion of many switchbacks the new track could be an amazing fun trail to gain elevation, not just an uphill slog. Makra mountain bike park in Wellington is a good example of a fun, flowing uphill trail. As fun to ride up as down. Also please consider a separate downhill trail as the new trail will be heavily used making it very difficult to ride down it on weekends. Riding downhill on Rapaki has become quite dangerous due to the number of people, particularly groups who spread across the width of the trail and people walking with dogs. | See Officer response for Submission 2. | No | Jacqui | Inder | |
| 86 | 36082 | No | Yes | Kia ora , We think the proposed mountain bike trail is a brilliant idea! It'll be good to have an extension to the Taramea loop and nice to be able to blatt down the hill without always slowing up for the walkers :) Ka pai! | | No | Jacqui | Benter-Lynch | |
| 87 | 36083 | No | Yes & Suggestion | Hi. Fantastic to see more progress on trails on the port hills. I note it will be uphill traffic gives way to downhill. Rapaki track is probably the most popular uphill access on the port hills. I would hazard a guess that 90 percent of mtb traffic is uphill, accessing the rest of the port hills. It will be creating possible issues by making downhill traffic having right of way against the bill of traffic. It would be more practical to have it as an uphill route only with rapaki track remaining as the downhill route. Unless it becomes possible to structure the new track with passing lane options. A Wednesday evening tally of user numbers and a sunny weekend day would be a good indication of user types and numbers. | See Officer response for Submission 10. | No | Dion | Freeman | |
| 88 | 36084 | No | Yes | I agree that mountain bike use on the Rapaki track, specifically downhill riding, needs to be minimized for the safety of walkers/runners. Users who walk/run the track regularly are on constant alert for riders (hardly a relaxing way to exercise), and not-so-regular users learn the hard way to be alert through a near miss, or worse. I'm not convinced that another mountain bike track is needed, however. More signage encouraging safe riding around other track users and directing riders to existing downhill riding tracks would be useful. The Bowenvale bike tracks on the Huntsbury hill side are tragically underutilized and are less than 1km from the top of the Rapaki track. | | No | David | Wojtas | |

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| 89 | 36085 | No | Yes | I believe this a great idea as it'll take a lot of mountain bikers off the existing Rapaki Track; making the Rapaki more walker and runner friendly - especially for young kids. Some dog walkers still needs to be educated to keep the dogs on leash at all times (especially during the lambing season) and pick up their dog's poo. | | No | Hiren | Patel | |
| 90 | 36086 | No | Yes | Great idea! I fully support this new trail. | | No | Anouk | Minnaar | |
| 91 | 36087 | No | Yes & Suggestion | <p>Brilliant idea.</p> <p>I use Rapaki track 3-5 times a week, this alone will be a significant improvement.</p> <p>Three suggestions.</p> <p>A - make the single track downhill only. Including the new'ish single track from Rapaki Saddle.</p> <p>The danger on Rapaki is the bikers, like me, that go down fast. Having the new single track 'two-way' will create another dangerous area. Yes, it has similarities to the Mt Vernon single-track, uphill from Rapaki, but Mt Vernon has only a fraction of the traffic of Rapaki.</p> <p>Being able to Bike up the shared 'road' is perfectly safe. For bikers, like me, to be able to go all the way downhill from Rapaki Saddle to Rapaki Rd without being on the shared track would be fantastic.</p> <p>B - put in a some serious effort into making the crossing of the walking track and new biking track a safe area. Walkers should give way, a simple gate each side will help. Or a zig-zag setup, where walkers turn to face uphill.</p> <p>Also a stretch of bike track approaching from the uphill side that has a decent incline, just for a short length (say 20-30m). This will help slow the fast downhill bikers, like me. Effectively making the crossing on a 'table-top'.</p> <p>C - to reduce pressure on Rapaki track, it would be great to improve the Rapaki valley track. It needs to have some permanent steps through the rocky section near the shelter and a much more developed track near the top. This would a create a lovely walking loop. Up the valley, down the road and over Montgomery Spur.</p> <p>All in all. Great improvements.</p> | | No | Dave | Paterson | |

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| 92 | 36088 | No | Yes & Suggestion | <p>As a resident of Rapaki Road, I support the development of the mountain bike track.</p> <p>However, I must temper this support by reminding the Council that the Council, for several years now, has consistently avoided meaningful solutions to the irritating and dangerous traffic conditions for both residents and track users.</p> <p>The road is continually in use, and all free parks are usually in use. We can't access our homes much of the time because of the constant traffic. People continue to park over the yellow lines as if they aren't there.</p> <p>The council needs to change the speed limit for both vehicles and bicycles to 30km/h, AND (not or), make street parking for residents (and residents' associates) only.</p> | Rapaki Road is outside the Montgomery Spur Reserve area and is the arrival point for people accessing the Rapaki Track and will continue to be primarily for that reason. However, it is acknowledged that Rapaki Road is solely the lower access point for visitors to Montgomery Spur Reserve, especially when the proposed track developments occur, and therefore needs to be factored in in the planning for such developments on, and use of, this park. Having said that, the road comes under the auspices of the Council's Transport Unit and therefore submission comments in relation to the road will be forwarded to the Traffic Operations Team of that Unit for consideration. | Yes | Alex | Harmer | |
| 93 | 36089 | No | Yes | We are local residents (address on Vernon Terrace with direct access onto Rapaki Road) and we fully support the development of more tracks in the Montgomery Spur reserve and adjacent areas of the Port Hills. The Montgomery Spur reserve is a perfect area to develop more family friendly mountain biking trails due to the flatter gradients. These are great tracks for everyone to use and providing more tracks can only be a good thing. | | No | Ann-Marie | Head | |
| 94 | 36090 | No | Yes | I support the proposal of a new mountain bike track in the Montgomery Spur Reserve | | No | Jerome | Dufour | |
| 95 | 36091 | No | Yes | Totally support the proposal as Rapaki track has become so busy with more and more people biking and walking post lockdown that it makes sense to have a separate MTB track. | | No | Melanie | Foote | |
| 96 | 36094 | Yes | Yes & Suggestion | <p>Look forward to it being constructed and operational.</p> <p>See three attachments at the end of this document.</p> <p>1. I support a new mountain bike track in the Montgomery Reserve.</p> <p>2. I would prefer if the track was below the rock outcrops rather than above, please see the red line on the two panoramas attached. This would mean the track could join the Taramea Track much closer to Rapaki Track.</p> <p>3. I would prefer if both the walking track and the mountain bike track had access to Erewhon Tce via the existing (unformed) road reserve, please see the lines drawn on the screenshot from Google Maps attached.</p> | A route sideling along the steeper face below the outcrops as suggested in this submission is not supported because of the expected increased environmental impact and cost. Any option to consider an access route via the Erewhon Terrace legal road was opposed by landowners at the time of consultation on management plan preparation in 2009 and this was accepted by the Council with the adoption of the plan. | No | John | Madgwick | |
| 97 | 36095 | No | Yes | I fully support the proposal. I'm a regular rider up and down Rapakai and are concerned about the possibility of colliding with walkers and or their dogs. An alternative track would make it much safer for everyone. | | No | Lee | Walker | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|----|--------|--------------|---------|---|---|-----------|------------|-----------|-------------------------------|
| 98 | 36097 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | <p>The first of many (55) identical or very similar supporting submissions. These are Submissions 101-108, 111-114, 116, 123, 131-132, 134, 137, 154, 156, 159, 167, 175-178, 181, 184, 186, 190, 192, 200-203, 205, 208-210, 213, 215, 217, 221, 225, 229, 231-232, 239, 244, 253, 264, 274-275, 293a, 303. They were the consequence of four mountain bikers providing submission text to a network of people to use in their individual submissions. One of these (Submission 115) attached the leading and encouragement to submit brochure to their submission. See Submission 115 attachment tab of this spreadsheet.</p> | No | Justin | Berry | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 99 | 36098 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.</p> | | No | Christian | Sax | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | <p>7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 100 | 36099 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Anton | Mather | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 101 | 36100 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Luke | Derry | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 102 | 36101 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Steve | Foster | |

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|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 103 | 36102 | No | Yes | <p>I Miguel Quinonez as an avid cyclist support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of MTB riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimize visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the</p> | | No | Miguel | Quinonez | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|---|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| | | | | natural tussock landscape against the backdrop of the city, plains and mountains. | | | | | |
| | | | | 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity | | | | | |
| | | | | in addition to the Kowhai walking track. | | | | | |
| | | | | 9. I believe there is huge community support for this track which will not only increase the scope of the | | | | | |
| | | | | Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate | | | | | |
| | | | | level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 104 | 36103 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Logan | Holley | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| | | | | <p>offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 105 | 36104 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> | | No | Lisa | McGonigle | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------------|-----------|------------|-----------|-------------------------------|
| | | | | <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.</p> <p>9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 106 | 36105 | No | Yes | <p>I believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> | Part of Submission 101 | No | Brendan | McIlraith | |
| 107 | 36106 | No | Yes | <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. My son and I love biking in this area.</p> <p>I would love to see this development go ahead. There is very little climbing single track for riding a mountain bike on the port hills. This would be a welcome addition.</p> | | No | Andrew | Pauli | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 108 | 36107 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Cherie | Rusbatch | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 109 | 36109 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.2. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.3. The track will encourage many mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.4. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.5. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.6. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.7. I believe there is community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.8. There is a lack of intermediate-level tracks for developing riders to descend from the Port Hills. This will help provide this experience between Rapaki/farm tracks and the more challenging trails of Victoria Park <p>.</p> | | No | Sam | Grummitt | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 110 | 36110 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>7. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> | | No | Kevin | Douglas | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|---|-----------|------------------|-----------|-------------------------------|
| | | | | <p>in addition to the Kowhai walking track.</p> <p>8. I believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 111 | 36111 | Yes | Yes | <p>See attachment at the end of this document. We support the proposed mountainbike track and the changes to the Montgomery Spur Management Plan.</p> <p>We are in support for the following reasons:</p> <p>1) We have small children who love to ride on the current Montgomery Spur tracks. They are however intimidated by the loose gravel surface of the existing Rapaki Track when descending. A new purpose built track will avoid this issue for us.</p> <p>2) We live in the valley below the tracks (Hillsborough Terrace) and hence this (Rapaki/ Montgomery Spur) is our most used mountainbiking track in the Port Hills. Rapaki is however a very busy track and we are surprised that there have not been safety concerns raised previously. It would be fantastic to build this new track to take some of the existing cyclists off Rapaki track (especially , making access to the Port Hills safer for everyone.</p> <p>3) We are also in support of the submission points made by the tracks builders who are affiliated with the Singletrack Club, for which we are members (Attached)</p> | <p>The submission attachment is the source of and reason for the identical / similar submissions received - see Submission 101.</p> | No | Angela and Bevan | Pratt | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 112 | 36112 | No | Yes | <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> | | No | Jane | Blissett | |

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| | | | | <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 113 | 36113 | No | Yes | Excellent proposal that will help separate walkers and riders using Rapaki track. | | No | Brian | Kearns | |
| 114 | 36114 | No | Yes | <p>support for reasons of:</p> <p>- provision of a mtb track is pretty much stated in 3.4.3 of the reserve management plan</p> <p>- recreation choice, and expanding the options for outdoors exercise (socially distanced), and associated health improvements.</p> <p>- reduce conflict on rapaki track, provide an easier port hills track (most tracks in the hills are more technical, so it is hard for beginners to progress beyond bottle lake)</p> <p>- community led build and maintenance</p> | | No | dave | king | |
| 115 | 36115 | No | Yes | <p>- low visual and physical impact 'construction' (basically cut the grass and ride it)</p> <p>I enjoy both walking and mountain biking in the Port Hills. I support adding a new mountain bike track in this area. Separate walking and mountain biking tracks (minimising conflicting use) is a great approach.</p> | | No | Kate | Purton | |

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| 116 | 36116 | No | Yes & Suggestion | <p>The track is a fantastic idea and would move some of the mountain bikers off the very busy Rapaki legal road. We need more tracks like this.</p> <p>I take issue with the proposal on "How to use the Track" in particular that uphill riders give-way to downhill riders. Downhill traffic should always give-away to uphill traffic otherwise you are creating confusion in relation to other tracks unless its a specifically downhill trail and then no uphill traffic should be allowed. If someone is descending at speed how on earth is an uphill rider going to get off the track in time. This will only create aggression as a female friend of ours was abused not getting out of the way fast enough going up the single-track further up and beside the Rapaki.</p> | The submitter is right regarding the give-way convention for mountain biking (See Submission 10). | No | Dave | Mitchell | |
| 117 | 36117 | No | Yes & Suggestion | <p>Hey great idea considering how busy Rapaki Road is getting in the weekends but what ever you do no reverse the traditional mountain biking rule. Downhill traffic should always gives way to uphill traffic, or chaos will ensue.</p> | See Submission 10. | No | Ditte | van der Meulen | |
| 118 | 36118 | No | Yes & Suggestion | <p>I am in agreement with the new Mountain bike track being built. The only concern is uphill riders giving way to down as International best practice is down gives way to up, which is practiced on every other track in the country.</p> | See Submission 10. | No | Gerard | Loader | |
| 119 | 36119 | No | Yes | <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times</p> | | No | rufus | wenlock | |

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| | | | | very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. I am in favour of the proposed MTB track. | | | | | |
| 120 | 36120 | No | Yes | | | No | Shane | Fellowes | |

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| 121 | 36122 | No | Yes | <p>I am writing to advise that I support the proposed mountain bike change on Montgomery Spur Reserve. My reasons include</p> <p>1) I have loved this area of the Port Hills.</p> <p>A few years ago there was a proposal to develop this area and I played a small role collecting signatures for a petition and generating support against the development. What struck me was the huge community support and the popularity of the area. I see development of a walking track and mountain bike allowing community access a stunning part of the Port Hills . The view of Canterbury is 270 degrees as Montgomery Spur juts out onto the plains.</p> <p>2) As an active mountain biker building tracks is part of being a member of the mountain bike community. I can assure the Council that there is a large group of regular builders who are experienced at minimising environmental impact and track visibility. There is regular maintenance days keeping the tracks in great condition.</p> <p>3) I have biking up the Rapaki track for 33 years. I have seen a vast increase of walkers and mountain bikers. Construction of the this track will link the Full Monty and Taramea track taking some of the strain off Rapaki track and removing conflict between mtb'ers and walkers.</p> <p>4) The construction of the track will allow walkers and runners an additional route as the track will be dual use.</p> <p>5) Our population is expected to increase by 40,000 people over the next 20 years. Any additional recreational amenities will be welcome to support a healthy community. This particular track as part of many tracks on the Port Hills comes at a very low cost to rate payers.</p> | | No | Peter | Martin | |
| 122 | 36123 | No | Yes | Support proposed new mountain bike track in Montgomery Spur Reserve. | | No | bryan | muir | |
| 123 | 36124 | No | Yes | I am in support of the proposed mountain bike track. | | No | Chris | White | |
| 124 | 36125 | No | Yes | I walk and ride on Rapaki Track and it is a very popular track. If there is scope to spread the numbers on to more tracks, walkers and riders would appreciate it. The Taramea Loop is very scenic, with plenty of room to fit in more tracks. I strongly support the proposed new MTB track and walking track. They will make the whole area safer and more enjoyable | | No | Julia | Edwards | |
| 125 | 36126 | No | Yes | Fantastic idea! Rāpaki track is such a busy highway nowadays and it can be dangerous riding down with walkers and dogs/children in tow. A dedicated track for MTBers would be greatly appreciated. | | No | Jenna | Blunden | |
| 126 | 36127 | No | Yes | I'm all for it. Rapaki is the most popular track in the port Hills so any ways we can reduce traffic is a good idea. | | No | Logan | Horn | |

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| 127 | 36128 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan. I am part of the Governors Bay MTB Group and regularly ride on the hills including the Montgomery Spur Track. My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Graham | McGeoch | |

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| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

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| 128 | 36129 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Bevan | Pratt | |

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| | | | | <p>offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills</p> | | | | | |
| 129 | 36130 | No | Yes | <p>I think this would be great!! It would be safer for bikers and walkers! Walkers spread all over the track at times making it challenging for bikers, equally some bikers come downhill at a speed. Anything to spread us all out and offer more options for bikers would be great ???? And any other bike tracks would be great. I think an alternative to biking up the road to Sign of Takahe and Kiwi, particularly Takahe to Kiwi need to be a priority too!!</p> | | No | Ginni | Orr | |

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| 130 | 36131 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Karyn | Berrill | |

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| 131 | 36132 | No | Yes | It will be a big improvement to safely separate walkers and bikers, well overdue and will get lots of use. I am strongly in favour. As a regular biker on Rapaki Track, I am in full support of incorporating an up hill track to separate walkers and bikers. This is a key link to the Taramea & Full Monty tracks, leading to Mt Vernon or Witches Hill. I support this track's inclusion. Perhaps "residents only" parking may need to be included for Rapaki Road. | | No | Mark | Neilson | |
| 132 | 36133 | No | | Who is going to monitor the vehicles using Rapaki Rd to get to your new bike track. I have spoken to users using the track for exercise, but are too lazy to park down on Centauras Rd, So I expect the same for the bike track. Some people would like a 30 km speed limit on Rapaki Rd, but who would police it when nobody polices the Stop signs at the bottom of Rapaki Rd, Vernon Tce and Aynsley Tce. The Traffic Police could make their Budget just by having an Officer stationed on that corner. And don,t get me started on the Doggie bags just chucked into gardens. | | No | Alexander | Foster | Nil |
| 133 | 36134 | No | Yes | I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan. My/our key reasons for supporting the proposal are: 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, | | No | Paul | O'Donnell | |

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| | | | | particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and | | | | | |
| | | | | increase safety, enjoyment, and amenity for all users. | | | | | |
| | | | | 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations | | | | | |
| | | | | and along contours that reduce visibility. Minimal construction techniques are planned with limited | | | | | |
| | | | | benching, following the existing sheep tracks, and using mown only lines. | | | | | |
| | | | | 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the | | | | | |
| | | | | natural tussock landscape against the backdrop of the city, plains and mountains. | | | | | |
| | | | | 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity | | | | | |
| | | | | in addition to the Kowhai walking track. | | | | | |
| | | | | 9. I/we believe there is huge community support for this track which will not only increase the scope of the | | | | | |
| | | | | Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate | | | | | |
| | | | | level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 134 | 36135 | No | Yes | I support the proposed mountain bike track. | | No | Rhys | Thorp | |
| 135 | 36136 | No | Yes | I fully support the development of mountain bike trails in Montgomery Spur Reserve. | | No | Johnno | Tunnell | |
| 136 | 36137 | No | Yes | Thanks for this new track proposal it's really great to hear. Can I please ask for it to be no harder than Montgomery. It's hard to find easier tracks in the hills and even Bowenvale Traverse that's meant to be green is actually now not- some obstacles are not 'easily avoidable' so it doesn't match it's listed level. So it's hard to know what this 'grade 3' will be. I just really hope I can do it as most grade 3s are just out of reach for me with the rocky sections up there. A track that encourages people of all ages genders and abilities to get into the hills would be an awesome thing. Taramea did a lot toward that, yet still a challenging step up from the well known flat Chch tracks but hopefully the extension can be just as accessible or even more so. Thanks. | The Regional Parks Team advises that the plan is to design and build the proposed mountain bike track so that it compliments the existing Taramea Mountain Bike Track. Regarding the Bowenvale Traverse (not part of Montgomery Spur Reserve), the worst sections are being upgraded soon to make the traverse more consistent, and so obstacles are easily avoided or rideable. | No | Greer | Swinard | |

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| 137 | 36138 | No | Yes | This is a great idea, I fully support it. It would be nice to have a green mountain bike track instead of a blue, but so long as it goes ahead it's a positive addition regardless. | | No | Felicity | Gibson | |
| 138 | 36140 | Yes | Yes & Suggestion | <p>See attachment at the bottom of this document. The Taramea loop and the Rapaki climbing track (Taramea to summit Rd) have added greatly to Rapaki as a destination for mountain bikers and this extension initiative will further improve this. Attached is an idea for a slightly different take on the track proposed – instead of intercepting the Taramea track I propose taking the new track all the way to the stockyards at the start/finish point of Taramea, perhaps 800m of additional new track.</p> <p>I have 'eye-balled' the land between where the proposed track terminates and the stockyards; there does not appear to be any difficult contours or hazards, and with perhaps 50m between Rapaki track and Taramea there is space to build.</p> <p>The benefits of this approach include:</p> <ol style="list-style-type: none"> 1. Introducing all of the uphill Rapaki traffic will clash with cyclists already on the Taramea loop. By bringing uphill riders to the Stockyard 'Hub' there will be a better flow into and out of the Taramea and the choice to continue the climb without riding the Taramea if preferred. 2. The current Taramea west side is not good in winter (very muddy). A new climbing track will need to allow cyclists to ride in poor weather as this is a common use for Rapaki currently – a way of getting a rid in when weather is no good to ride Mtb tracks; the new track can be purpose built with engineered fill, drainage etc to support high usage/poor weather. 3. The Rapaki lower track, Taramea Loop and Rapaki upper climbing track when ridden consecutively present a longer overall track, with consistent pedestrian loading across all sections. 4. A stockyard Hub could to be a good place to start a new track into the Montgomery Reserve towards castle rock. <p>As a Port Hills mountain biker of 30 years I am really happy to see these initiative, keeping the non-adventure park spaces relevant and ever more accessible. Cheers for the hard work!</p> <p>I think this is a great idea.</p> | The Regional Parks Team advises that, yes, it will cost more to extend the proposed new mountain bike track by 800 metres. The reason for having the proposed connection point of the new mountain bike track with the Taramea Mountain Bike Track is that already a large part of the existing track on the western side has been surfaced, and it made sense to utilise that section of track and hook into it. However the submitters proposal can be consider as an option. | Yes | Mike | Shatford | |
| 139 | 36141 | No | Yes | I think this is a great idea. | | No | Malcolm | Campbell | |
| 140 | 36142 | No | Suggestion | I would like to suggest the the proposed track is downhill only. This would likely more attractive to mountain bikers and result in a reduction in downhill rapaki traffic particularly from the fastest riders. | | No | Marcus | Bird | |
| 141 | 36143 | No | Yes | Would make the next step in MTB more accessible and those that want to just do taramea don't just have to roll down Rapaki again. This is then safer for uphill riders and walkers as would reduce congestion. Would be popular! | | No | Jennine | White | |

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| 142 | 36144 | No | Yes & Suggestion | See attachment at the bottom of this document. I support this additional track for MTB. I think downhill riders should give way to uphill riders. This is because an uphill rider is not looking far enough ahead to anticipate riders coming downhill at speed. Also the uphill rider travelling at the slower speed takes more time to get out of the way. Downhill riders nowadays ride at high speed. I have experienced abuse on the Traverse track around Mt Vernon from a very fast down hiller when I was riding up hill - I could not get out of the way fast enough for that guy according to him. This guy expected to have right of way - a recipe for a high speed crash. | See Submission 10. | Yes | Joe | Arts | |
| 143 | 36145 | No | Yes | I support this proposed mountain bike track, there is so much foot traffic on Rapaki it would be good to give bikers an alternative for ascent and descent. | | No | Jess | Townshend | |
| 144 | 36146 | No | Yes | The track is a great idea and much needed. | | No | Shane | Jacobs | |
| 145 | 36147 | No | Yes | I fully support the construction of the proposed track, and I believe it will enhance the area for mountain biking, especially for intermediate and beginner riders. | | No | Andrew | Laurie | |
| 146 | 36159 | No | Yes | I think this is a great idea for safety. I'm a mountain biker and would use the track to ride up 100% of the time rather than riding on the main Rapaki track. I current ride this track twice a week (dispite living in Kaiapoi). | | No | Kellt | Chapman | |
| 147 | 36162 | No | Yes | Really like what is proposed. It will clear congestion on the existing Rapaki track and create alternatives for walkers, runners and mountain bikers. Most of all it will improve safety of all with everyone having more options to get up and down. The proposed doesn't appear to greatly impact on the existing Montgomery reserve and I believe will only add to getting more people more active more often. | | No | Matt | Janett | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 148 | 36165 | Yes | Yes | <p>See attachment at the bottom of this document. I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | Yes | David | Jones | |

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|-----|--------|--------------|---------|---|--|-----------|------------|-----------|-------------------------------|
| | | | | <p>offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 149 | 36168 | No | Yes | Think this would be a great addition! Helps spread everyone out on Rapaki (especially fast bikers downhill). Presuming that the existing Montgomery spur track will be maintained as one way. | The Taramea Mountain Bike Track has been designed and built to be ridden anti-clockwise. This is because the predominate summer wind is an easterly; therefore it is mostly a tail wind across the front face for riders. Based on the current plan, riders can approach the new track in the usual anti-clock wise direction, or use the existing track going clock-wise to the junction point. This will mean a short section of two-way track. The exact location of the junction point is yet to be determined, and the current plan is only indicative. | No | Alex | Holmes | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 150 | 36174 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Jeff | Roberts | |

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|-----|--------|--------------|---------|---|--|-----------|------------|--------------|-------------------------------|
| 151 | 36183 | No | Yes | Excellent idea! Encouraging mountain bikers (especially descending riders) off Rapaki track, and onto the proposed track will create a safer environment for families using Rapaki to gain access to the crater rim walkways. Also giving mountain bikers a much better experience of riding single track rather than gravel road up and down. I fully support both the proposed mountain bike track and the approved Kowhai track. | The proposed line of the new mountain bike track does not utilise any of the existing benched tracks within Montgomery Spur Reserve. | No | Odin | Woods | |
| 152 | 36184 | No | Yes | I would assume that the new mountain bike track will use the existing benched track above Rapaki track to zig zag up towards the Spur? Let's keep cyclists and mtbers separate. This is a great idea and it would be awesome if it could happen. | | No | Luke | Merryweather | |
| 153 | 36186 | No | Yes | I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan. | | No | Marie | Hill | |
| | | | | My/our key reasons for supporting the proposal are: | | | | | |
| | | | | 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. | | | | | |
| | | | | 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. | | | | | |
| | | | | 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. | | | | | |
| | | | | 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. | | | | | |
| | | | | 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | | | | |
| | | | | 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. | | | | | |
| | | | | 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. | | | | | |
| | | | | 8. The mountain bike track is dual use (with priority for mountain bikers) | | | | | |

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|-----|--------|--------------|------------------|--|--------------------|-----------|------------|-----------|-------------------------------|
| | | | | offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 154 | 36188 | No | Yes | Riding downhill on Rapaki is not fun and reasonably dangerous for all concerned. Having an alternate track would be more enjoyable and a lot safer. | | No | John | Newsom | |
| 155 | 36193 | No | Yes & Suggestion | This is a fabulous initiative. | See Submission 10. | No | Toni | Hawkyard | |
| 156 | 36194 | No | Yes | Typical bike etiquette on a two directional path is that down hill riders give way to uphill riders. The proposal for this path is that uphill riders give way to down hill riders. Appropriate signage at either end of the trail should be planned to avoid confusion about who gives way. I support the forming of a new track and I agree with the IMBA standards being used in the design. The new track will give a downhill and climbing option to mountain bikers who wish to avoid the congested Rapaki Track. Regrettably those mountain bikers that descend the Rapaki Track at high speed and endanger themselves and walkers will probably not use the new track as they are a particular sub-group of mountain bikers (generally older, less competent, less confident) and unlikely to have the fitness to access the Taramea Track as a precursor to access the new track. I believe it may be necessary for CCC Rangers to intercept riders in this group on a couple of successive Saturdays and point out the error of their ways. | | No | Mark | Darvill | |
| 157 | 36197 | No | Yes | I fully support this. Having as few as possible crossings between mountain bikers and runners/walkers will decrease the possibility of harmful collisions. | | No | Cody | Standen | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 158 | 36198 | No | Yes | All for this track to go ahead. I often ride up and down Rapaki and riding up the wide gravel track becomes quite monotonous, but more importantly ride down can become stressful for people on the track. Bikers tend to hoon down the gravel track which makes people nervous, especially when you have people going up passing people going down and then adding a hooning biker in that mix generates a bit of stress, especially when the tires skid across the loose gravel stones on braking. Having a separate track the whole length of Rapaki would be great. I love the "newish" side track from halfway up to the top, makes for some fun riding without worrying walkers and dogs on the track. | | No | Wesley | Pearce | |
| 159 | 36204 | No | Yes | Sounds like a great way to separate runners and walkers and allow everyone has a great time on Montgomery Spur! Potentially a downhill only route may be more fun for cyclists, and uphill cyclists are less of an issue on the track, however no strong feelings on this one. | | No | Robert | Cole | |
| 160 | 36214 | No | Yes | Great idea, the more trails on the hills the merrier! I support the proposal for the following reasons: -Will provide an alternative to Rapaki Track, ease congestion and potential conflict with walkers -Will further extend existing mountain bike network on the Port Hills and provide a direct link to the existing Montgomery Spur Track | | No | Tim | Mulliner | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 161 | 36217 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Michael | Wilson | |
| 162 | 36218 | No | Yes | <p>I think the new proposed MTB track will be a great addition for all that use Montgomery Spur.</p> | | No | Emma | East | |

