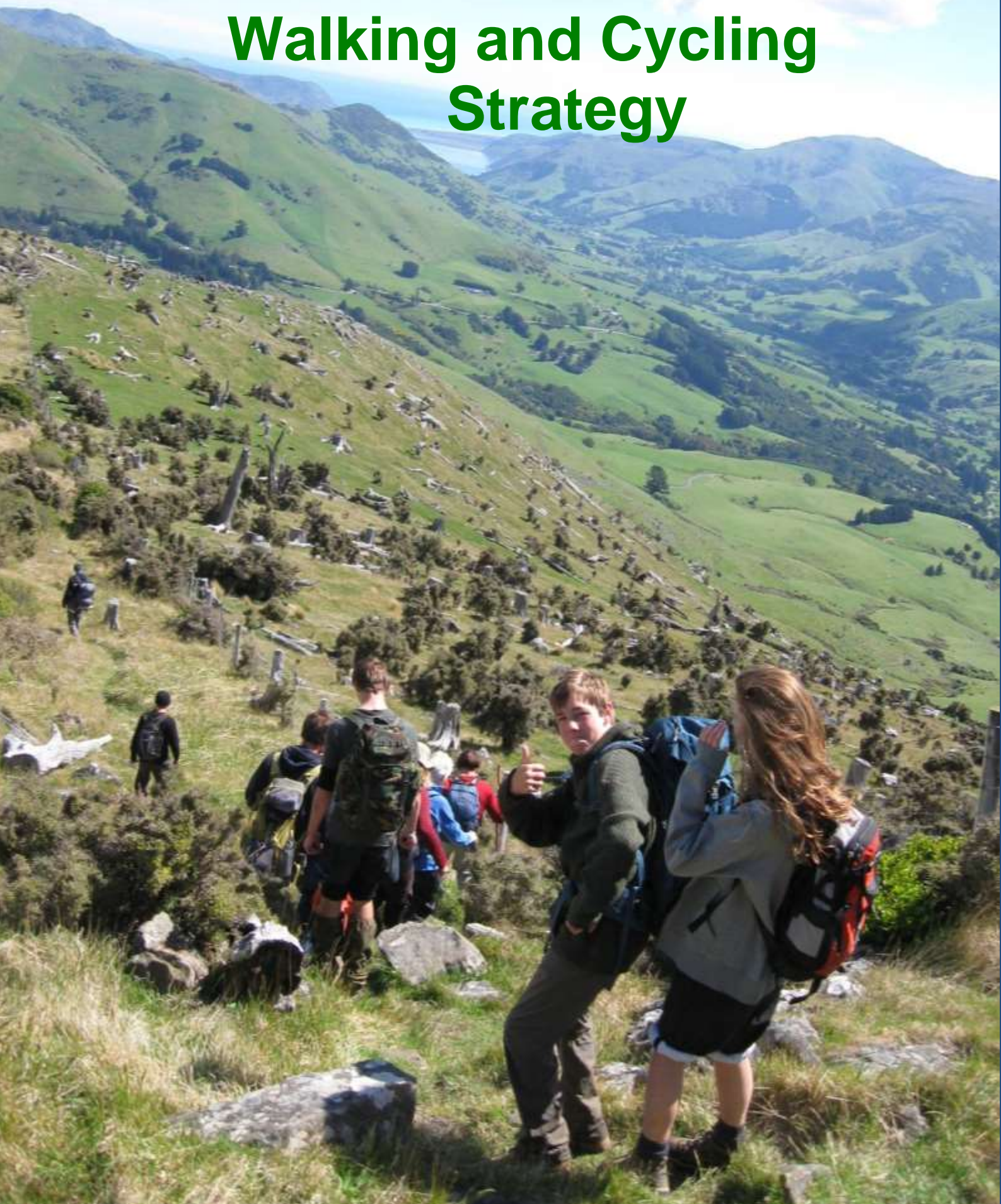


Rod Donald Banks Peninsula Trust
DRAFT
Walking and Cycling
Strategy



Vision statement

The long term vision of the Rod Donald Banks Peninsula Trust is that Banks Peninsula is restored to its traditional status as Te Pātaka o Rākaihautū – the storehouse that nourishes.

In this overarching vision Banks Peninsula has a rich biodiversity and the local people are prospering and passionately participating in conservation. The Peninsula is known as an ecological island and a place for appreciative recreation. Its communities and outstanding scenic and coastal locations are connected by continuous walking and cycleways enabling residents and visitors of all ages to learn about, enjoy and appreciate its natural biodiversity and culture.

The Trust will work to achieve this vision through a process of kotahitanga – oneness – working in partnership with its communities and all stakeholders on a project by project basis to leave a beneficial legacy to future generations.

Foreword

The purpose of the Walking and Cycling Strategy is to guide the Rod Donald Banks Peninsula Trust in its decision-making on projects involving walking and cycling.

The Walking and Cycling Strategy is a living document and will be updated as the Trust liaises with stakeholders and progresses its thinking and its projects. The Trust will formally review and adopt new versions of the Strategy from time to time as necessary. A detailed version history is included below so that the process of Strategy development can be tracked.

Version History

Version	Date prepared and date adopted	Description
Discussion document	July 2012	Initial discussion document describing walking and some potential projects
Version 1 Draft 1	Jan 27 2013	Prior to the drafting of this version several discussions were held to brainstorm why the Trust wanted to develop more walking and how to proceed. These included a PowerPoint outlining the history of walking on the Peninsula and a summary of the current situation at the Board meeting September 21, 2012, a further review of 'low hanging fruit' projects at the November 9, 2012 meeting and a presentation to and discussion at a joint meeting of the Peninsula Community Boards on November 29, 2012.
Version 2 Draft 1	April 26 2013	Trustees clarified that walking is one aspect of the Trustees objectives and the Strategy needed to be more integrated with the promotion of biodiversity, iwi values and the Trust's four strategic pillars. The Strategy will be project based, involve liaison with stakeholders and communities rather than formal consultation and may explore access avenues that include leases or less ambitious options than long term certainty of access.
Version 2 Draft 2	May 31 2013	Minor wording edits
Version 2 Draft 3	July 1 2013	Incorporates minor wording changes advised by Trustees at 30/6/13 prior to approval for release on

		the Trust's website as a DRAFT document.
Version 3 Draft 1	July/August 2014	Updating information, incorporating all the maps and tables from the Banks Peninsula Reference Book resulting from the Trust's Comprehensive Mapping Project.
Version 4	May 2015	Updated to reflect the Trust's progress since the approval of Version 2, draft 3 in July 2013. This includes updating the goals of the strategy and role of the Trust in light of a further 2 years of experience and its work on a number of significant projects including Comprehensive mapping, Spine of the Lizard, Lyttelton Head to Head, Langer Reserve, and a new Akaroa Reserve
Version 4 Draft 1	June 30 2015	Minor corrections after circulation to Trustees

Document drafted by Rod Donald Banks Peninsula Trust Manager Suky Thompson.

Unless identified otherwise, photographs are supplied by Suky Thompson.

Executive summary

The Rod Donald Banks Peninsula Trust has a vision of Banks Peninsula restored to its traditional status as Te Pātaka o Rākaihautū – the storehouse that nourishes. The vision is underpinned by four strategic pillars: *Access, Knowledge, Partnership and Biodiversity*. The Trust's Walking and Cycling Strategy aims to build upon and connect these four pillars together as follows: Greater *access* for walking and cycling will enable people to experience Banks Peninsula at a slow pace, facilitating engagement with the environment through which they pass. When that slow engagement is further augmented with *knowledge*, through interpretation, books, guiding and stories, people will have an opportunity to appreciate the *biodiversity* that supports the environment, and the human relationship with it, at a deeper level. The Trust aims to work in *partnership* with landowners, local communities, rūnanga, government organisations and recreational users to co-ordinate and foster efforts to achieve a greater level of access and to share their deep knowledge about Banks Peninsula. Through working in partnership, the Trust aims to achieve kotahitanga – oneness – and a set of outcomes that leave a beneficial intergenerational legacy for all.

The Strategy envisages Banks Peninsula developing as a major walking and cycling destination. The idea of Banks Peninsula as a recreational walking destination is not new, but builds upon the achievements of early twentieth century visionaries such as Harry Ell, who worked to create a route from Christchurch to Akaroa, and Cora Wilding who created New Zealand's first network of YHA hostels on Banks Peninsula.

The concept of developing more walking and cycling opportunities on Banks Peninsula is timely. There is a growing demand for front-country recreation easily accessible from Christchurch and a desire to harness that demand for rural community development. There is concern about increasingly sedentary lifestyles and the need for young people to engage with the outdoors to gain an appreciation of the environment that they will steward in the future.

The Strategy therefore seeks to improve and extend walking and cycling on Banks Peninsula to:

- build upon the existing recreational network;
- create amenity for local rural and urban residents;
- connect rural communities;
- develop the skills and resilience of young people;
- attract more tourists and visitors;
- support rural community development;
- improve urban-rural relations;
- provide a degree of future-proof resilience;
- provide a vessel for public education and knowledge sharing on the environment, biodiversity, culture and heritage of Banks Peninsula;
- develop practical and appealing routes, that are
- enduring and maintained in the long term.

These goals are to be achieved by working with the wide variety of stakeholders already

involved the existing network. *Strengths* of the existing routes include the Port Hills reserves, the network of tramping walkways over the Mt. Herbert massif, the cycling gateway provided by the Little River Rail Trail, and the bounty of walks in the remote south-eastern ‘Wildside’, including New Zealand’s first private multi-day track and Hinewai Reserve. *Weaknesses* include the fragmentation of recreation management, under-resourcing, the insecurity of existing tracks crossing private land and a lack of pan-Peninsula recreational promotion and marketing. *Opportunities* on Banks Peninsula stem from its physical and human geography. The long high ridges and inherently circular nature of the Peninsula, coupled with its coastline, regenerating bush, views and variety, provide an appealing landscape for walking and cycling. That this landscape is in close proximity to New Zealand’s second largest city and scattered with small communities provides both a recreational market and a resident population able to service and benefit from that market. The *Challenges* identified are associated with progressing recreational access across a landscape largely in private ownership and at a time when money is tight. The Public Open Space Strategy adopted by the Christchurch City Council provides a guiding framework to harness these opportunities. However, with the Council focused on earthquake recovery, leadership from the Trust is seen as particularly necessary to make progress.

The way forward is envisioned as project by project, with the Trust working closely with stakeholders to jointly determine the next steps and build consensus. The Trust and stakeholders will learn as the projects progress, with each new project based on what has been learnt from previous ones.

A number of ‘low hanging fruit’ projects were identified in the draft stages of this strategy and are now either complete or in progress. These include the production of comprehensive maps of the existing routes on the Peninsula to build knowledge and assist with pan-Peninsula walking promotion; further developing and extending the long distance Summit Walkway route; supporting the Little River Rail Trail and the proposed Lyttelton Head to Head walkway as recreational gateways; and securing long-term legal access on existing tracks that cross private land. Working on these projects has initiated the process of relationship building with the Council, Department of Conservation, Peninsula rūnanga, landowners, Banks Peninsula Conservation Trust and the community groups who are actively working towards greater walking and cycling recreation in their areas.

This Walking and Cycling Strategy is a living document. It is updated and refined from time to time as the projects progress and the role of the Trust crystallises. The current version incorporates all Trust projects completed or underway in June 2015 including Saddle Hill, Comprehensive Mapping, Spine of the Lizard, Panama Reserve, Akaroa Reserve and securing access on private tracks..

The success of the Strategy will be measured project by project against the criteria of the four pillars and its more specific goals. Keeping a focus on the pillars and these goals will assist the Trust and its partners to be clear about what they are trying to achieve with each project, and how it contributes to the greater whole. The ultimate aim is to create an integrated network of walking and cycling routes that facilitate support for the biodiversity and communities of Te Pātaka o Rākaihautū and leave a beneficial intergenerational legacy.

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Chapter 1. Introduction

The Rod Donald Banks Peninsula Trust is a charitable organization founded in 2010 by Christchurch City Council for the benefit of the present and future inhabitants of Banks Peninsula and its visitors. The concept of such a Trust emerged during the amalgamation of the Banks Peninsula District and Christchurch City Councils, to secure endowment funds from the former District for the benefit of the Peninsula area.

Following a consultative process the Trust was established, and named to honour the highly respected Green Party co-leader Rod Donald, who stood as the parliamentary candidate for Banks Peninsula in several elections prior to his untimely death in 2005 – just prior to the amalgamation. The Trust operates in accordance with his values and seeks to restore Banks Peninsula/Te Pātaka o Rākaihautū to the storehouse that nourishes. Its principal objective is the sustainable management and conservation of Banks Peninsula. It has a wide range of powers and its endowment fund to further this objective. The Trust has had a vision of Banks Peninsula developing as a major walking and cycling destination since its inception, enabling the public to enjoy and engage with the environment of Banks Peninsula and in the process learn to treasure, value and nurture it.

This Walking and Cycling Strategy has been developed as a reference document to describe Banks Peninsula's current walking and cycling offerings and stakeholders, to identify the strengths, weaknesses and opportunities and challenges associated with developing more walking and cycling, and to guide the Trust and its partner organisations as this vision progresses on a project by project basis.

The remainder of this introductory chapter will provide some background to the Strategy development, describe the scope and terminology to be used and then lay out the structure of this reference document.

1.1 Background to Strategy

In the first year of its existence, the Trust conducted a stocktake with government, rūnanga and community organisations to identify the groups and projects that aligned with its values and objectives and to establish where there were gaps in the mix of existing efforts. The stocktake identified a common desire for environmentally friendly walks and cycleways and frustration that such recreation on Banks Peninsula was perceptibly lagging behind other places. A lack of leadership was seen as the main problem and it was recommended that the Trust take a lead role in co-ordinating and facilitating a network of walking and cycling routes, particularly as the Council would be unable to in the foreseeable future as a result of the earthquake rebuild demands.

On completion of the stocktake, the Trust also determined that its work would be underpinned by four strategic pillars: Access, Knowledge, Biodiversity and Partnership. The Walking and Cycling Strategy and the projects that eventuate from it will represent a major

effort of the Trust to build upon and link these pillars. Recreational walking and cycling in the form of well-designed routes will provide *access*, enabling people to engage with the environment as they pass through its communities and its most interesting places at a slow pace and with time to appreciate them. When that engagement is further supported and augmented with *knowledge*, through interpretation, books, guiding and stories, people have an opportunity to understand the *biodiversity* that supports the environment at a deeper level and the efforts that communities and landowners are making to protect and nurture it. The Trust aims to work in *partnership* with landowners, local communities, rūnanga, government organisations and recreational users to co-ordinate and foster their efforts. It envisages that *access* will be achieved through an interconnected network of walking and cycling routes rather than a blanket ‘right to roam’ approach. The users of this network and the understanding they gain will in turn help to engender the sustainable management of Banks Peninsula’s environment and the social, cultural and economic health of its communities. Through partnership the Trust aims to achieve outcomes that are beneficial for all involved.

This Walking Strategy aims to be a living reference document assisting and guiding the process as it develops, by continually weaving together the related pillars or strands of access, knowledge, biodiversity and partnership as they develop through research, community engagement, and projects, to create kotahitanga – oneness of purpose and unity.

1.2 Scope and terminology

Unless otherwise stated, the term Peninsula refers to that part of the volcanic landmass, Kaitorete Spit and Lake Ellesmere/Te Waihora that was formerly administered by the Banks Peninsula District Council. This area defines the remit of the Trust. It is now administered by Christchurch City Council and has retained its two wards Lyttelton/Mt. Herbert and Akaroa/Wairewa.

The Strategy is primarily focussed on the activity of recreational walking in its many forms including short easy walks, day walks and multi-day tramps, as the steep topography of the Peninsula is well suited to walking. However, as the Peninsula is served by a rail trail bringing in a range of cyclists, and as its steeper terrain appeals to the increasingly popular sport of mountain biking, trail based cycling recreation is also included.

Affordability is another consideration. Walking and cycling access are typically free in New Zealand and there is an expectation among both the resident and visitor population that this is the case. Hence the Strategy generally envisages that access will be provided free to the public, but it also seeks to work in tandem with the private sector and to respect private walkways. Later the Trust may also investigate and consider if/when some forms of restriction or charging may be appropriate. When overnight stays are envisaged then affordable accommodation also becomes a consideration, and so special mention is made of camping and overnight hut-type accommodation, as well as accommodation in private commercial facilities.

