

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

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

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Existing, approved and proposed tracks in Montgomery Spur Reserve



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.

Present and proposed paths on Montgomery Spur Reserve

- Management Plan (included - 3.4.3 A 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)
- Taramea Mountain Bike Track – completed but no formal approval of actual plan and design. Approx 40cm wide worn width. Is not a single one-way path - built choice in places, other places informal MTB tracks have formed from use
- Kowhai Walking Track – only pedestrian track in plan, but as yet not signposted or formed
- Proposed new mountain bike track – Grade 3 (intermediate level), two-way, 1.8km long, 70cm wide. Alternative to Rapaki Track
- Proposed MTB Track will have steep downhill – will it be possible to be Grade 3?

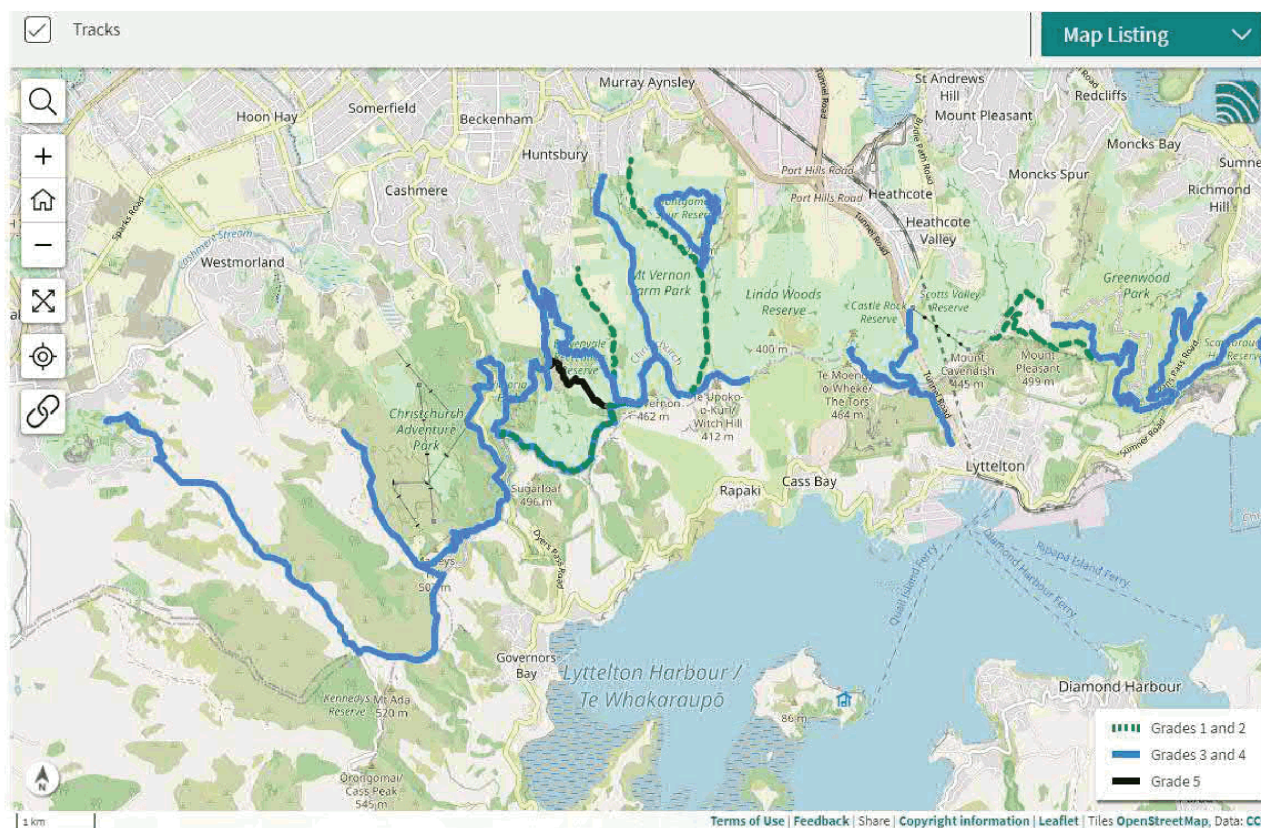
Result: Reserve will be predominately for mountain-biking with multiple (4 to 6) crossing points with sole pedestrian planned path. Why???