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| 163 | 36239 | No | Yes | Fully support this proposal - the proposed mountain bike track will make a substantial improvement to the often crowded shared use Rapaki track. Rapaki track will be far more enjoyable for walkers and runners with mountain bikers using the proposed new track. | | No | Stewart | Ford | |
| 164 | 36241 | No | Yes | I support very much more single track development on the port hills | | No | Liam | Sergeant | |
| 165 | 36243 | No | Yes | <p>.</p> <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not | | No | Lauren | Hawke | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| | | | | only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 166 | 36244 | No | Yes | I think a new track that would suit all abilities would be a great asset to Rapki. It would make it easier for junior riders to get up the hill and take mtb riders of Rapaki Rd making it better for walking. | | No | Glyn | Moss | |
| 167 | 36245 | No | Yes | Christchurch needs a steady climbing track for sure. I think any tracks that work with environment up on the port hills should be allowed as more people access the routes the more congested some are getting, the area has alot of space to work with so I cant see why these new tracks and future ones dont go through unless there is some environmental impact that negates the tracks. More tracks that link up across the port hills from Taylor's mistake to Kennedys Bush that cater to all walkers and mountain bikers would be a bonus for this city. | | No | Andrew | Swain | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|------------------------------------|
| 168 | 36246 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | Yes | Philip | Wyndham | Adventure South NZ General Manager |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-------------|-------------------------------|
| 169 | 36247 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Jamie | Kibblewhite | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-------------|-------------------------------|
| 170 | 36250 | No | Yes | <p>We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>Our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. We believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Grant | Brokenshire | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 171 | 36251 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Markus | Bennett | |

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| 172 | 36252 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mountain bike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown-only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track, which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Fiona | Bennetts | |

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| | | | | My only concern is with the proposed 70cm width, which doesn't easily allow for faster riders to overtake slower riders. | | | | | |
| 173 | 36253 | No | Yes | An uphill mtb track will take the load off Rapaki Track and stop the conflict between bikers and walkers. | | No | Anton | Green | |
| 174 | 36255 | No | Yes | I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan. | | No | Chris | Pratt | |

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|-----|--------|--------------|---------|--|---|-----------|------------|-----------|-------------------------------|
| 175 | 36256 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan b⁹y making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Jamie | Hancock | |
| 176 | 36257 | No | Yes | This sounds like a great plan, it will be well used as rapaki gets very busy. | | No | Oliver | Pearce | |
| 177 | 36260 | No | Yes | Would also be great if access was possible from the top of Glenelg Spur, to take traffic away from Rapaki Road. Giving an alternative route. For up or down traffic walking or biking. | Not possible for access via/from Clenelg Spur as private land involved. | No | Ash | Stapleton | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 178 | 36262 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Dan | Jakes | |
| 179 | 36263 | No | | | | No | Charles | Thomas | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 180 | 36265 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | James | Friend | |
| 181 | 36267 | No | Yes | <p>I Support the Proposed new mountain bike track in Montgomery Spur Reserve.</p> | | No | Ross | Johnstone | |

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|-----|--------|--------------|------------------|---|---------------------------|-----------|------------|------------|-------------------------------|
| 182 | 36268 | No | Yes & Suggestion | <p>It will separate more bikers from the walkers on Rapaki track making it a more pleasant experience for all users.</p> <p>Making ride-able climbing tracks on the Port Hills needs to be a priority to encourage more riding, and to remove riders from under the feet of walkers and runners.</p> <p>Christchurch has very little ride-able up tracks. All other centres have these.</p> <p>The track put in higher on Rapaki (left of Raaki Track looking up) is not suitable for most riders - the idea is good and this type of mistake in the design means that utility is reduced.</p> | See Submissions 2 and 10. | No | Michele | Laing | |
| 183 | 36269 | No | Yes & Suggestion | <p>Ideally with the volume of walkers and runners on Rapaki, having all mtbs on purpose built tracks will enhance everybody's recreation. Seperate climbing and descending tracks for mtbs are needed for this high use area, or put a descending track nearby that most riders can cope with.</p> <p>I am in support of a new dedicated mtn bike track to get some separation from walkers for safety reasons, however I am vehemently opposed to the proposal that uphill bikers should give way to downhill bikers. This goes against mtn bike guidelines of the last 30 years and is dangerous. An uphill biker with head down does often not see a downhill biker in time and is slower to change course. It also causes confusion as most other tracks have the rule that downhill gives way. The track should either require downhill bikers to give way or it should be a dedicated downhill track with uphill riders using the Rapaki track or a separate dedicated climbing track. I think a dedicated downhill track would work better with the current tracks. You could ride up Rapaki track, do the Taramea loop and then come down the new downhill to exit.</p> | See Submissions 2 and 10. | No | Brad | Williamson | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 184 | 36271 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Simon | Buckland | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | All going well we will be able to get started on building this autumn/winter. | | | | | |
| 185 | 36272 | No | Yes | I am in favor of the proposed mtb track. | | No | Amy | Blair | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 186 | 36273 | No | Yes | <p>I/We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | James | Turner | |
| 187 | 36274 | No | Yes | <p>I support this proposal as it will provide better options and increase safety, at minimal financial and environmental cost.</p> | | No | Antoine | Fenix | |

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|-----|--------|--------------|------------------|---|---------------------|-----------|------------|-----------|--|
| 188 | 36277 | No | Yes | As primarily a mountain bike user but also as an occasional walker of the Rapaki track, I think any alternative for mountain bikers get to/from the Montgomery spur loop without using the Rapaki track would benefit both walkers and riders. Sometimes mountain bike riders come down Rapaki at too great a speed (not me as I am too old to risk injury) and getting them off a shared use track is a win/win situation for walkers/riders. | | No | David | Morrison | |
| 189 | 36279 | No | Yes | I fully support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan as detailed by the local community. It would be a useful and welcome addition to the network of trails, solving several issues at once, and has been well thought out and planned. There is community support for this track which will increase the scope of the Montgomery Spur Reserve recreation, and also contribute to the network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. The track would be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC at little to no cost to rate payers. | | No | Joshua | Merriam | Lyttelton Mountain Bike Club Treasurer |
| 190 | 36283 | No | Yes & Suggestion | The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. This will be a great addition to the existing Christchurch MTB network and separating the walkers and MTBers will make it more enjoyable for both groups. | See Submissions 10. | No | Jason | Blair | Blakely Construction Ltd |
| 191 | 36290 | No | | Although I would suggest that you follow the international mountain bike code that recommends that all 2 way tracks have priority for uphill riders (i.e. downhill riders need to give way to up hill riders. This insures that downhill riders need to keep their speed low and move off the track for uphill riders as it is more difficult for them to stop/start on an uphill track). Uphill priority makes tracks safer and having this track differ from all other 2 way tracks in NZ is only going to cause confusion and conflict. Uphill riders giving way to downhill riders is contrary to common etiquette - always give way to uphill traffic. This is potentially dangerous and will at best cause confusion. | See Submission 10. | No | Robert | Barr | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|--|
| 192 | 36291 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Greg | Jack | Lyttelton Mountain Bike Club President |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 193 | 36292 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Gareth | Innes | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 194 | 36293 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Sarah | Mannion | |

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|-----|--------|--------------|---------|--|---|-----------|------------|-----------|-------------------------------|
| 195 | 36295 | No | Yes | <p>1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | No | Gray | Rathgen | |
| 196 | 36296 | No | No | <p>What is the proposed cost of this ?</p> <p>Can CCC please provide what impact this will have being in completion to the Majority Council owned Christchurch Adventure Park?</p> <p>In comparison to ESSENTIAL works still to be completed in Christchurch</p> | <p>Provision of recreational facilities, such as tracks, on parks is an equally high priority level of service for the Council as other priority levels of service, as highlighted in the long term and annual plans. Through planning and land use resource consent any potential impacts on natural values will be minimised.</p> | No | Lindon | Boyce | |

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| | | | | including Waste reduction Fresh Water Supplies and repairs of damaged roads what is the cost benefit for this | | | | | |
| | | | | What is the projected damage to surrounding wildlife and fauna? | | | | | |
| 197 | 36297 | No | Yes | What CCC Dept and personal has suggested this | | No | Michelae | Reeve | |
| | | | | My key reasons for supporting the proposal are: | | | | | |
| | | | | 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. | | | | | |
| | | | | 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. | | | | | |
| | | | | 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. | | | | | |
| | | | | 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. | | | | | |
| | | | | 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | | | | |
| | | | | 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. | | | | | |
| | | | | 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. | | | | | |
| | | | | 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. | | | | | |
| | | | | 9. I/we believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, | | | | | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | <p>but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> <p>All going well we will be able to get started on building this autumn/winter.</p> | | | | | |
| 198 | 36301 | No | Yes | A brilliant idea, need more tracks in this area. More native vegetation planting rather than just pasture would be great also. | | No | Daniel | Parkinson | |
| 199 | 36302 | No | Yes | I support the proposed Montgomery spur mountain bike track alterations. | | No | Tony | Timings | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 200 | 36306 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Ross | Meynell | |

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|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 201 | 36311 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I/we believe there is huge community support for this track which will not only increase the scope of theMontgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Regan | Bates | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|------------|-------------------------------|
| 202 | 36315 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. I like riding my bike off road.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.2. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.3. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.4. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. <p>In summary I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | No | Blair | Smith | |
| 203 | 36327 | No | Yes | <p>This is a great idea. I fully support the building of these new tracks.</p> | | No | David | Cartwright | |
| 204 | 36333 | No | Yes | <p>I am a mountain-biker and walker and live in the area. Good idea to have another bike trail.</p> <p>Hopefully its not to steep for newer biker.</p> | | No | Christofer | Teves | |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 205 | 36334 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Ivan | Cotter | |
| 206 | 36341 | No | Yes | <p>I completely support the proposed new MTB track. It will be a wonderful addition to the porthills network.</p> | | No | Romy | Ridl | Romy Ridl |

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|-----|--------|--------------|---------|---|------------------|-----------|-------------|-----------|-------------------------------|
| 207 | 36342 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | John Martin | White | None |

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|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | <p>offer a magnificent perspective of the</p> <p>natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity</p> <p>in addition to the Kowhai walking track.</p> <p>9. I/we believe there is huge community support for this track which will not only increase the scope of the</p> <p>Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate</p> <p>level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 208 | 36345 | No | Yes | I think this is a great idea creating another alternative for riders and walkers. Will hopefully alleviate some of the congestion on the busier days | | No | megan | mcleay | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 209 | 36350 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Graeme | Read | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|------------|--|
| 210 | 36356 | No | Yes | <p>Speaking behalf of the Canterbury mountain bike club we wholeheartedly support this proposed mountain biking track. Mt biking is a hugely popular sport for Cantabrians so it is great to see new trails being built to reflect this. All improvements to the trail network improve Canterbury as a place to live and as a Mt bike destination for tourists.</p> <p>The Rapaki 4wd is the most popular uphill biking route for assess to the port hills trails. Our favorite Port hills loop is; up Rapaki, around the Taramea loop, then mt Vernon and Bowenvale traverse trail, down Victoria park or CAP. This proposed track will be a great alternative to the Rapaki 4wd as we prefer to ride single track. Rapakai track is overcrowded at peek times, so this track would allow us to spread out increasing safety of all trail users.</p> <p>All our club rides which use the Rapaki track always start from the base of the hills to avoid any parking issues on Rapaki road.</p> <p>Our club committee has already agreed to donate money towards the building of this proposed trail. We have shown our commitment to maintaining the existing port hills trails and we will have willing volunteers for maintenance for this new proposed track also.</p> | | No | hannah | strickland | Canterbury mountain bike club Club President |
| 211 | 36357 | No | Yes | <p>The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> | | No | thomas | hayes | |

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| | | | | Designed to minimise visual and environmental impact, the route has been carefully selected in locations | | | | | |
| | | | | and along contours that reduce visibility. Minimal construction techniques are planned with limited | | | | | |
| | | | | benching, following the existing sheep tracks, and using mown only lines. | | | | | |
| | | | | The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the | | | | | |
| | | | | natural tussock landscape against the backdrop of the city, plains and mountains. | | | | | |
| | | | | The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity | | | | | |
| | | | | in addition to the Kowhai walking track. | | | | | |
| | | | | I/we believe there is huge community support for this track which will not only increase the scope of the | | | | | |
| | | | | Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate | | | | | |
| | | | | level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 212 | 36360 | No | Yes | Hello, I fully support this vision for extending MTB tracks on Montgomery Spur, which will encourage bikers off an already busy Rapaki track. These tracks will be for use for all the years to come, both for locals & visitors to Christchurch. | | No | Eric | van Hamelsveld | |
| | | | | Existing tracks have given thousands of bikers enjoyment, fitness and a sense of freedom that only bike tracks can provide. Adding to the network is important for the future. | | | | | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 213 | 36361 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills</p> <p>track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but</p> <p>also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in</p> <p>partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The proposed track provides the long sought after single track route linking the city with the Taramea track</p> <p>and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the</p> <p>Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track</p> <p>and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The proposed track will provide unparalleled views that showcase the</p> | | No | Brian | Smith | |

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| | | | | city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 214 | 36365 | No | Yes | Fully support this! It will be amazing to have a single track option to get up Rapaki! | | No | Kirsten | Ogden | |
| 215 | 36376 | No | Yes & Suggestion | This is a brilliant addition idea to create a track that will allow mountain bike traffic to bypass Rapaki track. Rapaki can be very congested with large groups of walkers/runners often using headphones meaning they don't hear traffic approaching them from behind. I strongly support this track. I also think it would be desirable to add further grade 2 access for mountain bikes to other valley/ridges of the port hills. | | No | Rory | Keay | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 216 | 36398 | No | Yes | <p>I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills</p> <p>track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but</p> <p>also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in</p> <p>partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The proposed track provides the long sought after single track route linking the city with the Taramea track</p> <p>and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the</p> <p>Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track</p> <p>and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The proposed track will provide unparalleled views that showcase the</p> | | Yes | Julie | Ponsonby | |

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| | | | | city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 217 | 36412 | No | Yes | This is a great proposal for Christchurch. It will keep bikers off the Rapaki Road which gets very congested with other users e.g. runners and dog walkers. Most of the work will be done by unpaid workers with a little supervision from excellent Council staff like Nick Singleton, so a major asset for almost no money. | | No | Peter | Hutton | |
| 218 | 36438 | No | Yes | Fully support this idea, and intend to help construct the track when it is approved. The more people we can get on the Port Hills, the healthier and happier Chch people will be. | | No | Daniel | Ogden | |
| 219 | 36501 | No | Yes & Suggestion | I fully support the development of this track. It would be great if in future there is a dedicated uphill track to keep bikes off Rapaki entirely. I'm not sure how much uphill use this will get given the volume of cyclists in the area, I would probably keep heading up Rapaki to avoid any potential crashes with downhill traffic on the singletrack. | Also see Submission 10. | No | Richard | Jack | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 220 | 36522 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills</p> <p>track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but</p> <p>also the neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in</p> <p>partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The proposed track provides the long sought after single track route linking the city with the Taramea track</p> <p>and via the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the</p> <p>Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track</p> <p>and increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The proposed track will provide unparalleled views that showcase the</p> | | No | Murray | Lobb | |

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| | | | | city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 221 | 36603 | No | | | | No | Damian | O'Donnell | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 222 | 36604 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve</p> <p>Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with and further enable the intent and direction of the current Management</p> <p>Plan by making these specific provisions.</p> <p>2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network</p> <p>that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the</p> <p>neighbouring Mount Vernon Park and Linda Woods Reserve.</p> <p>3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with</p> <p>CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.</p> <p>4. The track provides the long sought after single track route linking the city with the Taramea track and via</p> <p>the Full Monty to the network of tracks at the top of the Ports Hills.</p> <p>5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea,</p> <p>particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and</p> <p>increase safety, enjoyment, and amenity for all users.</p> <p>6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations</p> <p>and along contours that reduce visibility. Minimal construction techniques are planned with limited</p> <p>benching, following the existing sheep tracks, and using mown only lines.</p> <p>7. The track will provide unparalleled views that showcase the city and</p> | | No | Mathew | Hylkema | |

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| | | | | offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |

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|-----|--------|-------------|------------------|--|--------------------|-----------|------------|-----------|-------------------------------|
| 223 | 36654 | No | Yes | <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The proposed track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The proposed track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills | | No | Nick | Scott | |
| 224 | 36719 | No | Yes & Suggestion | <p>In huge support for this proposal. From my experience riding up the Rapaki Track it is oversubscribed with walkers and bikers. This proposal will provide an awesome alternative to spread the load across this popular recreational spot. One minor concern is the instruction that those heading up the spur give way to riders coming down. I usually find it is easier for those going downhill to give way to those climbing uphill. Depending on</p> | See Submission 10. | No | Francesca | Bradley | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|---|--|-----------|------------|-----------|-------------------------------|
| | | | | the steepness of the proposed track, it may be hard for those climbing uphill to restart and find momentum after giving way to downhillers. | | | | | |
| 225 | 36731 | No | Yes | I'm a mountain biker and runner and use Rapaki on a regular basis. I think this new track would be great. Rapaki track is hugely popular with walkers and as there is no alternative route for mountain bikers on the lower section, I do fear for the safety of mountain bikers, walkers, children and dogs. I'd be willing to volunteer to help build it. | | No | Nick | Thompson | |
| 226 | 36748 | No | Yes | Fully in support of the proposed mountain bike track as it is consistent with future direction of the current management plan, will enhance the experience of mountainbikers using the tracks in the Port Hills and will get mountainbikers to refrain from using the Rapaki track - making Rapaki a more attractive option for walkers. | | No | Anja | Werno | |
| 227 | 36864 | No | Yes | I fully support the mountain bike track. | | No | Julien | Gutknecht | |
| 228 | 36877 | No | Yes | I think it is great to include a new section of MTB track, adjoining into the existing Montgomery Spur track. The intersections with the proposed new walking track my be concerning, depending on their construction. I would also urge the Council to careful consider their surfacing option for the MTB track, as many within the Port Hills are surfaced with the wrong type of metal, leading to a slippery surfacing for biking (The traverse track from Rapaki to Huntsbury is an example of this). Also please install appropriate drainage. | Currently the Regional Parks Team use the best aggregate available for surfacing the track. Gravel is only used on designated all-weather tracks, which the Montgomery Spur Reserve tracks are considered to not be. | No | Hugh | Sheppard | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 229 | 36899 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My/our key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Jo | Hoyle | |
| 230 | 36904 | No | Yes | <p>Separating cyclists from walkers/runners on Rapakai track would be a great outcome. Having a purpose build climbing bike track would greatly improve the experience of accessing the Port Hill cycle network. A new link</p> | | No | James | Ballard | |

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|-----|--------|--------------|---------|--|--|-----------|------------|-----------|---|
| | | | | to the Montgomery Spur Reserve would also increase use of the fantastic area that the Council has invested in. | | | | | |
| 231 | 36905 | No | Yes | The proposed Mt bike track is a great idea as it would separate bikers from walkers. | | No | Cath | Snelling | |
| 232 | 36920 | No | Yes | <p>Name of submitter: Heritage New Zealand Pouhere Taonga (HNZPT)</p> <p>This is a submission on the proposal to:</p> <p>1. Expand the mountain bike track network in Montgomery Spur Reserve including the following detail:</p> <ul style="list-style-type: none">• A Grade 3 (Intermediate Level) two-way mountain bike track 1.8 km long, 70 cm wide.• The track will run parallel with the lower section of Rapaki Track and connect to the Taramea Mountain Bike Track.• The track will cut into the hillside for the first 400 metres, with the rest being on mown grass that will wear down to bare earth over time. <p>The Specific parts of the proposal that this submission relates to are:</p> <p>2. The potential effect of proposed earthworks on archaeology in the area. HNZPT has the following comments:</p> <p>3. Archaeological sites are protected under the archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014, and it is an offence to damage or destroy an archaeological site without authority from HNZPT. This is irrespective of whether the works have been consented through a resource consent or are a permitted activity under the RMA.</p> <p>4. Any earthworks have the potential to impact subsurface archaeology. HNZPT therefore recommends the applicant obtain advice from a suitably qualified archaeological professional in order to assess the site and works relating to this proposal, and to ascertain whether an archaeological authority from HNZPT is required prior to works commencing.</p> <p>5. While no known archaeology is recorded within the immediate project area identified on the indicative landscape plan, there is a nearby cave that is archaeologically significant. If an assessment found there to be any similar caves within the project area, the construction of the track may need to take them into account.</p> | The HNZPT requirements will be facilitated prior to and/or separately to the resource consent application. | No | Arlene | Baird | Heritage New Zealand Pouhere Taonga Heritage Advisor Planning |

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|-----|--------|--------------|------------------|---|--|-----------|------------|-----------|-------------------------------|
| 233 | 36920 | | | <p>We seek the following decision:</p> <p>7. HNZPT requests that the following Advice Note be attached to any future consent:</p> <p>Under the Heritage New Zealand Pouhere Taonga Act 2014, archaeological sites are defined as any place occupied prior to 1900 that may provide archaeological information on the history of New Zealand. An Archaeological Authority is required for any works that may modify or destroy an archaeological site. Heritage New Zealand therefore recommends that any proposed earthworks on this site are assessed by a consultant archaeologist. They will look at the extent of the occupation of the section in the past and the scope of the proposed works. Their assessment will determine whether an authority will be required for the project and if so, will form the basis for an authority application. A local consultant can be found in the New Zealand Archaeological Association directory: https://nzarchaeology.org/membership/consultant-directory. There are no costs for making an application or obtaining an archaeological authority. Any archaeological work required, including initial site assessment and as a result of any authority conditions, will incur costs and should be planned for within the project.</p> <p>8. HNZPT does not wish to be heard, but is available to answer any questions relating to this submission.</p> <p>Yours sincerely, Sheila Watson, Director Southern Region</p> <p>Address for Service: Arlene Baird, Heritage Advisor Planning, Heritage New Zealand Pouhere Taonga, PO Box 4403 Christchurch 8140 Email: abaird@heritage.org.nz</p> | The HNZPT request will need to be submitted as part of the resource consent application. | | | | |
| 234 | 36944 | No | Yes & Suggestion | <p>This seems a good proposal and will help with congestion on the main track. If it is to be two way then it should be wider to allow more room for riders travelling in opposite directions to pass. There should also be dedicated passing pull-outs (like on some of the Adventure park tracks). Another option could be to have dedicated uphill and downhill tracks, maybe forming a loop.</p> <p>The proposed rule that uphill give way to downhill is at odds with most other hill two way tracks, the more common rule is that downhill give way to uphill given that it is easier for downhill riders to get going again after stopping than uphill.</p> | See Submissions 2 and 10. | No | Vaughan | Hider | |

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|-----|--------|-------------|---------|--|------------------|-----------|------------|------------|-------------------------------|
| 235 | 36964 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none"> 1. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 2. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 3. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 4. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 5. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 6. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 7. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Pete | Abernethy | |
| 236 | 37016 | No | Yes | Sounds fantastic! Would be very popular with MTBs and would separate bikers from other track users which would be appreciated by all. | | No | Andrew | Scott | |
| 237 | 37020 | No | Yes | I strongly support this imitative. | | No | Gordon | Sutherland | A W Fraser |
| 238 | 37046 | No | Yes | I support this proposal to encourage more people to be active, explore the local environment and enjoy the views over Christchuch. | | No | Richard | Seigne | |

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|-----|--------|-------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| 239 | 37092 | No | Yes | This will be great to reduce the congestion on the Rapaka track making it safe for all users. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. I'm all for it!!! | | Yes | B | McCormack | |
| 240 | 37095 | No | Yes | 1. The proposed track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 2. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | No | Marc | Prutton | |
| 241 | 37096 | No | Yes | I wholly support the building of the proposed track. It will lessen the cycle traffic on Rapaki, which can at times aggravate walkers and runners. I understand it will have minimal visual impact as well as little financial impact on rate payers. Any opportunity that can be provided to get more people active and out in our beautiful city has to be a winner! | | No | James | Meyer | |
| 242 | 37097 | No | Yes | I support the new tracks as the number of people using Rapaki track has increased which has resulted in an increase in the number cyclists heading down Rapaki track, creating more conflict with walkers/runners and uphill cyclists. The Taramea track and the single track beside the upper section of Rapaki have made this route up/down to the Summit road more enjoyable and having an option to avoid the lower section of Rapaki will further improve this popular area. | | No | Bruce | Steven | |
| 243 | 37099 | No | Yes | The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | No | Aaron | Clark | |
| 244 | 37101 | No | Yes | I am in support of the proposed track, my main reasons being as follows - 1. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 2. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 3. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level | | No | Jo | Forbes | |

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|-----|--------|--------------|------------------|---|-------------------|-----------|------------|------------|-------------------------------|
| | | | | tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 245 | 37109 | No | Yes & Suggestion | I thinks its a great idea, my only additional comments would be to have separated up and down bike tracks. | See Submission 2. | No | Anthony | Earl | |
| 246 | 37114 | No | Yes | I support the development of a new intermediate mountain bike track in Montgomery Spur Reserve. | | No | Maureen | McCloy | |
| | | | | The city needs more biking tracks of this level to encourage more people to get out on their bikes and out onto the Port Hills. There is quite a gap in our city's current biking track offerings between the entry level tracks at McLeans Island/Bottle Lake and the downhill tracks in Victoria Park/Bowenvale. I think this track will be a welcome addition and be well-used. | | | | | |
| 247 | 37122 | No | Yes | Thanks for the work you're doing to encourage more outdoor recreation in our city. Love the idea. | | No | Robert | van't Wout | |
| 248 | 37123 | No | Yes | Will mean mountain biker won't have to worry about walker/runner because they can avoid Rapaki track. The new proposed mountain bike track on the Montgomery Spur will be a great addition to the tracks in this area and I fully support this proposal. | | No | Stephen | East | |
| 249 | 37124 | No | Yes | Hi, I fully support this initiative. I am a keen mountain biker and bike Rapaki on a regular basis. There are a very limited number of tracks to bike up the Port Hills, and Rapaki would be the most popular biking and walking tracks. I have seen many close calls between bikers and walkers, and support the new track to increase safety and overall experience for both bikers and walkers /runners. | | No | Hamish | Pringle | |

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|-----|--------|--------------|------------------|---|--|-----------|------------|------------|-------------------------------|
| 250 | 37156 | No | Yes | I'm with a group of a dozen riders that ride Rapaki track and Montgomery Spur most Wednesday evenings. I fully support the construction of the proposed new mountain bike track because it will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | No | Neil | Edmond | |
| 251 | 37203 | No | Yes & Suggestion | It will also be a welcome addition to the current network of tracks. It provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. It will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. This is a great idea. Also to reduce parking pressure on rapaki road, there should be a single track that goes up/down from around the Avoca valley pony club area and join Rapaki track on the saddle. | The suggestion for a single track from the Avoca Valley side of Montgomery Spur Reserve would have to have it go through the Summit Road Society's park - Linda Woods Reserve, so that would be the Society's call, not Council's. | No | Simon | O'Sullivan | |
| 252 | 37243 | No | Yes | Hi, I think this is a great idea and hope it goes ahead. | | No | Duncan | Burn | |
| 253 | 37245 | No | Yes | Great idea it will help separate bikers and walkers, I have riding this part of Rapaki many times and have had some close encounters with walkers when I ride down due to the speed bikes can get up to. | | No | Steve | Deane | |
| 254 | 37249 | No | Yes | 1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. 2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. 3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. 4. The proposed track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills. 5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. 6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce | | No | Doug | Bonner | Spark |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| | | | | visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines. 7. The proposed track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains. 8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track. 9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | | | | |
| 255 | 37264 | No | Yes | I support the extension to link lower Rapaki with the Taramea Track. Benefits include diverting bikes from the at times very busy Rapaki track and providing further single track opportunities ofr MTBing on the Port Hills | | No | Scott | Barclay | |
| 256 | 37266 | No | Yes | Do it! It looks great. | | No | Ian | Edmond | |
| 257 | 37268 | No | Yes | The new MTB track will add an additional option to get up and down to and from summit road, relieving the very busy Rapaki track. The new MTB track will provide an alternative to Rapaki track for mountain bikers who like a bit of variety when climbing and descending the Port Hills. The new MTB track in combination with Rapaki track make a loop, which is more interesting to ride than just up and down Rapaki track. The new MTB track (or any new MTB tracks and features) will make Christchurch more attractive as a mountain bike destination. | | No | Geert | Linders | |
| 258 | 37299 | No | Yes | I support the proposed mountain bike track. This will ease congestion on Rapaki track improving both safety and the outdoor experience for both walkers and bikers. | | No | Iona | Powell | |