1.3 Document structure

Chapter 2 of the Strategy lays out the Trust's vision for walking and cycling in more detail, specifying the goals it seeks to achieve through greater provision of walking and cycling and how to create practical routes that will be attractive to a wide range of users.

Chapter 3 then takes a step back to set walking and cycling on Banks Peninsula into the context of its history and the recreational trends that have prevailed both nationally and internationally over that time. Potential future trends and their likely effects on the pattern of recreation are then identified to guide the development of successful walking and cycling routes.

Chapters 4, 5 and 6 describe what the Peninsula currently offers in terms of walking and cycling. First, the stakeholders involved with providing, promoting, servicing and using the existing walking and cycling routes are described in Chapter 4. This is followed by a description of the four geographic areas of the Peninsula – Lyttelton, Mt. Herbert, Wairewa and Akaroa – and the existing routes in each in Chapter 5. Chapter 6 subjects the existing walking and cycling resource on the Peninsula to a SWOT analysis identifying the strengths of the area as a walking and cycling destination, the weaknesses in the current offerings, the future opportunities, and then the challenges that must be overcome if these opportunities are to be realised.

Chapter 7 identifies the roles for the Trust that emerge from the SWOT analysis as needed to progress its bold vision, and then Chapter 8 describes a number of projects that the Trust has underway giving effect to these roles. These projects have given the Trust the opportunity to 'cut its teeth', assisting it to learn more about the subject as it has established its role and have lead naturally into engagement with the key stakeholders. The Trust expects its vision to be refined and improved as it engages with key players involved at a government level and across Banks Peninsula, and then, more specifically, with stakeholders involved with new projects as these emerge. Building of partnerships will form the backbone of the strategy as it develops.

Chapter 9 then calls on the Trust's overarching vision and objectives, its four strategic pillars and the specific goals for the walking and cycling document to lay out the beginning of the measures that can be used to judge the success of the Strategy as it rolls out over time, and to develop key performance indicators for the individual projects that make it up. The essence is to create a beneficial intergenerational legacy for Banks Peninsula, leading to a sustainable environment and healthier communities.

A set of Appendices give the Trust's inventory of the existing route network and various other matters of detail.

Chapter 2. Vision for walking and cycling

The Trust has a 100-year vision of Banks Peninsula with its communities, scenic and coastal locations connected by continuous walkways (including some shared with cycleways) enabling residents and visitors of all ages to appreciate, enjoy and support its outstanding natural environment, culture and communities. The Trust has determined that it will achieve the vision through working closely with its communities and all stakeholders to leave a beneficial legacy to future generations.

This chapter opens with a list of goals for the walking and cycling network to achieve. While these goals primarily give expression to the strategic pillar *access*, they also provide a vessel for engagement with the cultural and physical environment of Banks Peninsula, enabling users to gain knowledge about it, support its human communities and to learn about and understand its biodiversity. Having established the specific goals, the chapter proceeds to describe the ingredients necessary to create practical, attractive routes that appeal to a wide range of users and to ensure that they are maintained in the long term. Taken together, the aspirational and practical goals provide a framework or a set of considerations that can be used to analyse existing and new walks, to match opportunities created by location and topography with user types, and to determine what goals new routes are seeking to achieve and how to maximize the likelihood of achieving them.

2.1 Goals of the Strategy

The recreational activities of walking and cycling have been increasing in popularity throughout much of the world because of the benefits they bring to both their users and to the areas that host them, and because these benefits can be very cost-effective to achieve.

A summary of the Strategy goals that the Trust seeks to achieve through more walking and cycling on the Peninsula are to:

- build upon the existing recreational network
- create amenity for local rural and urban residents;
- connect rural communities;
- develop the skills and resilience of young people;
- attract more tourists and visitors;
- support rural community development;
- improve urban-rural relations;
- develop a degree of future-proof resilience;
- provide a vessel for public education and knowledge sharing on the environment, biodiversity, culture and heritage of Banks Peninsula;
- develop practical and appealing routes, that are
- enduring and maintained in the long term.

Each of these goals is examined in more detail with reference to the types of walking or cycling routes that might be used to engender them, from short walks to long-distance multi-day trails. Consideration is then given to what is necessary to create practical and appealing routes and their long term endurance and maintenance.

2.2 Build upon the existing recreational network

The Walking and Cycling vision does not start with a blank canvas, but seeks to build upon, strengthen and extend the existing routes and trails on Banks Peninsula. Some of the existing recreational routes are based upon earlier foot trails created by tangata whenua and then used by whalers and pioneers to walk from settlement to settlement. Others are in the various public recreation reserves that dot Banks Peninsula, both in its settlement areas and in more remote places. Still others give access to areas of interest such as its beaches. Hence a substantial part of the Strategy is devoted to tracing the history of walking access on Banks Peninsula and documenting all the existing routes and trails so that best use of these can be made and the strengths and weaknesses of the existing network used to assist in determining the way forward.

2.3 Amenity for local rural and urban residents

Many people enjoy, or are encouraged into, taking a regular or daily walk because health benefits accrue through this activity. This type of regular activity is governed by convenience – people will take their regular walk near their homes, preferably somewhere that does not involve having to drive a car; many people find having a dog encourages them to get out and walk. Hence, walks that start in Banks Peninsula communities, even if they are part of longer routes are likely to attract a level of local usage and this should be borne in mind so that trail heads sections are sited near communities where possible, and dogs are permitted unless there are compelling reasons to restrict them.

Some communities on the Peninsula already enjoy a relatively high level of local amenity trails, while others have very little.

The proximity of Banks Peninsula to Christchurch makes it an attractive day trip destination for urban residents. Many also stay over at weekends and holidays. Developing more walking in places already popular with visitors will create an additional amenity for urban residents. Such walks are likely to have higher usage than walks in very remote places. At the same time, creation of walks in places that are not currently so popular is also likely to attract more visitors by providing another activity.

While most city dwellers currently visit Banks Peninsula using private cars, its proximity to Christchurch also creates the opportunity for urban residents to access the Peninsula directly from home as part of their recreational activity. There is an opportunity to provide and promote the option to avoid a car journey to achieve this, obviating the concern over secure car storage on longer or multi-day trips and the need to return to a parked car. There are

several existing routes including the Little River Rail Trail and a network of walking routes over the Mt. Herbert massif, that create recreational gateways linking the city with more distant parts of the Peninsula. The proposed Lyttelton Head to Head walkway will add another gateway.

2.4 Connecting rural communities

When routes connect communities together they bring the additional benefit of serving more than one place with a single track. Examples of this type of walk are the coastal tracks around the Lyttelton Harbour basin that connect the communities of Lyttelton, Corsair Bay and Cass Bay. This also has the benefit of creating a longer walk, creating more options other than a short separate walk in each community. Such walks can also be used to link community projects such as bush reserves, or used as heritage or interpretative trails.

Hence, in developing routes, it is desirable to link short sections and points of interest into longer routes to maximise the benefits gained from them.

2.5 Opportunities to develop skills and resilience in young people

There is huge concern worldwide that children and young people today are too sedentary, engage less in natural play and spend too much time under control, contained and interacting with screens rather than the real world. The result has been described as “*nature deficit disorder*” (Louv, 2009) and is seen as affecting their health, resilience and appreciation of the natural world upon which they ultimately depend. In most developed countries, specific efforts are being made to get children and young people outdoors. Walking, tramping and camping provide opportunities for children and young people to be more active and to engage with the environment and nature. Multi-day routes also help to build personal resilience when children carry their own supplies, take part in simple cooking and have an opportunity to get back to basics without all the comforts and paraphernalia of their modern existence.

SPARC NZ has developed greater youth participation as a priority focus area and suggests that opportunities will come through outdoor education at school and through youth groups (SPARC, 2009). It also commissioned research into family participation, and a study conducted by the University of Otago subsequently confirmed that families with young children tend to recreate locally and that the provision of a graduated range of activities with minimal travel times is most likely to encourage families into outdoor recreation. The study also found that participation is intergenerational and that people whose parents engage in outdoor recreation are more likely to do so themselves and to pass the skills on to their own children, meaning that if a generation misses out, this key part of New Zealand culture may be lost (Reis, Thompson, Lovelock, & Boyes, 2010).

With its proximity to urban Christchurch and its relatively safe environment, Banks

Peninsula provides an opportunity for the development of more tramping and remote camping aimed at youth development. Trails aimed at families and youth development need to include affordable accommodation en route, such as campgrounds or huts, and offer a range of challenge levels and activities.

2.6 Attract more tourists and visitors

Tourism is a major industry on Banks Peninsula, particularly in the Akaroa/Wairewa area, where it has been most recently estimated as accounting for 57% of Akaroa's workforce (Strategy and Planning Group Christchurch City Council, 2007, p. 55). Information on walking is the most frequent query fielded at the Akaroa Visitor Centre (it can account for up to 80% of queries on a busy weekend, according to front-line staff). Yet the resource remains relatively undeveloped and this limits the ability to promote it. Other areas such as Lyttelton and Little River are also seeking to develop more walking to attract and retain visitors.

Christchurch and Canterbury Tourism and the District Marketing organisations from the Canterbury region have launched a promotional campaign marketing the walking and cycling opportunities in Canterbury, particularly aimed at North Island visitors. At a national level the government has launched Nga Haerenga, the New Zealand Cycle Trail initiative to develop more cycle routes, specifically as a tourism and economic development draw card. Experience both in New Zealand and overseas suggests there is a high level of latent demand for cycling and walking that is unleashed if trails are well developed and promoted.

For Banks Peninsula to capitalise on these opportunities, it will need to develop and offer trails that are well thought out and presented so that tourists have a high quality experience that lives up to expectations set by marketers. The current resource is not up to scratch in this respect. Its weaknesses are identified later in the document.

2.7 Rural community development

The development of walking and cycling routes, particularly multi-day long-distance trails, has become a global phenomenon spurred on by their popularity and the economic development they bring in their wake, particularly when they are routed through rural communities. Recent international examples include the 1400 km-long Wales Coastal Path that opened in 2012 and garnered Wales the Lonely Planet accolade of the best travel destination worldwide. In New Zealand the popularity of such trails is in evidence with the success of the DOC Great Walks, the Otago Central Rail Trail and the Queen Charlotte Track. The latter two present examples of routes that pass through and connect communities, and therefore engender economic development along the route as well as at the start.

Having attractive walking and cycling routes presents an opportunity for rural tourism by helping to retain tourists in the area longer and providing opportunities for business to service their needs for accommodation, meals and transport. Studies both overseas and in

New Zealand demonstrate that well-designed walking and cycling routes can bring significant economic development into rural areas. For example, a study commissioned by DOC in 2005 found the Queen Charlotte Track brought a direct economic benefit of \$5.1 million to the immediate area (Butcher Partners Ltd, 2005).

Key factors are encouraging overnight stays, targeting users with higher incomes and developing opportunities en route for spending. (Bowker, Bergstrom, & Gill, 2007; Downward, Lumsdon, & Weston, 2009; White & Stynes, 2008) (Allegheny Trail Alliance, 2005; Downward & Lumsdon, 2003). The research also shows that long-distance walking and cycling trails assist small and medium-sized businesses such as bed and breakfast accommodation (Cope, Doxford, & Hill, 1998; Morpeth, 2004), which is much better for the long term economic and social health of rural communities than large scale exogenously funded tourism enterprises such as resorts or cruise ships. This is because small-scale tourism forms part of a diversified economy and creates higher quality employment through supporting small locally owned businesses, and therefore a greater proportion of the external dollar injected into the local economy by tourists is retained in the community. Multi-day routes that link communities together also provide a vessel for small businesses to co-operate with shared marketing initiatives.

In contrast, therefore, to the needs for youth development, trails aimed at tourism and rural community development should route through communities, providing revenue-garnering opportunities from service provision. Developing day walking based on the major tourism hubs such as Akaroa will also encourage tourists to stay longer.

It is also important to recognise that some businesses are already based on walking. New developments need to work with and support these businesses rather than operate in competition. Examples include the private Banks Peninsula Track on the Peninsula Wildside, and Tuatara Tours who run high-end guided walks from Christchurch to Akaroa.

2.8 Fostering urban-rural relationships

Increased walking and cycling access on well-managed routes also provides an opportunity to create beneficial interaction between urban and rural residents and a greater understanding of the countryside amongst urban people. This can be achieved through ensuring walkers, cyclists and landowners have the information in the Outdoor Access Code that has been developed by the NZ Walking Access Commission, and also through interpretation on farming methods and practice. When recreational users follow the Outdoor Access Code, are pleasant to have around (rather than impinging on privacy) and are respectful of farming practice, and when landowners are welcoming, this gives the opportunity to help heal the urban-rural divide that has developed as New Zealand has become an increasingly urbanised country.

2.9 Future-proof resilience

The development of walking and cycling, particularly in an area like Banks Peninsula that is close to a large city, also offers a degree of ‘future proofing’ for recreation, for urban residents and for the incomes of tourism-dependent rural communities in the face of future trends such as increasing fuel prices and a consequent shift in tourism to a more domestic market, and climate change. If done appropriately, it should also engender *sustainable* community development, not only bringing business opportunity and economic growth, but also benefitting the social and environmental fabric of the area to create a long term positive legacy for future generations.

2.10 Public education on environment, culture and heritage

Walking and cycling are sometimes termed ‘appreciative’ recreational activities because their slow pace gives participants time to engage with the environment and communities through which they pass, while creating minimal environmental impact. The increasing popularity of walking and cycling for holidays is also attributed to this slow pace, as people seek to counteract the speed pressure of modern life with a slowdown when they are on holiday – leading to the term *slow tourism* (Fullagar, Markwell, & Wilson, 2012, p. 228). Adherents of slow tourism seek low carbon modalities such as walking or cycling that have a lower environmental impact than flying and driving for their holidays and relaxation. As the pace of travel is slowed, the journey itself becomes the destination, bringing with it the benefits of exercise, often taken in the company of others, and time to appreciate the scenic or historic landscapes traversed (Dickinson & Lumsdon, 2010). Almost as a consequence, slow tourism is seen as resisting the homogenising forces of globalisation by instead celebrating the local and providing a genuine connection with local people (Fullagar, et al., 2012; Verbeek & Mommaas, 2008).

Hence many walking and cycling tracks and trails provide a showcase to feature local culture, heritage and environmental information, helping the users of the trail to forge connections. They are often used by communities to display interpretive information so that residents and visitors can learn more of the place as they relax and enjoy it. A comment made by a number of interviewees during the Trust’s Stocktake project was that Banks Peninsula was sorely lacking in walks presenting interpretation about the environment, culture and heritage of the area.

Key strategic pillars for the Trust are to share knowledge about Banks Peninsula and to work in partnership with other and local organisations and communities. Interpretation along walking and cycling routes provides an opportunity to foster close partnerships with *rūnanga* and local communities as it is developed and then to educate the public about the environment and biodiversity, the human relationships with it and the communities en route. Through this the Trust envisages that its strategic pillars of access, knowledge, biodiversity and partnership will be linked together to build a much stronger relationship between the urban residents of Christchurch, tourists and visitors, young people and the communities and

rural environment of Banks Peninsula.

2.11 Creating practical and appealing routes

A key aspect to success is developing routes that are appealing to the users and will, therefore, be popular and well-used. This section first identifies the different types of users and then some factors that go into making attractive and practical routes aimed at maximising usage.






2.11.1 Users and route types


As a major walking and cycling destination, Banks Peninsula would provide a wide variety of walks and cycling routes to suit many different types of users. Users range in ability from people with mobility difficulties needing accessible tracks, people seeking short easy walks, day walkers and trampers, and long distance walkers and trampers wanting a multi-day experience. Similarly cyclists vary from people with young families seeking safe off-road cycling to mountain bikers seeking technically challenging terrain.

Physical construction matched to users demand

Matching the physical construction to the anticipated users of the route is a key consideration. Walks and rides aimed at families with very young children, the elderly, those less fit, or people in street clothes, need to be on gentle terrain or have better facilities such as steps and bridges to create accessibility. These types of routes are likely to receive higher usage but will be more expensive to construct and maintain. They will need to be sited in reasonably accessible locations and to be well advertised to attract visitors to Banks Peninsula. Walks and rides aimed at trampers and mountain bikers require less in the way of construction. Providing poled routes for these users may suffice, but they still need to be well advertised to ensure potential users are aware of them.

The Department of Conservation has a well developed set of route classifications that can be used to match user types to the terrain and formation standard of tracks.