Montgomery Spur Management Plan approved May 2010

- Nearly 11 years later this is the only sign in the area to identify the Reserve
- Implies designed for mountain-biking only, although pedestrians can go there
- Why has no pedestrian path been signposted or advertised given CCC approved Management Plan nearly 11 years ago?
- Prior to the building of the Taramea Mountain Bike Track was any prior approval of the actual track plan and evaluation of impact undertaken (location, construction, impact on reserve, impact on other reserve users, health and safety, intermediate grade)?
- How many millions has CCC spent on MTB on the Port Hills? How many millions for pedestrians?



Why is another Mountain Bike Track preferable for Montgomery Spur Reserve, when there are all these on the Port Hills, plus the Christchurch Adventure Park Trails? Many are similar grade or lower.





Alternative Proposal

- No new mountain bike track
- Pedestrian-only 2-way footpath in Montgomery Reserve beginning off Rapaki Road, and following Rapaki Track but on natural surfaces at a higher contour than the track. Option to be a circular path to highest point & continue back along Kowhai Track, continue to access road to yards and then return Kowhai Track or continue up Rapaki Track to the Summit Road, where multiple options available.

Montgomery Spur Reserve

- 360 degree views from the highest point
- Natural surroundings very close to the city
- Accessible from large residential area
- As it is a spur, the ground is not subject to flooding or muddy in winter. Longer direct sun than valley tracks



Montgomery Spur Mountain bike Additions





If pedestrian access will only be possible by crossing MTB tracks, it will present a safety risk and deter other pedestrians from using Montgomery Spur Reserve – why should MTB'ers have virtual monopoly of the reserve?

Pedestrians

- Nearly everyone can be a pedestrian
- All age groups
- Family and children's groups
- Requires comfortable shoes
- "Shared tracks" supposedly have pedestrian right-of-way but reality is pedestrians move out of MTB'ers way for fear of an accident
- Keeping MTB tracks natural makes them not very visible for pedestrians – increases likelihood of accidents

Mountainbikers

- Requires a level of ability
- Mainly over 15 and under 55
- Adults or with one teenager
- Disposal income needed – bikes can cost 1000's, plus require maintenance, and storage space
- MTB riders are imposing on pedestrians

Montgomery Spur Reserve for who?

Pedestrians

- School groups
- Family groups
- Those with a disability, but can walk
- Elderly
- Athletes
- Tourists

Many of the above will be discouraged from accessing the Reserve, or will have to always be concerned that they may move onto a MTB track

Mountain-bikers

- Much smaller group, requiring specialist equipment and skills
- Can travel faster so can access greater areas of the Port Hills reasonably quickly
- Already catered for on the Port Hills
- Not compatible with pedestrians, especially children and disabled/elderly

Rapaki Track



- Access from Rapaki Road to the Summit Road
- Majority of users are pedestrians
- Until recently, very few on bikes
- Rapaki Track surface
 - ❖ Used to be mainly a natural surface
 - ❖ Bike use has required the surface to be altered
 - ❖ Now a complete shingle cover, plus in places a form of asphalt – not pedestrian friendly and difficult
 - ❖ Bike cattle-stop option to be used by pedestrians and MTB, but no friendlier swinging gate option for pedestrians



Rapaki Track – Shingle and asphalt required for use by bikes but not pedestrian-friendly.

- ❖ Rough underfoot
- ❖ Slippery
- ❖ Noisy
- ❖ Stones get in shoes
- ❖ Shingle gets spread over sides of track – no way to avoid



Impact on Rapaki Track of proposed MTB track on Montgomery Spur Reserve

- Consultation does not give any information of proposed access from proposed MTB track to Rapaki Track – there is no low point of Reserve and likely tight turn onto/off proposed MTB track – increased risk to pedestrians and bikers using Rapaki Track and going to access Kowahi Track
- Even if MTB'ers use new MTB track they will still use the lowest section of Rapaki Track
- There will still be MTB'ers on Rapaki Track – conflict with pedestrians will remain
- Rapaki Track shingle will have to remain

= no advantage for pedestrians using Rapaki Track

Advantages of Alternative Proposal

Consultation was directed at mountain bikers
with no information given regarding impact on other users of
Montgomery Spur Reserve – Implied of no concern if you were not a
mountain biker