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|-----|--------|--------------|------------------|---|---|-----------|------------|------------|-------------------------------|
| 259 | 37329 | No | Yes | Having a new dedicated mountain bike track going up and down will mean more safety for both walkers and bikers using the Rapaki shared path as more mountain bikers will choose to use the new track instead. | | No | David | Smyth | |
| 260 | 37345 | No | Yes | <p>It will add to the existing network of amazing mountain bike tracks in Christchurch making it a destination for mountain bikers for all skill levels. Fantastic initiative which will take some of the pressure off the multi-use Rapaki track.</p> <p>It will be great to ride single track up to Montgomery spur and then up to the summit road.</p> <p>Please ensure it is of a mellow enough gradient that most people who have a reasonable level of fitness can ride it.</p> | | No | Clive | Weston | |
| 261 | 37359 | No | Yes & Suggestion | <p>I fully support it and see it as a great use of resources.</p> <p>Sorry this but why doesn't council go further and make a grade 2/3 climbing track to the top of Rapaki from Taramea to emulate how good the climbing tracks are in Makara in Wellington and Kaiteriteri Parks are for the while whanau. This would be so good for younger members to get them into the bills by using the switch backs to gain gradient and the straights to be gradual.</p> | The suggested track to the top of Rapaki will not be in Montgomery Spur Reserve but instead in the adjoining Council park (Rapaki Track) and Mt Vernon Park (Port Hills Park Trust Land). | No | Simon | Blencowe | |
| 262 | 37392 | No | Yes & Suggestion | I'm in favour of the new track. I only have one comment in regards to the statement that "Those heading up the spur give way to riders coming down" it should be the other way round. I have mountain bike since the 1980's and it has always been the up hill rider has right of way. | See Submission 10. | No | Bede | Nottingham | |
| 263 | 37414 | No | Yes | <p>I think this will be a useful and fun alternative to using Rapaki track.</p> <p>Perhaps more use as an alternative uphill track than downhill (due to Taramea being one-way and having to go the long way round to get onto it going down)?</p> | | No | Bruce | James | |

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|-----|--------|--------------|---------|---|------------------|-----------|------------|-----------|-------------------------------|
| 264 | 37528 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Howard | Nicholls | |

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|-----|--------|--------------|------------------|---|---|-----------|------------|-----------|---|
| 265 | 37537 | No | Yes & Suggestion | This is a great idea and I want to see it progressed. | | No | Peter | Cook | |
| | | | | Ideally, it would be great to have as a one-way system for better safety. I assume funding precludes this. | | | | | |
| 266 | 37550 | No | Yes & Suggestion | As a mountain biker, this is a great plan. Good to separate the bikers from walkers/runners etc. Ultimately it would be nice to see permanent separation of bikers and other users as the speed difference between the two groups can lead to accidents. All people deserve the opportunity to access the hills for recreation and this track would allow that in a safer manner than currently exists. This track links nicely with the other existing tracks to create a separate bike route to the summit. | | No | Dave | Leith | |
| 267 | 37552 | No | Yes & Suggestion | I support both new tracks as proposed. | The Valley Track in the privately owned park, Mt Vernon Park. | No | Dallas | Bean | |
| | | | | In the interest of segregating walker from bikers and reducing foot traffic on the Rapaki main track - the Valley Track could have improved signage & top entry point to encourage walkers to complete a loop Kowhai/Rapaki/Valley or reverse. An additional climb track from near the bottom of Valley Track to the Rapaki Rd Gate may enhance this loop option. | | | | | |
| 268 | 37564 | No | Yes | I fully support this proposed mountain bike track. The track will assist with separating bikers and walkers on Rapaki which has become very popular and busy. | | No | Greig | Larcombe | |
| 269 | 37569 | No | Yes | awesome! bring it on. more cycling and walking trails a no-brainer. also helps separate bikers from walkers. can hardly wait! | | No | gary | rochford | |
| 270 | 37598 | No | Yes & Suggestion | I support this track but am unsure of the two way idea. There are no accessible family friendly MTB tracks on this side of town. I would think that an easy up track to the taramea track would help this greatly. My experience of the 2 way single track further up Rapakai is that it is not ideal for the up or down riders. | | No | Mark | Johnston | |
| 271 | 37610 | No | Yes | Being dual use and grade 3 it is very important to keep the track to a strict gradient and have turns and flow to make the track fun but also cambered correctly to allow descending riders to have as much control as possible, corners should be built in a way that slows down descending riders who are entering a corner and corners should be cambered in a way that suits both directions and e bikes and be large enough to accommodate riders of low skill. Drainage will also be a massive factor and consider surfacing the trail during the winter after it has settled in with compacted gravel to allow for a long lasting and hard wearing surface but figuring out how the trail will settle after building before adding the gravel will allow more precise gravel addition and for a few touch ups to the surface and drainage. A gravel surface allows for wet weather riding. A new track will be awesome for community engagement getting beginner riders out on the hills is a very important part of cycling in New Zealand the sport is so positive, healthy and fun with an awesome community that I think a new easy track in that area will be a great benefit to not only riders but lowering the number of riders from zooming down rapaki is a great thing for other users as well. | | Yes | Matthew | Coultas | Graded Earth Ltd tracks and construction Owner and operator |

| # | Sub ID | Attachments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|-----|--------|-------------|------------------|---|---|-----------|-------------|-----------|-------------------------------|
| 272 | 37667 | No | Yes | Full support. | | No | Mathew | Jarvis | Mathew Jarvis |
| 273 | 37685 | No | Yes & Suggestion | A lot of cyclist come down Rapaki Track at speed that ay potentially cause serious harm to walkers & cyclist riding up hill. Having a single dedicated MTB & walking track will eliminate the issue. | | No | Samdup | Rumba | |
| 274 | 37686 | No | Yes & Suggestion | I am fully supportive of the proposed track in Montgomery Spur reserve. Separate tracks for bikes and walkers helps to minimize conflict and provides for additional recreation and fitness opportunities. | | No | Joshua | Merriam | |
| 275 | 37719 | No | Yes | As a mountainbiker of many years, a Christchurch resident since 2006 the mountainbiking infrastructure around Canterbury is an asset to the city and community as a whole. A plan to add more track on the Port Hills can only benifit the community and I support the plan to seperate mountain bikers from other members of the public wanting to enjoy the outdoors so close to the city. This will make the tracks safer and more user friendly for all the public, especially on a high use section such as the Rapaki Track. | | No | Wayne | Evans | |
| 276 | 37796 | No | Yes | In conclusion the proposed new track along side the Rapaki Track has my full support. I support the proposed new mountain bike track. | | No | Adrian | France | |
| 277 | 37937 | No | Yes & Suggestion | Great idea to get the traffic down on the Rapaki track and more exciting track to ride - fully support. Ideally would have a dedicated uphill and downhill track to avoid traffic conflicts - has this been considered? Is there also ideas for preserving the flowed sections that the track builders put into the tracks so they don't get run out to straight lines by riders. Examples are the 2 flowed turns that were at the bottom of the Rapaki Single track that have been run out straight by riders and are now unridable. | See Submissions 2 and 10. Current best practice, in terms of design and construction will be used on corners. If possible, corner construction will be minimised because it can be difficult to build and be high maintenance. As the proposed track is two-way Grade 3, the downhill rider will give way to the uphill climbing rider. | Yes | Peter | Blair | |
| 278 | 37944 | No | Yes & Suggestion | Also note that as a single track the downhill rider has the right-of-way. This seems at odds to common MTB practice - can this be explained? This would be superb. This is one of my favourite tracks so any additions are welcome. However, I think provision should be made to split the uphill riders from the downhill riders wherever possible. On narrow singletrack it is very difficult to give way especially if you're riding up hill. | See Submissions 2 and 10. | No | Christopher | Home | |

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| 279 | 36096 | No | Yes | <p>I support the proposed mountain bike track for the following reasons:</p> <p>1. It will reduce mountain bike traffic on the busy Rapaki Track which will increase safety and enjoyment for all users.</p> <p>2. A single track is, in my opinion, a much more enjoyable experience for most riders than a gravel road, so it is likely that the proposed track will be a very popular alternative to the Rapaki Track for Mountain bikers.</p> <p>3. The Rapaki, Bowenvale Traverse, Victoria Park loop is a favourite route for Mountain bikers and the proposed track would make this popular loop significantly better by making the climb up near Rapaki more interesting and it also will make it much more enjoyable to do the loop in reverse.</p> <p>4. To the best of my knowledge, there are currently no single track mountain bike tracks which provide a near full ascent/descent from the top of Port Hills to the City, between Lava Flow/Bowenvale DH and Greenwood/Captain Thomas at Sumner, which is a big gap. So the proposed track will add a valuable top to bottom (nearly)single track connection in this section.</p> | | Yes | Lance | Nicholl | |
| 280 | 37984 | No | Yes | <p>I fully support the new walking track (Kowhia) and proposed bike track on Montgomery Spur Reserve.</p> | | No | Michael | Ingram | |

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| 281 a | 38170 | No | Yes | <p>I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.</p> <p>My key reasons for supporting the proposal are:</p> <ol style="list-style-type: none">1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.2. The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.3. The proposed track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.4. The proposed track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.5. The proposed track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.7. The proposed track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.8. The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.9. I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills. | | No | Brenda | O'Donoghue | |

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| 281 b | | | | <p>10. Christchurch has a good provision of mountain bike trails. The inclusion of the Christchurch Adventure Park is another good example of the Councils support of a multimillion dollar cash generator activity (refer to the economic impact assessment of the spending made in Rotorua by people who mountain bike in the Whakarewarewa Forest https://www.rotorualakescouncil.nz/our-council/news/Documents/2018/Whaka_Forest_Trails_Eco_Impacts_Final_Report_July_5_2018.pdf). However, more work needs to be done on the standard bike trails outside the area covered by the Christchurch Adventure Park. Observations of an experienced Port Hills mountain enthusiast is a lack of easy to low-intermediate grade trails that could be recommended to novice and 'family' entry level riders. Those involved in the creation of the Taramea Mountain bike track have provided a much need intervention to somewhat address the absence of the entry level grade of mountain bike track in the Port Hills. The track currently being proposed is another great plan by those involved.</p> <p>11. I believe the Christchurch City Council should consider how it effectively plans investment in the Port Hills and Banks Peninsula area over the short to long term. It is important that the Council considers the importance of the wider trail network and not just the financial potential associated with the Christchurch Adventure Park. For example, the Council management strategy of the trails could consider directional travel management (for mountain bikers, not walkers/runners) to improve rider enjoyment and safety of the trails, identification of where new trails are needed and a balanced provision of grades so more entry level mountain bikers are catered for, and provision of multi-day mountain bike trail network e.g. formal status of mountain biking along the crater rim trails in and around Banks Peninsula.</p> | <p>The proposed new track will help address the shortage of lower grade tracks.</p> | | | | |
| 282 | 38174 | No | Yes & Suggestion | <p>I think it's great that you are developing mountain bike trails in the city of Christchurch.</p> <p>I support this proposal for a new trail near the rapaki track however do think it's important that we distinguish between uphill and Downhill mountain bike traffic.</p> <p>On rapaki track itself the uphill traffic coexists fine with foot traffic but I believe we need more seperate downhill routes. Mountain bike specific downhill routes which are seperate from pedestrians.</p> <p>Keep up with furthering the development of outdoor trails (both walking/running and biking) in Christchurch city as it brings much happiness to the residents and enjoyment to the visitors of our wonderful city.</p> | | No | Sam | Lovie | |

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| 283 | 38185 | No | Yes | I'm all for this. I use Rapaki as an uphill mountain biking climbing track about 30 times a year. I've always believed that there needed to be an alternative easily available for downhill mountain biking on it and this provides it for the bottom half. | | No | Geoff | Walker | |
| 284 | 38209 | No | Yes & Suggestion | <p>I like the link up to the Taramea track, I recently rode this with my 3yo on my mountain bike, the track is a fantastic entry level track.</p> <p>I support the proposal. I bike or walk the Rapaki track most weekends. As a walker it can feel unsafe with downhill bikers. As a biker it would be great to have an alternative route down, away from the walkers.</p> <p>Without knowing the detail I would suggest consideration be given to separate uphill and downhill sections of the proposed new track. Either way, care will need to be taken to ensure the 'two-way' aspect of the proposed new intermediate track is safe in both directions.</p> | See Officer response for Submission 2. | No | Rob | Haughey | |
| 285 | 38224 | No | Yes | <p>Looking forward to it!</p> <p>This is a FANTASTIC proposal and addition to the area.</p> <p>This will be a welcome addition to the area and encourage recreation and enjoyment of the hills.</p> | | No | Martin | Lukes | |
| 286 | 38241 | No | Yes & Suggestion | <p>Thank you for the lead to get this track established.</p> <p>This will be a win-win for all users, better for riding on than on Rapaki, and safer/more pleasant for people walking with less bikes coming past them. I've got some thoughts that I believe would make it even better:</p> <p>Can the MTB track construction be an all-weather gravel surface, so that it can be used year-round? Otherwise it's not going to be of much benefit whenever it's too wet and the track needs to be closed.</p> <p>Can regular passing opportunities be provided? An up and down track would be ideal long-term, but for now having plenty of spaces to pull over and let someone coming the other way get past would be a good start.</p> | Gravelling of the proposed track can be considered but this will be subject to availability of funding. If it was to be gravelled it would need to connect into the already gravelled section of Taramea to make it consistent. Acknowledge the suggestion about passing bays. | No | Ben | Dodgshun | |
| 287 | 38242 | No | Yes & Suggestion | <p>I am a mountain bike rider who lives in the area and regularly rides up and down Rapaki Track. This separated track would be great to give riders and walkers additional options to choose options suitable for their experience levels. I suspect a number of riders will still choose to use rapaki track to access the summit road and tracks, however experienced (faster) riders would be more likely to come down the dedicated track as it would be more interesting. To encourage this, I suggest modifications to the existing Taramea track to enable riders to ride 'two ways' on the shorter leg. Currently the track signage strongly encourages the loop to be ridden in an anti-clockwise direction, conflict could ensue if its not clear that section of track is (or is not) meant to be ridden in both directions. Additionally,</p> | Options are being considered to minimise this potential conflict issue on the Taramea Mountain Bike Track. How and exactly where the new mountain bike track will connects with the Taramea Mountain Bike Track has yet to be determined. Good signage will definitely be a useful tool. | No | Matt | Coulthard | |

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| | | | | signage where tracks cross each other should be clear to limit users from accidentally choosing the wrong paths. | | | | | |
| 288 | 38268 | No | Yes | Great idea, thanks for all the hard work in the background to get it this far. | | No | Neil | Charters | |
| 289 | 38305 | No | Yes | This is brilliant. These tracks are heavily used and Montgomery spur is fun with my adult friends and my young (middle childhood) children. Strong support for this from me. | | No | Fiona | Graham | |
| 290 | 38312 | No | Yes | I support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan. | | No | Chris | Hyslop | |
| | | | | My key reasons for supporting the proposal are: | | | | | |
| | | | | Together with the Full Monty track and Taramea loop track it will provide a separated mountain bike track running parallel to Rapaki track for its full length. This will encourage a majority of mountain bike riders off Rapaki Track particularly in the downhill direction. This will reduce the potential for conflict on the very busy Rapaki Track and increase safety, enjoyment, and amenity for all users. | | | | | |
| | | | | The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions. | | | | | |
| | | | | The proposed mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve. | | | | | |
| | | | | The proposed track is intended to be suitable for intermediate riders similar to the existing Taramea track to which it join. There is huge demand for intermediate level tracks due to the majority of other single tracks on the Port Hills being pitched at a higher level. The popularity of the Taramea track is evidence of this. | | | | | |
| | | | | The proposed track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers. | | | | | |
| | | | | Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, | | | | | |

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| | | | | <p>following the existing sheep tracks.</p> <p>The proposed track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.</p> <p>The proposed mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.</p> <p>I believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.</p> | | | | | |
| 291 | 38313 | No | Yes | <p>I support the proposed mountain bike track.</p> | | No | Dusk | Mains | |
| 292 | 38316 | No | Yes & Suggestion | <p>As an intermediate mountain bike rider, I support the creation of new tracks at this level especially in the Port Hills. I find there aren't enough tracks at this level to help progress my mountain bike skills. I think that this track will help to ease congestion on Rapaki track.</p> <p>Due to the popularity of the area with mountain bikers, runners, walkers a new track will be a great addition and no doubt heavily used. I propose the new track is not two way but a one way track. That's what is great about the existing Montgomery Spur Track - knowing you are not going to meet someone coming the other way. The area of terrain from the existing Rapaki Track up the hill is quite steep so control of speed and safety for all users could be difficult to achieve. Two tracks - one in each direction would be optimum.</p> | See Officer response for Submission 2. | No | Tracey | MacArthur | |

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| 293 | 38355 | No | Yes & Suggestion | <p>I support the proposed mountain bike track as it will give alternative access to the existing Taramea Mountain Bike Track. Rapaki Track is heavily used by both walkers and bikers. It is great to offer another option to bikers, as well as walkers for accessing Montgomery Spur via the approved Kowahi Walking Track. My only concern regarding this initiative is the increased burden it will place upon an already overloaded parking and roading infrastructure. Simply, Rapaki Road cannot support the current amount of recreational users in terms of safety, parking or roading.</p> <p>I would like the suggest the following;</p> <ol style="list-style-type: none">1. Alternative access to Rapaki Track/Montgomery Spur needs to be investigated to alleviate congestion on tracks and roading. Future access from Alderson Reserve should be considered. Investigate alternative access from Duncan Park/Avoca Valley.2. Cycling Lane Infrastructure to Rapaki Road; to encourage people to ride to Rapaki Track and associated MTB tracks better cycle lanes should be installed particularly along Centaurus Road. This would reduce parking and traffic congestion in the area.3. Rapaki Road Parking. Parking congestion is experienced regularly, particularly on weekend mornings and after 5pm weekdays. Adherence to yellow lines is patchy so can enforcement be increased? I would support the use of residents only parking particularly for properties that do not have off-street parking.4. Rapaki Road Traffic. Rapaki Road is a mixed use space used by walkers, cyclists and vehicles. Currently this road does not allow for safe accommodation of these three groups. I support bringing in a lowered speed limit. Also further investigation of how to more safely look after the competing demands of walkers, cyclists and vehicles. | Future access from Alderson Reserve is not possible as no public land link to Montgomery Spur Reserve. Any access from the Avoca Valley side of Montgomery Spur Reserve would have to come through the Summit Road Society's park - Linda Woods Reserve, so that would be the Society's call, not Council's. | No | Shelley | Harford | |

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| 294 | 38369 | No | Suggestion only | <p>Montgomery Spur Reserve mountain bike trail width</p> <p>I moved to Christchurch in 2004 and was riding the Port Hills trails from Godley Heads to Worsley & beyond on arrival. Unfortunately, in 2015 I stopped riding due to illness. I am now in the process, after an intensive rehabilitation program, buying a full suspension e-track so that I can commence riding the Port Hills again. I now live at the top of Mount Pleasant and have potentially excellent riding at my disposal. However, the single biggest issue that I have to address is the width of trails that I can ride, second to that is large rocks and drops. The bike I am looking at is 83 cm wide and the proposed trail at Montgomery Square will not be wide enough for me to ride it. Neither are most of the trails about the Port Hills. I am also not alone because there are many other people riding trikes due to disability and appreciate getting on the trail rides. Like myself, many were former (downhill) mountain bike riders. Therefore I ask that to plan for the redevelopment of the spur Reserve to widen the trail to 1 m to 1.2 m to allow for both intermediate riders as well as trike riders to access the trails.</p> <p>This should become a guideline for all cycle trails to enable multi-use, not just intermediate to advanced riders. An example of this is my daughter who is 10. She has a mountain bike but finds that many trails are quite intimidating due to the narrow width and rocks. Although not ideal on narrow trails, there is also two-way traffic on most trails, which is the users right. Widening the trail will allow safe passing of both riders passing each other and riders passing walkers and runners who frequently used the trails.</p> | Currently the mountain bike tracks on Council parks are designed, built and maintained to be used by conventional two-wheeled non-electric mountain bikes and e-bikes that are powered to the level of 300 watts or less (a legal requirement for access to a Council reserve). | Yes | Roland | Matthews | |
| 295 | 38376 | No | Yes | <p>Fantastic news, Rapaki and Monty are a great ride but having some diverse tracks will make this an awesome facility. Great to see there is separation for the walkers too.</p> | | No | John | Rathgen | |
| 296 | 38383 | No | Yes | <p>I am fully supportive of this proposal. Montgomery Spur / Taramea is one of my favourite Port Hills tracks, and these new tracks would be a significant enhancement to the existing track.</p> | | No | Guy | Field | |
| 297 | 38384 | No | Yes & Suggestion | <p>I am highly in favour of the proposed track.</p> <p>I think you should consider a downhill-only exit via Erewhon terrace in addition to the proposed route - at least retain the possibility of doing so. I think that the proposed tracks will be an excellent enhancement to mountain biking in this area.</p> <p>Having downhill single track will get at least some bikers off rapaki track where interaction with walkers can be a problem.</p> <p>In the larger context, encouraging and informing both bikers and walkers about parking elsewhere would be useful as the road and parking gets very congested particularly in the weekends.</p> <p>Worth considering informing about use of Louisson Place for weekend cyclist parking. It has a lot of parking during the weekend that is not</p> | See Officer response for Submission 99. | No | Eliot | Blennerhassett | |

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| | | | | contested by residents or used by the school and is only 1km from the bottom of Rapaki Road by bike or foot. | | | | | |
| 298 | 38386 | No | Yes | <p>We the Mount Vernon Park management committee support the changes proposed to the Montgomery Spur Reserve Management Plan.</p> <p>Our key reasons for supporting the proposal are:</p> <p>1. The proposals are consistent with the intent and direction of the current Montgomery Spur Management Plan by allowing for appropriate non-motorised recreational usage of Port Hills park space.</p> <p>2. The proposed mountain bike track and the Kowhai walking track will complement and extend the range of recreational options in that part of the Port Hills track network.</p> <p>3. A key outcome will be to provide an alternative route to the Rapaki Track for both walkers and riders. We consider the reduced pressure on the already well used Rapaki Track will provide a safer, more enjoyable experience for all users of this area.</p> <p>Our group manages Mt Vernon Park, the reserve adjoining the Western boundary of Montgomery Spur.</p> | | No | Steve | Ferriss | Mount Vernon Park Management Committee |
| 299 | 38387 | No | Yes & Suggestion | <p>I wholly support the proposal for an alternative track such that mountain bikers can access the Port Hills Track network without using Rapaki Track. This initiative will greatly ease pressure on Rapaki Track and provide for a safer walking experience.</p> <p>I would like to see a well graded uphill track and a separate downhill track, constructed in such a way as to offer easy to medium riders alternative access to and from the excellent Taramea track.</p> | See Officer response for Submission 2. | No | Steve | Ferriss | |

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| 300 | 38404 | No | Yes & Suggestion | <p>The Waihoru / Spreydon-Cashmere Community Board appreciates the opportunity to provide a submission on the Council's proposed new mountain bike track in Montgomery Spur Reserve.</p> <p>The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.</p> <p>Part of our Community Board Plan's vision is to recognise and provide for the importance of greenspace to residents and support recreation in all its forms. We strongly support the Council's proposal to build a new mountain bike track. This will enhance recreation opportunities in the scenic Port Hills by helping separate walkers and runners from mountain bikers across the area, especially on the nearby Rapaki Track.</p> <p>We appreciate that staff plan to monitor the parking area at the trailhead and will provide advice on how to mitigate any issues if they should arise. While we understand that the following issue is outside the scope of this project, we strongly support the Port Hills Management Plan being progressed to provide a holistic plan for recreation and native regeneration in the wider area.E305</p> | Comment on the Port Hills Management Plan forwarded to the Council's Parks Planning Team. | Yes | Karolin | Potter | Waihoru/Spreydon-Cashmere Community Board |
| 301 a | 38411 | No | Yes & Suggestion | <p>I am generally supportive of the new bike and walking track on Montgomery spur. I am happy to support greater access for walkers and bikers to our hills and think the proposed lay out could work well. I support active transport and active communities.</p> <p>However, it is disappointing that the wider implications of this development on the community are not being considered or addressed in the proposal. Neither additional access points to the hill are being proposed nor improvements to alleviate the existing bottleneck of Rapaki road.</p> <p>Like much of the community, I am very concerned that the council is further promoting an already very popular track (the most accessed in the Port Hills according to the local park ranger), without looking at the downstream effects of the increased traffic on the local community or improving the linking cycleway infrastructure.</p> <p>There is no cycleway infrastructure on Centaurus road where bikes access the park (never mind the local bike commuters heading to school and work). This has been an ongoing issue since we first moved here 17 years ago. Unfortunately council continues to have a piecemeal and disjointed approach to finding solutions, which in turn creates more problems for the community.</p> <p>My suggestions for improvement to the plan could include some or all of</p> | The submission raises the issue of increased mountain bike activity on the public land impacting on the private community below, mainly through safety and congestion affects to the roads. This is a matter to be further brought to the attention of the Council's Transport Unit. The submitter also suggests solutions to this issue by having new access/egress points elsewhere on the boundary of Montgomery Spur Reserve, which would involve access across other land areas that are privately owned. All of these have been considered previously and were determined to not be feasible options to implement. | Yes | Kate | Hodgins | |

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| | | | | <p>the following:</p> <p>- limited or resident only parking on Rapaki road. The road is too narrow and is not suitable as the main an access point to some of the Port Hills' busiest tracks, without more restrictions to motor vehicle access.</p> <p>- introduction of a 30km speed limit. 50km/hr on a narrow, steep road with bikes, cars and pedestrians is a recipe for disaster and does not make it user-friendly. The deep, steep gutters make it tricky for bikes to get out of the way of speeding vehicles.</p> <p>- instalation of proper cycleways along Centaurus road.</p> | | | | | |
| 301 b | | | | <p>more:</p> <p>- improved bike access at the intersection of Centaurus/Rapaki. This is a dangerous, 5 way intersection on the hill. Many cyclists turn right off Centaurus to head up the steep access to Rapaki. Bikes could instead be directed to turn into Vernon terrace and up the existing pathway behind the toilets, which could be widened and improved for access on and off Rapaki road. Perhaps marked clearly in green as with other cycleways.</p> <p>- other access points to the park need to be considered. Rapaki is a narrow, steep road with limited parking. Other options include: 1. Access from Aldersons reserve in Hillsborough. Much better for access and parking. This may require some land acquisition from the current owner/developer, or specifying the reserve quotient as access to the park rather than another random reserve.</p> <p>2. Access off Avoca valley road up the farm track to the saddle on Rapaki track.</p> <p>3. Other access off Port Hills road could also be considered in the area between The Kilns and the intersection with SH 76. There is a parcel of council land here, with an established track, which adjoins the park. This part of the port hills road is not yet state highway which would facilitate such development. NZTA/Waka Kotahi may have some concerns around this, but as an agency they now specify promotion of active transport as part of their mandate. This could assist the argument in favour of creating better bike access in this area.</p> | | | | | |

| # | Sub ID | Attach-ments | Support | Please let us know your comments or suggestions about the proposed Montgomery Spur mountain bike track | Officer response | Be heard? | First name | Last name | Name of organisation and role |
|------|--------|--------------|-----------------|--|---|-----------|------------|-----------|-------------------------------|
| | | | | <p>The discussion at the information evening showed that although a coordinated approach is required, that is not the process being followed which is looking at the park in isolation. I would strongly urge council to look at a more holistic solution which considers the wider impacts, which will lead to better outcomes all round.</p> | | | | | |
| 302a | 38418 | Yes | No & Suggestion | <p>See attachment at the end of this document.</p> <p>I ask that you decline a new mountain bike track on Montgomery Spur.</p> <p>The present Taramea Track was permitted to be used as a transition track from cycling on the flat to cycling on the Port Hills. As such, it was intended to only be considered as being used by cautious riders, and in low numbers. Having the same entrance and exit point ensures it is not used as an alternative to Rapaki Track. However, if this new mountain bike track is approved, the Taramea Track and this new track will be used by many mountain bikers as an alternative to Rapaki Track. The volume of users will increase markedly as users will have an access point at either end. It will result in being used by all levels of mountain bikers as an alternative to Rapaki Track. But unlike Rapaki Track it will not have sufficient width and the gradual gradient and visibility that ensures that Rapaki Track can be safely negotiated by the volume of current users. Additionally, it will damage more of the natural areas of Montgomery Spur.</p> <p>No background information has been given as to the present numbers using Taramea Track or the projected numbers using this new mountain bike track, if it is approved. Just because there are volunteers available to build a mountain bike track is not sufficient reason to build it.</p> <p>It is stated that the new track, if approved, will be two-way but only 70cm wide. This is not sufficient width for two mountain bikers to safely pass. Is it likely that, if this mountain bike track is approved, there will be further requests for a much wider track, or another complete track in order to have a one-way system of mountain bike tracks in Montgomery Reserve?</p> | <p>The Montgomery Spur Reserve Management Plan does not restrict use of the Taramea Mountain Bike Track, nor prevent new connections with other tracks. The Rapaki Track is not a typical example of a mountain bike, walking or any other track as it is in effect a road and a separate park in itself; therefore, it cannot be used as a typical example of a track as such. The Regional Parks Team will be able to provide information on actual and projected track use numbers. Development of the proposed new mountain bike track, and the Kowhai Walking Track, will be planned to maximise connection and integration with adjoining tracks and minimise affects on the environment and all track users.</p> | Yes | Mary | O'Connor | |

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|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
|---|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|

If the proposed mountain bike track is approved, the Kowhai Walking Track will have at least three mountain bike crossing points. It would appear that as the present Taramea Track, a loop mountain biking track, involves so much of the recreational area of Montgomery Reserve, that a reasonable length pedestrian circular path in the reserve is not possible.