Symbol	Classification	Formation required
	Accessible – suitable for wheelchairs	Track formation to a high standard will be needed
	Easy Walk – short well formed mainly flat track	Track formation will be needed, gates rather than stiles
	Walking track – formed, likely to involve some up and down	Some track formation such as steps on steep areas, stiles and bridges needed
	Tramp – generally unformed track surface, route marked with poles	Minimal track formation. Route to be marked with poles if necessary and stiles over fences
	Family cycle – shared walk/gentle cycle route	Gentle cycle on formed track or roads

	Mountain bike – shared walk with steep cycle route	Steep cycle route with no formation. Route marked with poles if necessary
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The terrain of Banks Peninsula is a particular challenge when designing routes for cyclists. While the flat terrain of the Christchurch to Little River Rail Trail fits well with the requirements of novice, family or older cyclists, the steep hills of the Peninsula may be too daunting for many of them. On the other hand, the Rail Trail is too tame for accomplished mountain bikers, whereas the steep terrain offers an exciting technical challenge. However, the varied terrain also creates opportunities for private services – for example shuttling riders up hills.

2.11.2 Variety and interest

Variety is a key aspect to attractive and successful routes. The relatively slow pace of walking and cycling, and the fact that the journey is the experience rather than a form of transport to a destination, means that interest level, stimulation and engagement must be kept high throughout. Variety and interest are provided by many things such as views, changing biodiversity and terrain, and specific attractions such as beaches, rock formations and cultural and historic sites.

Walkers move at a slower pace than cyclists and, therefore, have more time to absorb close detail, including interpretative signage, which cyclists may ride past. The faster pace of cycling means that cyclists can be satisfied with less variety over the same distance than walkers.

Because circular routes inherently provide more variety than there-and-back routes they are therefore generally more popular.

A first step in designing routes is to ensure that they have sufficient variety to engage their target market.

2.11.3 Welcoming

Users of public routes need to feel welcomed, not concerned about whether they might be lost, trespassing or in terrain for which they are ill equipped. This can be achieved through informative promotional material about the conditions to expect and how to be well prepared, followed up with good signage, track marking and an appropriate level of facilities to match the route. Interpretation also helps create a welcoming feel.

2.11.4 Practical

A number of practical aspects need to be taken into account to ensure that routes are useable, including how trail heads are accessed, parking, and the provision of toilets, shelter and accommodation on longer routes. Consideration also needs to be given to the terrain and land ownership that routes pass through to ensure that the routes are stable in the long term.

Ingress and egress

Trails need to start and end in places that are accessible and where people can easily return, either directly to their parked car or via public transport. Again, circular routes solve this practical issue, otherwise some sort of additional transport is needed to return walkers to the start. Furthermore, not all users (particularly visitors) have access to their own vehicles, and therefore making routes start and end in places accessible by public transport is desirable. As the current public transport networks on the Peninsula are quite limited, this does create some clear constraints, suggesting that major long distance routes should have some sort of connection (a start or end point) along Highway 75 that is served by the Akaroa shuttle bus, or in Lyttelton and Diamond Harbour, which are served by a public bus and the ferry service. Again there may be opportunities here for private enterprise to create to serve walkers and cyclists, such as more water taxi services, for example from Wainui to Akaroa.

Car parking

If routes are designed to start and end in communities, particularly those with public transport links, then the need for trail head car parks can be minimised. However, in some cases trail head car parking will be required, and provision should be made for it to be off-road and safe.

Toilets

Routes that envisage or are experiencing heavy use and are more than a few hours from trail heads will need to have some form of toilet provision.

Overnight accommodation and shelter

Multi-day routes require some form of overnight stay at least every 15 km. This might be a hut, a campground or a community where accommodation is offered by private businesses. Water and some form of toilet facility are a minimum provision for overnight accommodation locations, and the arrangements for servicing them need to be considered. It can also be useful to have a shelter at intervals in case of bad weather. On long routes, lunch huts at half way points are ideal and can also serve as emergency shelters.

Terrain

The Peninsula's hilly terrain brings some challenges in terms of track construction and maintenance over the long term. The loess soil is prone to slips and rockfall during earthquakes present a significant hazard. Routes should be designed to avoid obvious rockfall hazards where possible, and tracks construction minimised and routed with the contours of the land to avoid creating large slip prone cuts.

Land ownership

As described, most land on Banks Peninsula is privately owned and negotiating long term secure public access across private property is time consuming, and likely to be difficult to achieve. Hence locating tracks where there is already secure public access is preferable. While some landowners are willing and even voluntarily create public tracks across their

property, unless access is secured across transfer of ownership, then investment in such tracks is likely to be limited.

2.11.5 Well promoted

Good promotional information setting out both the attractions of the route and practical information such as length, terrain, required fitness level, equipment, clothing and special considerations – such as tides or weather conditions – enable users to choose the appropriate route for their ability and plan for a successful trip. Promotional tools such as websites also offer an opportunity for businesses supplying services to users to advertise and to assist users with planning and execution of their walk or cycling trip.

2.11.6 Community support

Routes that are welcomed and supported by the communities through which they pass will be much easier to create, and are likely to receive beneficial input from volunteers including assistance with construction, maintenance and interpretative information. Where routes cross private land and farmed areas it is essential that this is done in a co-operative way with the land-owner to ensure the needs of both parties are met.

2.12 Enduring and maintained

Routes, facilities and signage need to be well maintained to the appropriate standard to ensure that the walks are safe and retain a good reputation. A key aspect when developing new routes is to consider what agency will be responsible for the long-term maintenance of any facilities created.

In order to justify the expense of developing, maintaining and developing routes, there also needs to be a degree of assurance that these routes will continue to exist over a long time period, and not be closed due to ownership changes. Routing tracks over public land is therefore preferable, but if they need to cross private land, then attempts to secure long term access by way of easements should be made.

2.13 Vision summary

The vision set out above is for Banks Peninsula to become a major walking and cycling destination offering a wide variety of routes, building upon and extending its existing network, and appealing to a wide variety of users. The routes will be well designed to attract many different types of users and to bring benefits to the communities through which they pass. The resource will be developed to provide a graduated range of options, so that families and youth groups from Christchurch can develop the skills of young people and a love of the outdoors. Routes will also be designed that appeal to tourists, both international and domestic, with a view to improving business and local employment opportunities. Routes will be linked together as much as possible to maximise the benefits gained from each track section. Thought will go into ensuring that routes are not only practical now in a

time of relatively high private vehicle ownership, but also present recreational gateways to the city and are aligned with public transport networks to create a ‘future-proof’ resource.

As each route is proposed and developed, there will be clarity about the types of users it is intended to attract and which of the goals of the Strategy it is aiming to achieve, and consideration given to its practicality, long term maintenance and the security of public access.

The four pillars of Access, Knowledge, Biodiversity and Partnership working together suggest that the routes will help to bring communities together, both for marketing and for community interpretation projects, enabling the users of the tracks to learn more of Banks Peninsula and to value and protect its special environment. If this vision is attained, a beneficial intergenerational legacy will have been created making the Peninsula a better, stronger and healthier place to live in, visit and work in the future.

Chapter 3. Setting Peninsula walking and cycling in context

The development of walking and cycling on Banks Peninsula to date has been shaped by a number of factors including its unique volcanic topography, national and international recreational trends, the use of its land for pastoral farming and its proximity to Christchurch City. At times the Peninsula has been a leader of trends, at others a follower.

This chapter goes into some depth to describe how walking and cycling on the Peninsula have developed and been affected by the trends, and then casts its gaze to the future to consider external factors currently under international debate that are likely to affect the way forward.

3.1 Historical trends

The historical development of walking on the Peninsula is traced through three distinct phases. The first phase encompasses the time when foot travel was the main form of transport across the land, commencing with the arrival of the Māori and continuing through the pioneering and colonial period. The second phase opens at turn of the twentieth century when, with the construction of better roads in tandem with the spread of the motor car, walking was transforming to a recreational past-time, and the Peninsula under the guidance of local visionaries played a leading role. By the 1980s, however, the advent of cheaper motoring and greater affluence shifted the Canterbury focus for walking to its alpine areas. A more complex pattern reflecting the changing nature of New Zealand society characterises the third and most recent phase with urbanisation, commercialisation, technology and globalisation leading to an increased role for tourism, changing urban-rural relations and government restructuring shaping the picture, as well as the emergence of both the obesity epidemic and off-road cycling.

3.1.1 Early foot travel for transport – pre 1900

The steep, crenulated topography of Banks Peninsula has always played a key role in determining transport routes. The long ridges created from its volcanic lava flows provide relatively unimpeded routes for foot travellers compared with the steep sides of its valleys.

Tangata Whenua

Waitaha, the first Māori people to arrive, record that their chief Rākaihautū carved out the lakes of the South Island and, when finished, planted his great Ko in the ridge above Akaroa Harbour, creating the peak of Tuhiraki (later named by the French Settlers as Mt Bossu). Waitaha, then Ngāi Tahu who came later, settled the coastline and often travelled around Banks Peninsula by sea. On foot, they appear to have used these long ridges to connect settlements, and in particular to access the food resources of Te Waihora on the southern

side.¹ The aerial image below illustrates the contrast between the long gently sloping ridges that connect the outer and inner areas of the circular Peninsula and its steep sided valleys, and also shows the great lake of Te Waihora in the background.

The whalers and early settlers who arrived in the 1830s and 40s naturally also used these old Māori ridge trails for foot access around and across the Peninsula (Ogilvie, 2007) .



Lloyd Homer, GNS Science

Figure 1 Banks Peninsula topography

Colonial roads and routes

With the advent of British sovereignty, surveying work to delineate land into parcels for private ownership and adjoining public access ways, known as unformed legal roads, began and gained pace as Māori land was increasingly alienated into Crown ownership. Banks Peninsula, one of the earliest areas of pioneer settlement in the South Island, was generously provided with these unformed legal roads. As elsewhere in New Zealand, some were eventually formed, but most were fenced within and used as part of adjacent landowners' properties.

The earliest travel route from Lyttelton to Akaroa involved a boat trip from Lyttelton to Pigeon Bay, then a walk from Pigeon Bay to Duvauchelle, and then another boat to Akaroa. This route was taken by John Robert Godley and his wife Charlotte when they visited Akaroa in 1851 (Godley, 1951, pp. 262-264). One of the first undertakings of the infant Canterbury Provincial Government was to form up the Purau line – a track along the continuous summit ridge between Lyttelton and Akaroa harbours, enabling the Rhodes brothers farming at Purau in the early 1850s direct walking access from the southern side of Lyttelton Harbour to Akaroa township (Ogilvie, 2007, p. 55), following the route of one of the new legal roads. Walking at this stage was still predominantly used as a form of transport rather than a recreational activity.

3.1.2 Recreational walking heyday – 1900-1970s

The movement for recreational walking began in the mid nineteenth century, heavily influenced in England by the enthusiasm of writers such as the Romantic poets Wordsworth and Coleridge who transformed the view of the English Lake District from a frightening wilderness to a poetic walkers' paradise.

¹ Pers. comm, Peter Ramsden, Koukourarata Rūnanga

By the late nineteenth century recreational walking was becoming popular with the upper classes in New Zealand (Perkins, Devlin, Simmons, & Batty, 1993, p.175). Most of the original forest cover of the Peninsula had been removed by this stage and early conservationists such as Thomas Potts of Ōhinetahi in Governors Bay, Frederick Anson of Peraki and Christchurch politician Harry Ell, were advocating for the protection of the remnants. The patchwork of bush reserves that now scatter the Peninsula – particularly its upland areas – began to emerge as a result of their efforts.

Harry Ell's vision

Visionary Harry Ell not only appreciated the value of remnant bush but also the pleasures of recreational walking. From 1899 he worked tirelessly to secure public access to the Port Hills (Oakley, 1960, p.33), to protect the remnant bush, and to build rest houses for the refreshment of walkers visiting these reserves (Pawson, 2010), with a vision of the recreational route continuing to Akaroa using the old Purau line track. The passing of the 1908 Scenery Preservation Act was instrumental in enabling him to secure the bush remnants from logging, which then provided focal points for walkers along the Summit Road track he created around the Lyttelton crater rim. His legacy for walkers remains in the network of rest houses, (Sign of the Takahe, Sign of the Kiwi, Sign of the Bellbird and Sign of the Hut), the Summit Road around the Lyttelton crater, and the ongoing foot route from Gebbies Pass to the Hilltop at Akaroa.

Youth Hostel Association

As in other countries, the appetite of the general public for recreational walking increased in parallel with both urbanisation and transport improvements that gave greater access to the countryside. The Banks Peninsula area continued to take a leading role in recreational walking in the 1930s under the guidance of Cora Wilding. In 1931 Wilding founded the Sunlight League, inspired by her experience of similar organisations in Europe. The League focussed on getting children and young people outdoors for the benefit of their health and wellbeing. The Christchurch branch of the League included many prominent citizens such as Sir Arthur Dudley Dobson, who chaired its tramping committee. The tramping committee rapidly evolved into the new Youth Hostel Association (Pickering, 2010, p. 242) and Cora Wilding established New Zealand's first YHA tramper accommodation hostel network on Banks Peninsula farms (Sargison, 2010), (Henson, n.d.) linked by a walking circuit based on unformed roads stretching as far as Le Bons Bay. Many of these hostels used farm buildings but only two survive – the Kukupa Hostel (now disused and owned by Christchurch City Council) and the tiny near-derelict Monument Hut on the Purau Saddle.

Tramping clubs

Two of Christchurch city's enduring tramping clubs formed in 1932 and used the nearby hills of Banks Peninsula for many of their expeditions (Henson, n.d.). Keen walkers in the 1930s caught the ferry to Diamond Harbour and having climbed Mt. Herbert walked on to stay in Ell's Sign of the Packhorse high on the saddle between Mt. Bradley and Gebbies Pass, or continued on the old Purau line to the Hilltop where they caught the Akaroa bus back to Christchurch. The enthusiasm for Peninsula tramping continued after the war years, and on

through the 1950s and 60s.

Official walkways

During the 1960s and 70s New Zealand experienced a tramping boom, and in 1975 the New Zealand Walkways Act, the first piece of legislation specifically designed to facilitate long distance recreational walking, came into force. The legislation grew out of an idea for walkways promoted by Federated Mountain Clubs, an affiliation of tramping clubs, (Land Access Ministerial Reference Group, 2003, p. 74), at a time when local recreation and tourism were just beginning to be seen as important by policy makers and planners. The legislation aimed to provide free public walking access closer to urban areas than the traditional back country tramps. The Act provided a framework for walkways to be legally established and formally gazetted over public and private land. The process was overseen at a national level by a special purpose New Zealand Walkway Commission and administered and managed at a local level by District Walkway committees. These had the power to purchase easements over private land, to establish support facilities such as huts and to facilitate access to, promote and manage the walkways including across local authority boundaries. The public nature of the walkways obviated the need for users to contact landowners when private land was traversed, removing a major impediment to both tourists and an increasingly urbanised population that was losing its rural connections. A number of the popular routes on Banks Peninsula – such as the route around the Lyttelton Crater Rim and the walk up Mt. Herbert from Diamond Harbour – became official walkways, although none completed the legal process through to gazetting.

Quintessential New Zealand character

Throughout this period the quintessential character of the New Zealander was established and popularised in the national psyche and overseas as being of a practical, rugged, entrepreneurial and resilient nature. The success of Edmund Hillary and the writings of Barry Crump inextricably linked this character with tramping, the outdoors and an affinity with the natural environment.

At the same time, the invention of the jet aircraft enabled New Zealand to become a travel destination for tourists wanting to have their own rugged experiences in its beautiful environment.

3.1.3 Globalised, urbanised, technologised era – 1980 to today

Gradually the growing affordability and availability of private vehicles broadened the appetite of the Christchurch population to explore its alpine areas as they became more accessible for day and weekend excursions. By the 1980 the focus for walking had firmly shifted from the Peninsula to the Alps. At the same time New Zealand society was rapidly changing, with cheaper travel encouraging a rapid growth in international tourism, a much more commercial focus to society (including farming), and major changes to the structure of both national and local government.

DOC

The Department of Conservation was formed in 1987 to integrate some functions of the

Department of Lands and Survey, the Forest Service, the Wildlife Service and the Archaeology Section of the New Zealand Historic Places Trust. All Crown land designated for conservation and protection then came under DOC management, including Crown reserves on Banks Peninsula. The new department had wide ranging responsibilities and much fewer resources, comparatively, than its parent departments. When the New Zealand Walkway Commission was abolished in 1990 DOC took over responsibility for its walkways. After the Cave Creek disaster of 1995 there were restructurings and redirections. Little effort was put into the walkway network or to the reserves on Banks Peninsula. In response to the growing demands from international tourism, DOC focussed its efforts on the iconic locations on the main tourist routes around the country and developing its premier Great Walks network.