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b

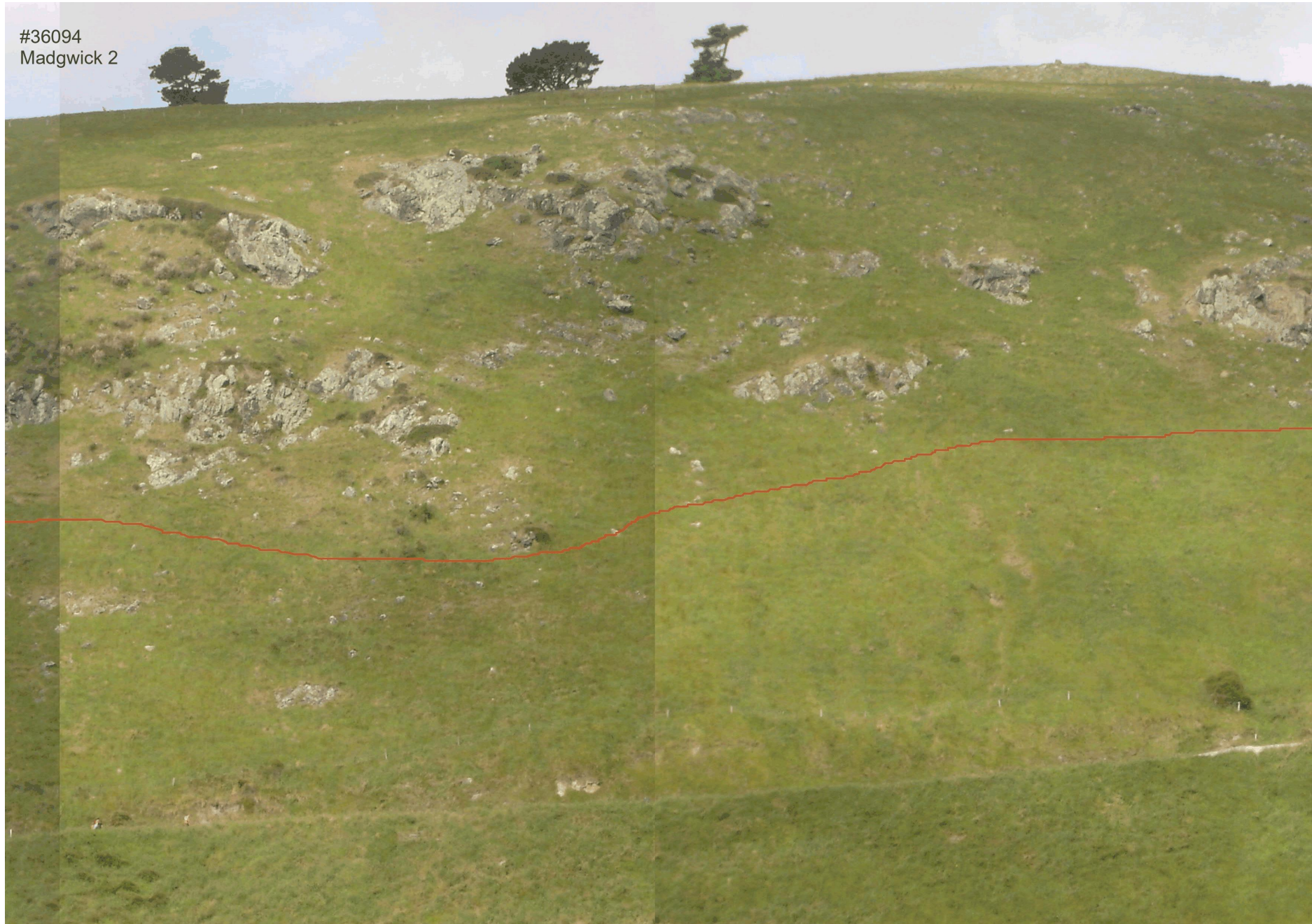
Mountain biking on the Port Hills is intrusive on pedestrians using the Port Hills for running and walking, which is beneficial for recreation and well-being. These activities are available to more people than mountain biking and pedestrian activities have been the traditional way to enjoy the Port Hills. When mountain biking became available, the Adventure Park and parts of Bowenvale and Victoria Park became mountain biking places, which have grown to now cover nearly all the Port Hills. Above the Summit Road seemed to be set aside for pedestrians, but even areas here now include mountain biking tracks. If this mountain bike track is approved, it will bring more mountain bikers onto Montgomery Reserve, which will deter family groups from having access on the lower slopes to a largely bike-free area of the Port Hills. So called “shared paths” need to be avoided for safety and pedestrian enjoyment. Only roads, like Rapaki Track, should be considered to be able to be “shared” safely.

Although not technically the subject of this consultation, I would hope that the Kowhai Track, when it is built, will be as natural as possible – no removal of grass, any steps required will use local natural materials (stones, rocks) and no wooden edging and no shingle will be used. The reserve should be retained as natural as possible, with minimal changes when creating paths.

Tracks on the Port Hills that are left reasonably natural do not require

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|----------|--------|--------------|---------|--|------------------|-----------|------------|-----------|-------------------------------|
| | | | | shingle to be added to them. They seldom get muddy or slippery in winter and by retaining their natural surface, ensure that technical aspects of running and use of all muscles in the hips, legs and feet are used and maintained. Building paths to “great walks” standard removes much of the benefits that can be obtained from the unique, natural paths on the Port Hills. The addition of wooden steps also makes them more dangerous than the use of strategically places stones. This urbanisation is destroying the special character of the Crater Rim Walkway. Please do not construct anything like the steps in the attached photo built on the Crater Rim Walkway in May 2020. | | | | | |
| 302 c | | | | I also request that all Walking Tracks or Paths be renamed Pedestrian Tracks or Paths to indicate that they are available to all pedestrians, regardless of whether they are walking, jogging, or running. It would also ensure that any powers-that-be consider all pedestrian users in any plans. | | | | | |







#36111 Pratt

Changes: Montgomery Spur Reserve Management Plan



We all love riding in the Port Hills right?

Please help us support changes to the Reserve Management Plan that will enable future development of a single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.

Please go here and make a submission:

<http://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/361#startsubmission>

Feel free to use the text below in your submission. Thanks.

I /We support the proposed mountain bike track and the changes to the Montgomery Spur Reserve Management Plan.

My/our key reasons for supporting the proposal are:

1. The proposals are consistent with and further enable the intent and direction of the current Management Plan by making these specific provisions.
2. The mountain bike track and the Kowhai walking track are key components of the Port Hills track network that will enhance the experience for users of not only the Montgomery Spur Reserve, but also the neighbouring Mount Vernon Park and Linda Woods Reserve.
3. The track will be built and maintained by volunteers of the local mountain bike clubs in partnership with CCC, and will add recreational facility to the Port Hills at little to no cost to rate payers.
4. The track provides the long sought after single track route linking the city with the Taramea track and via the Full Monty to the network of tracks at the top of the Ports Hills.
5. The track will encourage a majority of mtbike riders off Rapaki Track on the city side of the Taramea, particularly downhill, which will reduce potential conflicts on the at times very busy Rapaki Track and increase safety, enjoyment, and amenity for all users.
6. Designed to minimise visual and environmental impact, the route has been carefully selected in locations and along contours that reduce visibility. Minimal construction techniques are planned with limited benching, following the existing sheep tracks, and using mown only lines.
7. The track will provide unparalleled views that showcase the city and offer a magnificent perspective of the natural tussock landscape against the backdrop of the city, plains and mountains.
8. The mountain bike track is dual use (with priority for mountain bikers) offering walkers and runners amenity in addition to the Kowhai walking track.
9. I/we believe there is huge community support for this track which will not only increase the scope of the Montgomery Spur Reserve recreation, but also contribute to an already popular network of intermediate level tracks by providing the long-awaited single-track access to and from the city onto the Port Hills.

The Track Creators



Who are we and why are we doing this?

Closely affiliated with ChchSingletrackClub, and with a good working relationship with Port Hills Rangers, we are the 4 people most involved in leading the developments in central Port Hills - Mt Vernon, Montgomery Spur Reserve, and the relatively new Linda Woods Reserve.

We value creating riding experiences for a wide range of riders, and are highly motivated to develop a network of tracks on the central port hills, and to encourage volunteer participation.

How else can you help?

Come along to a dig day with us and help improve tracks in the central Port Hills!





This is your chance to:

- Create new trail experiences in the Port Hills
- Meet, work and ride with some new MTB friends
- Be a part of a thriving network
- Learn some new skills
- Give back for all the good times

Get in touch here: allan.gbr@xtra.co.nz



Existing, approved and proposed tracks in Montgomery Spur Reserve

| | | | |
|---|--------------------------------------|---|----------------------------------|
|  | Existing Taramea Mountain Bike Track |  | Approved Kowhai Walking Track |
|  | Proposed new mountain bike track |  | Montgomery Spur Reserve boundary |

#38306 Jones

Changes: Montgomery Spur Reserve Management Plan



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Jan 2021

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#38418 O'Connor



Longer flight of new wooden stairs built on Crater Rim Walkway May 2020. Rocks which previously were steps placed to sides



Two flights of wooden stairs and material including shingle brought in to form urbanised path



Previously the above slope had stones arranged as steps, similar to this on Marleys Hill



Some rocks naturally or strategically placed on slope Marleys Hill, retaining natural character and safer than wooden steps

**Montgomery Spur Reserve
Management Plan 2010**
(incorporating amendments 2020)



Cover page photo: Looking from Rapaki track at Montgomery Spur Reserve and Mt Vernon

Foreword

Montgomery Spur Reserve is part of the Port Hills reserve network that the public can enjoy for the purposes of recreation while preserving the ecosystem and landscape value of the Spur. On a clear day, one can view the Southern Alps, Pegasus Bay, the Kaikoura's and the Canterbury Plains from Montgomery Spur Reserves slopes.

The management plan is a requirement under the Reserves Act 1977. A management plan sets out policies and objectives that will show the public how a Local Authority intends to manage a reserve.

Montgomery Spur Reserve is classified as a Scenic Reserve under the Reserves Act 1977, Section 19.

Public notice has been given in accordance with section 41 (6) of the Reserves Act 1977 stating that the draft management plan was available for inspection and inviting submissions. The submission period for the draft plan ran from 31st July 2009 until 9th October 2009. A total of 103 submissions were received during this period.

As a result of the submission period a Hearings Panel met on the 9th November 2009 at the Council Chamber. The panel heard a total of 12 submitters and viewed all written submissions. Following the hearing and viewing of submissions, the Hearings Panel made recommendations to Council for the content of what would be the adopted management plan. The Council then adopted the plan at its meeting on the 27th May 2010, this now being the operative management plan for Montgomery Spur Reserve.

The Hearings Panel comprised:

Chair –Barry Corbett Councillor Christchurch City, Spreydon Heathcote

Chrissie Williams Councillor Christchurch City, Burwood Pegasus

Oscar Alpers Community Board Member, Spreydon Heathcote

Acknowledgments

The Montgomery Spur Reserve Hearings Panel and the Asset and Network Planning Unit of the Christchurch City Council would like to thank the following groups for their assistance and input during the development of this management plan.

All those who submitted during the issues gathering phase and draft consultation of this management plan

All those who attended the drop - in sessions at St Martins Scout Hall

The Spreydon / Heathcote Community Board for meeting with Council Officers and supporting the development of the plan

Ngāi Tahu, Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga, Te Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Ltd for providing information to Council Officers for the plan.

Mount Vernon Park Trust for co-operation and collaboration with Council Officers

Summit Road Society for meeting with Council Officers to provide information

St Martins Scouts for allowing use of their facility for drop - in sessions

Port Hills Ranger Staff for being supportive in providing information

The Friends of Montgomery Spur for supporting the area

The Beckenham Service Centre and Library for assistance with meeting details and making information available to the public

The Insite team at the Central City Library for assistance in providing resource materials

Local residents for their communication and open door policy on working with Council Officers.

AMI Stadium for allowing use of their stands to take photos of Montgomery Spur Reserve

Council Officers that have offered assistance and technical information within this plan

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1 OVERVIEW

1.1 Introducing Montgomery

In 1927 Montgomery Spur was purchased by John Montgomery, the son of the Honourable William Montgomery. John Montgomery, and then his son Jock, utilised the land for both grazing and seed exportation. John Montgomery unexpectedly passed away in 1946 after succumbing to illness in a very short time. Jock then farmed the land until new owners stepped in during the 1980's. Grazing and stock work was common from this point up to the time of Council's acquisition of the land area.

The name Montgomery Spur was subsequently taken from John Montgomery. Prior to the proposal to develop the land (late 1990's), the name Montgomery Spur had not been widely used. Instead, many people linked the land with the names Glenelg Spur, Murray-Aynsley or Rāpaki.

1.2 Introducing Montgomery Spur Reserve

Montgomery Spur Reserve is a classified Christchurch City Council scenic reserve on the Port Hills. It has a land area of 126.6 hectares and is zoned Open Space Natural in the Christchurch District Plan. ~~The City Plan has the following passage to describe the rural hills zoning:~~

~~*"The topography of the Port Hills and its outstanding natural features, open landscape and rural characteristics, provide one of the most important visual amenities for the whole of the city, especially in terms of views of them from the city and views from them across the Canterbury Plains."*~~

~~This description fits Montgomery Spur Reserve very well. It is a place that one can experience views of the Canterbury plains and has a rural presence when viewing the Port Hills from the city or north and west Canterbury.~~

Montgomery Spur Reserve is located at 70 Rāpaki Road, Hillsborough Christchurch, and rises to a maximum height of 285 metres above mean sea level. Montgomery Spur is situated directly east of the Rāpaki Track and offers unobstructed views across the plains and coast. The spur is one of the most notable landscape parcels in Christchurch's backdrop. The area has Mount Vernon Park (Managed by the Mt Vernon Farm Park Trust on behalf of the Port Hills Park Trust Board) to the west and Avoca Valley to the east.

Montgomery Spur Reserve has a relatively easy gradient for walking. In recent years the neighbouring Rāpaki Track has become increasingly popular for its recreational value. It is expected that many who use Rāpaki Track utilise Montgomery Spur Reserve as part of their recreation experience.

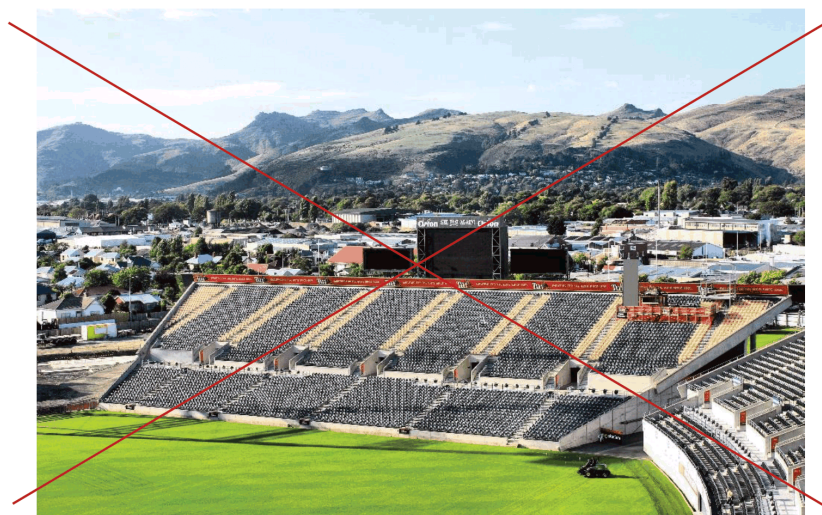
The Montgomery Spur Reserve Management Plan is the first occasion such a document has applied to land title Part Lot 1 DP 2855, containing 126.6392 hectares, 25A/1227 Christchurch City Council, Scenic Reserve.

1.3 Retention of an outstanding natural landscape

Montgomery Spur was the focus of much discussion during the application to change the zoning from rural hills to living hills from 1998 – 2003. During this time groups formed and organisations and residents submitted to both the Christchurch City Council and the Environment Court to show their opposition to development on the Spur.

The application sought to develop the Spur into a residential neighbourhood by changing the zoning from Rural Hills to Living Hills. At the time groups had formed to protect the Port Hills from further development. Out of this came a group known as the Friends of Montgomery Spur. Along with this group, the National Council for Women, the Montgomery Spur Heritage Trust, the Summit Road Society and others worked through Resource Consent processes to have the application for the Living Hills zoning to be turned down.

The terms, nationally significant, regional icon and natural outstanding landscape were utilised to describe both the Port Hills and Montgomery Spur through this period. With the decision of both the Christchurch City Council and then the Environment Court to retain the Rural Hills zoning, Montgomery Spur Reserve was then retained as an outstanding natural landscape.



~~Photo taken from Paul Kelly stand at AMI Stadium in 2009, this highlights the backdrop that will be seen during the Rugby World Cup 2011 (name of stand and stadium at the time of publishing this management plan).~~

1.4 Purpose of the management plan

The purpose of the management plan is to recognise the values of the reserve, establish a vision for its future, and set management objectives and policies to achieve desired outcomes. The plan has been developed in consultation with the public and follows the process outlined in the Reserves Act 1977.

The Reserves Act 1977 - section 41; 3. outlines the following:

The management plan shall provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 19 as the case may be, of this Act for a reserve of that classification.

1.5 Ngāi Tahu: Tangata Whenua

The area of Montgomery Spur Reserve ("the park") is located within the takiwā of two Christchurch Papatipu Rūnanga - Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and Te Ngāi Tūāhuriri Rūnanga. In preparation of this Management Plan the relationships held by tangata whenua with the area have been identified and recommendations included to address the values held for the park and the surrounding area, and there will be an ongoing relationship between the Council and the Rūnanga in the implementation of this Management Plan. One of the significant recommendations of the report is for the use of a dual name for Montgomery Spur Reserve. As part of the development of the final plan, Ngāi Tahu will put forward a name to be used alongside Montgomery Spur Reserve. Other recommendations are addressed throughout this Management Plan and will be given effect to in the implementation of this Management Plan.

1.6 Rāpaki Track

The Rāpaki Track is a benched track on legal road running alongside the western boundary of the reserve. It separates the reserve from Mt Vernon Park. The track starts at the end of Rāpaki Road and continues on to the Summit Road, partly through Mt Vernon Park administered land. It is one of the most used recreational areas of the Port Hills, being popular for mountain biking, walking and running. The gradient is ideal for people with low skill and fitness levels.

1.7 Historical trail for early settlers in Christchurch and Ngāi Tahu

A path running down Montgomery Spur provided a link from Lyttelton Harbour through to the Canterbury Plains for Māori and for early European settlers. It was used by Ngāi Tahu when journeying between the Rāpaki settlement and the Kaiapoi settlement. In the 1840s the Deans brothers used it to take stock to their

Montgomery Spur Reserve Management Plan (incorporating amendments 2020)

farm at Pūtaringamotu (Riccarton), and it was subsequently used by the early settlers of Christchurch as a route between Lyttelton and the city.

(de Thier 1976 page 170, Ogilvie 1996 pages 42 – 44, Black Maps),
(<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>).

1.8 Mt Vernon Park

Mt Vernon Park is privately owned by the Port Hills Park Trust Board who have set up the Mt Vernon Farm Park Trust to manage the area. The land lies to the west of Montgomery Spur Reserve. The Trust has a management plan much like this document with a list of objectives and policies by which they manage Mt Vernon Park. Thanks to the efforts of the Trust, the public can now access many areas of the Port Hills while utilising Mt Vernon Park.

The Christchurch City Council urges the public to be aware and to respect the rules that the Trust has in place when accessing Mt Vernon from Rāpaki Track and Montgomery Spur Reserve. A copy of the Mt Vernon Park Management Plan can be found at the Christchurch Central City Library.



Looking at the Mt Vernon Park car park from Rāpaki Track.

2 VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.

3 OBJECTIVES & POLICIES

3.1 Land management objective:

The open space character, silver tussock, rock outcrop vegetation, matagouri and sheep grazing of the Spur are to be retained

- POLICIES:**
- 3.1.1** The open space and rural character of the reserve are to be conserved to optimise the benefits of public enjoyment and recreation in an outdoor setting.
 - 3.1.2** Areas of significant vegetation (including matagouri and threatened rock outcrop plants) on the eastern slope of the reserve shall be protected from grazing damage.
 - 3.1.3** The Council retains the right to manage broom and gorse as a nurse species for establishing vegetation and protecting threatened species, while meeting the 10 metre boundary control obligations under the Regional Pest Management Strategy.
 - 3.1.4** Weed control and other chemical applications on Montgomery Spur Reserve shall be undertaken so as not to compromise organic certificates of neighbouring property owners.
 - 3.1.5** Several plant species of significance have been identified on the rock outcrops. These species and any others that are identified on the reserve shall be managed appropriately and spraying or top dressing not permitted in the areas that these are found. All known locations of such vegetation shall be recorded. Discussions need to be undertaken with the City Botanist and Planting Ranger before commencing with any work in the rock outcrop areas.

- 3.1.6 In situations where, in Council's opinion, any removal of vegetation or a surface is in a condition that poses a risk of erosion, the Council will exercise its right to manage the problem in an appropriate manner.
- 3.1.7 Management of vegetation shall be carried out by appropriate grazing methods that conserve the silver tussock grassland and other habitats of the reserve.
- 3.1.8 The indigenous rock outcrop vegetation is to be managed in a sustainable manner and grazing of these areas is to be restricted if deemed necessary for their protection.
- 3.1.9 Trees and other plants will be selected according to their suitability to the environmental conditions, use of the site, and shall be managed with the primary aims of providing shelter, amenity, or ecological value.
- 3.1.10 In situations where, in the Council's opinion, any tree is in a condition that poses an immediate safety risk, the Council will exercise its right to have the tree removed as soon as possible.
- 3.1.11 Identified ecological values within the reserve are to be protected.
- 3.1.12 The habitats of the reserve shall be cared for in line with the Council's Biodiversity Strategy.
- 3.1.13 Timber and dead wood could be retained on site where it offers the opportunity for habitat and benefit to the health of the land.

3.2 Cultural heritage & history objective:

Cultural heritage is protected and history acknowledged appropriately

- POLICIES:**
- 3.2.1 If anything of an archaeological nature is encountered (e.g. shells, charcoal-stained soil, fire-cracked stones, artefacts or human remains) during any programmes of work such as excavation, fencing, or roading etc, the NZ Historic Places Trust and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga are to be contacted immediately and work to be temporarily stopped.
 - 3.2.2 Identified history of the reserve shall be recognised and incorporated into an interpretation plan for the reserve.

- 3.2.3 Mahinga kai collection is enabled through appropriate planting in suitable areas on the reserve.
- 3.2.4 Pole markers on walking tracks shall be in the style of Pou Pou, their design, location and installation shall be undertaken in partnership with local Rūnanga.
- 3.2.5 A name shall be sought from Ngai Tahu to determine an appropriate Maori name for use alongside Montgomery Spur Reserve and shall be formalised through the Christchurch City Council naming process.

3.3 Scenic & landscape objective:

Views from the reserve and its landscape are protected and not forsaken

- POLICIES:**
- 3.3.1 Signage is to conform with Council signage guidelines, bylaws, standards, and policies. The size and location of signs in the Reserve are to be designed in such a way as to minimise visual detracting from the natural environment.
 - 3.3.2 The scenic values of the reserve are to be retained and consideration given to those scenic values through any installation of tracks or other recreational and management facilities.
 - 3.3.3 Opportunities for admiring the city from the slopes of the reserve are provided to optimise the recreational benefit to the public.
 - 3.3.4 The iconic three tree lines on the reserve shall be planted with replacement trees of Hall's totara (*Podocarpus hallii*). This planting shall be in a suitable location that mimics the present three tree line formation.
 - 3.3.5 The existing three tree line shall be retained until the trees become diseased or pose a safety concern.

3.4 Recreation objective:

Develop areas for recreation that are suitable for the reserve and surrounding environment

- POLICIES:**
- 3.4.1** Seating shall be kept at a minimum on the reserve.
 - 3.4.2** Where possible marker poles will identify a route that optimises the public's recreational benefit of the reserve.
 - 3.4.3** A mountain bike track, named as the Taramea Mountain Bike Track, that offers the opportunity for a step down in level from traditional Port Hills tracks should be provided that is classed as an intermediate grade track.
 - 3.4.4** Further to policy 3.4.3, another mountain bike track, this to run between the mountain bike track referred to in policy 3.4.3 and the Rapaki Track just above the Rapaki Road end, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.5** A walking track, named as the Kowhai Walking Track, to run between connection points with the Rapaki Track at the highest and lowest extents of Montgomery Spur Reserve, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.46** Organised low impact events will be permitted in the reserve in accordance with Council policy and practise, and if it promotes outdoor recreational opportunities within the reserve.
 - 3.4.57** Recreational structures and facilities are minimised to retain the open space character of the reserve.
 - 3.4.68** A specified horse route shall be investigated to allow for riding over the Spur on condition that they do not interfere with grazing activities, pedestrian or mountain bike users and that they do not access the rock outcrops or the gully systems unless a specific route is installed.
 - 3.4.79** Recreational motorised activities are prohibited from utilising Montgomery Spur Reserve.

3.4.810 Dogs on lead will be permitted to utilise the track network of Montgomery Spur Reserve outside of the lambing season. Dogs will not be allowed to utilise the track system during lambing season.

3.4.911 The naming of any recreational track shall take into consideration the historic ties of both Ngāi Tahu and the Deans of Canterbury stock route.

3.5 Access & links objective:

Investigate options to gain quality access and links onto the reserve

- POLICIES:**
- 3.5.1** Management will retain the right to vehicle access onto the reserve where it meets management and maintenance goals.
 - 3.5.2** Access points are considerate of other users to ensure conflicts are limited.
 - 3.5.3** Cycling and pedestrian links from Avoca Valley, Alderson Ave, Erewhon Tce, Glenelg Spur and Rāpaki Road and Track will be investigated to optimise the benefits to the public and residents.
 - 3.5.4** Access points will be established between neighbouring reserve land or public trust land in partnership with administering bodies.
 - 3.5.5** Council Officers will work with neighbouring land owners to identify options for public access from various points into Montgomery Spur Reserve.

3.6 Volunteers objective:

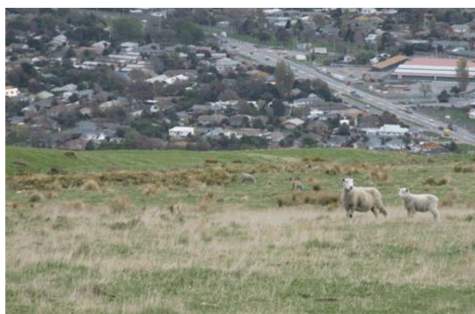
Investigate volunteer aid for maintenance of the reserve

- POLICIES:**
- 3.6.1** Christchurch City Council Rangers, where appropriate, will seek volunteers' involvement with maintenance of Montgomery Spur Reserve.

3.7 Farming activities objective:

Farming will be utilised as a tool for land management

- POLICIES:**
- 3.7.1** Council will retain the right to use grazing as a management tool for reducing fire risk and managing vegetation in the reserve.
 - 3.7.2** A lease shall be formulated between council and a grazier that adheres to the policies and objectives of this management plan.
 - 3.7.3** Cattle shall not be permitted to graze Montgomery Spur Reserve. The reserve shall be utilised for sheep grazing and lambing only. No other animals will be utilised for grazing Montgomery Spur Reserve.
 - 3.7.4** Grazing will remain at a level where it will not place pressure through over or under grazing on the silver tussock. Assessment shall be undertaken by appropriate Council officers.
 - 3.7.5** Dogs shall be prohibited from areas of Montgomery Spur Reserve during lambing season or where it is necessary for the health and well-being of the stock. At all times, dogs should be on a lead at Montgomery Spur Reserve.
 - 3.7.6** The public shall retain the right to access the working farm areas of Montgomery Spur Reserve where or when it does not conflict with the well-being of stock or adversely affect grazing operations. If restrictions are required, they will be indicated via appropriate signage and any necessary public notice.
 - 3.7.7** Fence lines and stiles shall not be placed on ridge lines, rather where possible they shall sit below ridge lines to ensure they have minimal impact on the scenic value of the Spur.



Sheep grazing on Montgomery Spur Reserve with Port Hills road in the background

3.8 Utility services objective:

Allow access for essential utility services that are to the benefit of the environment, landscape and its visitors

- POLICIES:**
- 3.8.1** Utility services necessary for the servicing of facilities within the reserve shall be permitted.
 - 3.8.2** The visual and physical impact of services shall be minimised and services will be placed underground where possible.
 - 3.8.3** Structures that detract from the open space character of the reserve that are not currently in place shall not be permitted unless it is providing an essential public benefit or it is to the benefit of the reserve.
 - 3.8.4** Montgomery Spur Reserve will be considered as a litter free park, as such bins will not be provided, and reserve visitors are expected to take all rubbish with them.

3.9 Commercial activities objective:

Commercial activities shall adhere to this management plan

- POLICIES:**
- 3.9.1** Commercial activities shall be discouraged when they do not meet the vision or objectives of this document.

3.10 Management plan review objective:

To ensure that the management plan remains a useful tool for managers of Montgomery Spur Reserve

- POLICIES:**
- 3.10.1** Keep the management plan under continuous review in accordance with Section 41 (4) of the Reserves Act 1977.
 - 3.10.2** That the Montgomery Spur Reserve Management Plan when reviewed is aligned with similar plans for the Port Hills.

•—————•

4 ISSUES

Recreational use of the land:

Two key issues have been raised in regards to recreation on Montgomery Spur Reserve, these being walking and mountain bike access. For mountain biking in particular it has been established that there is no easy grade track that offers an introduction from the plains to the hills. All other Port Hills mountain bike tracks have a grading of intermediate, difficult or extreme. Montgomery Spur Reserve offers riders with intermediate grade mountain bike tracks with great views. Such tracks are not be at the technical level of other established Port Hill tracks.

~~The development or placement of a track on Montgomery Spur Reserve for either cycling or walking may not solve any perceived issue in regards to congestion or safety along Rapaki Track. The Montgomery Spur Reserve tracks may offer a point of difference and attract some users away from Rapaki Track, however they will be loop tracks and both cyclists and pedestrians will at some point have to either cross Rapaki Track or utilise it.~~

Following policy 3.3.3 in the management plan, the Taramea Mountain Bike Track was developed in Montgomery Spur Reserve in 2013. This has now become the most popular mountain bike track on the Port Hills. Along with about 250,000 visitor experiences each year on the Rapaki Track adjoining Montgomery Spur Reserve, there has been growing community demand for greater separation between walkers/runners and mountain bikers in this very popular recreational area.

In 2018, in an effort to help alleviate the congestion, the Port Hills Park Trust Board gave permission for the Christchurch Single Track Club to build a mountain bike track in Mount Vernon Park, which the Trust owns, on the western side of the Rapaki Track. This new track is also very popular, connecting to the Taramea Mountain Bike Track via the Rapaki Track to make a continuous fun ride. It has resolved some of the conflict and safety issues in the top section of the Rapaki Track.

The Canterbury and Christchurch Single Track Mountain Bike Clubs have requested the Port Hills Regional Parks Team to work again in partnership with them to design and build a section of mountain bike track in Montgomery Spur Reserve. This will enable riders to enter or leave the park and ride to the Summit Road and back without using the busy Rapaki Track. Along the way, riders can loop around the Taramea Mountain Bike Track.

The goal is to encourage riders to stay off the Rapaki Track, particularly when riding downhill. This will reduce the risk of conflicts and provide for increased enjoyment for all users. The new track will complete the overall plan for cyclists to be able to ride entirely away from the Rapaki Track if they wish to.

There is also one earlier approved, although not yet constructed, new track for Montgomery Spur Reserve. This is the Kowhai Walking Track, which will enable walkers and runners to enjoy the park separately from mountain bikers.

The development of the further mountain bike track has been approved with the adoption of the amended management plan in 2020. The new tracks are mapped on the indicative landscape development plan in appendix 7.7 of this management plan.

Starting from the bottom and moving up, the new mountain bike track starts from the Rapaki Track just up from the top of Rapaki Road. The first 400 metres of track requires benching. As this section of track is within a rock fall 1 and 2 zone it will require a resource consent to be applied for.

The rest of the track is to be formed by cutting grass with a mower. Over time, the grass will wear down to mineral earth. Track design and construction will follow best practice methodology specified by the International Mountain Bike Association (IMBA). Best practice design and construction, such as track alignment, ensures minimal environmental degradation and helps prevent long term maintenance issues. An ongoing maintenance programme will also be in place.

Over 90% of the Kowhai Walking Track will be formed by cutting grass and delineating the route with marker poles. The first 150 metres up from the Rapaki Track at the Rapaki Road end will require benching work. As with the new mountain bike track, this section is also within a rock fall 1 and 2 zone and work will require resource consent too. This will be included in the application for resource consent for the 400 metre section of the nearby new mountain bike track.

Access and links onto the Spur:

Staff and the public have identified the issue of accessing Montgomery Spur Reserve. At present the park is landlocked on two sides (Avoca Valley and from Alderson Avenue). The only access at present is off the already very busy Rāpaki Road and Track. Residents from Avoca Valley and Alderson Avenue have stated a desire to have access from the eastern side of the reserve and away from Rāpaki Road. Rāpaki Road residents have stated that they would like an alternative access as Rāpaki Road becomes congested due to use of the Port Hills. Council officers would need to look at alternative opportunities to access Montgomery Spur Reserve in order for any future links to be secured.

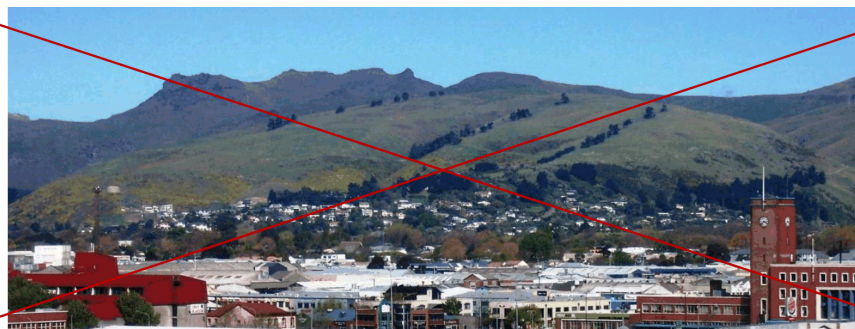
Farming activities:

Increased use of the area could put stress on stock at certain times of the year. Montgomery Spur Reserve is an important location for lambing. A balance needs to be created where the public retains the right to use the park while the health and well-being of the ewes and lambs at lambing time is not forsaken.

Grazing will be an important factor in retaining the silver tussock landscape for the future. People have stated that they would like to see farming and the silver tussock thrive and that the rural character of the land remains. In order for this to occur, Montgomery Spur Reserve needs to be an appropriate and attractive location for lambing and grazing.

Botanical:

Woody weed pests broom (*Cytisus scoparius*) and gorse (*Ulex europaeus*) have established a foothold on the lower western slope of the reserve. They have been identified as suitable as 'nursery crops' to allow native vegetation to develop in their shelter and eventually replace them. The threat of erosion is another key factor in the desire to retain the broom and gorse while other vegetation establishes in their place.



Three tree line on Montgomery Spur Reserve

The public have stated that the 3 lines of trees on Montgomery Spur Reserve are important to the backdrop of Christchurch. However, others have stated that they do not wish to see pines or macrocarpa on the slopes of Montgomery Spur Reserve. One of the biggest issues in retaining trees in regard to the future of Montgomery Spur Reserve are the dry conditions due to soil type and the harsh climatic conditions to which the spur is subjected. Any tree planting will need intensive management and care. Species will also need to be able to cope with the environment on the slopes and it is important that at the present time the trees are offering shelter to stock on these slopes. Gully plantings will be more suitable to the area to ensure there is shelter for stock in the future.

Scenic and landscape issues:

The landscape has been identified as of national importance. Any track or other recreational development has to be wary of this value and not detract from it. The public was clear in their support for very low-level development on Montgomery Spur Reserve, and that it should only be necessary infrastructure that is placed on the slopes of the park. A marker pole route (using Pou Pou as markers) for walking and considerate placement of surfacing for other recreational activities will allow for this to occur.

Tangata Whenua:

Council staff have worked with local Rūnanga to ensure that this Management Plan identifies and addresses Ngāi Tahu values and aspirations for this area. Continuing this relationship will ensure opportunity remains for involvement in the management of Montgomery Spur Reserve.

5 RESOURCE INFORMATION

5.1 Land tenure

Christchurch City Council holds the Certificate of Title and will manage the land with the potential for private grazier to hold stock on the reserve.

5.2 Legal status and classification

Montgomery Spur Reserve is made up of the following title:

- Part Lot 1 DP 2855, containing 126.6392 hectares, fee simple title CB25A/1227 held by the Christchurch City Council, Scenic Reserve

The reserve is classified as a scenic reserve under section 19(1)(a) of the Reserves Act 1977. The purpose of a scenic reserve is described in the Reserves Act 1977 as follows:

19 Scenic reserves (1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as scenic reserves—

19 Scenic reserves (1) (a) For the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest.

The Act goes on to describe a scenic reserve as an area that is managed for the public's access and enjoyment:

19 (2) (b) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on administering bodies by sections 55 and 56 of this Act.

19 (2) (c) To the extent compatible with the principal or primary purposes of the retention and preservation of the natural or scenic values, open portions of the reserve may be developed for amenities and facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve.

5.3 Physical description

Stock yards

The stock yards are used for drafting during lambing season and for treatment of stock. The yards are easy to locate due to being directly east of the much used Rāpaki track.

Upper western slope

The upper western slope overlooks the Rāpaki track on the eastern side of Mt Vernon. This area is a logical link with Mt Vernon Park and Rogers track. The slope has stunning views looking towards the Canterbury Plains and the Southern Alps. In late afternoon the sun shines brilliantly over this area of Montgomery Spur Reserve as it sets in the west. The slope has fewer rock outcrops than one can find on the eastern side, however it offers true farm landscape.

Eastern slope

The eastern slope is dominated by the rock outcrops that form a spine along the ridge of the slope. On the northern areas of the slope dramatic drop-offs fall away into Avoca Valley. The slope has views overlooking the New Brighton Pier, Pegasus Bay, the Southern Alps, central city and Ferryhead.

Lower western slope

The lower western slope is dominated by broom and steep terrain. The slope is a favoured by stock due to the presence of water from the trough and the cover provided by the broom.

Rock outcrops

The rock outcrops on Montgomery Spur Reserve offer a stunning variation to the pasture land that dominates the area. The rocks are great locations for people to admire the views of the New Brighton Pier, Avoca Valley and the mountain ranges surrounding Pegasus Bay. The rocks are strewn along the eastern slopes looking like relics and ruins from previous civilisations.

Extensive rock outcrops occur above Avoca Valley. Although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue (*Muehlenbeckia complexa*) growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common. A small population of the highly threatened Banks Peninsula forget-me-not (*Myosotis australis* var. *lytteltonensis*) has recently been discovered on these outcrops away from the reach of grazing animals.



Rock outcrops and vegetation above Avoca Valley on Montgomery Spur Reserve.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most notable. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub in the area.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of Montgomery Spur Reserve. The ease of walking through the grassland will be of great value to people recreating there. The silver tussock grassed areas allow you to get a feel for how rugged the Port Hills are for stock and for those early settlers that had to cross over from Lyttelton when starting a new life in Christchurch. The city has few areas for true escape, while, although Montgomery Spur does not entirely allow you to escape in the true sense, it certainly does allow for imagination and separation from city life.

The silver tussock grassland is being maintained in its present state by grazing, there has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Gullies

Montgomery Spur has three gullies running through the land. The eastern, central and western gullies. All three gullies overlook the central city with trees lining the western side of each. Low rank vegetation occurs in each, with significant drop-offs from the central and western gullies.

Table top

This is noted as the highest point on the reserve, 285 metres above sea level. At the top of this point one can expect great views of Canterbury, Christchurch, Pegasus Bay, the Port Hills and the Southern Alps.

5.4 Soil

In appendix 7.2 is a soil map. The map outlines soil type and its boundaries on Montgomery Spur Reserve.

The following are soils of Montgomery Spur Reserve:

Well drained basalt and loess soils:

- Cashmere hills soil
- Cashmere shallow silt loam, rolling phase
- Evans steepland soil

Moderately drained basalt and loess soils:

- Clifton hills soil
- Scarborough hills soil
- Kiwi hills soil

Imperfectly drained loess soil:

- Takahe deep silt loam
- Takahe hills soil

While there are a number of soils that contribute to the make-up of Montgomery Spur Reserve, they are not vastly different and do not signal the need for major changes in management type.

5.5 Climate

Montgomery Spur Reserve is north-facing with high levels of radiant energy on its exposed slopes. The high levels of exposure to sun can be attributed to the area receiving virtually continuous light by facing north and its lack of shadow coverage from neighbouring landforms.

Montgomery Spur Reserve Management Plan (incorporating amendments 2020)



Montgomery Spur Reserve and Mount Vernon in the snow during October 2008.

Montgomery Spur Reserve can be best described as having a Mediterranean climate. It is subject to hot, dry conditions during the summer, and much like the Mediterranean, it has predictably high levels of winter rainfall. During the depths of the Christchurch winter the spur has few frosts and only short term snow coverage.

Montgomery Spur Reserve is subject to the norwester, and the various easterly winds. The norwester is effective at drying the park out during the summer months. The easterly winds bring in rain from the Pacific and can be very unwelcoming for those on the eastern slopes. Southerly winds are more prevalent in winter and deposit most of the rainfall.

6 DOCUMENTS RELEVANT TO THE RESERVE

- Reserves Act 1977
- Local Government Act 2002
- Biodiversity Strategy 2008-2035
- Canterbury Biodiversity Strategy
- Long Term Plan
- Christchurch District Plan
- Port Hills Recreation Strategy
- Bylaws
- Canterbury Regional Pest Management Plan.
- Public Open Space Strategy 2010-2040

7 APPENDICES

The following can be found in the appendices:

- 7.1 Council resolution on plan approval
- 7.2 Soil map
- 7.3 City Botanist report
- 7.4 Tangata Whenua report
- 7.5 References
- 7.6 Indicative [landscape](#) development proposals
- 7.7 Indicative [landscape](#) development plan

Montgomery Spur Reserve Management Plan (incorporating amendments 2020)

7.1 Council resolution on plan approval

MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON THURSDAY 27 MAY 2010

PRESENT: The Mayor, Bob Parker (Chairperson).

Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson, Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

1. APOLOGIES

Nil.

Item 7 related to the approval of the management plan, the resolution is as follows:

7. REPORT OF THE HEARINGS PANEL ON THE MONTGOMERY SPUR RESERVE MANAGEMENT PLAN

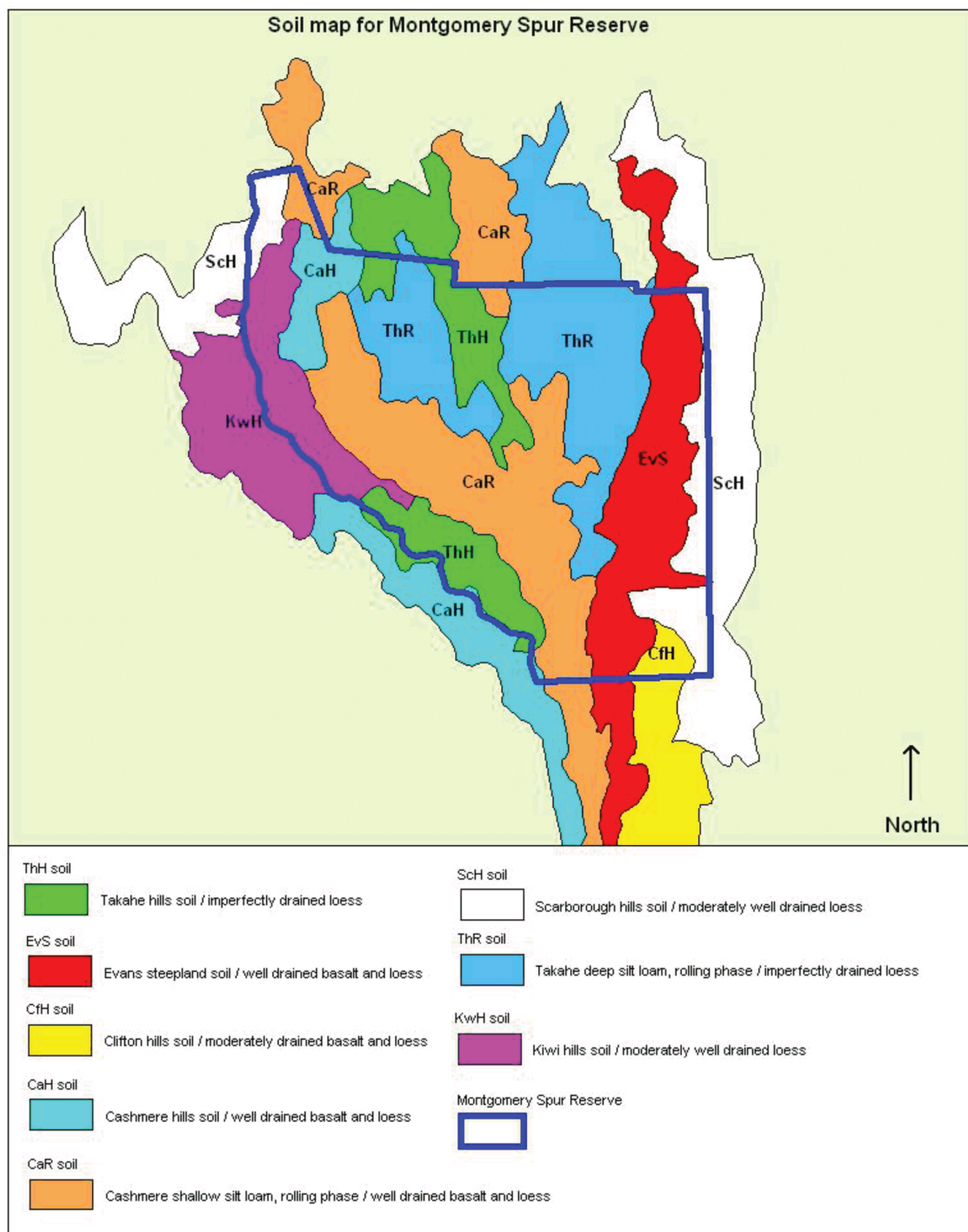
It was **resolved** on the motion of Councillor Corbett, seconded by Councillor Williams, that:

- (a) Subject to (b) the Council approves the Montgomery Spur Reserve Management Plan, with the changes shown as tracked changes in the draft plan and incorporated in the final version of the plan, as the operative plan.
- (b) That staff report back to the Council on the Maori name for the reserve referred to in paragraph 1.5 of the management plan.

A copy of the minutes can be viewed in full at the below web address:

<http://www1.ccc.govt.nz/council/proceedings/2010/june/cnclcover24th/council27may2010minutes.pdf>

7.2 Soil map



7.3 City Botanist report by Trevor Partridge

In June 2007 I visited parts of Montgomery Spur Reserve on two occasions to determine the values and areas of indigenous vegetation. On the second occasion I was accompanied by Grant MacLeod to look at options for tracks to ensure that the botanical values are not compromised by their location.

Montgomery Spur Reserve comprises a rounded ridge between the Rāpaki Track to the west, and the upper slopes of Avoca Valley to the east. It comprises pasture and rock outcrops at low to mid altitude on the Port Hills, so does not include the higher altitude elements that many of the large grassland reserves of the hills possess. It is currently used for grazing by sheep under a lease agreement.

This report provides a brief description of the values of the reserve and comments on their location and the possible impacts of greater use by the public. It is proposed to create walking and cycling tracks and associated facilities within the reserve. Access in to the reserve is not straight forward and involves travelling either up or down Rāpaki Track to the easiest point of entry. Thus facilities in the reserve are likely to be of the wilderness type.

Vegetation

The pre-human vegetation of Montgomery Spur and indeed most of the lower Port Hills would have been mixed podocarp/hardwood forest dominated by tall trees such as totara (*Podocarpus totara*) and perhaps matai (*Prumnopitys taxifolia*). Dominant broadleaf trees would have included ribbonwood (*Plagianthus regius*), mahoe (*Melicytus ramiflorus*) and broadleaf (*Griselinia littoralis*) with tree fuchsia (*Fuchsia excorticata*) in gullies. The larger rock outcrops would have supported shrubland and silver tussock (*Poa cita*) where these were large enough to open the forest canopy.

The first Europeans were greeted by completely different vegetation. Polynesian fires pushed the forest into the gullies and allowed the fire-tolerant low shrubs and especially silver tussock to dominate the landscape of the eastern Port Hills. Early paintings and photographs show the forest remnants confined to gullies and short tussock grassland the dominant vegetation. Farming activities have ensured the continuation of that pattern, the introduction of new plant species such as gorse (*Ulex europaeus*) and pine (*Pinus radiata*) as well as pasture grasses created the landscape and vegetation seen today.

Two main types of vegetation occur in the reserve today. Silver tussock grassland occurs on the deeper soils of the main part of the ridge itself and the rock outcrops support a mixture of silver tussock and native and exotic shrubs. Native forest has all but gone and its presence is only marked by the occasional tree amongst the more sheltered rock outcrops above Avoca Valley. Pines have however been planted as shelter belts on the rounded spurs.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of the reserve. The tussock density varies from very sparse to about 20% cover, which is at the lower end of the gradual process of tussock to sward cover ratio. Only where severely overgrazed or where ploughed are tussock densities lower. Within the reserve the general pattern is of lower density at the lowest altitudes. The dominant pasture grass is browntop (*Agrostis capillaris*) with some crested dogtail (*Cynosurus cristatus*). Drier areas have Australian danthonia grasses (*Rytidosperma* spp.). There is a variety of associated herbs, thistles, a common problem on the Port Hills, are not common. Other native species are uncommon and comprise the small yellow oxalis (*Oxalis exilis*) and small plants of the scrambling sub shrub pohuehue (*Muehlenbeckia complexa*).



Silver Tussock on Montgomery Spur Reserve with Christchurch in the background.

This grassland is being invaded by broom (*Cytisus scoparius*) and some gorse (*Ulex europaeus*) at the lower altitudes. In places this has formed a canopy and the overtopped vegetation is being displaced. Broom has the ability to occupy virtually the entire reserve so needs to be a major management consideration.

The silver tussock grassland is being maintained in its present state by grazing. There has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Rock Outcrops

Extensive rock outcrops occur above Avoca Valley, although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most common. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub. Associated shrubs include *Coprosma crassifolia* and *C. propinqua* and native broom (*Carmichaelia arborea*). Patches of bracken fern (*Pteridium esculentum*) occur amongst the shrubs. There are a very small number of conspicuous native trees, perhaps remnants of forest vegetation. Most appear to be mahoe. A few native herbs were recorded, especially where sheltered from stock, including the ferns *Polystichum richardii* and *Cheilanthes distans*. Some unusual finds were single plants of leafless clematis (*Clematis afoliata*) and knobby clubrush (*Ficinia nodosa*) suggesting that a more thorough examination may reveal other examples of such occurrence

Botanical Values

In the absence of an associated native flora, and at such low density, the silver tussock grasslands have very limited value. The rock outcrops do however have native vegetation of interest, especially as it contrasts with the more prominent higher altitude rocks of the Port Hills. These values have been recognised by their inclusion in two Ecological Heritage Sites (EHS) in the Christchurch City Plan. The smaller rock outcrops above Rāpaki Track are within the Mt Vernon Valley EHS 24.01, while the Avoca Valley cliffs form the lower altitude extension of Avoca Valley EHS 25.01. Indeed the EHS includes the cliffs as they extend into private property below Montgomery Spur Reserve there. At the upper part of the reserve, these two EHS's join.

Impacts of Recreation

Within the silver tussock grassland, it is very easy to create tracks that mostly avoid the silver tussock. If the inter-tussock included native species, there may be a problem, as there are none, losses will be minimal.

The rock outcrops require some care and sensitivity. However, as most of the native vegetation is shrub, it is relatively easy to identify such areas and avoid them in placing tracks through the outcrops. The most likely place that will need such attention are the Avoca Valley cliffs and there is an obvious sloping shelf

Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

at the upper end of the reserve that gives good access to lower altitudes and avoids major areas of shrubs at the same time.

The greatest threat to the vegetation of the reserve is not recreation but the spread of woody weeds, especially broom and gorse. These are spreading both through the silver tussock grassland and along the rock outcrops. Unless this spread is managed, the remaining botanical values of both habitats are under considerable threat. However, there is the suggestion that the sites in which the threatened species are found may instead be protected from grazing or exposure by the presence of shrubs of gorse and broom. Therefore it is important that these sites are marked and no clearing of any vegetation including weeds be undertaken until the roles of those species are determined in regard to the patches of threatened plants. As sites of threatened species, these areas will be monitored to determine the threats to these special plants.

7.4 Tangata Whenua report by Andrea Lobb

Andrea Lobb is the General Manager of Mahaanui Kurataiao Ltd a mandated Ngāi Tahu Rūnanga advisory agency that works to ensure Council documentation and programmes have appropriately engaged with Ngāi Tahu and adequately identified and addressed tangata whenua values in management planning and implementation.

In the preparation of the Montgomery Spur Reserve Management Plan Mahaanui Kurataiao Ltd confirms that a constructive and effective engagement process has been undertaken. Dialogue with local Rūnanga has occurred, a report on tangata whenua values (Pauling 2008, Ngāi Tahu Cultural Values associated with the Montgomery Spur Reserve area) was commissioned in the preparation of this Management Plan.

The report identifies significant traditional associations of Ngāi Tahu with the broad area of Montgomery Spur, and in particular the Rāpaki track. Rāpaki track was one of four major ara tawhito (trails) linking the Ngāi Tahu settlement of Rāpaki and the resources of Te Whakaraupō (Lyttelton Harbour) with the kāika and pā (settlements) and mahinga kai (food and resources) of Ōtautahi and the major settlement of Kaiapoi Pā. It provided the most direct link between Rāpaki and Ōpawaho Pā, and from here to the mahinga kai resources of Te Ihutai (Avon-Heathcote Estuary).

Key recommendations from this report and from dialogue with Rūnanga are included in this Management Plan through the objectives and [landscape](#) development proposals, i.e., dual naming, mahinga kai habitat restoration and species plantings, interpretations, Pou Pou style trail posts. Council is also facilitating dialogue between Ngāi Tahu and neighbouring parties where recommendations are relevant to areas adjoining Montgomery Spur Reserve. Engagement with Ngāi Tahu will continue through the implementation of the Management Plan, through Mahaanui Kurataiao Ltd and the Rūnanga.

Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

7.5 References

Pauling, Craig (2008) *Montgomery Spur Reserve Management Plan Tangata Whenua Research*.

Ogilvie, Gordon (1996) *Pioneers of the plains; The Deans of Canterbury*. Shoal Bay Press, Christchurch, New Zealand.

de Thier, Walter (1976) *Sumner to Ferrymead; A Christchurch history*. Pegasus Press, Christchurch, New Zealand.

Reference to the Black Maps:
<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>

7.6 Indicative landscape development proposals and plan

The indicative landscape development proposals highlight the projects that would assist in achieving the objectives and policies of the management plan. The indicative landscape development proposals will be used to identify significant expenditure items for which Council may choose to make provision in future Long Term Council Community Plans.

Long-Term Council Community Plan (LTCCP) disclaimer

No project recommended on the indicative development proposal will be implemented unless the expenditure is provided for through the Long Term Council Community Plan.