New Zealand's first private track

Although the focus on public local walking on the Peninsula waned somewhat, the Peninsula was in the forefront of recreational walking trends again when a group of landowners on the Peninsula's south-eastern corner opened the country's first entirely private and commercially run multi-day walking route – known as the Banks Peninsula Track – in 1990. This private walk was so successful that there are now a number of other similar private walks in New Zealand. The Hinewai Reserve also quietly set a model for combining native forest restoration with public access, and also participated in the Banks Peninsula Track initiative.

Urban rural divide

During the 1990s, the traditional relationships between rural and urban communities tended to breakdown further, including the long-standing New Zealand social tradition of landowners granting walking access to those who asked. This came about in part as law reform enabled the purchase of land by overseas nationals, and in part due to an increasing perception that urban people (many also newcomers from overseas) did not know how to behave in the country (Acland, 2004, pp. 13-18). In 1996 the Land Access Ministerial Reference Group chaired by high country station owner John Acland was set up to review the legislation around public access. This was followed by a nationwide consultation process, the synthesis of which underpinned the current Walking Access Act passed in 2008. This Act created the New Zealand Walking Access Commission who took over legal responsibility for the walkways (although in practice their day to day management has been left with DOC) and sought to work with landowners to improve access.

Technological and social change

On the one hand, technological change such as the growing prevalence of computers, internet and screen-based recreation have created a more sedentary society, leading to growing concern over the declining activity levels of children and young people (SPARC, 2008), the obesity epidemic and the need to provide recreational opportunities close to urban areas for ease of access. On the other hand, the technical development of mountain biking has spawned an interest in off-road cycling for people concerned about fitness, leading to a 'super fit' class of mountain biker and a burgeoning of relatively flat rail trails for more casual cycle enthusiasts. Social changes, such as most women working, mean that families are more

stressed and time compressed than they were, which makes it harder to find time for recreation.

Reflecting the impact of these social and technological changes, DOC has focussed some of its efforts near Christchurch onto the front-country location of Godley Head. While the walkway network and the patchwork of reserves on the Peninsula have received minimal attention and development, the growing demand for off-road cycling has been catered for to date by the development of the Christchurch to Little River Rail Trail – a combined initiative between DOC and a community trust. The trail is being completed in stages and now runs from Shands Road, Hornby through to Little River, creating a major new recreational link from the city to the Peninsula, although some sections are still using public roads..

Local government restructuring

At the local authority level, the Banks Peninsula District Council (which had responsibility for the area from 1989 to 2005) had little funding for recreation, and did little to improve the reserves or walks it had inherited from the former county and borough councils. Since the Christchurch City Council took over, it has also continued to concentrate its efforts on the Port Hills reserves and was only just starting to consider how to develop more recreation across the Peninsula when the earthquakes struck, although it had made some significant land purchases prior to this.

Current summary

Hence, although the Peninsula lead the way in public recreation through the first half of the twentieth century, in the latter part and through the start of the twenty-first century, (with the exception of the partially completed Rail Trail), there has been little in the way of public investment and concerted recreational improvements in the area, with innovation largely driven by private enterprise and philanthropic trusts.

3.2 Future trends

In developing its Walking Strategy the Trust is mindful that global and local change will continue to impact on international and national recreational trends and flow through to the Peninsula, and, therefore, the Strategy must attempt to envisage and accommodate such trends.

While there are many different and conflicting viewpoints on how the future will develop, at this point early in the twenty-first century there is a prevailing view that the wealth experienced by nations exploiting easily accessible fossil fuels is set to change. The growing global population's demand for increasingly scarce resources, the scramble for secondary quality oil sources, the growth and influence of China and India and the impact of climate change are all factors that are likely to impact New Zealand, the Peninsula and the shape of recreation over the foreseeable future, let alone the next 100 years that the Trust's walking vision encompasses. Hence the Strategy attempts to be quite broad in its approach and yet cognisant of those trends that are now emerging.

Increasing fuel prices

The trend with the most impact on Peninsula recreation may come from the combination of increasing fuel prices and the changing pattern of tourism it engenders. Although international tourism is predicted to continue to increase, tourists may change from Europeans to Australians and Asians, as long-haul international travel to New Zealand becomes more expensive. At the same time, many analysts are suggesting that domestic tourism will become more important and that a focus on domestic tourists is a way to future proof to some degree.

Demand from Christchurch

The strategy is therefore predicated to an extent on the view that the proximity of the Peninsula to Christchurch will have an increasing appeal, either because of fuel prices increases, or because people choose to make lifestyle shifts to reduce the greenhouse gas emissions from discretionary travel.

Increasing demand for walking and cycling

Another trend is that the demand for recreational walking and cycling will continue to grow as people seek a release from increasingly urban and sedentary homes and workplaces, and that people will wish to recreate closer to home especially at weekends and during short holiday breaks, as life continues to get busier with most families having two parents working.

Climate change

The general predicted impact of climate change for the South Island is for the east to become drier with increased rainfall in the west. Storms and other extreme weather events are expected to occur more frequently. This may impact on Christchurch recreation in the higher country on the eastern side of the Alps. There may be a shift in focus to the Peninsula if tramping in the mountains is restricted by more extreme weather, or braided river crossings become more difficult in the alpine areas. On the other hand, a rise in sea level of at least one metre must also be anticipated over the next century, and this will have a major impact on both the coastline and coastal access (Christchurch City Council, 2010)

Greater involvement of tangata whenua

The strategy anticipates a greater involvement from Ngāi Tahu through the local rūnanga than has been the case in the past, and the Trust is actively working to encourage this.

Earthquake recovery

Earthquake recovery work has dominated the efforts of the Council, but this is now largely completed. A lesson has been that the natural hazard of rock-fall risk must also now be taken into account.

Chapter 4. Stakeholders

The term stakeholder is used in this Strategy in a very a broad sense to be as inclusive as possible. It therefore includes all those organisations, groups and individuals who:

- actively provide and manage walking and cycling routes on the Peninsula,
- own private land traversed by routes managed by other agencies,
- are neighbours and neighbouring communities to routes,
- are Peninsula rūnanga,
- advocate for and promote routes,
- use the routes,
- are involved with the provision of accommodation and services to walkers and cyclists (includes individuals, businesses or groups)
- promote health, youth and tourism development, or,
- fund development of walking and cycling routes.

This chapter attempts to identify and describe each of these stakeholder groups, but readers should note that this is not a definitive list. It is anticipated that additional stakeholders may well be identified and the description of each stakeholder's involvement augmented, corrected or otherwise improved.

Note that since this Walking and Cycling Strategy was first drafted in 2012, the Trust has established itself as a stakeholder and addressed some of the deficiencies in information provision that had been identified through its Comprehensive Mapping Project. The situation as it was in 2012 is retained in this chapter, along with updates indicating where the Trust's activities since have addressed the issues identified.

4.1 Stakeholders providing and managing routes

Stakeholders who provide and manage routes carry out activities such as constructing and maintaining tracks, erecting signage and dispensing information to promote their routes. These stakeholders include the Department of Conservation, Christchurch City Council, several philanthropic trusts and a group of landowners who operate the private Banks Peninsula Track. Each of these stakeholders is now described in more detail.

4.1.1 Department of Conservation

The Department of Conservation (DOC) provides, maintains and publicises walking routes in most of the small reserves that it owns and manages. These are scattered across the Peninsula mainly in the more remote rural areas. It is also manages the network of walkways inherited from the former New Zealand Walkways Commission. These are more complicated to manage than the walks contained within its own reserves as they traverse both private land and unformed legal roads that are used for pastoral farming, and unfortunately the walkways were never gazetted by the Commission.

Public access to all DOC managed walks is free, but a standard charge is made for overnight accommodation in the Sign of the Packhorse, the only hut it operates on Banks Peninsula.

Since September 2013 DOC has been administered through a new structure. The restructure created two teams across the country: Conservation Services, whose role is to focus on delivering DOC's recreation, historic and biodiversity field work, and Conservation Partnerships, whose role is to work to develop new conservation initiatives in partnership with other organisations. The Peninsula is in the Eastern South Island Services Region, led from Christchurch (Central), and in the Eastern South Island Partnerships Region, led from Dunedin. Each Services Region has a team of rangers working out of local offices. The role of Partnerships staff is to support the rangers in working with others. The staff that have responsibility for Banks Peninsula are based in offices in Christchurch Central and Sockburn (Mahaanui). Work across both teams affects the Peninsula.

National level

Decisions about DOC's style of operation and priorities are set at a national level through its annual Statement of Intent. This is developed within the scope of the Conservation Act (1987) and any other relevant legislation, and reflects the current government position and funding level. Under the National-led government, policy is focussed heavily on value for money and direct revenue for the department through concessions and partnerships with businesses – lead by the new slogan “Conservation for Prosperity”.

DOC operates a national website and information about all DOC-managed reserves and tracks is available on this website. The walks it manages on the Peninsula are described in a short brochure entitled “*Banks Peninsula Conservation Walks*” and this will be referred to later in the Strategy.

Planning and priorities

Although there is no longer a Canterbury Conservancy or region as such within DOC, intentions for the management of natural and historic resources within Canterbury for the next 10 years are still set by the Canterbury Conservation Management Strategy that refers to the boundaries of the former Canterbury Conservancy. The latest strategy was released for public consultation in June 2013 and the Trust submitted on this. The draft document amended by the submission process is currently with the Canterbury Conservation Board. Conservation Boards were established under the Conservation Act 1987 as independent bodies representing the public interest. Boards are advisors to the Department, focusing on planning and strategic direction, not the day-to-day operational details of the Department's work. A major responsibility for each board is overseeing the Conservation Management Strategy for its area. If the Canterbury Conservation Board supports the CMS it will then go to the NZ Conservation Authority for approval.

The Conservancy operates a visitor centre in Christchurch (now located in the Botanic Gardens) where users can get advice about walking on DOC-managed walks on the Peninsula, buy hut tickets and get a printed copy of the Banks Peninsula Walks brochure.

Mahaanui/Sockburn Office

At the operational level, the Peninsula is covered by Service Rangers reporting to the Mahaanui/Sockburn Office area, which also includes coastal North Canterbury, managed by Ross Millichamp. These rangers carry out the recreation, historic and biodiversity field work. There are currently two rangers (Wayne Beggs and Derek Cox) stationed on and dedicated to Peninsula work. Partnership Rangers that cover the Peninsula (Phillipa Gardner, Annabelle Studholme and Alan McDonald) are currently located in the Christchurch Office in Moorhouse Avenue.

4.1.2 Christchurch City Council

Christchurch City Council manages the many reserves on council land on the Peninsula. Some of these are located in the townships and small communities, others in more rural areas including an extensive network across the Port Hills. The Greenspace unit manages all the reserves and associated walks, and has different operational units for the urban and rural areas. It also has many statutory and strategic documents affecting its reserves and walks on the Peninsula and, as a council-controlled organisation, the Trust is required to take account of these in its own planning and work.

Urban reserves

Reserves and walks classified as ‘urban’ include those within the townships and close to the more populated communities. Many of these reserves have formal reserve management plans and management committees of elected local residents to assist with determining priorities, decision making, and in some cases, contracting out work. These are mainly small reserves and so the walks contained within them are all very short.

The Council does not currently publicise or produce maps or brochures describing these walks to the public or visitors. However, they have all been included in the products resulting from the Trust’s Comprehensive Mapping project as described later in this document.

Regional Parks team

The reserves and walks in the more remote rural areas are managed by the Regional Parks team. The Regional Parks team is based at Victoria Park and staffed by the city rangers, managed by Paul Devlin. It had already taken responsibility for the reserves overlapping onto the Lyttelton side of the Port Hills prior to the City and Peninsula amalgamation. Since the amalgamation two large rural Peninsula properties (Te Oka and Misty Peaks) purchased by the City have become the responsibility of this group, and it has become involved with some of the informal rural walking tracks in the Akaroa area, providing signage and some ad hoc maintenance.

The Council publicises and promotes the walks in the Port Hills reserves on its website but subsequent to the earthquakes ceased to produce printed brochures due to the number of track closures and fluid situation as they gradually re-opened. As of mid-2015 it is embarking on a project to produce new brochures.

Informal walks

Outside of these formal reserve areas there are also walks in places such as foreshore areas,

some of which are maintained under the auspices of the Banks Peninsula Park Contracts, and then a variety of more ‘informal’ walks that make use of minor formed roads and unformed roads. These informal routes have typically come about through historical usage or local community initiatives. The maintenance and management of such routes is currently quite haphazard.

The Council does not currently publicise or actively promote any of these informal walks on the Peninsula, but again, the Trust has addressed this deficiency in its own walking products.

Public Open Space Strategy

The Christchurch City Council has also begun to recognise that the inclusion of Banks Peninsula within its territorial area does provide opportunity to increase recreational access. In 2010 the Council developed and, after a consultation process, adopted its Public Open Space Strategy. This document identifies in general terms the primary and secondary recreational routes (including walking and cycling) that it envisages developing over a 30 year period, including on Banks Peninsula. The Strategy was adopted just prior to the first of the earthquakes and hence progress has been significantly delayed.

The Council also owns the extensive network of formed and unformed legal roads that criss-cross the Peninsula, but has yet to develop a policy on their recreational use. The Public Open Space Strategy and the use of unformed legal roads for recreation are sensitive topics as they imply a greater degree of interaction between the recreating public and private land owners and farmers than is currently the case and hence the Council is proceeding cautiously.

Long term planning

While documents such as the reserve management plans and Public Open Space Strategy identify strategic directions, the actual priorities and funding for both maintenance and capital development are determined by the Council’s Long Term Plan (LTP). A Long Term Plan looks at the next decade but the Council and Government agreed to delay Christchurch City Council’s Long Term Plan until 2015 so an earthquake recovery cost-sharing method could be worked out. Currently in place is the Christchurch City Three Year Plan 2013-2016 and at the time of writing, consultation is taking place on the Long Term Plan for 2015-2025.

4.1.3 Philanthropic trusts

Several philanthropic trusts own land on the Peninsula that they operate as reserves with public access and walking tracks.

Summit Road Society

The Summit Road Society was formed in 1948 and aims to further the vision of Harry Ell [Summit Road Society (Inc.), n.d.]. The Society owns and manages two reserves on the south-western end of the Lyttelton crater. These are the Ohinetahi Bush Reserve above Governors Bay and the Omaha Bush Reserve on the western side of the Summit Road above Tai Tapu (just outside the territorial area covered by the RDBPT) and have an extensive walking track network open to the public at no charge. Society members also assist the Council with maintenance of its Port Hills reserves on a voluntary basis. The walks in the Summit Road Society reserves are publicised and promoted by Christchurch City Council in

its Port Hills walking track brochures.

Orton Bradley Park

Orton Bradley Park also celebrates an early visionary. Orton Bradley gifted his extensive property in Charteris Bay on the southern side of Lyttelton Harbour to be run as a public park after his last family member living on the property died. The park was constituted as a charitable trust by a private act of Parliament in 1972. It now offers a range of amenities including historic buildings, formal gardens, arboretum, adventure playground, outdoor recreation centre, and a public camping ground during the school holidays. The 650 ha park features a network of walking tracks, including easy flat walks through its garden areas and meadows and steeper tracks through regenerating bush. Two of these tracks leads on to the DOC managed network of walkways on Mt. Herbert. The park is open to the public but a small entry fee is charged for access. The tracks in the park are publicised and promoted by the park itself on its website.

Joseph Langer Trust

The Joseph Langer Trust is a relatively new organisation and owns a large property in Le Bons Bay that includes the striking volcanic land form of Panama Rock along the northern ridge of the bay. The Trust has opened up a walking track here for the public. There is also a small hut on the property.

Maurice White Native Forest Trust

The Maurice White Native Forest Trust owns the Hinewai Reserve situated in the Otanerito valley beyond Akaroa on the Peninsula's south-eastern side. The reserve extends over 1,240 ha stretching over the Stony Bay peak behind Akaroa township and into the Stony Bay valley, dropping to near sea level in the Otanerito valley. Hence it includes a wide variety of vegetation found across this range of altitude, old growth forest and extensive areas of regenerating bush. The reserve is criss-crossed by an extensive network of walking tracks that are open to the public at no charge. The tracks are publicised and promoted through a brochure produced by the Trust and available at the Akaroa visitor centre.