Below is the list of projects that have been raised during the draft consultation phase of the management plan's development.

| Project | Description | Funding required |
|--|---|---|
| Marker pole route | Walking route that is signalled by marker posts at intervals Pou Pou design & carving | Individually carved marker posts approx. \$1000 |
| Signage | Traditional park signage that is informative Tangata Whenua information is authentic & appropriate | Interpretation sign \$2,500 Reserve name signs \$800 per unit Internal track signage \$300 per unit |
| Access stiles over fences | Install stiles on the park so that people and stock interaction is well managed | \$500 - \$700 per unit installed |
| Mountain bike track | <u>Investigate option for an intermediate-level mountain bike track and development</u> | <u>Mountain bike track formation, Teddington chip compacted track \$15 - \$20 per m2</u> |
| <u>Mountain bike track</u> | <u>Develop a new connecting mountain bike track</u> | <u>Mountain bike track formation \$20,000</u> |
| Investigation for dual use name | Investigate a suitable Maori name to use alongside Montgomery Spur Reserve | Cost to be investigated |

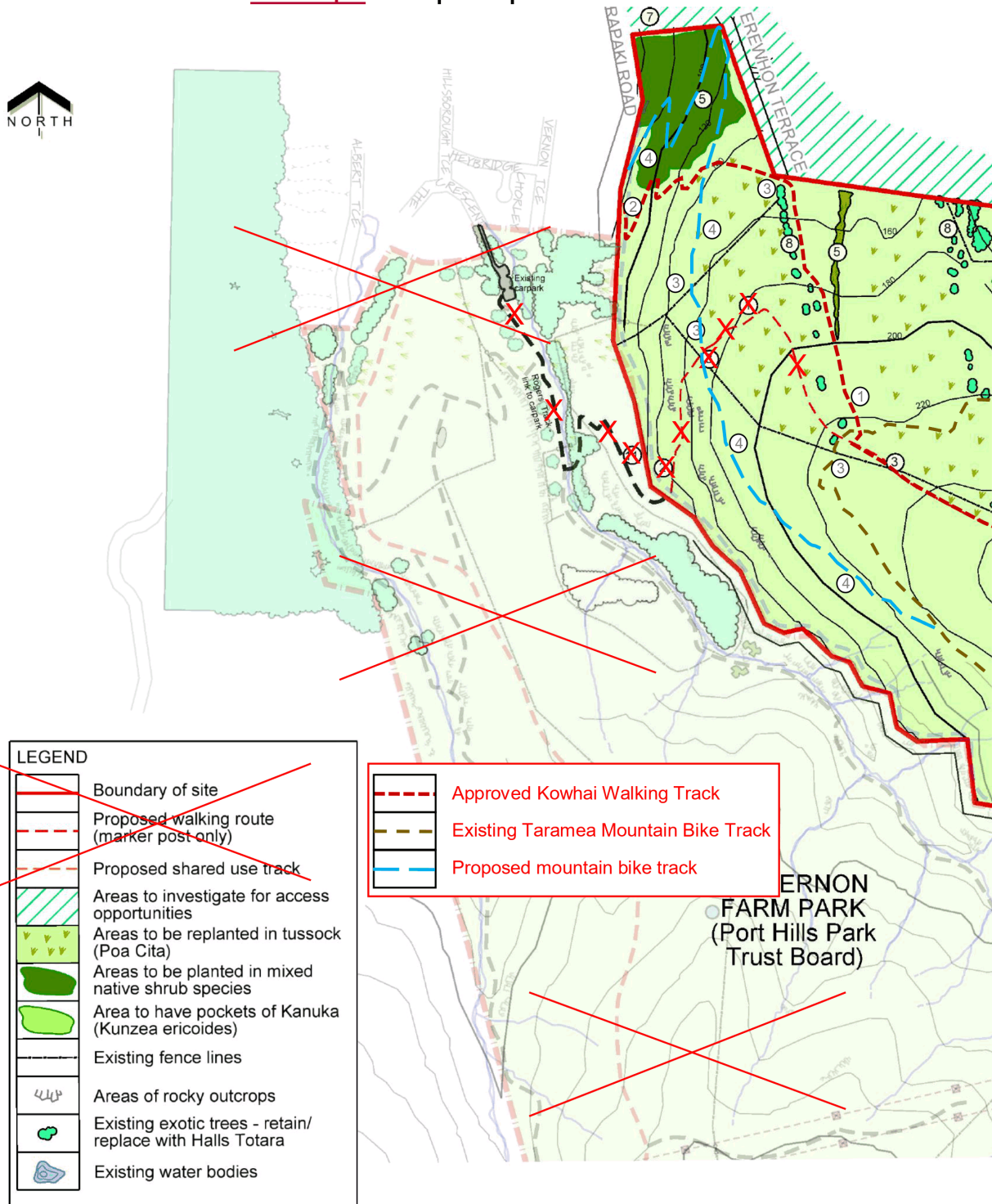
Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

| | | |
|---|--|---|
| Fencing around future plantings | Investigate fencing options and cost for future plantings where fencing will be required | 7 wire typical post and wire stock fence approx. \$15 per lineal metre |
| Rest stop | Development of rest stop at a location with a significant view along the marker pole track | \$1000 for seat and rest area. |
| Investigate access options on the perimeter of Montgomery Spur Reserve | To ensure that access from either the North or Eastern side of the reserve are considered in future planning work | Cost to be investigated and put forward for LTCCP funding in 2012 should land be available |
| Planting of Halls totara | Planting of Halls totara in line with policy 3.3.4 and 3.3.5 | P B 5's (grade to be planted) = \$14.00 each price includes planting and after care |
| Recreation route on Eastern side | Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve in an appropriate manner. | Cost to be investigated and discussions to be held prior to draft 2012 LTCCP |
| Landscaping and planting program | Landscaping and planting of areas outlined on the indicative landscape development plan Tangata Whenua values supported in line with policy 3.2.3 | Gully planting over a five year period: \$502,200 for 6 ha Tussock planting \$5,800/ha @ 3m spacing's Kanuka planting \$36,500/ha @ 1.5m spacing's (including 3 yrs maintenance) Flax planting \$42,300/ha @ 1.5m spacing's (including 2 years maintenance and caged flax) |
| Mt Vernon car park usage to access Montgomery Spur Reserve | Investigate access option from Rogers Track and car park at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes | Cost to be investigated and discussions to be held prior to draft 2012 LTCCP |

The developments above are not part of the statutory process of a management plan. In order to highlight the need for funding, it is necessary to develop a list of proposals as above.

Please see following pages for the Indicative [landscape](#) development plan.

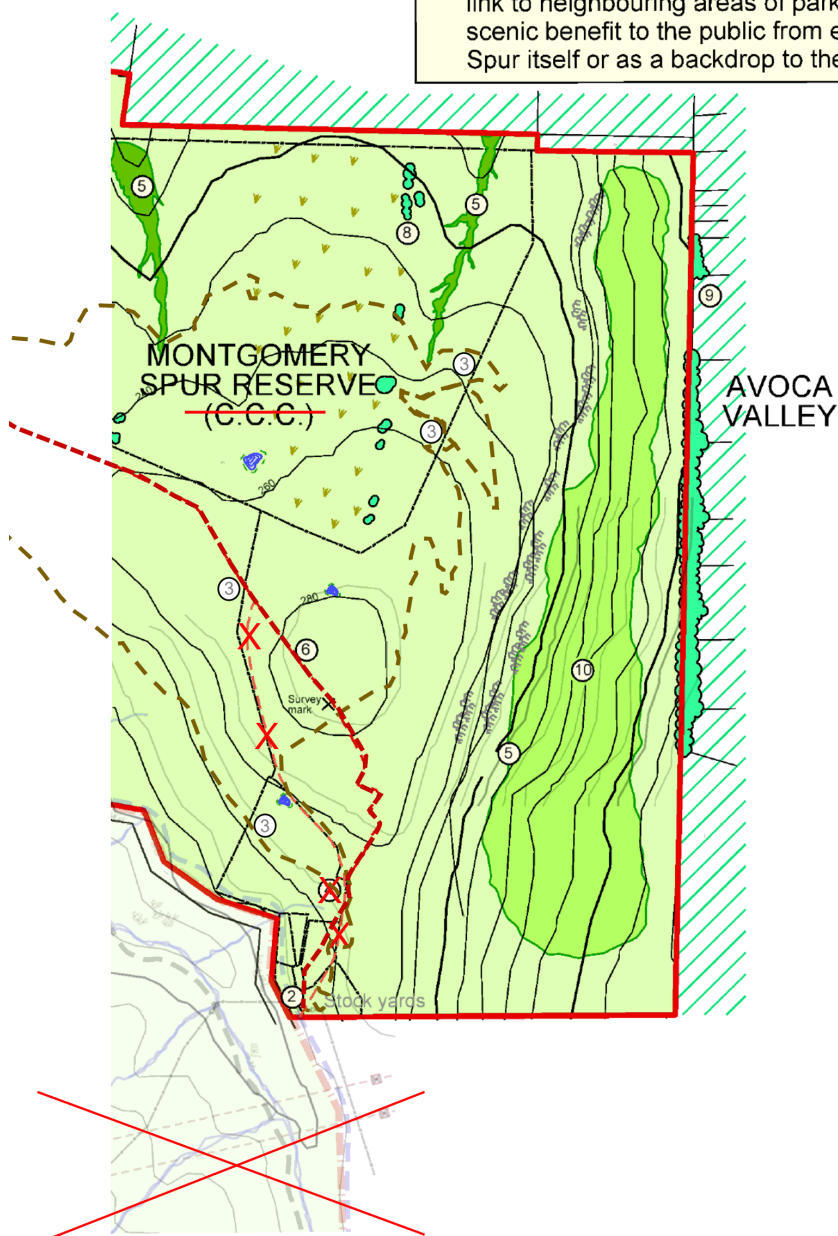
7.7 Indicative landscape development plan



Montgomery Spur Reserve Management Plan (incorporating amendments 2020)

VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.



- ① Walking route that is signalled by Pou Pou (marker posts) at intervals.
- ② Park signage indicating name and Ngai Tahu name of the reserve, and interpretation of the site.
- ③ Install stiles on the park so that people and stock interaction is well managed.
- ~~④ Investigate option for an intermediate level mountain bike track and development to start at stock yards.~~
- ⑤ Fencing around future plantings.
- ⑥ Develop a rest stop at a location with significant views along the marker pole track.
- ⑦ Investigate access options on the perimeter of Montgomery Spur Reserve.
- ⑧ Retain existing exotic 3 tree lines and replace as needed with Halls Totara.
- ⑨ Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve.
- ⑩ Landscaping and planting of areas outlined on the development plan. Tangata Whenua values supported through gully planting and use of appropriate species.
- ~~⑪ Investigate access option from Rogers Track and carpark at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes.~~
- ④ Proposed new linking mountain bike track.

Historical Tracks (trails including Deans Stock Route and the Rāpaki ara tawhito Trail) transversed Montgomery Spur, these trails dated back beyond 1852.

**Montgomery Spur Reserve
Management Plan 2010
(incorporating amendments 2021)**

Attachment C Item 4

Cover page photo: +

Foreword

Montgomery Spur Reserve is part of the Port Hills reserve network that the public can enjoy for the purposes of recreation while preserving the ecosystem and landscape value of the Spur. On a clear day, one can view the Southern Alps, Pegasus Bay, the Kaikoura's and the Canterbury Plains from Montgomery Spur Reserves slopes.

The management plan is a requirement under the Reserves Act 1977. A management plan sets out policies and objectives that will show the public how a Local Authority intends to manage a reserve.

Montgomery Spur Reserve is classified as a Scenic Reserve under the Reserves Act 1977, Section 19.

Public notice has been given in accordance with section 41 (6) of the Reserves Act 1977 stating that the draft management plan was available for inspection and inviting submissions. The submission period for the draft plan ran from 31st July 2009 until 9th October 2009. A total of 103 submissions were received during this period.

As a result of the submission period a Hearings Panel met on the 9th November 2009 at the Council Chamber. The panel heard a total of 12 submitters and viewed all written submissions. Following the hearing and viewing of submissions, the Hearings Panel made recommendations to Council for the content of what would be the adopted management plan. The Council then adopted the plan at its meeting on the 27th May 2010, this now being the operative management plan for Montgomery Spur Reserve.

The Hearings Panel comprised:

Chair –Barry Corbett Councillor Christchurch City, Spreydon Heathcote

Chrissie Williams Councillor Christchurch City, Burwood Pegasus

Oscar Alpers Community Board Member, Spreydon Heathcote

Acknowledgments

The Montgomery Spur Reserve Hearings Panel and the Asset and Network Planning Unit of the Christchurch City Council would like to thank the following groups for their assistance and input during the development of this management plan.

All those who submitted during the issues gathering phase and draft consultation of this management plan

All those who attended the drop - in sessions at St Martins Scout Hall

The Spreydon / Heathcote Community Board for meeting with Council Officers and supporting the development of the plan

Ngāi Tahu, Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga, Te Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Ltd for providing information to Council Officers for the plan.

Mount Vernon Park Trust for co-operation and collaboration with Council Officers

Summit Road Society for meeting with Council Officers to provide information

St Martins Scouts for allowing use of their facility for drop - in sessions

Port Hills Ranger Staff for being supportive in providing information

The Friends of Montgomery Spur for supporting the area

The Beckenham Service Centre and Library for assistance with meeting details and making information available to the public

The Insite team at the Central City Library for assistance in providing resource materials

Local residents for their communication and open door policy on working with Council Officers.

AMI Stadium for allowing use of their stands to take photos of Montgomery Spur Reserve

Council Officers that have offered assistance and technical information within this plan

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1 OVERVIEW

1.1 Introducing Montgomery

In 1927 Montgomery Spur was purchased by John Montgomery, the son of the Honourable William Montgomery. John Montgomery, and then his son Jock, utilised the land for both grazing and seed exportation. John Montgomery unexpectedly passed away in 1946 after succumbing to illness in a very short time. Jock then farmed the land until new owners stepped in during the 1980's. Grazing and stock work was common from this point up to the time of Council's acquisition of the land area.

The name Montgomery Spur was subsequently taken from John Montgomery. Prior to the proposal to develop the land (late 1990's), the name Montgomery Spur had not been widely used. Instead, many people linked the land with the names Glenelg Spur, Murray-Aynsley or Rāpaki.

1.2 Introducing Montgomery Spur Reserve

Montgomery Spur Reserve is a classified Christchurch City Council scenic reserve on the Port Hills. It has a land area of 126.6 hectares and is zoned Open Space Natural in the Christchurch District Plan.

Montgomery Spur Reserve is located at 70 Rāpaki Road, Hillsborough Christchurch, and rises to a maximum height of 285 metres above mean sea level. Montgomery Spur is situated directly east of the Rāpaki Track and offers unobstructed views across the plains and coast. The spur is one of the most notable landscape parcels in Christchurch's backdrop. The area has Mount Vernon Park (Managed by the Mt Vernon Farm Park Trust on behalf of the Port Hills Park Trust Board) to the west and Avoca Valley to the east.

Montgomery Spur Reserve has a relatively easy gradient for walking. In recent years the neighbouring Rāpaki Track has become increasingly popular for its recreational value. It is expected that many who use Rāpaki Track utilise Montgomery Spur Reserve as part of their recreation experience.

The Montgomery Spur Reserve Management Plan is the first occasion such a document has applied to land title Part Lot 1 DP 2855, containing 126.6392 hectares, 25A/1227 Christchurch City Council, Scenic Reserve.

1.3 Retention of an outstanding natural landscape

Montgomery Spur was the focus of much discussion during the application to change the zoning from rural hills to living hills from 1998 – 2003. During this time groups formed and organisations and residents submitted to both the Christchurch City Council and the Environment Court to show their opposition to development on the Spur.

The application sought to develop the Spur into a residential neighbourhood by changing the zoning from Rural Hills to Living Hills. At the time groups had formed to protect the Port Hills from further development. Out of this came a group known as the Friends of Montgomery Spur. Along with this group, the National Council for Women, the Montgomery Spur Heritage Trust, the Summit Road Society and others worked through Resource Consent processes to have the application for the Living Hills zoning to be turned down.

The terms, nationally significant, regional icon and natural outstanding landscape were utilised to describe both the Port Hills and Montgomery Spur through this period. With the decision of both the Christchurch City Council and then the Environment Court to retain the Rural Hills zoning, Montgomery Spur Reserve was then retained as an outstanding natural landscape.

1.4 Purpose of the management plan

The purpose of the management plan is to recognise the values of the reserve, establish a vision for its future, and set management objectives and policies to achieve desired outcomes. The plan has been developed in consultation with the public and follows the process outlined in the Reserves Act 1977.

The Reserves Act 1977 - section 41; 3. outlines the following:

The management plan shall provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 19 as the case may be, of this Act for a reserve of that classification.

1.5 Ngāi Tahu: Tangata Whenua

The area of Montgomery Spur Reserve (“the park”) is located within the takiwā of two Christchurch Papatipu Rūnanga - Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and Te Ngāi Tūāhuriri Rūnanga. In preparation of this Management Plan the relationships held by tangata whenua with the area have been identified and recommendations included to address the values held for the park and the surrounding area, and there will be an ongoing relationship between the Council and the Rūnanga in the implementation of this Management Plan. One of the significant recommendations of the report is for the use of a dual name for Montgomery Spur Reserve. As part of the development of the final plan, Ngāi Tahu will put forward a name to be used alongside Montgomery Spur Reserve. Other recommendations are addressed throughout this Management Plan and will be given effect to in the implementation of this Management Plan.

1.6 Rāpaki Track

The Rāpaki Track is a benched track on legal road running alongside the western boundary of the reserve. It separates the reserve from Mt Vernon Park. The track starts at the end of Rāpaki Road and continues on to the Summit Road, partly through Mt Vernon Park administered land. It is one of the most used recreational areas of the Port Hills, being popular for mountain biking, walking and running. The gradient is ideal for people with low skill and fitness levels.

1.7 Historical trail for early settlers in Christchurch and Ngāi Tahu

A path running down Montgomery Spur provided a link from Lyttelton Harbour through to the Canterbury Plains for Māori and for early European settlers. It was used by Ngāi Tahu when journeying between the Rāpaki settlement and the Kaiapoi settlement. In the 1840s the Deans brothers used it to take stock to their farm at Pūtaringamotu (Riccanton), and it was subsequently used by the early settlers of Christchurch as a route between Lyttelton and the city.

(de Thier 1976 page 170, Ogilvie 1996 pages 42 – 44, Black Maps),
(<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>).

1.8 Mt Vernon Park

Mt Vernon Park is privately owned by the Port Hills Park Trust Board who have set up the Mt Vernon Farm Park Trust to manage the area. The land lies to the west of Montgomery Spur Reserve. The Trust has a management plan much like this document with a list of objectives and policies by which they manage Mt Vernon Park. Thanks to the efforts of the Trust, the public can now access many areas of the Port Hills while utilising Mt Vernon Park.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

The Christchurch City Council urges the public to be aware and to respect the rules that the Trust has in place when accessing Mt Vernon from Rāpaki Track and Montgomery Spur Reserve. A copy of the Mt Vernon Park Management Plan can be found at the Christchurch Central City Library.



Looking at the Mt Vernon Park car park from Rāpaki Track.

2 VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.

3 OBJECTIVES & POLICIES

3.1 Land management objective:

The open space character, silver tussock, rock outcrop vegetation, matagouri and sheep grazing of the Spur are to be retained

- POLICIES:**
- 3.1.1** The open space and rural character of the reserve are to be conserved to optimise the benefits of public enjoyment and recreation in an outdoor setting.
 - 3.1.2** Areas of significant vegetation (including matagouri and threatened rock outcrop plants) on the eastern slope of the reserve shall be protected from grazing damage.
 - 3.1.3** The Council retains the right to manage broom and gorse as a nurse species for establishing vegetation and protecting threatened species, while meeting the 10 metre boundary control obligations under the Regional Pest Management Strategy.
 - 3.1.4** Weed control and other chemical applications on Montgomery Spur Reserve shall be undertaken so as not to compromise organic certificates of neighbouring property owners.
 - 3.1.5** Several plant species of significance have been identified on the rock outcrops. These species and any others that are identified on the reserve shall be managed appropriately and spraying or top dressing not permitted in the areas that these are found. All known locations of such vegetation shall be recorded. Discussions need to be undertaken with the City Botanist and Planting Ranger before commencing with any work in the rock outcrop areas.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

- 3.1.6 In situations where, in Council's opinion, any removal of vegetation or a surface is in a condition that poses a risk of erosion, the Council will exercise its right to manage the problem in an appropriate manner.
- 3.1.7 Management of vegetation shall be carried out by appropriate grazing methods that conserve the silver tussock grassland and other habitats of the reserve.
- 3.1.8 The indigenous rock outcrop vegetation is to be managed in a sustainable manner and grazing of these areas is to be restricted if deemed necessary for their protection.
- 3.1.9 Trees and other plants will be selected according to their suitability to the environmental conditions, use of the site, and shall be managed with the primary aims of providing shelter, amenity, or ecological value.
- 3.1.10 In situations where, in the Council's opinion, any tree is in a condition that poses an immediate safety risk, the Council will exercise its right to have the tree removed as soon as possible.
- 3.1.11 Identified ecological values within the reserve are to be protected.
- 3.1.12 The habitats of the reserve shall be cared for in line with the Council's Biodiversity Strategy.
- 3.1.13 Timber and dead wood could be retained on site where it offers the opportunity for habitat and benefit to the health of the land.

3.2 Cultural heritage & history objective:

Cultural heritage is protected and history acknowledged appropriately

- POLICIES:**
- 3.2.1 If anything of an archaeological nature is encountered (e.g. shells, charcoal-stained soil, fire-cracked stones, artefacts or human remains) during any programmes of work such as excavation, fencing, or roading etc, the NZ Historic Places Trust and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga are to be contacted immediately and work to be temporarily stopped.
 - 3.2.2 Identified history of the reserve shall be recognised and incorporated into an interpretation plan for the reserve.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

- 3.2.3 Mahinga kai collection is enabled through appropriate planting in suitable areas on the reserve.
- 3.2.4 Pole markers on walking tracks shall be in the style of Pou Pou, their design, location and installation shall be undertaken in partnership with local Rūnanga.
- 3.2.5 A name shall be sought from Ngai Tahu to determine an appropriate Maori name for use alongside Montgomery Spur Reserve and shall be formalised through the Christchurch City Council naming process.

3.3 Scenic & landscape objective:

Views from the reserve and its landscape are protected and not forsaken

- POLICIES:**
- 3.3.1 Signage is to conform with Council signage guidelines, bylaws, standards, and policies. The size and location of signs in the Reserve are to be designed in such a way as to minimise visual detracting from the natural environment.
 - 3.3.2 The scenic values of the reserve are to be retained and consideration given to those scenic values through any installation of tracks or other recreational and management facilities.
 - 3.3.3 Opportunities for admiring the city from the slopes of the reserve are provided to optimise the recreational benefit to the public.
 - 3.3.4 The iconic three tree lines on the reserve shall be planted with replacement trees of Hall's totara (*Podocarpus hallii*). This planting shall be in a suitable location that mimics the present three tree line formation.
 - 3.3.5 The existing three tree line shall be retained until the trees become diseased or pose a safety concern.

3.4 Recreation objective:

Develop areas for recreation that are suitable for the reserve and surrounding environment

- POLICIES:**
- 3.4.1** Seating shall be kept at a minimum on the reserve.
 - 3.4.2** Where possible marker poles will identify a route that optimises the public's recreational benefit of the reserve.
 - 3.4.3** A mountain bike track, named as the Taramea Mountain Bike Track, that offers the opportunity for a step down in level from traditional Port Hills tracks should be provided that is classed as an intermediate grade track.
 - 3.4.4** Further to policy 3.4.3, another mountain bike track, this to run between the mountain bike track referred to in policy 3.4.3 and the Rapaki Track just above the Rapaki Road end, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.5** A walking track, named as the Kowhai Walking Track, to run between connection points with the Rapaki Track at the highest and lowest extents of Montgomery Spur Reserve, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.6** Organised low impact events will be permitted in the reserve in accordance with Council policy and practice, and if it promotes outdoor recreational opportunities within the reserve.
 - 3.4.7** Recreational structures and facilities are minimised to retain the open space character of the reserve.
 - 3.4.8** A specified horse route shall be investigated to allow for riding over the Spur on condition that they do not interfere with grazing activities, pedestrian or mountain bike users and that they do not access the rock outcrops or the gully systems unless a specific route is installed.
 - 3.4.9** Recreational motorised activities are prohibited from utilising Montgomery Spur Reserve.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

3.4.10 Dogs on lead will be permitted to utilise the track network of Montgomery Spur Reserve outside of the lambing season. Dogs will not be allowed to utilise the track system during lambing season.

3.4.11 The naming of any recreational track shall take into consideration the historic ties of both Ngāi Tahu and the Deans of Canterbury stock route.

3.5 Access & links objective:

Investigate options to gain quality access and links onto the reserve

- POLICIES:**
- 3.5.1** Management will retain the right to vehicle access onto the reserve where it meets management and maintenance goals.
 - 3.5.2** Access points are considerate of other users to ensure conflicts are limited.
 - 3.5.3** Cycling and pedestrian links from Avoca Valley, Alderson Ave, Erewhon Tce, Glenelg Spur and Rāpaki Road and Track will be investigated to optimise the benefits to the public and residents.
 - 3.5.4** Access points will be established between neighbouring reserve land or public trust land in partnership with administering bodies.
 - 3.5.5** Council Officers will work with neighbouring land owners to identify options for public access from various points into Montgomery Spur Reserve.

3.6 Volunteers objective:

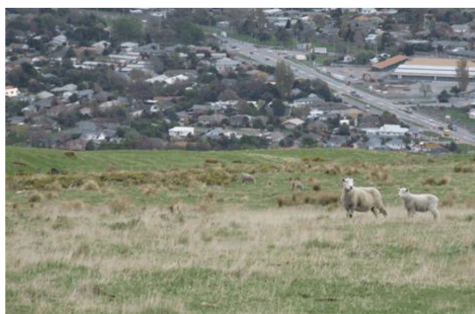
Investigate volunteer aid for maintenance of the reserve

- POLICIES:**
- 3.6.1** Christchurch City Council Rangers, where appropriate, will seek volunteers' involvement with maintenance of Montgomery Spur Reserve.

3.7 Farming activities objective:

Farming will be utilised as a tool for land management

- POLICIES:**
- 3.7.1** Council will retain the right to use grazing as a management tool for reducing fire risk and managing vegetation in the reserve.
 - 3.7.2** A lease shall be formulated between council and a grazier that adheres to the policies and objectives of this management plan.
 - 3.7.3** Cattle shall not be permitted to graze Montgomery Spur Reserve. The reserve shall be utilised for sheep grazing and lambing only. No other animals will be utilised for grazing Montgomery Spur Reserve.
 - 3.7.4** Grazing will remain at a level where it will not place pressure through over or under grazing on the silver tussock. Assessment shall be undertaken by appropriate Council officers.
 - 3.7.5** Dogs shall be prohibited from areas of Montgomery Spur Reserve during lambing season or where it is necessary for the health and well-being of the stock. At all times, dogs should be on a lead at Montgomery Spur Reserve.
 - 3.7.6** The public shall retain the right to access the working farm areas of Montgomery Spur Reserve where or when it does not conflict with the well-being of stock or adversely affect grazing operations. If restrictions are required, they will be indicated via appropriate signage and any necessary public notice.
 - 3.7.7** Fence lines and stiles shall not be placed on ridge lines, rather where possible they shall sit below ridge lines to ensure they have minimal impact on the scenic value of the Spur.



Sheep grazing on Montgomery Spur Reserve with Port Hills road in the background

3.8 Utility services objective:

Allow access for essential utility services that are to the benefit of the environment, landscape and its visitors

- POLICIES:**
- 3.8.1** Utility services necessary for the servicing of facilities within the reserve shall be permitted.
 - 3.8.2** The visual and physical impact of services shall be minimised and services will be placed underground where possible.
 - 3.8.3** Structures that detract from the open space character of the reserve that are not currently in place shall not be permitted unless it is providing an essential public benefit or it is to the benefit of the reserve.
 - 3.8.4** Montgomery Spur Reserve will be considered as a litter free park, as such bins will not be provided, and reserve visitors are expected to take all rubbish with them.

3.9 Commercial activities objective:

Commercial activities shall adhere to this management plan

- POLICIES:**
- 3.9.1** Commercial activities shall be discouraged when they do not meet the vision or objectives of this document.

3.10 Management plan review objective:

To ensure that the management plan remains a useful tool for managers of Montgomery Spur Reserve

- POLICIES:**
- 3.10.1** Keep the management plan under continuous review in accordance with Section 41 (4) of the Reserves Act 1977.
 - 3.10.2** That the Montgomery Spur Reserve Management Plan when reviewed is aligned with similar plans for the Port Hills.

•—————•

4 ISSUES

Recreational use of the land:

Two key issues have been raised in regards to recreation on Montgomery Spur Reserve, these being walking and mountain bike access. For mountain biking in particular it has been established that there is no easy grade track that offers an introduction from the plains to the hills. All other Port Hills mountain bike tracks have a grading of intermediate, difficult or extreme. Montgomery Spur Reserve offers riders with intermediate grade mountain bike tracks with great views. Such tracks are not be at the technical level of other established Port Hill tracks.