Botanist Hugh Wilson, the manager of the Hinewai Reserve, has played a major role in re-shaping attitudes toward native revegetation on the Peninsula and beyond. His management of Hinewai also offers a model for a low cost and relatively low maintenance style of walking recreation provision combined with high degree of meaningful public education and enjoyment. The Trust is currently working with Hugh Wilson and the Maurice White Native Forest Trust over the purchase of a new reserve area adjacent to Hinewai.

4.1.4 Banks Peninsula Track

The Banks Peninsula Track is a private four-day walking track starting and ending near Akaroa and traversing through several of its south-eastern bays. The track is run by a co-operative of landowners who provide a well maintained track and an up-market form of tramping style hut accommodation to walkers, who book and pre-pay to use the route. Up to 14 walkers can use the route per day. When the track opened in 1990 it was highly innovative and the first of its kind in New Zealand. It was soon followed by others, including

one in the Southern Bays, which operated for several years until land ownership changes ended the co-operative business.

The private track is promoted by the business co-operative through its website and within tourism markets, but the pamphlet detailing the exact location of the route itself is only distributed to booked walkers.

The Banks Peninsula Track crosses the Hinewai Reserve and the Maurice White Trust receives some income from its participation in this venture.

4.2 Private landowners

There are a number of walks that cross private land with the permission of the owners, who are not themselves actively engaged in either managing or promoting the routes and generally derive no direct benefit from them.

Private land crossing with open access

Many of these walks operate as though they were on public land, with free access and no requirement to gain permission from the owners. Examples include

- the walkways inherited from the NZ Walkways Commission and now managed by DOC, traversing a mix of unformed legal roads, public conservation reserves and private land
- a set of routes behind Akaroa known as the 'Country Walks', which traverse a mix of formed and unformed legal roads and private land,
- some beach access routes such as at Hickory Bay and Raupo Bay and
- the walk on the Onawe Peninsula, an area formerly public conservation land managed by DOC but now owned by Ngāi Tahu.

These walks generally operate by the grace and favour of the current owners where they cross private land. Public access may therefore be withdrawn at any time and is particularly vulnerable when land ownership changes.

Although these walks are open to the public without the need to ask permission, most of them are closed from August to October for lambing, and this in turn requires a mechanism to convey the track status to the walking public.

Access with explicit permission

Many private landowners also allow individuals or groups to walk on their land without charge but request that permission is obtained from them first. Examples of this include access to some of the Peninsula beaches such as Peraki or to popular rock climbing spots such as Devil's Gap in the southern bays, and as such, permission may be withheld if public access is perceived to conflict with farm management, lambing or permanently on an ownership change.

4.3 Neighbouring communities

Neighbours and communities near to walking and cycling routes or trailheads are considered

stakeholders because some residents will be regular users of the routes and because residents may be affected by the presence of walkers including issues such as privacy, parking and impacts on farming or other land uses.

Promotion of local walks

Neighbouring and nearby communities often include ‘friends’ groups, reserve committees or historical societies that have worked to promote and develop local amenities and have an interest in routes that visit these sites and involvement in any interpretation that may be included.

4.4 Rūnanga

The five Peninsula rūnanga, Te Hāpu o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourārata, Wairewa Rūnanga, Te Taumutu Rūnanga and Ōnuku Rūnanga have a cultural interest in their own takiwā, which, taken together, encompass the whole Peninsula. The Trust is required to take their views into account in respect to the value of Mana Whenua (Land), Mana Moana (Waterways) and Mana Tangata (People).

The cultural values of Tikanga Māori and those of the western culture prevailing amongst many recreationalists do not always overlap. A good example is the ‘Western’ desire to climb to the top of hills or mountains. To Māori, some of these sites may be considered tapu and it is seen as disrespectful and inappropriate to climb. Hence while there may be sites where routes are welcomed across the Peninsula and there are stories to be shared, there may be others that the tangata whenua would prefer to be left undisturbed and silent.

As previously described, some of the ridgeline routes that are now used for recreational walking probably began as trails of the tangata whenua. Very few routes on the Peninsula include any form of cultural interpretation, and to date the rūnanga have not been involved with the development of routes across their lands. However, DOC and Te Rūnanga o Ngāi Tahu are currently working together to provide some interpretation at the Kaituna quarry site and along the Christchurch to Little River Rail Trail.

4.5 Information providers and promoters

A number of other organisations are also involved in promoting and publicising walking and cycling routes on the Peninsula, in addition to the stakeholders that actively manage them. These include the Walking Access Commission, various visitor centres, authors of books and pamphlets on walking and a plethora of websites.

4.5.1 Walking Access Commission

The 2008 Walking Access Act established the New Zealand Walking Access Commission as a Crown agency.

Outdoor Access Code

Since its establishment the Walking Access Commission has worked with rural organisations such as Federated Farmers and Rural Women to develop an Outdoor Access Code, outlining

the rights and responsibilities of both the public and landowners with a view to improving public access.

Walking Access Management System (WAMS)

The Walking Access Commission has also developed the Walking Access Management System (WAMS) – a website that displays all publicly accessible land in New Zealand, including all the unformed legal roads. This is a significant technological and social change as it means that the public can now accurately locate the plethora of unformed legal roads on the Peninsula and, using GPS technology, freely walk them. To date, however, the site does not appear to have caused problems with people roaming on unformed legal roads.

The Commission is now working with provider organisations to map all the established walking tracks and routes onto this system so that it shows established walk as well as legal access. For the Peninsula the system currently holds and displays data on the walks in DOC managed reserves and some of the DOC managed walkways, but not as yet any of the other tracks or routes on the Peninsula.

4.5.2 Visitor centres

Visitor centres that promote walking on the Peninsula are sited in Christchurch, Lyttelton, Little River and Akaroa.

Christchurch Botanic Gardens Visitor Centres

After the Christchurch earthquake the Christchurch & Canterbury Tourism (CCT) visitor centre relocated to temporary premises at the Botanic Gardens entrance on Rolleston Avenue near the Canterbury Museum. This visitor centre provides information and a booking service for some commercial Banks Peninsula attractions but does not hold or supply information on walking or cycling. They direct such inquiries to the nearby DOC visitor centre.

DOC also relocated its visitor centre functions after the earthquake to an information centre in the Botanic Gardens about five minutes walk from the CCT centre, just across the access bridge from the entrance known as the Armagh Street entrance. DOC staff are able to provide information on a range of walking and cycling opportunities on Banks Peninsula.

Lyttelton Visitor Centre

The Lyttelton Visitor Centre is operated under the auspices of Project Lyttelton and the Lyttelton Harbour Business Association, and is staffed by volunteers. It provides information on walking in the Lyttelton area.

Little River Information Station

The Little River Visitor Centre operates in the former Railway station building, a space share with the Little River Craft Station. It has undergone a change of management recently and is now staffed by volunteers and branded as the Little River Information Station.

Akaroa Visitor Centre

CCT closed its Akaroa Visitor Centre in 2014 and the service is now provided by the privately run Akaroa Adventure Centre, which continues to experience a high visitor demand for information about walking tracks in the area.

4.5.3 Books and pamphlets

Some of the Peninsula walks (notably the Walkways and DOC reserves) appear in various published anthologies describing tramping and walking in Canterbury, the South Island and New Zealand, and are also described in travel guides such as Lonely Planet.

Christchurch author Mark Pickering has the most extensive number of publications, including a booklet entitled a “*Banks Peninsula, a guide to the walks and beaches*” (Pickering, 2002) and “*Banks Peninsula: a touring guide*” (Pickering, 1992).

Various community organisations have also produced pamphlets describing local walks. In the Akaroa area this includes the long running series of pamphlets describing the Akaroa Village and Akaroa Country walks.

4.5.4 Websites

In addition to the DOC, CCC and WAMS sites, numerous other websites also contain information about the Peninsula walks. These include sites developed by Peninsula based community groups, including the Little River Rail Trail Trust, as well as many blog type sites hosted by individual walking enthusiasts, tourists and clubs.

The Akaroa District Promotions (ADP) group have a version of the Akaroa Visitor Centre display map on their website (www.akaroa.com) with links to all the associated brochures in a downloadable format.

4.5.5 Trust’s Comprehensive Mapping Project

In 2013 the Trust released the results of its Comprehensive Mapping Project which had been initiated to address the deficiencies in information provision. The project is described in more detail in Chapter 7. Here it suffices to state that the project has produced a Banks Peninsula Walks Overview book mapping all the walks on Banks Peninsula in a single user friendly reference book; uploaded the contents of the Overview book onto a website www.bankspeninsulawalks.co.nz and replaced the out of date brochures describing the walks in the Akaroa area with up to date and appealing versions.

4.6 Users

The walking routes on Banks Peninsula vary from well-formed short tracks in flat urban areas to unformed tramps up its steep hills. It is a popular destination for visitors from Canterbury, New Zealand and overseas. Hence the users of the walks also vary greatly in terms of their age, fitness and the type of walks they seek, as well as their place of origin. No comprehensive research has been undertaken on who uses the walks, so the following comments that follow should be taken as anecdotal and are based on where and how the routes are publicised and, to a certain extent, on ad-hoc on-site observation.

Note: Again, since the Strategy was first drafted in 2012, the Trust has made significant progress in researching walking, including three commissioned three research projects into walking on Banks Peninsula through Lincoln University. The results of these have been incorporated into the Strategy, particularly in the later section describing its Spine of the Lizard project.

Independent walkers

Users of routes on the Peninsula would appear to be mainly independent individuals, including neighbouring residents, city residents and visitors from outside the area, rather than organised groups or clubs.

It seems likely that the routes on the Port Hills are mainly used by Christchurch City residents as they are publicised through Council Service Centres and on its website. Other routes, such as those in Akaroa (which is a tourist destination), are mainly used by visitors to the area including overseas tourists who use the visitor centre to gather information, which is not typically used by more local visitors.

The DOC-managed walkways in the Lyttelton area are also mainly used by independent Christchurch residents. There is one commercial concessionaire, Tuatara Tours, which uses parts of the DOC-managed land for commercial guiding.

Organised groups

Some organised groups such as tramping clubs, rock climbers, school parties and youth groups also make use of the Peninsula walks. The Trust has built up a list of all the Christchurch based tramping groups and initiated contact with them. In 2014 it commissioned a research project through Lincoln University which identified all secondary school and youth groups that engaged in outdoor recreation to better understand what use they make of Banks Peninsula. The research is published in the Lincoln University LEaP Research paper 29 available on <http://www.lincoln.ac.nz/Lincoln-Home/Research/Research-Centres/Centre-for-Land-Environment-and-People/Publications/#papers>

Outdoor recreation centres

There are three outdoor recreation centres on the Peninsula that host school and youth groups as well as others. The staff of these centres also have a great deal of experience of using walking routes in the area as part of their programmes and their links to many of the groups that recreate on the Peninsula and use their facilities. The outdoor recreation centres are Wainui Park, a large facility with extensive accommodation run by the YMCA in Wainui; Orton Bradley Park, which offers much more basic facilities in a simple campsite; and Living Springs above Allandale, which also has extensive accommodation. Living Springs have walking tracks on their property and as of 2015, these are now being opened to the general public, but have yet to be included in the Trust's inventory and map products.

Cyclists

Off-road cycling on the Peninsula includes the Christchurch to Little River Rail Trail section between Motukarara and Little River, which appears to be mainly used by local residents, and is on flat easy terrain, enabling families and people of a wide range of fitness levels to enjoy the route.

Mountain biking takes place informally on the DOC managed walkways, but none of these are explicitly formed for mountain bikes. Some mountain bikers also make circuits using the walkways with return routes on the quieter unsealed back roads of the Peninsula.

The only formed mountain biking tracks are on the Port Hills and mainly on the city side.

Orton Bradley Park is developing formed mountain biking tracks on its property.

4.7 Service providers

Numerous individuals, businesses and groups are involved with the provision of services to walkers and cyclists.

Private guiding

The private operator Tuatara Tours runs a walking guide business along a route from Diamond Harbour to Akaroa harbour, largely using the DOC managed walkways and also across private land.

General tourist facilities

Accommodation, meals and shopping facilities are provided in the townships of Lyttelton, Governor's Bay, Diamond Harbour, Little River and Akaroa. There is also a scattering of bed and breakfast operators in the rural areas of the Peninsula and a backpackers in Okains Bay, which also has a fine museum.

Campgrounds

There are public campgrounds on the Christchurch City Council reserves in Pigeon Bay, Okains Bay and Duvauchelle. These reserves are managed by the Council in conjunction with local reserve management committees.

Private campgrounds include the Akaroa Top10 Holiday park, Little River Camping Ground in Okuti Valley near Little River, and Orton Bradley Park, which is now offering general camping during the school holiday periods.

4.8 Promoters of health, youth and tourism development

A number of organisations are involved with the promotion of walking and cycling in a more general sense for the purposes of improving the health of the domestic population, youth development and tourism development. None of these organisations specifically or directly target Banks Peninsula, but they are considered as peripheral stakeholders for the value they may add in providing information, support, help or reference information from other areas, and some develop a greater interest in the Peninsula if contacted. Some stakeholders falling into this catch-all category are described below; others may also emerge during further research.

Sport NZ

Sport NZ, formerly called SPARC, is the government organisation responsible for sport and recreation, including outdoor recreation.

In 2007 it conducted a review of the outdoor recreation sector and found that nearly three-quarters of New Zealanders wanted to increase their participation in outdoor recreation. It proceeded to develop an Outdoor Recreation Strategy (SPARC, 2009) which cites increased participation as its long term goal. To help achieve the goal, the Outdoor Recreation Strategy

has a priority focus on leadership, sector co-ordination, research, investment, co-ordinated planning and increased youth participation.

An immediate outcome of the Strategy was the creation of the Sir Edmund Hillary Outdoor Recreation Council to promote participation, develop capability and to advise Sport NZ on investment in outdoor recreation organisations. The Council members were people with immense experience of mountain guiding, outdoor education, recreation planning, parks management etc. (Sport New Zealand, 2013). However, the Council has subsequently been disbanded, perhaps symptomatic of the shift in focus when SPARC was reformed as Sport NZ and focussed on elite sport.

Federated Mountain Clubs

Federated Mountain Clubs (FMC) is a national association of tramping and mountain-climbing clubs. It has over 15,000 members and advocates for walking and outdoor recreation at a national level.

Ministry of Health

The Ministry of Health advocates for walking as part of its green prescriptions (Ministry of Health).

Tourism promotion

Organisations concerned with tourism promotion include Tourism NZ at a national level, Christchurch & Canterbury Tourism (CCT) at the regional level and District Marketing Organisations (DMOs) at the local level. The DMOs are generally funded by local businesses. In Akaroa the DMO is Akaroa District Promotions. In Lyttelton there is the Lyttelton Business Association and the Lyttelton Information Centre. Little River also has an association bringing together its accommodation providers and operates the Little River Information Station. At all levels the purpose of these organisations is to jointly market their area of interest and bring in more customers to support the commercial businesses in the area. At the Regional and District level they are also largely self-funding and commercially focussed on making bookings, where they can 'clip the ticket'. Hence, while these organisations are enthusiastic and keen to promote walking in a generic sense to bring visitors to their area, there can be an uneasy tension when frontline staff or other resources are tied up in providing specific information on walking to the public, an activity that does not garner revenue. They also generally do not have the expertise on routes that would be found in a specialist centre such as run by DOC or CCC Rangers, nor clear mechanisms to be kept up-to-date with the changes to track status, such as closures for lambing or because of problems.

4.9 Funders

A number of other organisations are also involved with making grants or funding walking and cycling routes. Some potential funders of walking are now listed.

Christchurch City Council

The Council allocates funds toward track construction that it carries out through its Long Term Plan process. At present requests for funding will need to compete with the many other

demands on the Council's funds.

The Council also has a Strengthening Communities fund to which community groups can apply, but whether it would allocate funds for track construction from this fund is unknown. Quite possibly it would have concerns over construction standards and liability.

Nga Haerenga

Nga Haerenga funds projects that qualify as part of the New Zealand Cycle Trail initiative to build a world class network of cycle trails. It is part of the Ministry of Business, Innovation and Employment. Nga Haerenga is assisting with the Christchurch end of the Christchurch to Little River cycle trail.

Walking Access Commission

In addition to its advocacy and mapping work, the New Zealand Walking Access Commission also administers the Enhanced Access Fund (\$138,000 in 2013) which makes grants to community organisations for the creation of access, signage and track construction.

Department of Conservation Nature Heritage Fund

The Nature Heritage Fund administered by DOC provides contestable finance for the purchase of land with high eco-system values or for the covenanting of such land. The land may then have walking access created over it.

Chapter 5. Existing routes

The existing walking and cycling available in each of the four geographic areas of the Peninsula – Lyttelton, Mt. Herbert, Wairewa, and Akaroa – is described below. Note that these areas are considered from a recreational perspective rather than strict adherence to ward boundaries. An overview is given for each area, and then a closer look is taken at the smaller constituent areas that make it up, discussing the actual walks themselves. The routes themselves are introduced in this chapter, with more detailed inventory and description given in Appendix A.

5.1 Lyttelton

The Lyttelton crater is the closest part of the Peninsula to Christchurch and so many of the walks within it are well-used by Christchurch residents on a regular basis, as well as local residents within the crater communities. The main centre is the township of Lyttelton and there are small communities around the harbour edge, ending at Purau just east of Diamond Harbour. The outer areas of the Lyttelton crater are rural and very sparsely populated. The main centre providing services is Lyttelton itself; Governor's Bay has a café and hotel, then there are a string of places of interest such as the historic home of Ohinetahi, Living Springs camp and conference centre and farm park, the Wheatsheaf at Teddington, and Orton Bradley Park along the harbour edge. From here the communities of Charteris Bay, Church Bay and Diamond Harbour opposite Lyttelton on the southern crater edge side, include cafes and small shops.

The crater is serviced by public bus from Christchurch to Lyttelton, and this now can also transport a limited number of bicycles through the tunnel. A ferry runs from Lyttelton to Diamond Harbour and also services Ōtamahua/ Quail Island at the harbour's western end.

Two of the Peninsula's outdoor recreation centres are in the Lyttelton crater – Living Springs on the crater rim above Allandale, and Orton Bradley Park on the valley floor of Charteris Bay.

The Lyttelton area falls within the takiwā of Te Hāpu o Ngāti Wheke, which has its centre and marae in the community of Rāpaki.

Recreation within the Lyttelton crater is logically divided into walks:

- primarily accessed from the Summit Road along the crater rim,
- within or primarily accessed from Lyttelton township and
- at harbour edge

5.1.1 Crater rim walks

A string of reserves covers much of the land mass of the crater rim from Godley Head to Gebbies Pass, and these reserves are linked both by the road and by the continuous Crater Rim Walkway. A number of these reserves lap over from the city to the Lyttelton side, enabling walking access directly from many city suburbs to the crater rim. Godley Head

(which lies just outside the territorial area covered by the Trust) is administered by DOC and the CCC. It features walking tracks and mountain biking. The Crater Rim Walkway starts in this reserve and carries on skirting the reserves above Lyttelton township (described in the next section) to Witch Hill Scenic Reserve, Mount Vernon, Sugarloaf and Victoria Park. When the Crater Rim walkway reaches the western end of the Lyttelton crater above Governors Bay it links into the Hoon Hay Reserve and the Ohinetahi Bush Reserve (owned by the Summit Road Society). It then carries on to Kennedys Bush, Cass Peak, Cooper Knob, Omaha Bush and finally the Ahuriri Reserve, about 2 km short of the intersection of the Summit Road and Gebbies Pass. The individual reserves also all feature their own walking tracks, mainly on the city side, with the exception of the Ohinetahi Bush Reserve, which has an extensive track network above Governors Bay. The tracks provide magnificent views over the Lyttelton crater and can all be accessed from the Summit Road and walked in short sections.

Most of tracks have been managed by the CCC Regional Parks team for many years - even when many of them fell within the territory of the former Banks Peninsula District Council. The Summit Road Society manages its own Ohinetahi and Omaha reserves and its members have also given voluntary assistance for many years. Information about them is distributed through CCC Service Centres and on the CCC website. CCC has a temporary brochure “Walking in the Port Hills” mapping the reserves and tracks with information on which are open and the remaining few which are closed due to earthquake-induced rock fall risk. Now that the post-earthquake situation has stabilised, CCC is in the process of developing new brochures and on-line information for its Port Hills walks.

5.1.2 Lyttelton township walks

A number of walking tracks are accessible from the Lyttelton township itself. These include interesting walks around the town and tracks leading from the township up into the reserves above it and on to the summit rim. These reserves are Tauhinu-Korokio, Lyttelton, Whakaraupo and the new reserve Urumau.

The routes within the Lyttelton township are publicised by the Lyttelton Information Centre located in Oxford street.

5.1.3 Harbour walks

A number of walks are along the harbour shoreline and on Ōtamahua/Quail Island. These walks are generally easy and well-used by local residents and summer visitors to the area. DOC staff have developed an excellent Kiwi Ranger booklet aimed at families who can self-guide around the island, with many interpretative activities for children.

Harbour shoreline walks

A harbour-side track links Magazine Bay in Lyttelton around the harbour edge as far as Pony Point between Cass Bay and Rāpaki.

Further around the harbour an old track leads from the main road at Governors Bay down to an area called Māori Gardens.

The next harbourside track occupies a remaining piece of the original roadway between

Governors Bay and Allandale. This is a flat track providing excellent views of the harbour and includes a short interpretative panel and toilet at the Allandale end.

A new stretch of walk then links Charteris Bay to Stoddart Point in Diamond Harbour. There are a number of walks in the Stoddart Point Reserve, including the coastal track which now carries on to Purau Bay, however the last part of this was badly damaged in the storms of 2014 and remains closed at the time of writing.

These walks are maintained by Christchurch City Council but are not publicised on its website or with Council brochures, so are not embedded within Council systems to the same degree as the crater rim walks of the Port Hills reserves.

The main drawback with these walks is that they are a series of separate short sections. Hence many community members supported by the Lyttelton Community Board aspire to creating a continuous Lyttelton Head to Head walkway linking all the sections together and providing a much longer route.

Ōtamahua/Quail Island

Ōtamahua/Quail Island is a reserve managed by DOC. It has a walkway to a swimming beach, a walkway around the outside of the island which takes 2½ hours and a track cutting across the middle to create a shorter loop route. The tracks visit a number of historic sites and include some interpretation, including the one-hour Discovery trail and a heritage information centre. Conservancy staff have implemented a Kiwi Ranger programme of interpretative walks on the island aimed at children.

The walks are publicised by DOC on its website and with a brochure available at the DOC Visitor Centre and downloadable.

The island is also supported by the Ōtamahua/Quail Island Ecological Restoration Trust who works to promote the island through its website and aims to facilitate the restoration of its indigenous vegetation and fauna and provide an island refuge for rare or endangered species.

5.2 Mount Herbert/Te Ahu Pātiki area

From a recreational perspective the Mount Herbert/ Te Ahu Pātiki area refers to a network of tramping tracks that climb the Mount Herbert/Mount Bradley Massif area between Diamond Harbour, Kaituna Valley and from Port Levy Saddle. These routes all provide magnificent views including over Lyttelton Harbour and the Port Hills to Christchurch and the Kaikoura range, in one direction and Kaitorete Spit and Te Waihora the Canterbury plains and Alps in the other. Walkers can continue on to Akaroa Harbour along the Summit Walkway. They are generally more strenuous routes than those yet described and where they are clearly defined (not all are) this is with pole markers rather than as formed walkways.

5.2.1 Herbert and Bradley Massif

A number of routes climb to the summit of Mt. Herbert /Te Ahu Pātiki, the highest peak on the Peninsula, and also skirt around the flanks of Mt Bradley to the south. Some of these routes are Walkways and they are in the main managed by DOC. DOC describes some of the routes in “*Banks Peninsula Conservation Walks*”, and Mark Pickering’s publications outline

several of the other routes.

Until recently they had not been a priority and hence signage is minimal and some routes have become overgrown at times. In 2013 the Trust and DOC agreed to investigate how they could be improved, launching the Spine of the Lizard project. This project is now well underway and many improvements have been made. The project is described in Chapter 8, and the improvements made since its inception have been included in the descriptions below.

Herbert summit

There is a track from Diamond Harbour and one from Orton Bradley Park that climb to the summit of Mt. Herbert. These are reasonably strenuous tramps taking a good half day to complete there and back.

The summit of Mt. Herbert can also be reached from either the saddle of Western Valley Road linking Port Levy to Little River, or on the Monument Track from the top of the Purau valley, cutting out much of the climb.

There is a day shelter near the summit of Mt. Herbert and a former YHA hut, now in a derelict state but still just usable, near the start of the Monument Track.

Sign of the Packhorse Hut

Mt. Bradley to the north of Mt. Herbert is home to the Sign of the Packhorse Hut high on a saddle between its summit and Gebbies Pass. This historic stone hut was built as one of Harry Ell's rest houses and is the only public DOC-serviced hut on the Peninsula. As of May 2015, DOC have commenced seismic strengthening work on it. The Packhorse Hut can be reached either from Gebbies Pass, from a lovely walk up from Kaituna Valley or from Orton Bradley Park. The track from Gebbies Pass is managed by the City Council Regional Parks staff, the track from Kaituna by DOC. As a result of the Spine of the Lizard project track clearance work, it can now also be reached from Mt Herbert via a track along the southern flank of Mt Bradley.

The Packhorse Hut is extremely popular and provides an opportunity for Christchurch families to take younger children on an exciting short tramp including an overnight stay with a very short travel time.

Usage of the Packhorse Hut and the associated tracks was researched by Lincoln University in the summer of 2013-14, also as part of the Spine of the Lizard project, and is reported in LEaP research paper 27 also available on <http://www.lincoln.ac.nz/Lincoln-Home/Research/Research-Centres/Centre-for-Land-Environment-and-People/Publications/#papers>

5.2.2 Summit Walkway to Hilltop

The Summit Walkway (sometimes referred to as the double fence line track) follows a double fenced unformed legal road (the old Purau line) from the Port Levy saddle on Western Valley Road all the way to the Hilltop at the crest of Akaroa Harbour. It connects with the walkways to the Mt. Herbert summit and with the Monument Track. The walk takes about 5 hours from the Port Levy Saddle to Hilltop and is mainly level easy walking along the high ridge connecting the Lyttelton and Akaroa craters. The route is also popular with mountain bikers.

The route passes through the Waipuna saddle, eerily strewn with fallen totara and the DOC reserves of Mt. Sinclair, Mt. Fitzgerald, Whatarangi Totara and Montgomery Peak. The route is marked at either end with a DOC signpost and pole marked along the way. There are also stiles provided over fences.

Recreational gateways

Taken together, the Mt. Herbert massif and Summit Walkway routes provide a tramping and mountain biking gateway from the Lyttelton crater to the Akaroa crater. However, the usage of all of these routes falls below their potential as they are limited by the lack of overnight accommodation in appropriate locations, as the Packhorse Hut is near the start of the network. Trampers wanting to walk through to Akaroa have no hut or campground en route where they can break the journey and there are no toilets or water along the route after the Packhorse Hut. The Trust has taken a major interest in this network of walking tracks and they also form part of the Spine of the Lizard project.

5.2.3 Port Levy

Port Levy is accessed by a tar-sealed road from Purau and the shingle Western Valley Road from Little River (as well as a very narrow shingle road from Pigeon Bay). It is included here with the Mt. Herbert area as the Purau and Western Valley roads offer trail head access to the Mt. Herbert walks.

Currently there are no public walking tracks in Port Levy, but it is an important settlement for the tangata whenua. The Koukourārata Rūnanga has its marae here at the settlement of Puari on the eastern side of the bay and the takiwā of Koukourārata stretches around the eastern side of the Peninsula to Pōhatu (Flea Bay). The Waipuna Saddle high above Port Levy forms part of the early Māori trail from the stronghold of Port Levy over to the rich resources of Te Waihora.

5.3 Wairewa

From a recreational perspective, the Wairewa area encompasses the route along Highway 75 from Motukarara to Little River, the Little River catchment area, the Southern Bays and the long Kaitorete spit reaching to Taumutu.

Little River is a popular day outing from Christchurch and also a stopover point on the main highway to Akaroa. Services available at Little River include cafes, shops, toilets, the hotel, several bed and breakfasts and the Little River Camping Ground in Okuti Valley. The town is served by regular bus shuttle services en route from Christchurch to Akaroa.

Wairewa is a very important area for the tangata whenua because of the two big lakes, Te Roto o Wairewa and Te Waihora, which provided a focal point for Peninsula Māori as they provided the dominant food sources in pre-European times. Wairewa Rūnanga has its marae in Little River and is working to restore the health of these lakes. It also owns a significant property in the Southern Bays.

Recreation within Wairewa is logically divided into the Rail Trail, the Little River township and surrounding valleys, the reserves along the Highway 75 corridor, the Southern Bays and

Kaitorete spit.

5.3.1 Christchurch to Little River Rail Trail

The Christchurch to Little River Rail Trail currently runs from Motukarara to Little River mainly along the embankment of the former Little River rail line. There is an interesting stop-off at Kaituna Quarry where much of the material to create the trails embankments was quarried. The trail then continues across and alongside Te Waihora, making the lake and its vast population of birdlife much more immediate and accessible than from the adjacent main highway, and also alongside Te Roto o Wairewa. The land under this main section of the Rail Trail is managed by DOC who provide and maintain the route.

The last section before Little River diverges from the rail line to cross private land (owned by Ngāi Tahu) and then follows an unformed legal road bordering the river to arrive at the entrance of the town from the Okuti Valley road.

At the other end the trail connects through to Lincoln and Hornby, and good progress is being made by the Little River Rail Trail Trust to secure the last parts of this section. The trail is fully formed and provides a flat and gentle cycle route. Once it is connected through it will provide a direct recreational gateway from the City into the heart of the Peninsula.

The Trail is publicised by DOC and also by the Little River Rail Trail Trust who have an excellent website.

The Rail Trail is flat along its entire length making it an appealing ride for families and people of all fitness levels, but less attractive to mountain bikers seeking more demanding terrain. It is also shunned by road cyclists who still prefer to ride on the faster tar-sealed surface of the highway.

5.3.2 Little River township

Apart from the Rail Trail there is very little in the way of walking or cycling directly accessible from the Little River township itself, although the flat Western and Okuti valleys could be utilised to provide family-friendly cycle routes, and the surrounding hills are excellent tramps or day walks with views over the magnificent scenery.

Currently there is just a short walk around the Little River Heritage Park in the centre of the township, and a pleasant loop can be made by walking along the Wairewa Pa road. The Wairewa Community Trust has installed a seating area on Wairewa Pa road overlooking the river.

5.3.3 Reserves accessible off the Highway 75 corridor

There are two small DOC reserves with walking tracks, both accessible with a short drive from the Highway 75. The walks in them are described in “*Banks Peninsula Conservation Walks*”.

Kaituna Valley Scenic Reserve

The first of these is Kaituna Valley Scenic Reserve, which protects a rare remnant of lowland podocarp forest. It has a flat short walking track around it taking about 15 minutes to complete.

Okuti Valley Scenic Reserve

The second reserve is in the Okuti Valley and protects a remnant of bush going up hill from the Okuti River with a steep walking track that takes about 30 minutes including a circular return on a small gravel road just outside the reserve itself.

5.3.4 Southern Bays

The remote Southern Bays are historically interesting, as well as very remote and beautiful, as they housed the Peninsula's early whaling stations, with Peraki Bay being the first place of European settlement in Canterbury. They are also home to some of the Peninsula's early bush reserves, but there is currently very little in the way of public walking opportunities in the area, although this is beginning to change.

Christchurch City Council has purchased a farm property occupying most of Te Oka Bay, but this is currently run as a farm and has not been developed for recreational walking. The striking Devils Gap summit just above it is another popular rock climbing area. This is on private land (above the Devils Gap reserve) on the ridge between Peraki and Te Oka Bay.

Wairewa Rūnanga owns a large property stretching down to the beach in Tumbledown/Te Kaio Bay. Tumbledown Bay is popular with families from Christchurch, as it is closer than many other Peninsula bays and the gentle beach is especially suitable for young children. The rūnanga have continued to permit public access across a short stretch of land from the road verge to the beach since taking possession of the farm in recent years.

In 2012, Nature Heritage Fund, with support from the Rod Donald Banks Peninsula and Joseph Langer Trusts, purchased the summit area of Saddle Hill, a 145 ha property stretching from the upper reaches of Wainui in the Akaroa Harbour into the upper reaches of Reynolds Valley Road in Wairewa. The property has road access from the Bossu road above the Southern Bays. It also includes Coffin Rock, which is a popular spot with rock climbers. As a result of the Trust's work, a track is now in place to the summit of Saddle Hill and this is the first public recreational walking access in the Southern Bays area.