Following policy 3.3.3 in the management plan, the Taramea Mountain Bike Track was developed in Montgomery Spur Reserve in 2013. This has now become the most popular mountain bike track on the Port Hills. Along with about 250,000 visitor experiences each year on the Rapaki Track adjoining Montgomery Spur Reserve, there has been growing community demand for greater separation between walkers/runners and mountain bikers in this very popular recreational area.

In 2018, in an effort to help alleviate the congestion, the Port Hills Park Trust Board gave permission for the Christchurch Single Track Club to build a mountain bike track in Mount Vernon Park, which the Trust owns, on the western side of the Rapaki Track. This new track is also very popular, connecting to the Taramea Mountain Bike Track via the Rapaki Track to make a continuous fun ride. It has resolved some of the conflict and safety issues in the top section of the Rapaki Track.

The Canterbury and Christchurch Single Track Mountain Bike Clubs have requested the Port Hills Regional Parks Team to work again in partnership with them to design and build a section of mountain bike track in Montgomery Spur Reserve. This will enable riders to enter or leave the park and ride to the Summit Road and back without using the busy Rapaki Track. Along the way, riders can loop around the Taramea Mountain Bike Track.

The goal is to encourage riders to stay off the Rapaki Track, particularly when riding downhill. This will reduce the risk of conflicts and provide for increased enjoyment for all users. The new track will complete the overall plan for cyclists to be able to ride entirely away from the Rapaki Track if they wish to.

There is also one earlier approved, although not yet constructed, new track for Montgomery Spur Reserve. This is the Kowhai Walking Track, which will enable walkers and runners to enjoy the park separately from mountain bikers. The development of the further mountain bike track has been approved with the adoption of the amended management plan in 2020. The new tracks are mapped on the indicative landscape development plan in appendix 7.7 of this management plan.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

Starting from the bottom and moving up, the new mountain bike track starts from the Rapaki Track just up from the top of Rapaki Road. The first 400 metres of track requires benching. As this section of track is within a rock fall 1 and 2 zone it will require a resource consent to be applied for.

The rest of the track is to be formed by cutting grass with a mower. Over time, the grass will wear down to mineral earth. Track design and construction will follow best practice methodology specified by the International Mountain Bike Association (IMBA). Best practice design and construction, such as track alignment, ensures minimal environmental degradation and helps prevent long term maintenance issues. An ongoing maintenance programme will also be in place.

Over 90% of the Kowhai Walking Track will be formed by cutting grass and delineating the route with marker poles. The first 150 metres up from the Rapaki Track at the Rapaki Road end will require benching work. As with the new mountain bike track, this section is also within a rock fall 1 and 2 zone and work will require resource consent too. This will be included in the application for resource consent for the 400 metre section of the nearby new mountain bike track.

Access and links onto the Spur:

Staff and the public have identified the issue of accessing Montgomery Spur Reserve. At present the park is landlocked on two sides (Avoca Valley and from Alderson Avenue). The only access at present is off the already very busy Rāpaki Road and Track. Residents from Avoca Valley and Alderson Avenue have stated a desire to have access from the eastern side of the reserve and away from Rāpaki Road. Rāpaki Road residents have stated that they would like an alternative access as Rāpaki Road becomes congested due to use of the Port Hills. Council officers would need to look at alternative opportunities to access Montgomery Spur Reserve in order for any future links to be secured.

Farming activities:

Increased use of the area could put stress on stock at certain times of the year. Montgomery Spur Reserve is an important location for lambing. A balance needs to be created where the public retains the right to use the park while the health and well-being of the ewes and lambs at lambing time is not forsaken.

Grazing will be an important factor in retaining the silver tussock landscape for the future. People have stated that they would like to see farming and the silver tussock thrive and that the rural character of the land remains. In order for this to occur, Montgomery Spur Reserve needs to be an appropriate and attractive location for lambing and grazing.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

Botanical:

Woody weed pests broom (*Cytisus scoparius*) and gorse (*Ulex europaeus*) have established a foothold on the lower western slope of the reserve. They have been identified as suitable as 'nursery crops' to allow native vegetation to develop in their shelter and eventually replace them. The threat of erosion is another key factor in the desire to retain the broom and gorse while other vegetation establishes in their place.

The public have stated that the 3 lines of trees on Montgomery Spur Reserve are important to the backdrop of Christchurch. However, others have stated that they do not wish to see pines or macrocarpa on the slopes of Montgomery Spur Reserve. One of the biggest issues in retaining trees in regard to the future of Montgomery Spur Reserve are the dry conditions due to soil type and the harsh climatic conditions to which the spur is subjected. Any tree planting will need intensive management and care. Species will also need to be able to cope with the environment on the slopes and it is important that at the present time the trees are offering shelter to stock on these slopes. Gully plantings will be more suitable to the area to ensure there is shelter for stock in the future.

Scenic and landscape issues:

The landscape has been identified as of national importance. Any track or other recreational development has to be wary of this value and not detract from it. The public was clear in their support for very low-level development on Montgomery Spur Reserve, and that it should only be necessary infrastructure that is placed on the slopes of the park. A marker pole route (using Pou Pou as markers) for walking and considerate placement of surfacing for other recreational activities will allow for this to occur.

Tangata Whenua:

Council staff have worked with local Rūnanga to ensure that this Management Plan identifies and addresses Ngāi Tahu values and aspirations for this area. Continuing this relationship will ensure opportunity remains for involvement in the management of Montgomery Spur Reserve.

5 RESOURCE INFORMATION

5.1 Land tenure

Christchurch City Council holds the Certificate of Title and will manage the land with the potential for private grazier to hold stock on the reserve.

5.2 Legal status and classification

Montgomery Spur Reserve is made up of the following title:

- Part Lot 1 DP 2855, containing 126.6392 hectares, fee simple title CB25A/1227 held by the Christchurch City Council, Scenic Reserve

The reserve is classified as a scenic reserve under section 19(1)(a) of the Reserves Act 1977. The purpose of a scenic reserve is described in the Reserves Act 1977 as follows:

19 Scenic reserves (1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as scenic reserves—

19 Scenic reserves (1) (a) For the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest.

The Act goes on to describe a scenic reserve as an area that is managed for the public's access and enjoyment:

19 (2) (b) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on administering bodies by sections 55 and 56 of this Act.

19 (2) (c) To the extent compatible with the principal or primary purposes of the retention and preservation of the natural or scenic values, open portions of the reserve may be developed for amenities and facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve.

5.3 Physical description

Stock yards

The stock yards are used for drafting during lambing season and for treatment of stock. The yards are easy to locate due to being directly east of the much used Rāpaki track.

Upper western slope

The upper western slope overlooks the Rāpaki track on the eastern side of Mt Vernon. This area is a logical link with Mt Vernon Park and Rogers track. The slope has stunning views looking towards the Canterbury Plains and the Southern Alps. In late afternoon the sun shines brilliantly over this area of Montgomery Spur Reserve as it sets in the west. The slope has fewer rock outcrops than one can find on the eastern side, however it offers true farm landscape.

Eastern slope

The eastern slope is dominated by the rock outcrops that form a spine along the ridge of the slope. On the northern areas of the slope dramatic drop-offs fall away into Avoca Valley. The slope has views overlooking the New Brighton Pier, Pegasus Bay, the Southern Alps, central city and Ferrymead.

Lower western slope

The lower western slope is dominated by broom and steep terrain. The slope is a favoured by stock due to the presence of water from the trough and the cover provided by the broom.

Rock outcrops

The rock outcrops on Montgomery Spur Reserve offer a stunning variation to the pasture land that dominates the area. The rocks are great locations for people to admire the views of the New Brighton Pier, Avoca Valley and the mountain ranges surrounding Pegasus Bay. The rocks are strewn along the eastern slopes looking like relics and ruins from previous civilisations.

Extensive rock outcrops occur above Avoca Valley. Although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue (*Muehlenbeckia complexa*) growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common. A small population of the highly threatened Banks Peninsula forget-me-not (*Myosotis australis* var. *lytteltonensis*) has recently been discovered on these outcrops away from the reach of grazing animals.



Rock outcrops and vegetation above Avoca Valley on Montgomery Spur Reserve.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most notable. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub in the area.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of Montgomery Spur Reserve. The ease of walking through the grassland will be of great value to people recreating there. The silver tussock grassed areas allow you to get a feel for how rugged the Port Hills are for stock and for those early settlers that had to cross over from Lyttelton when starting a new life in Christchurch. The city has few areas for true escape, while, although Montgomery Spur does not entirely allow you to escape in the true sense, it certainly does allow for imagination and separation from city life.

The silver tussock grassland is being maintained in its present state by grazing, there has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Gullies

Montgomery Spur has three gullies running through the land. The eastern, central and western gullies. All three gullies overlook the central city with trees lining the western side of each. Low rank vegetation occurs in each, with significant drop-offs from the central and western gullies.

Table top

This is noted as the highest point on the reserve, 285 metres above sea level. At the top of this point one can expect great views of Canterbury, Christchurch, Pegasus Bay, the Port Hills and the Southern Alps.

5.4 Soil

In appendix 7.2 is a soil map. The map outlines soil type and its boundaries on Montgomery Spur Reserve.

The following are soils of Montgomery Spur Reserve:

Well drained basalt and loess soils:

- Cashmere hills soil
- Cashmere shallow silt loam, rolling phase
- Evans steepland soil

Moderately drained basalt and loess soils:

- Clifton hills soil
- Scarborough hills soil
- Kiwi hills soil

Imperfectly drained loess soil:

- Takahe deep silt loam
- Takahe hills soil

While there are a number of soils that contribute to the make-up of Montgomery Spur Reserve, they are not vastly different and do not signal the need for major changes in management type.

5.5 Climate

Montgomery Spur Reserve is north-facing with high levels of radiant energy on its exposed slopes. The high levels of exposure to sun can be attributed to the area receiving virtually continuous light by facing north and its lack of shadow coverage from neighbouring landforms.

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Montgomery Spur Reserve and Mount Vernon in the snow during October 2008.

Montgomery Spur Reserve can be best described as having a Mediterranean climate. It is subject to hot, dry conditions during the summer, and much like the Mediterranean, it has predictably high levels of winter rainfall. During the depths of the Christchurch winter the spur has few frosts and only short term snow coverage.

Montgomery Spur Reserve is subject to the norwester, and the various easterly winds. The norwester is effective at drying the park out during the summer months. The easterly winds bring in rain from the Pacific and can be very unwelcoming for those on the eastern slopes. Southerly winds are more prevalent in winter and deposit most of the rainfall.

6 DOCUMENTS RELEVANT TO THE RESERVE

- Reserves Act 1977
- Local Government Act 2002
- Biodiversity Strategy 2008-2035
- Canterbury Biodiversity Strategy
- Long Term Plan
- Christchurch District Plan
- Port Hills Recreation Strategy
- Bylaws
- Canterbury Regional Pest Management Plan.
- Public Open Space Strategy 2010-2040

7 APPENDICES

The following can be found in the appendices:

- 7.1 Council resolution on plan approval
- 7.2 Soil map
- 7.3 City Botanist report
- 7.4 Tangata Whenua report
- 7.5 References
- 7.6 Indicative landscape development proposals
- 7.7 Indicative landscape development plan

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

7.1 Council resolution on plan approval

MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON THURSDAY 27 MAY 2010

PRESENT: The Mayor, Bob Parker (Chairperson).

Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson, Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

1. APOLOGIES

Nil.

Item 7 related to the approval of the management plan, the resolution is as follows:

7. REPORT OF THE HEARINGS PANEL ON THE MONTGOMERY SPUR RESERVE MANAGEMENT PLAN

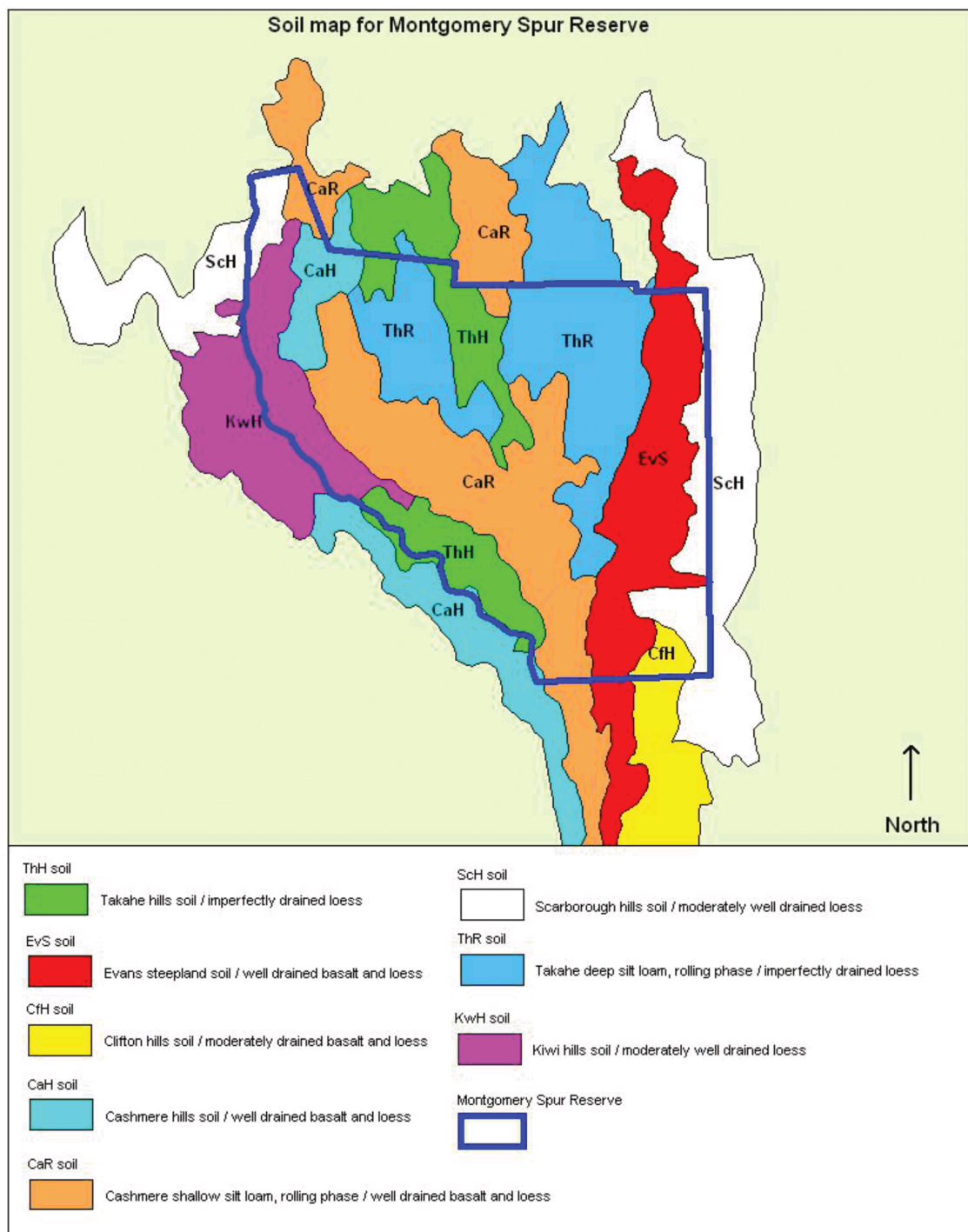
It was **resolved** on the motion of Councillor Corbett, seconded by Councillor Williams, that:

- (a) Subject to (b) the Council approves the Montgomery Spur Reserve Management Plan, with the changes shown as tracked changes in the draft plan and incorporated in the final version of the plan, as the operative plan.
- (b) That staff report back to the Council on the Maori name for the reserve referred to in paragraph 1.5 of the management plan.

A copy of the minutes can be viewed in full at the below web address:

<http://www1.ccc.govt.nz/council/proceedings/2010/june/cnclcover24th/council27may2010minutes.pdf>

7.2 Soil map



7.3 City Botanist report by Trevor Partridge

In June 2007 I visited parts of Montgomery Spur Reserve on two occasions to determine the values and areas of indigenous vegetation. On the second occasion I was accompanied by Grant MacLeod to look at options for tracks to ensure that the botanical values are not compromised by their location.

Montgomery Spur Reserve comprises a rounded ridge between the Rāpaki Track to the west, and the upper slopes of Avoca Valley to the east. It comprises pasture and rock outcrops at low to mid altitude on the Port Hills, so does not include the higher altitude elements that many of the large grassland reserves of the hills possess. It is currently used for grazing by sheep under a lease agreement.

This report provides a brief description of the values of the reserve and comments on their location and the possible impacts of greater use by the public. It is proposed to create walking and cycling tracks and associated facilities within the reserve. Access in to the reserve is not straight forward and involves travelling either up or down Rāpaki Track to the easiest point of entry. Thus facilities in the reserve are likely to be of the wilderness type.

Vegetation

The pre-human vegetation of Montgomery Spur and indeed most of the lower Port Hills would have been mixed podocarp/hardwood forest dominated by tall trees such as totara (*Podocarpus totara*) and perhaps matai (*Prumnopitys taxifolia*). Dominant broadleaf trees would have included ribbonwood (*Plagianthus regius*), mahoe (*Melicytus ramiflorus*) and broadleaf (*Griselinia littoralis*) with tree fuchsia (*Fuchsia excorticata*) in gullies. The larger rock outcrops would have supported shrubland and silver tussock (*Poa cita*) where these were large enough to open the forest canopy.

The first Europeans were greeted by completely different vegetation. Polynesian fires pushed the forest into the gullies and allowed the fire-tolerant low shrubs and especially silver tussock to dominate the landscape of the eastern Port Hills. Early paintings and photographs show the forest remnants confined to gullies and short tussock grassland the dominant vegetation. Farming activities have ensured the continuation of that pattern, the introduction of new plant species such as gorse (*Ulex europaeus*) and pine (*Pinus radiata*) as well as pasture grasses created the landscape and vegetation seen today.

Two main types of vegetation occur in the reserve today. Silver tussock grassland occurs on the deeper soils of the main part of the ridge itself and the rock outcrops support a mixture of silver tussock and native and exotic shrubs. Native forest has all but gone and its presence is only marked by the occasional tree amongst the more sheltered rock outcrops above Avoca Valley. Pines have however been planted as shelter belts on the rounded spurs.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of the reserve. The tussock density varies from very sparse to about 20% cover, which is at the lower end of the gradual process of tussock to sward cover ratio. Only where severely overgrazed or where ploughed are tussock densities lower. Within the reserve the general pattern is of lower density at the lowest altitudes. The dominant pasture grass is browntop (*Agrostis capillaris*) with some crested dogtail (*Cynosurus cristatus*). Drier areas have Australian danthonia grasses (*Rytidosperma* spp.). There is a variety of associated herbs, thistles, a common problem on the Port Hills, are not common. Other native species are uncommon and comprise the small yellow oxalis (*Oxalis exilis*) and small plants of the scrambling sub shrub pohuehue (*Muehlenbeckia complexa*).



Silver Tussock on Montgomery Spur Reserve with Christchurch in the background.

This grassland is being invaded by broom (*Cytisus scoparius*) and some gorse (*Ulex europaeus*) at the lower altitudes. In places this has formed a canopy and the overtopped vegetation is being displaced. Broom has the ability to occupy virtually the entire reserve so needs to be a major management consideration.

The silver tussock grassland is being maintained in its present state by grazing. There has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Rock Outcrops

Extensive rock outcrops occur above Avoca Valley, although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most common. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub. Associated shrubs include *Coprosma crassifolia* and *C. propinqua* and native broom (*Carmichaelia arborea*). Patches of bracken fern (*Pteridium esculentum*) occur amongst the shrubs. There are a very small number of conspicuous native trees, perhaps remnants of forest vegetation. Most appear to be mahoe. A few native herbs were recorded, especially where sheltered from stock, including the ferns *Polystichum richardii* and *Cheilanthes distans*. Some unusual finds were single plants of leafless clematis (*Clematis afoliata*) and knobby clubrush (*Ficinia nodosa*) suggesting that a more thorough examination may reveal other examples of such occurrence

Botanical Values

In the absence of an associated native flora, and at such low density, the silver tussock grasslands have very limited value. The rock outcrops do however have native vegetation of interest, especially as it contrasts with the more prominent higher altitude rocks of the Port Hills. These values have been recognised by their inclusion in two Ecological Heritage Sites (EHS) in the Christchurch City Plan. The smaller rock outcrops above Rāpaki Track are within the Mt Vernon Valley EHS 24.01, while the Avoca Valley cliffs form the lower altitude extension of Avoca Valley EHS 25.01. Indeed the EHS includes the cliffs as they extend into private property below Montgomery Spur Reserve there. At the upper part of the reserve, these two EHS's join.

Impacts of Recreation

Within the silver tussock grassland, it is very easy to create tracks that mostly avoid the silver tussock. If the inter-tussock included native species, there may be a problem, as there are none, losses will be minimal.

The rock outcrops require some care and sensitivity. However, as most of the native vegetation is shrub, it is relatively easy to identify such areas and avoid them in placing tracks through the outcrops. The most likely place that will need such attention are the Avoca Valley cliffs and there is an obvious sloping shelf

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at the upper end of the reserve that gives good access to lower altitudes and avoids major areas of shrubs at the same time.

The greatest threat to the vegetation of the reserve is not recreation but the spread of woody weeds, especially broom and gorse. These are spreading both through the silver tussock grassland and along the rock outcrops. Unless this spread is managed, the remaining botanical values of both habitats are under considerable threat. However, there is the suggestion that the sites in which the threatened species are found may instead be protected from grazing or exposure by the presence of shrubs of gorse and broom. Therefore it is important that these sites are marked and no clearing of any vegetation including weeds be undertaken until the roles of those species are determined in regard to the patches of threatened plants. As sites of threatened species, these areas will be monitored to determine the threats to these special plants.

7.4 Tangata Whenua report by Andrea Lobb

Andrea Lobb is the General Manager of Mahaanui Kurataiao Ltd a mandated Ngāi Tahu Rūnanga advisory agency that works to ensure Council documentation and programmes have appropriately engaged with Ngāi Tahu and adequately identified and addressed tangata whenua values in management planning and implementation.

In the preparation of the Montgomery Spur Reserve Management Plan Mahaanui Kurataiao Ltd confirms that a constructive and effective engagement process has been undertaken. Dialogue with local Rūnanga has occurred, a report on tangata whenua values (Pauling 2008, Ngāi Tahu Cultural Values associated with the Montgomery Spur Reserve area) was commissioned in the preparation of this Management Plan.

The report identifies significant traditional associations of Ngāi Tahu with the broad area of Montgomery Spur, and in particular the Rāpaki track. Rāpaki track was one of four major ara tawhito (trails) linking the Ngāi Tahu settlement of Rāpaki and the resources of Te Whakaraupō (Lyttelton Harbour) with the kāika and pā (settlements) and mahinga kai (food and resources) of Ōtautahi and the major settlement of Kaiapoi Pā. It provided the most direct link between Rāpaki and Ōpawaho Pā, and from here to the mahinga kai resources of Te Ihutai (Avon-Heathcote Estuary).

Key recommendations from this report and from dialogue with Rūnanga are included in this Management Plan through the objectives and landscape development proposals, i.e., dual naming, mahinga kai habitat restoration and species plantings, interpretations, Pou Pou style trail posts. Council is also facilitating dialogue between Ngāi Tahu and neighbouring parties where recommendations are relevant to areas adjoining Montgomery Spur Reserve. Engagement with Ngāi Tahu will continue through the implementation of the Management Plan, through Mahaanui Kurataiao Ltd and the Rūnanga.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

7.5 References

Pauling, Craig (2008) *Montgomery Spur Reserve Management Plan Tangata Whenua Research*.

Ogilvie, Gordon (1996) *Pioneers of the plains; The Deans of Canterbury*. Shoal Bay Press, Christchurch, New Zealand.

de Thier, Walter (1976) *Sumner to Ferrymead; A Christchurch history*. Pegasus Press, Christchurch, New Zealand.

Reference to the Black Maps:
<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>

7.6 Indicative landscape development proposals and plan

The indicative landscape development proposals highlight the projects that would assist in achieving the objectives and policies of the management plan. The indicative landscape development proposals will be used to identify significant expenditure items for which Council may choose to make provision in future Long Term Council Community Plans.

Long-Term Council Community Plan (LTCCP) disclaimer

No project recommended on the indicative development proposal will be implemented unless the expenditure is provided for through the Long Term Council Community Plan.

Below is the list of projects that have been raised during the draft consultation phase of the management plan's development.

| Project | Description | Funding required |
|--|---|---|
| Marker pole route | Walking route that is signalled by marker posts at intervals Pou Pou design & carving | Individually carved marker posts approx. \$1000 |
| Signage | Traditional park signage that is informative Tangata Whenua information is authentic & appropriate | Interpretation sign \$2,500 Reserve name signs \$800 per unit Internal track signage \$300 per unit |
| Access stiles over fences | Install stiles on the park so that people and stock interaction is well managed | \$500 - \$700 per unit installed |
| Mountain bike track | Develop a new connecting mountain bike track | Mountain bike track formation \$20,000 |
| Investigation for dual use name | Investigate a suitable Maori name to use alongside Montgomery Spur Reserve | Cost to be investigated |
| Fencing around future plantings | Investigate fencing options and cost for future plantings where fencing will be required | 7 wire typical post and wire stock fence approx. \$15 per lineal metre |

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| | | |
|---|--|---|
| Rest stop | Development of rest stop at a location with a significant view along the marker pole track | \$1000 for seat and rest area. |
| Investigate access options on the perimeter of Montgomery Spur Reserve | To ensure that access from either the North or Eastern side of the reserve are considered in future planning work | Cost to be investigated and put forward for LTCCP funding in 2012 should land be available |
| Planting of Halls totara | Planting of Halls totara in line with policy 3.3.4 and 3.3.5 | P B 5's (grade to be planted) = \$14.00 each price includes planting and after care |
| Recreation route on Eastern side | Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve in an appropriate manner. | Cost to be investigated and discussions to be held prior to draft 2012 LTCCP |
| Landscaping and planting program | Landscaping and planting of areas outlined on the indicative landscape development plan Tangata Whenua values supported in line with policy 3.2.3 | Gully planting over a five year period: \$502,200 for 6 ha Tussock planting \$5,800/ha @ 3m spacing's Kanuka planting \$36,500/ha @ 1.5m spacing's (including 3 yrs maintenance) Flax planting \$42,300/ha @ 1.5m spacing's (including 2 years maintenance and caged flax) |
| Mt Vernon car park usage to access Montgomery Spur Reserve | Investigate access option from Rogers Track and car park at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes | Cost to be investigated and discussions to be held prior to draft 2012 LTCCP |

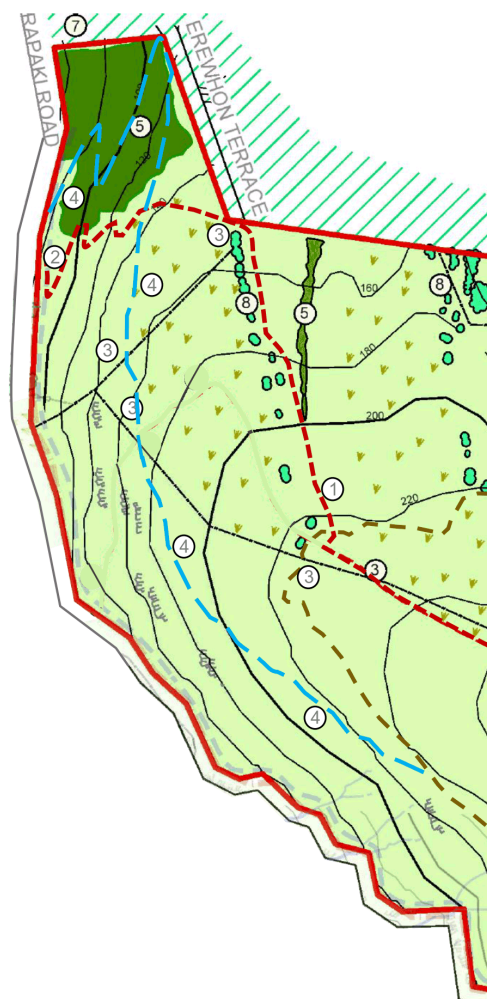
The developments above are not part of the statutory process of a management plan. In order to highlight the need for funding, it is necessary to develop a list of proposals as above.

Please see following pages for the Indicative landscape development plan.