5.3.5 Kaitorete Spit

Kaitorete Spit is a 28 km-long relatively flat barrier of sand and gravel separating Te Waihora from the ocean. The sealed road off the Akaroa highway turns into a gravel road after about 2 km and continues along a good two thirds of the spit. Currently the spit area is not used for walking or cycling recreation, but if developed would be more suitable for a cycling area using the gravel road, as the terrain is relatively uniform. The length of the beach can be walked avoiding the beach pebbles if desired by walking on the edge of the sand dunes. However, any walk along the beach requires a return along much the same route unless you cross the sand dunes to meet up with the road.

Kaitorete Spit is the only area within the Peninsula that falls within the takiwā of Taumutu Rūnanga, which is based at Taumutu on the Canterbury plains at the other end of the spit, across the drainage area for Te Waihora.

5.4 Akaroa

The Akaroa area stretches east from the Hilltop, including the inner Akaroa Harbour and the outer bays.

Although Akaroa is further from Christchurch, it is a very popular area with holiday makers, including day visitors from Christchurch, holiday home owners, international visitors, and since the Canterbury earthquakes, also cruise ships. The historic town of Akaroa acts as a service hub for the area and as a tourism magnet, and offers many cafes, accommodation of all types, nature based eco-tourism activities and a very busy visitor centre dispensing information on walking in the area.

The township itself is home to approximately 600 permanent residents with another 600 spread across smaller settlements around the harbour and in the outer bays, but its population swells to up to 7000 in the summer peak. Since the earthquakes it has also hosted all cruise ships visiting Canterbury, currently nearing 80 ship visits from October to April. Tourism accounts for approximately half of the employment in the area, the balance being from pastoral farming.

The township itself and the communities along Highway 75 such as Duvauchelle are serviced by two regular tourist-oriented bus services from Christchurch.

The Akaroa area falls within the takiwā of Ōnuku Rūnanga, with the Ōnuku community and marae situated approximately 5 km south of the township. Wairewa also have an interest in land on the western side of the harbour and the harbour itself.

Recreation within the Akaroa area is logically divided into:

- Walks directly accessed on foot from Akaroa township;
- Walks within the inner harbour;
- Walks in the south-eastern outer bays, known as the Wildside;
- Walks in the eastern bays.

5.4.1 Akaroa township

Walks directly accessed on foot from Akaroa township include the “*Village walks*”, which meander through various Council reserves and along the historic streets and the “*Country walks*”, which climb the hills behind the township giving marvellous views over the harbour. The Village Walks were developed over time by members of Akaroa Civic Trust and the instigator of the Country Walks was local entrepreneur Lynne Alexander who saw the opportunity to create European style walking options, enabling visitors to explore the area on foot and also visit crafts people and cafes. The Country Walks make use of a mix of formed and unformed legal roads connected across private land by ‘grace and favour’ of the current owner. For many years the Village and Country Walks were described in very simple individual brochures, photocopied and sold at the Akaroa Visitor Centre, originally developed by Lynne Alexander and for many years updated and maintained by the author of this report, Suky Thompson, in a private capacity. The Trust’s Comprehensive Mapping Project completed in April 2014, replaced these earlier brochures with two up to date and colourful brochures, retaining the names Akaroa Village Walks and Akaroa Country Walks

brochures.

Village Walks

The reserves traversed by the Village Walks are maintained by the Christchurch City Council urban team. Until recently there was little recognition that some of the tracks in these reserves are used for routes publicised to visitors, and so there has been no greater a level of maintenance on them than on other much less used tracks. The reserves in Akaroa are generally in need of much greater maintenance and attention than they have received from the Council but this is starting to improve. Stanley Park and the Garden of Tane have reserve management committees. The Council has recently marked and improve the tracks in Stanley Park and the Garden of Tane Reserve Management Committee has greatly improved the main the tracks through it in conjunction with the Council. The L'Aube Hill Reserve, which contains the French cemetery, has neither a committee nor a plan, but the main track linking from the town to the French Cemetery and onto Libeau Lane has received some attention from the Council and is in reasonable condition.

Country Walks

The Country Walks that cross private land are vulnerable to closure and one of the routes, Happy Hollow, was closed by the owner in 2012.

The Christchurch City Council Regional Parks team installed signage on these tracks (in a project done in conjunction with Suky Thompson) in 2009 and they also now do some maintenance on a reactive as-needed basis.

Two of the Country Walks climb to the skyline above Akaroa and provide walking access on to the Hinewai Reserve. The Trust is currently working on a project with Hinewai and the New Zealand Native Forest Trust to create a new reserve adjacent to Hinewai on the Akaroa side which will increase linkages between existing Country Walks and create some exciting new routes.

Misty Peaks

Shortly after taking over as the territorial authority for the Peninsula, Christchurch City Council purchased a substantial block of land known as Misty Peaks above Akaroa. This includes the summit ridge adjoining the Hinewai Reserve, and then stretches down between the Stony Bay and Aylmer's Valley Road. The block includes a waterfall off Aylmer's Valley Road that was a popular Akaroa walk in former times. The land is managed by the Regional Parks team who carry out pest control and have now opened simple low key walks to the waterfall and along the summit ridgeline of Misty Peaks. These are documented in the Trust's Akaroa Country Walks brochure, but there is still a great deal of potential to expand the Akaroa walking network on this land.

5.4.2 Akaroa Harbour

Walks within the harbour basin itself include some on the crater rim and some at the harbour edge.

Crater rim

There are three DOC reserves accessible from the road on the crater rim; Ellangowan, Otepatotu and Montgomery Peak. Each has a track on it leading to summits with magnificent views. However, with DOC's priorities elsewhere, despite being publicised through the "*Banks Peninsula Conservation Walks*" brochure, they have received little attention for many years and are quite rough and very basic tracks, although Otepatotu has been improved recently and Montgomery Reserve forms part of the Spine of the Lizard project, and will be upgraded as part of that.

Harbour edge

A DOC walkway runs across the private Hamilton farm, home to the Ōnuku Farm Hostel backpackers about 7 km from Akaroa, on to the Nikau Palm Gully Scenic Reserve. This walk is also in the "*Banks Peninsula Conservation Walks*" brochure.

Two walks near the Akaroa Harbour edge are around the Ngaio Point headland (between Robinsons Bay and Duvauchelle) and in the small Robinson's Bay Reserve. These are both included in the Trust's Akaroa Harbour and Bays brochure, an additional brochure developed as part of its Comprehensive Mapping project. The tracks are maintained by the Council urban team, and both have signage erected.

Unpublicised walks

There is a beautiful walk on Ōnawe Peninsula, which was returned from crown ownership to Ngāi Tahu as part of the Treaty settlement. The walk has recently been significantly improved by the Onuku runanga in conjunction with DOC staff but is not as yet signposted or included in brochures. This is an area to work on with Ngāi Tahu and the local rūnanga.

There is also a walking track from Tikao Bay to the end of its northern headland that was developed by the local community as a Millennium project, and a very short walk across the rehabilitated landfill site in Barrys Bay.

5.4.3 Wildside

The Wildside refers to the Eastern Bays on the south side of Le Bons Bay stretching around to the Akaroa head. This remote area is populated by only a smattering of farms and has a large amount of reserve area, so although it is relatively remote, it actually features a significant amount of the Akaroa areas walking tracks.

DOC reserves

There are two small DOC reserves: Akaroa Head Scenic Reserve at the Akaroa Head and Tutakakahikura Scenic Reserve at the top of Damons and Flea Bay. These both have short walking tracks included in the "*Banks Peninsula Conservation Walks*" brochure.

Hinewai

The majority of the reserve land is held by the Maurice White Native Forest Trust in its Hinewai reserve, which occupies 1,240 ha including the majority of the Otanerito catchment, and lapping over into the Stony Bay catchment as well as Stony Bay Peak, including on the Akaroa side. Although the primary purpose of the reserve is native forest regeneration, it is

covered with a 12km network of well-maintained walking tracks with full public access and information panels at the main entry points. The reserve is managed by eminent botanist Hugh Wilson and has served as a model for native forest regeneration across the Peninsula. The tracks also serve as a model for their practicality, working with the land contours to minimise construction and maintenance.

Hickory Bay

The only other publicly accessible track in the area enables beach access on foot to Hickory Bay across private farm land. This is effectively in lieu of access down the legal road which traverses through the farm buildings and very close to the dwelling.

Banks Peninsula Track

The innovative private Banks Peninsula Track described earlier is mainly located in the Wildside, stretching around the coast from Flea Bay to Otanerito, and returning to Akaroa through the Hinewai Reserve.

5.4.4 Eastern Bays

The Akaroa Eastern Bays stretch around from Le Bons to Pigeon Bay and include the four bays with sealed roads and village communities: Le Bons, Okains, Little Akaloa and Pigeon Bay, and the many more remote bays such as Lavericks, Decanter and Menzies that are accessible only by shingle roads and populated only by sparse farms. The walking tracks in the Eastern Bays are very limited with only Pigeon Bay having publicised tracks. With the exception of Raupo Bay there are no public walking routes or public beach access in the more remote bays.

Le Bons Bay

The settlement of Le Bons is in the valley floor several kilometres from the beach. At the beach itself there is an extensive bach community and a large domain reserve and community hall.

Although popular with summer visitors to the beach, Le Bons Bay has no formal walking at the beach, although it is possible to walk alongside the south side of the river on the old wharf road and there are some informal tracks through the pine forest in the reserve by the beach. There is no camping at the reserve, and the privately run campground that used to occupy a paddock in the main village area is now closed, as is the backpacker hostel further up the hill.

The Langer Trust owns a large property encompassing the Panama Rock and has developed a walking track that is now open to the public and included in the Akaroa Harbour and Bays brochure. There is a small hut on the property that the Langer Trust make available for conservation workers on the property. The reserve and tracks are currently being extended in a joint project with RDBPT.

Okains Bay

The Okains Bay village is about 2 km from the beach and features the Okains Bay Māori and Colonial Museum run by a charitable trust. There is a small shop and a petrol pump in the

village.

There is a very pleasant short walk alongside the river at the entrance to the village with a crossing over the Millennium Bridge. This was developed as a community project. The section alongside the river has not been maintained and is now in disrepair, but it is still a pleasant walk along the adjacent River Road.

It is also possible to walk along the now-derelict and heavily eroded old wharf road to Little Okains Bay (Kawatea) and also to return via a farm road. The track is maintained by the Council to an extent, but is subject to parlous erosion and rockfall (even prior to earthquakes).

Okains Bay has the biggest campground on the Peninsula on former reserve land (now returned to Ngāi Tahu) behind the beach. This campground is managed by the Christchurch City Council and a local reserve management committee. The Okains Bay community is working on establishing a walkway to the village in conjunction with Canterbury University geologist Dr. Sam Hampton and his students

Little Akaloa

The small Little Akaloa community is mainly holiday homes situated near the beach. There are no shops or accommodation, but there is a small wharf and a public toilet. A focal point for the community is the very interesting St. Luke's Anglican Church that features Māori carving done by early settler John Menzies. The only walking track in Little Akaloa is a small track in the bush reserve running from St. Luke's Church down the hill and back to the Chorlton Road. The track has been created by the local community and is publicised with a photocopied leaflet at the church. To date it has not been included in the Trust's maps as it is indistinct and quite hard to find

Pigeon Bay

Pigeon Bay also has its main settlement area near the beach. Again there is no shop, but there is a public campground on a Council reserve along the foreshore managed in conjunction with a local reserve management committee.

Pigeon Bay does have two walking tracks both provided and managed by DOC. A walkway runs from the campground to the end of the Pigeon Bay headland, creating a 5 hour there-and-back route.

The Hay Reserve is a beautiful lowland podocarp reserve on the valley floor with an easy circular walking track around it taking about 30 minutes to walk. Both these walks are included in the Banks Peninsula Conservation Walks brochure.

Raupo Bay

Raupo bay is known for its excellent surf and is accessed from the end of the Chorlton road. An unformed legal road goes all the way to Raupo Bay and for many years the surrounding landowner had problems with people driving down this. He was often called upon to help when vehicles became stuck. As a result he locked the gate at the start of the road.

In 2008 the Regional Parks team worked with the landowner to provide public walking access using an alternative route. The unformed legal road was the starting point for discussions, but the actual route agreed upon is more suited to the farm management. The legal road remains in place but the Council has put in signage, marker poles and stiles on the agreed walking route. The way that this track has been provided addressed the concerns of this land owner, and would be applicable in many other cases as follows:

- The trail head sign clearly spells out the code of conduct for the public
- Contact in the case of an emergency or query is directed away from the landowner
- Structures and signage have been erected by the Council, so liability for them rests with the Council. The duty to warn is addressed by the statement that the route crosses a working farm
- Stiles are provided so there is no need to open gates
- An obvious parking area is provided at the start of the walk
- The route has been clearly marked by the Council with poles
- The route goes down a picturesque gully, very pleasant for walking but unsuitable to even consider for vehicular access
- Restrictions have been placed on access to fit in with the farm seasonal activities.

The landowner has found that the walking track is working well. This success provides a model to share with other landowners in all but one respect.

The arrangement reached between the Council and landowner was that the track would not be publicised. Hence the landowner has not agreed to it being included in the public walking information, and the landowner withheld permission for the Trust to include it in its mapping products, meaning that relatively few people find this track.



Figure 2 Raupo Bay trail head



Figure 3 Raupo Bay Trail head sign



Figure 4 Pole marked route

Chapter 6. Strengths, weaknesses, opportunities, challenges

The strengths, weaknesses, opportunities and challenges to the goal of the Peninsula as a major walking destination are now examined, bearing in mind the place, the existing resources and the benefits that are sought for the communities and users. The purpose of this section is to analyse the situation and to help qualify the task ahead. *Note that this analysis was carried out in 2012, and the Trust has been working since to address a number of the weaknesses identified, as well as taking up new opportunities that have been presented. The SWOT analysis presented in this chapter has not been updated to reflect these improvements so that it can continue to provide the context for the Trust's work, but the improvements are identified and then covered in subsequent chapters.*

6.1 Strengths of Peninsula as a walking destination

The strengths of the Peninsula as a walking destination lie in its unique topography, its attractive small communities, the stewardship of its caring landowners, its interesting culture and heritage and its accessibility to Christchurch.

6.1.1 Topography

The unique volcanic topography of the Peninsula should be considered world-class topography from a walking perspective. The scale, the shape of the hills and the views over the enclosed harbours can be compared with the English Lake District that inspired the Romantic poets to initiate walking as a recreational past time in the first place. From its upland areas the views from the Peninsula extend beyond its volcanic hills to the Pacific, the Canterbury Plains, Te Waihora, Kaitorete Spit and the full panorama of the distant Southern Alps.

The unique topography of the volcanic crater rims and long lava flows create long high ridges enabling recreational walkers to retain precious altitude once they have gained it and enjoy easy walking along them, like their practical predecessors did in the past. Descending from the ridges brings the walker into the contrasting landscape of sheltered valleys, each with a stream terminating in a swimming beach or coastal area.

The patchwork of reserves, covenants and regenerating areas break the landscape, and journeys through it, into an appealing mix of pastoral open landscapes and the dense biodiversity of the former ecological island. The birds, though not as abundant as they once were, are always a feature of Peninsula walks.

The topography also makes the Peninsula a safer walking area than alpine Canterbury and makes it much easier to plan trips because there are no river crossings to trap the unwary in poor weather, and descending from a high area in poor conditions will almost always lead to a settlement of some sort.

6.1.2 Communities

The density and attractiveness of the small communities that dot the area make it suitable for developing serviced trails, more akin to the Queen Charlotte Track or Otago Rail Trail, as well as more remote walks where all supplies must be carried and conditions are of necessity basic. Serviced trails widen the appeal of long distance and multi-day walking to a much greater range of people than remote walks, and create business opportunities. This can also lead to a positive interaction between walkers and hosts and further opportunity for walkers to engage with the area which they traverse.

6.1.3 Landowners

The stewardship of landowners on Banks Peninsula is extraordinary, with many working to restore the native forest cover, enhance streams and bring back the bird life. In addition to the public reserves, an ever growing patchwork of private covenants and protected areas is both restoring the biodiversity and enhancing the beauty of the landscape. Walking trails through protected areas can be of benefit as they create access and can act as fire breaks. In some cases landowners may welcome the public into their covenanted areas and tracks when there is a mutual benefit to be gained. The story of the biodiversity of the land, its degradation at the hand of man, and the restoration taking place today is one that can be particularly well appreciated when walking through it.