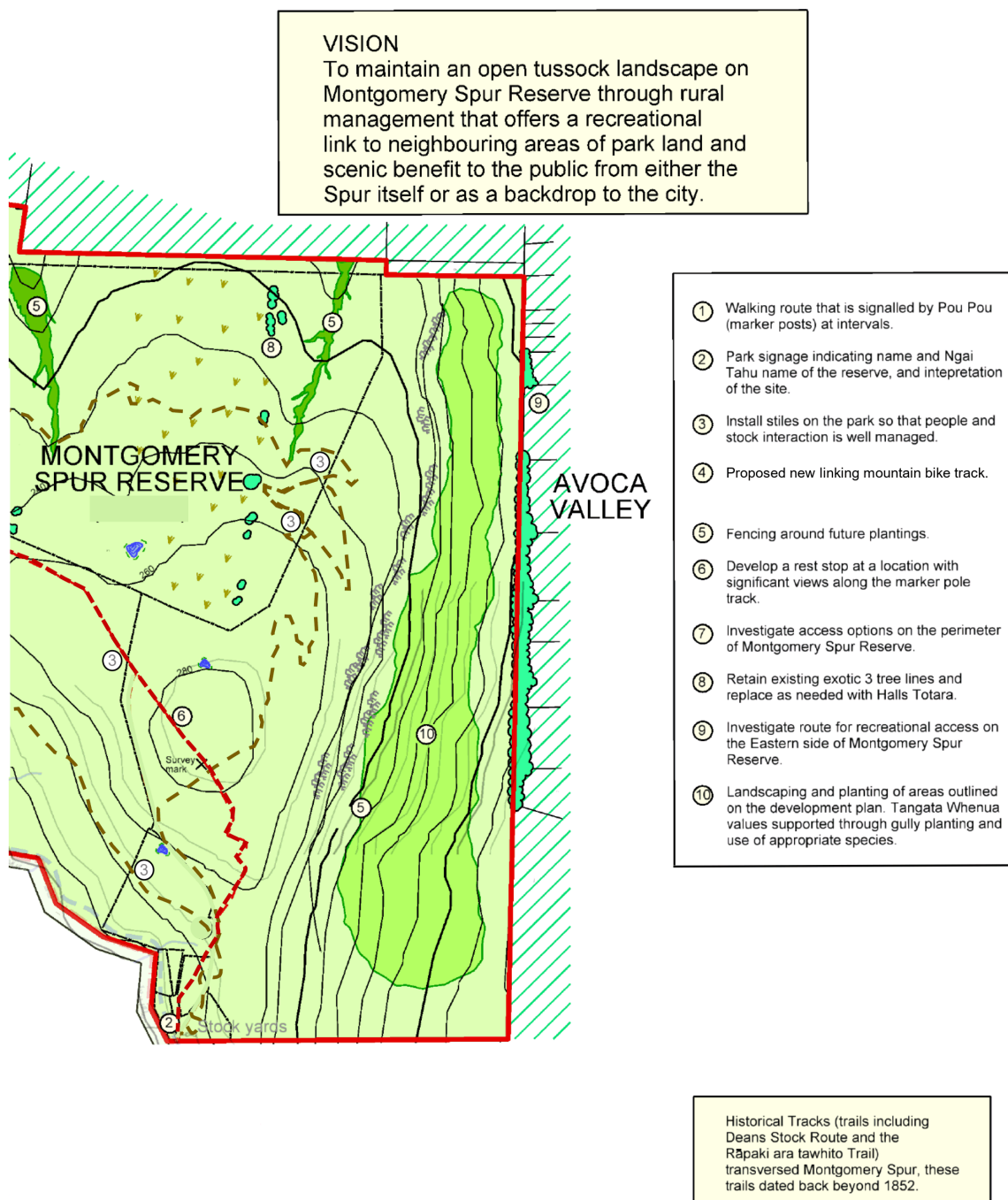
7.7 Indicative landscape development plan



| LEGEND | |
|--------|--|
| | Approved Kowhai Walking Track |
| | Existing Taramea Mountain Bike Track |
| | Proposed mountain bike track |
| | Areas to investigate for access opportunities |
| | Areas to be replanted in tussock (Poa Cita) |
| | Areas to be planted in mixed native shrub species |
| | Area to have pockets of Kanuka (Kunzea ericoides) |
| | Existing fence lines |
| | Areas of rocky outcrops |
| | Existing exotic trees - retain/replace with Halls Totara |
| | Existing water bodies |



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<https://newsline.ccc.govt.nz/news/story/new-mountain-bike-track-proposed-for-port-hills>



Newsline

New mountain bike track proposed for Port Hills



Mountain bikers will have a new trail to conquer if plans to expand the track network in a popular Port Hills scenic reserve go ahead.

Christchurch City Council has been working with mountain bike clubs on plans for easing the pressure on the busy Rapaki Track by adding to the tracks in Montgomery Spur Reserve.

The clubs want to build a new intermediate-level mountain bike track that will run parallel to the lower section of the Rapaki Track and connect to the Taramea Mountain Bike Track.

“Mountain biking on the Port Hills is hugely popular and we have seen a significant increase in recent years in the numbers of riders using both the Taramea Mountain Bike Track and the Rapaki Track,” says Council Head of Parks Andrew Rutledge.

“Riders use Rapaki Track to enter and exit the Taramea Mountain Bike Track, which is now one of the most popular mountain bike tracks on the Port Hills. Some mountain bikers

come down Rapaki Track at pretty high speeds and that can cause conflicts with other track users as the track is also very popular with walkers and runners.

“To make it safer for everyone, the mountain bike clubs are proposing to build a new mountain bike track to connect to the Taramea Mountain Bike Track. If the track goes ahead, it would mean that mountain bikers could ride completely clear of the busy Rapaki Track,” Mr Rutledge says.

However, before the proposed track can go ahead two things need to happen.

Changes need to be made to the Montgomery Spur Reserve Management Plan, in accordance with the Reserves Act 1977, and a resource consent needs to be obtained as the lower portion of the proposed mountain bike track is within a rock fall zone.

“As required under the Reserves Act, the Council is inviting the public to give feedback on the proposed changes to the Montgomery Spur Reserve Management Plan between now and 5 March,” Mr Rutledge says.

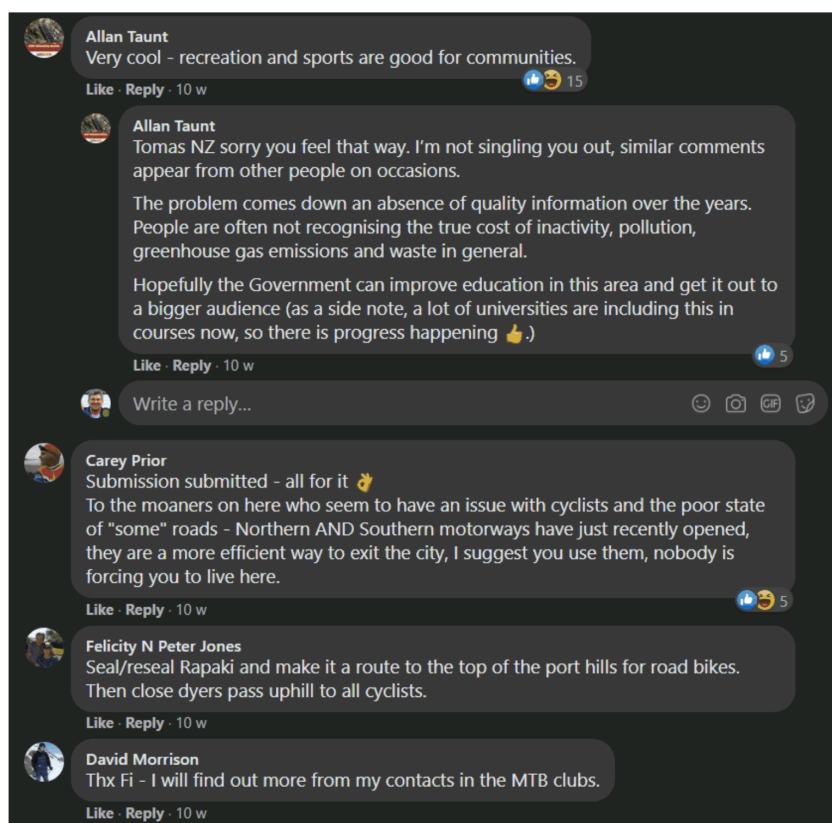
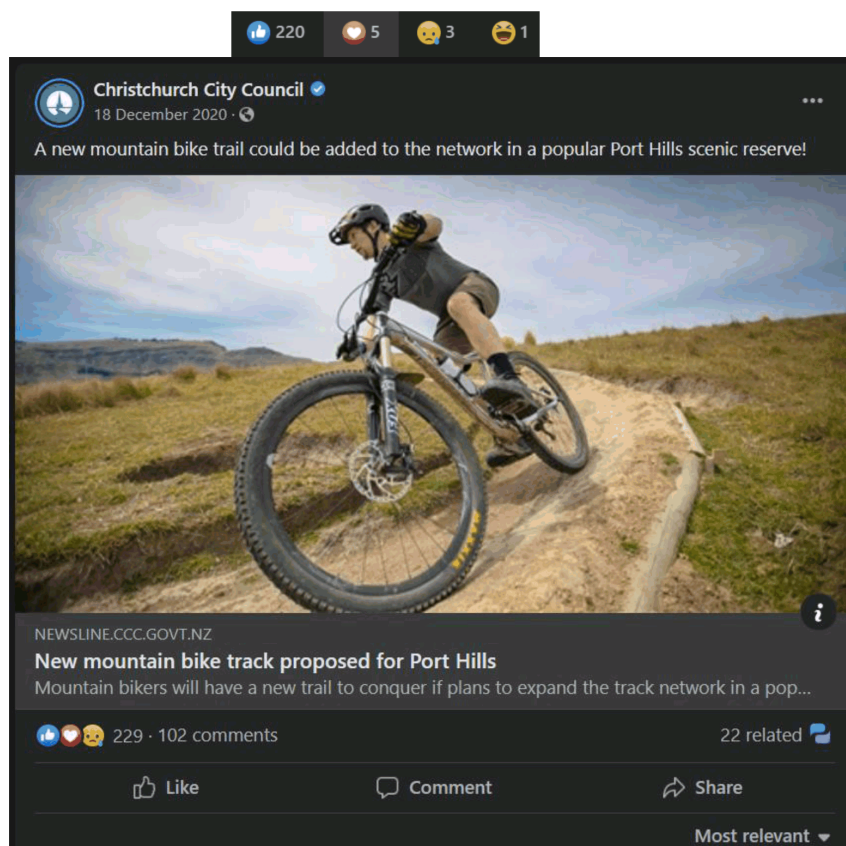
Have your say.

“A Hearings Panel will consider the submissions received and make a recommendation to the Council. If the Council decides to give approval for the proposed changes to the management plan to include the new track, we will then apply for a resource consent.

“We’ll also apply for a resource consent for the new Kowhai Walking Track, which will start a bit further up Rapaki Track from the proposed new mountain bike track. It will take walkers to the top of Montgomery Spur before returning them to Rapaki Track, at the entrance to the Taramea Mountain Bike Track,” Mr Rutledge says.

Facebook post

<https://www.facebook.com/ChristchurchCityCouncil/posts/3877721142267804>



Kendra Williamson
How can we form an opinion on this and "have our say" without all the information? Numbers of users on current tracks, predicted use of proposed track, costs involved in creating and maintaining, regenerative planting, the list goes on...

Like · Reply · 10 w 3

Mike Neville
"Having your say" in CCC terms means to ignore ratepayers and make decisions in public excluded meetings.... its the way they roll.

Like · Reply · 10 w 6

Graham Allan
Kendra Williamson this track will be predominantly built and maintained by volunteers with assistance from CCC. And it will provide for mtbikers who chose (and many will) to ride up or down the hill without using Rapaki Track. I'd call it a win-win for both bikers and walkers.

Like · Reply · 10 w 5

Craig Tregurtha
If you read the article you will see that there are two public meetings (one is on site) that you, as public, can attend to ask these questions about track usage etc and give your say.

Like · Reply · 10 w

Kendra Williamson
Craig Tregurtha wouldnt it make more sense to give us the information.

Like · Reply · 10 w

Cameron Hubbard
Kendra Williamson go and use your own eyes. It's needed.

Like · Reply · 10 w 1

Kendra Williamson
Cameron Hubbard where have i said it wasnt needed, I was simply commenting on the irony of the council but good morning, hope your day improves

Like · Reply · 10 w

Kendra Williamson
Graham Allan so would I but that isnt relevant to my point.

Tracy Galbraith
More work for an already overloaded ED....

Like · Reply · 10 w

David Stack
Fantastic, I have nearly been taken out so much running up there. Some are very disrespectful and absolutely fly down there

Like · Reply · 10 w

Chrissi Tukaki
What a stupid idea.
Fire bugs will love it
They will be able to light a fire and scarper off on their bikes

Like · Reply · 10 w · Edited 17

^ Hide 12 replies

Gary Oberholster
Chrissi Tukaki you really have no idea of what Mountain bikers are. We relish the trails so why would we want to destroy our play ground.

Like · Reply · 10 w 18

Chrissi Tukaki
Gary Oberholster I am not referring to people like you .

Like · Reply · 10 w

Gary Oberholster
Chrissi Tukaki so your fire bug could be a Walker. But you have implicated that they are cyclists.

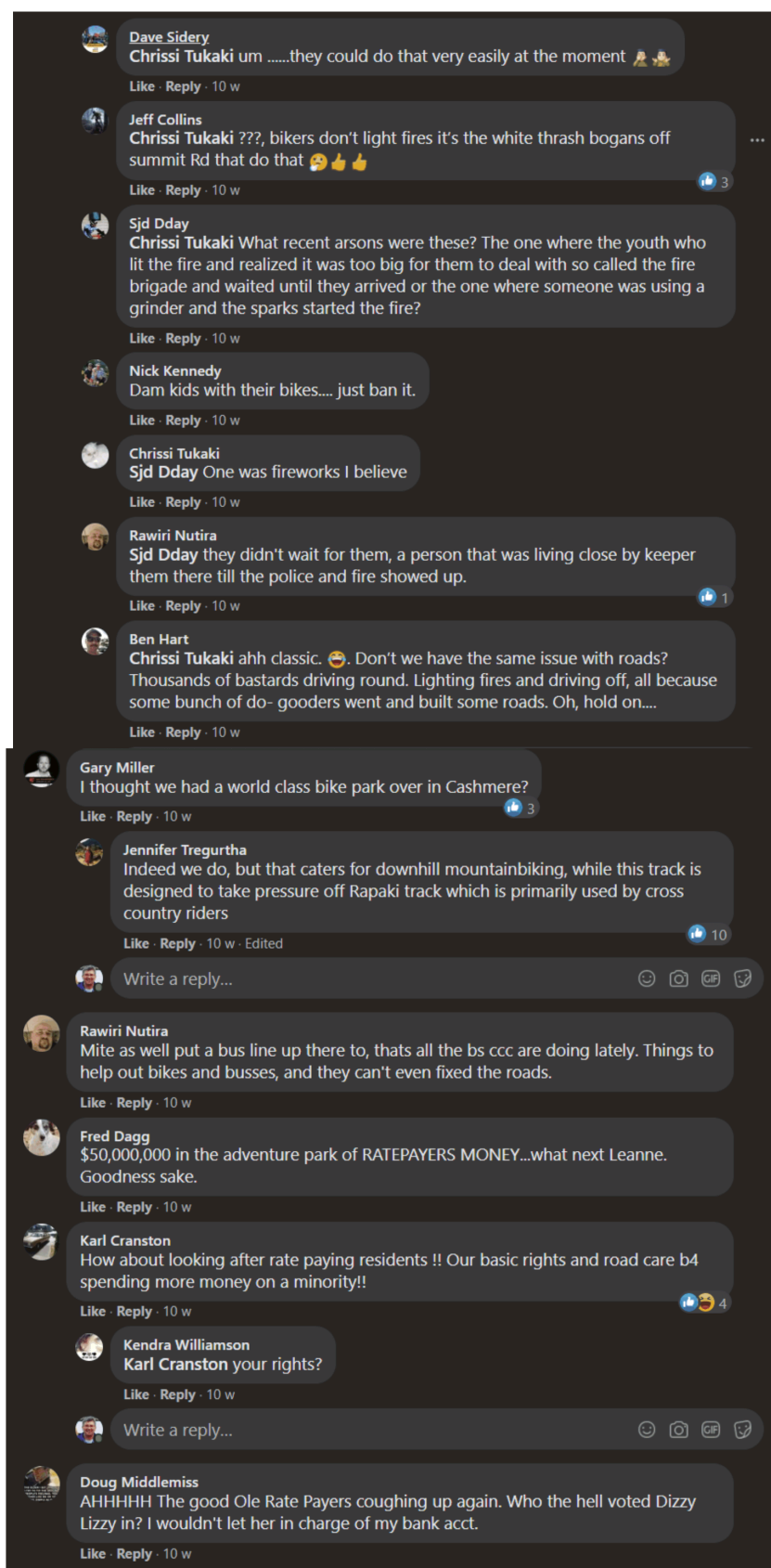
Like · Reply · 10 w 1

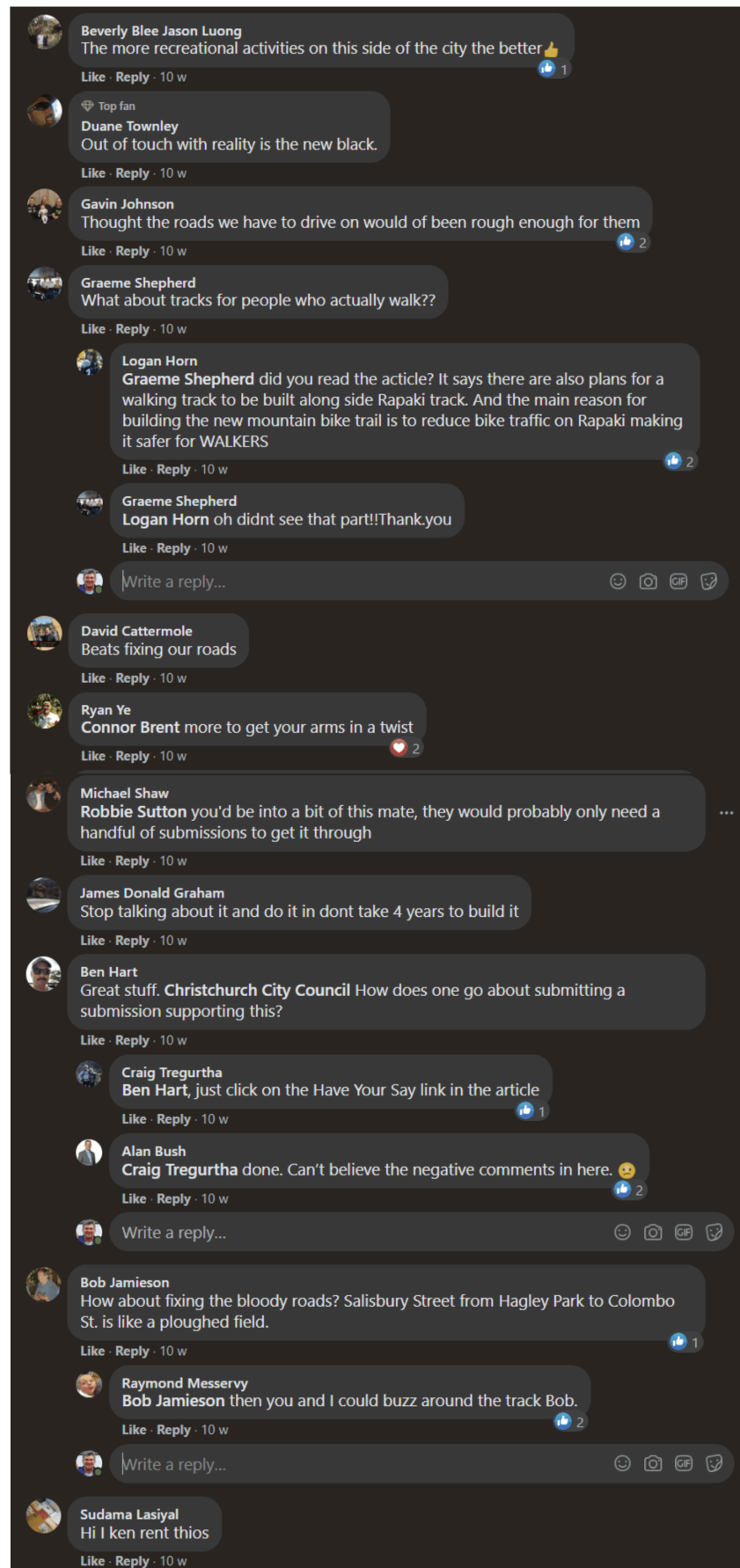
Gary Oberholster
Chrissi Tukaki see how easy it is to take things out of context.and comment like that set off the anti cyclist groups

Like · Reply · 10 w 2

Chrissi Tukaki
Gary I was thinking about the recent arsons when I commented .

Like · Reply · 10 w





Stephen Kimber
Will be great
Like · Reply · 10 w

Josh Willemse
I love biking through fire, sounds good
Like · Reply · 10 w

Top fan
Neal Watson
So the ratepayers of Christchurch are going to pay for another one to be given to a private company.
Love how the CCC gives grants to private companies to start business here.
Like · Reply · 10 w · Edited
"Most relevant" is selected, so some replies may have been filtered out.

Matt Hew
Where does it say that in the article?
Like · Reply · 10 w

Carl Willis
the CCC owns 54% of the adventure park
Like · Reply · 10 w

Jennifer Tregurtha
This track has nothing to do with CAP, it will be on council land, built and maintained by volunteers, and freely open to the public - no private companies involved!
Like · Reply · 10 w

Les Gamble
Neal Watson You might want to check a map....
Like · Reply · 10 w

Nathan Bergman
If a track enters/intersects CAP grounds and CAP is closed for the day then the patron riding said track is trespassing, correct me if I'm wrong?
Like · Reply · 10 w

Andrew Wallace
Neal Watson Council does a lot of ' stuff ' with our rates like <https://www.stuff.co.nz/.../traffic-lights-at-...>

STUFF.CO.NZ
Traffic lights at Christchurch's controversial 20-pole intersection to be reduced
Like · Reply · 10 w

Andrew Wallace
Jordan Mason metro sports , new stadium , cathedral - so if it's not \$ spent on rugby or religion it's not ok ?? - have you actually been to CAP lately ? It's a fantastic asset and is being very well frequented by many to enhance their physical and men... [See more](#)
Like · Reply · 10 w

John Fink
Nathan Bergman this proposed track is on Montgomery spur off rapaki track - nothing to do with CAP and several km away. The main point is to give bikers an option other than Rapaki track to keep away from walkers
Like · Reply · 10 w

Nathan Bergman
John Fink oh cool, one day I'll try the rapaki track
Like · Reply · 10 w
"Most relevant" is selected, so some replies may have been filtered out.

Write a reply...

Darren Joynes
Catherine Bonnet John Newsom click on the article then click on have your say
Like · Reply · 10 w

Fiona Morrison
Jill David 🐼 🐼 this could be of interest to you!
Like · Reply · 10 w
"Most relevant" is selected, so some comments may have been filtered out.

<https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/361>



Proposed new mountain bike track in Montgomery Spur Reserve

We're expanding the track network in Montgomery Spur Reserve, and invite you to comment on our proposal for a new mountain bike track.

Consultation open: 18th December 2020 - 5th March 2021



Description of the new mountain bike track





The proposed Grade 3 (Intermediate Level) two-way mountain bike track is 1.8 km long, and about 70 cm wide.

The track runs parallel with the lower section of Rapaki Track and connects to the Taramea Mountain Bike Track as shown on the indicative landscape development plan below.

It cuts into the hillside zig zagging up for the first 400 metres. The rest of it will be on mown grass that will wear down to bare earth over time. Track design and construction, including alignment, follows International Mountain Bike Association best practice, supported by a long-term maintenance programme.



Existing, approved and proposed tracks in Montgomery Spur Reserve

| | |
|--|--|
|  Existing Taramea Mountain Bike Track |  Approved Kowhai Walking Track |
|  Proposed new mountain bike track |  Montgomery Spur Reserve boundary |

NOTE: The track routes shown are indicative only, and not all shown in the case of Mt Vernon Park

How to use the track

Riders can start at either the Rapaki Track or the west side of the Taramea Mountain Bike Track. Those heading up the spur give way to riders coming down **[Correction – the opposite applies]**, and they can add the Taramea Mountain Bike Track into their ride.

Kowhai Walking Track



This approved walking track will start a bit further up Rapaki Track from the new mountain bike track. It will take walkers to the top of Montgomery Spur before returning to the Rapaki Track at the entrance to the Taramea Mountain Bike Track.

Resource consent requirements

The lower 300-400 metres of both tracks are within rock fall zones. Once we have approval to go ahead with the new mountain bike track, we will apply for a consent for both tracks.

The decision-making process

The new mountain bike track will be an amendment to the Montgomery Spur Reserve Management Plan, in accordance with the Reserves Act 1977. This requires this community consultation, public hearing if required, and Council decision.

Come and talk to us about the plan for the new mountain bike track.

We'll be at the end of Rapaki Road where the track starts, between 5.00pm and 6.00pm on Tuesday 19 January 2021

We'll also be at the St Martins Scout Hall, 297 Centaurus Road between 4.30pm and 6.00pm on Tuesday 16 February 2021

Please make sure we receive your feedback by Friday 5 March 2021

Have your say

Please let us know your comments or suggestions about the proposed mountain bike track.

| Monday 22 March 2021 | |
|----------------------|---|
| Time | Name |
| 9.30am | Meeting Open, Election of Chair |
| 9.35am | Opening Presentation, |
| 9.40am | Opening Presentation, |
| 9.45am | Opening Presentation, |
| 9.50am | Matthew Coultas (10 mins) |
| 9.55am | Matthew Coultas (10 mins) |
| 10.00am | Spreydon-Cashmere Community Board (10 mins) |
| 10.05am | Spreydon-Cashmere Community Board (10 mins) |
| 10.10am | David Jones |
| 10.15am | Kate Hodgins |
| 10.20am | Joe Arts |
| 10.25am | Mary Oconnor |
| 10.30am | Hugh Nicholson |
| 10.35am | Roland Matthews (ZOOM) |
| 10.40am | B McCormack (not confirmed) |
| 10.45am | Alex Harmer (not Confirmed) |
| 10.50am | Chris Robertson (not confirmed) |
| 11.20am | Morning Tea |

Late Submission ID 38983: Hugh Nicholson

I live at XX Rapaki Road with my wife and two children. We would like to express our strong support for the proposed new mountain bike and walking track links from Montgomery Spur to the start of Rapaki Road. Rapaki Track is surprisingly congested during the weekend and after work during the week with cyclists, walkers, runners, and dog walkers of all ages and abilities. Montgomery Spur Track has been highly successful and provides an excellent intermediate loop track for mountain bike riders particularly those who are still learning riding skills. Providing some alternative routes would reduce the congestion and make a safer and more enjoyable experience for all.

We would also like to draw the Council's attention to the increasing safety and parking problems on Rapaki Road. The track counter on Rapaki Track currently records 250,000 people. Assuming twice as many people are heading up and down (say 100,000 visitors or 200,000 clicks) and half the number of people are going one way (50,000 people and 50,000 clicks) we have 150,000 visitors to Rapaki Road every year solely because of Rapaki Track.

WE are particularly concerned at the safety of the Rapaki Road / Centaurus Road intersection and strongly suggest that the Council needs to make changes to this intersection before a serious accident takes place. We have large numbers of cyclists, walkers and children crossing into Rapaki Road as well as turning traffic from Ainsley Terrace, Vernon Terrace and Rapaki Road. It is a complex intersection with high speed traffic coming down Centaurus Road. We believe that it is essential that traffic is slowed down along Centaurus Road and potentially that the traffic priorities are rearranged to provide a safer traffic environment and to protect pedestrians and cyclists who are highly vulnerable in this environment.

We frequently observe walkers and cyclists all over Rapaki Road including taking up the carriageway. From a safety perspective we think that the speed limit should be 30km per hour to reduce the potential for a serious accident and create a more friendly environment for recreational users and residents. We also think that the Council should carefully consider how pedestrians and cyclists could be protected in this environment. We suggest that either the Council investigates providing a wider footpath for the full length of Rapaki Road or that it considers a form of shared space where legal priority is given to pedestrians and cyclists.

Finally we note that Christchurch drivers are not used to driving on hills and request that the Council provides courtesy signs asking traffic to watch out for cyclists and pedestrians and to give way to uphill traffic.

Thank you for your time.
We would like to be heard if possible.

Hugh Nicholson

5. Hearing of Submissions / Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found at Attachment G.

6. Consideration and Deliberations/ Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

7. Hearings Panel Recommendations/ Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the proposed new mountain bike track in Montgomery Spur Reserve to the Council.