The entrepreneurship and creativity of Peninsula landowners is attested to by developments such as the private Banks Peninsula Track and the very successful Banks Peninsula Conservation Trust.

6.1.4 Culture and heritage

The Peninsula has been of great significance to Māori since the earliest time of Rākaihautū as signified by its name of Te Pātaka o Rākaihautū and the presence of his great ko, Tuhiraki, in the landscape above Akaroa Harbour. The five rūnanga who now have takiwā on the Peninsula have an immense and valuable collection of stories, knowledge and significant sites on the Peninsula. Walking tracks offer the opportunity for some of these stories and knowledge to be shared and to foster a deeper understanding and appreciation for this rich, living history.

The European heritage too is full of significant stories. The exploitation of nature, such as whaling and forestry, the pioneering hardships of breaking the land into farming, the relicts of totara fences and yards, the evolution of the biota from indigenous to the current exotic/native mix and what is involved with farming today are all stories that can be appreciated by walking through the landscape.

6.1.5 Proximity to urban Christchurch

These strengths are compounded by the proximity of Banks Peninsula to the urban population of Christchurch. Not only does this mean that a major market is on its doorstep, but also that it is a market that should be relatively resilient were a drop in international tourism to occur, with increasing fuel prices, as domestic tourists would provide the bulk of the user base. The proximity also means that users can access the Peninsula via public transport or as part of their recreational activity via recreational gateways such as the Little River Rail Trail, the Mt.

Herbert tracks or new routes (such as the proposed Lyttelton Head to Head walkway).

6.2 Current weaknesses

The weaknesses of Banks Peninsula as an existing walking destination include a number of problems with its current routes, the fragmentation of service provision, the low level of investment in recreational walking, lack of interpretation on walks and lack of multi-day routes. Taken together, these weaknesses mean that the Peninsula is lagging behind many other holiday and recreational areas (such as Hanmer, Wanaka, Queenstown, Golden Bay, Marlborough Sounds to name a few) that have taken initiatives to build up their walking and cycling recreational resources.

6.2.1 Problems with existing routes

The current set of routes suffers from some systemic problems that hold back their promotion and usage levels. These have been alluded to in the earlier section describing the existing routes and are summarised here by geographic region.

Lyttelton

The main weakness with the walking on offer in the Lyttelton crater is that the tracks around its harbour edge, unlike around its crater rim, are discontinuous, thereby presenting users with individual short walk sections only. The Lyttelton Community Board and the Lyttelton Harbour Business Association have advanced the idea of a continuous walkway around the harbour edge running all the way from Godley Head to Adderley Head, and linking all these short existing track sections together. This bold project has been named the Lyttelton Head to Head walkway and is being supported by the Council, with a Community Board Working Party overseeing progress.

Mt. Herbert/ Te Ahu Pātiki

The tracks across the Mt. Herbert massif and the Summit Walkway on to Akaroa Harbour are much less well used than they could be for tramping because overnight hut accommodation is lacking. In the past when this route was much better used there were huts along the way, but these have disappeared. A hut placed near the Port Levy saddle would be a pleasant day walk from the Packhorse, Diamond Harbour or Orton Bradley Park via the magnificent Mt. Herbert summit. A further day of walking along the Summit Walkway brings the users to the Hilltop Hotel in time to enjoy lunch or afternoon tea before catching one of the tourist shuttle buses back to Christchurch. (The Trust is in the process of opening a new hut at the Port Levy Saddle and improving this entire network of tracks as part of its Spine of the Lizard project.)

Wairewa

The Christchurch to Little River Rail Trail has not yet reached its potential because of the lack of connectivity at either end. A car is needed to get bikes to the start at Motukarara and this limits its use and means that people cycle to Little River and then back. Once the trail is connected to the City then people will be able to bike directly from their homes and the hope is that they will then stay overnight in Little River. The Little River Rail Trail Trust has succeeded in developing sections of the trail through from Hornby, but much of the route is

alongside the roads. The Christchurch City Council is planning a cycleway link along the Southern Motorway and the RDBPT has advocated to Christchurch City Council that there should be a connection through from Halswell as part of its cycleway network, at least getting cyclists off-road as far as the quiet Old Tai Tapu Road.

The next limitation is that the trail is currently only a “there and back” route. Providing an alternative route back to Christchurch might encourage a greater use of the trail, but given the Peninsula terrain this is not easy to achieve. The Little River Rail Trail Trust has been considering a route back via the Monument Track and Purau, or Western Valley Road and Port Levy. Some form of shuttle transport up the hills would be needed for all but the fittest of cyclists, and there are questions over whether the type of people who like the flat rail trail would use a more challenging return route.

Little River is particularly devoid of walks or other cycling options, despite being a prime visitor destination on the main road and having the Rail Trail access.

Akaroa

A number of the most popular walks in Akaroa cross private land by the ‘grace and favour’ of the private owners. These walks have made an extraordinary contribution to the community, being enjoyed by locals and thousands of visitors since they opened in the early 1990s. They were set up with no budget as they have no track formation, and for many years until the Council installed signage, walkers found their way using pamphlets purchased from the information centre, augmented by a few home-made signs and red flagging tape on trees. While this provided an extremely cost effective way to develop a network of walking tracks, these walks are vulnerable to closure at any time, and particularly so on land ownership change. This has in turn limited investment in these walks and the degree to which they are widely promoted.

The eastern bays, several of which have popular beaches and campgrounds, also offer very little in the way of walking. Amenity tracks from the village areas are lacking, and there are no walking tracks linking the communities.

6.2.2 Fragmentation

The provision and management of walking and cycling on the Peninsula is fragmented. This comes about because the area is not managed by a single agency such as would be the case with a recreational area like a national park. Instead a number of agencies (DOC, CCC, philanthropic trusts, BP private track) offer walking and each looks after its own routes. Hence the walks are not linked together and there is no unified marketing and promotion of walking or cross-agency leadership providing strategic direction.

Many people see the Peninsula as falling behind other areas such as Queenstown, Wanaka, Hanmer where an agency has taken a leadership role and networks of walking and cycling are being augmented and marketed, and this manifests itself in a number of ways.

6.2.3 Poor maintenance

Many of the existing tracks suffer from a poor level of maintenance and have not received an overhaul or upgrade for years because they have not been in priority investment areas for

DOC or the Council.

Although DOC has invested in the Rail Trail, the tracks in its Peninsula reserves and the magnificent network of walkways across the Mt. Herbert massif and the Summit Walkway have received very little in the way of investment. Signage is negligible and some tracks are overgrown and difficult to follow. While extensive land purchase has been done, including the extension to Ellangowan Reserve above Hickory Bay, Saddle Hill and two recent purchases at Carews Peak and en route to Nikau Palm Gully in Akaroa Harbour, no further walking access tracks have been created, except by the Trust on Saddle Hill. A number of DOC reserves on the Peninsula have no access at all. The route behind Mt. Bradley was closed after the earthquakes but has since been cleared and opened as part of the Spine of the Lizard project.

Christchurch City Council has also done little to resource or augment the recreational resource it acquired on the amalgamation. The Regional Parks team has expressed its enthusiasm for Peninsula walking, and has worked strategically and successfully where it has been able to, but as staff levels have not been increased since the amalgamation its efforts have been limited and hence although significant land purchases have been made few walks have yet been opened. While a few tracks in the urban reserves in townships like Akaroa have had some minor improvements since the amalgamation, until very recently there has been little attempt to direct maintenance towards the tracks that are actively marketed or to tie in with the tourism promotion. This has led to peculiar situations such as a substantial investment in a board walk at Childrens Bay in Akaroa which is not signed by the Council and a very well formed track created in the tiny reserve in Robinsons Bay complete with interpretative signage, but as yet no signage to indicate that the reserve is there. Hence, poor use is made of routes the Council has invested in, whereas others that are promoted and well used receive inadequate maintenance.

6.2.4 Lack of interpretation

The Peninsula does appear to be falling behind other areas in its provision of interpretation. Apart from at Quail Island, Godley Head and Robinsons Bay, there are no walking or cycling routes on the Peninsula that include interpretative signage explaining the environment, culture or history.

6.2.5 Absence of multi-day routes

The options for people wanting to undertake multi-day walks or tramps on the Peninsula are very limited. The private four-day Banks Peninsula Track on the Wildside is very popular, but the standard rate of \$260 per person is beyond the reach of many families or youth groups.

The only other multi-day option is to walk to the Packhorse Hut for a single overnight stay and while this has been enjoyed by huge numbers of Christchurch people and families, the lack of a booking system deters some families and they have not been able to graduate on to more challenging two or three day routes on the Peninsula. The Trust and DOC are now working to address this through their joint Spine of the Lizard project and making both the Packhorse Hut and the Trust's new hut bookable.

6.3 Opportunities

Opportunities exist to both address the weaknesses with the current routes and to capitalise on the strengths the Peninsula has to offer. These include a need for leadership, developing the area as a front country destination, using the unique topography to create practical and eco-friendly routes, harnessing keen local communities and helping to implement the Council's Open Space Strategy.

6.3.1 Leadership role for Trust

The fragmentation of recreation management between Christchurch City Council, DOC and local community initiatives, and the fragmentation of promotion of the walking routes has created an opportunity for the Rod Donald Banks Peninsula Trust to take a leadership role and address some of the immediate issues, while also working to bring the various stakeholders together to develop and expand the resource in a co-ordinated manner across the entire Peninsula topographic area.

6.3.2 Develop a front country destination

The proximity of the Peninsula to Christchurch combined with the suitability of the topography, its many places of interest and its spread of communities make it ideal to develop as a front country destination for Christchurch city residents and visitors to recreate in. Even its most remote parts can be accessed in less than two hours from the city by private car and many places are within an hour's drive. This makes it a very good destination for busy families and hard pressed school and youth groups to introduce young people to tramping, as limited time available at weekends or short holidays can be well-used for recreation rather than wasted on long, tiring, expensive drives. The lack of river crossings on the Peninsula and ability for walkers to descend relatively easily from its high ridges to places of safety also augment its value as a friendly, front country destination.

The main settlements of Lyttelton, Diamond Harbour, Little River and Akaroa and the main highway are all served by forms of public transport. Should fuel become more expensive in the future and private car travel less popular, then as in earlier times, the Peninsula offers the City a recreational destination that can be accessed without the need to travel by car, using either public transport or foot and cycle access on the gateway routes from the City.

6.3.3 Using the topography to create practical, eco-friendly routes

A common assumption is that walking and cycling are environmentally friendly because the activities themselves are not reliant on fossil fuel consumption. This overlooks the fossil fuels involved in getting users to and from trail heads and, in the case of one way trails, the costs of return transport. In the case of many long distance trails this can engender significant fossil fuel use, even more so if cyclists or walkers are shadowed by luggage transport, or ferried from track sections back to accommodation on another part of the route. This should be taken into account when designing routes if they are to embody a degree of future proofing from increased fuel prices.

There is real opportunity for the Peninsula to capitalise on the circular nature of its topography to achieve this and to take such future proofing into account when designing trail

routes. The topography of the Peninsula, its circular shape, the location of its major roads and settlements makes it possible to design routes, including multi-day trails that start from the City itself or at a place accessible by public transport and also end in locations where users can return via public transport. The topography therefore facilitates the creation of practical circular routes so that users can enjoy a one way walk and return via public transport, obviating the need for extensive use of private vehicles or fossil fuel heavy transport shuttles.

6.3.4 Harnessing keen communities

Many of the Peninsula communities and its small businesses are keen to develop further walking opportunities, as this is seen as a way to encourage visitors to come and to stay for longer and bring economic stimulus to the area. Examples of groups keen to develop walking include the Lyttelton Harbour Business Association, which is seeking to develop the Lyttelton Head to Head walkway linking the tracks around the harbour edge into a continuous route, the Wairewa Community Trust and Little River Rail Trail Trust, which would like to see more biking and walking in Little River to encourage Rail Trail users to stay overnight, and the Akaroa District Promotions business group that also benefit from walking.

6.3.5 Using CCC Public Open Space Strategy as a framework

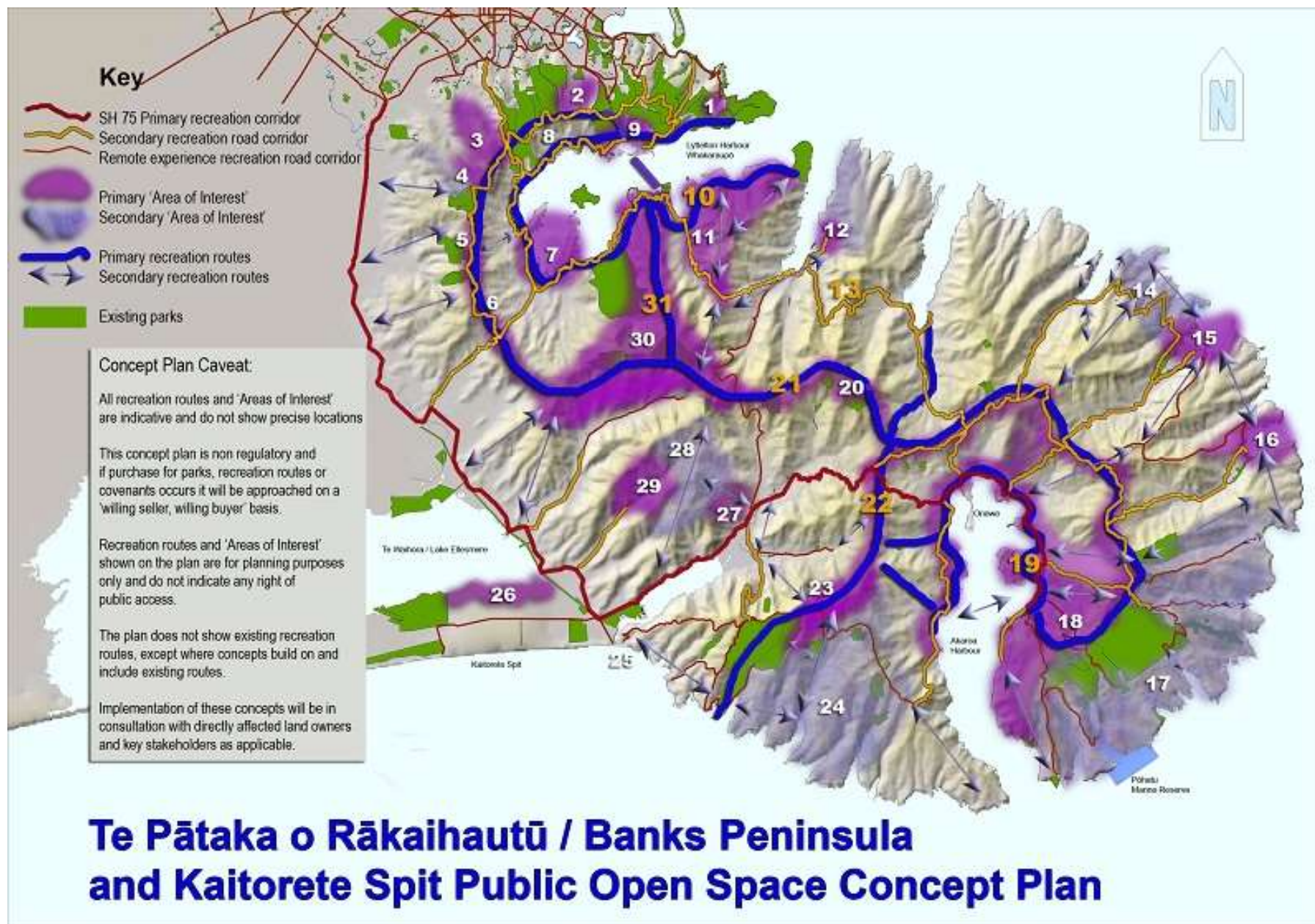
Just prior to the earthquake disruption, Christchurch City Council had adopted its Public Open Space Strategy. This document gave a comprehensive consideration as to how the Public Open Space areas within the City and across the Peninsula could be developed over a 30-year time frame. Although the city landscape has changed markedly, the Peninsula landscape (the Port Hills aside) has not and the vision expressed in the Public Open Space Strategy provides a basis for the Trust to work forward from, while being cognisant of and working to address concerns raised during the consultation process by Peninsula landowners.

The map in Figure 5 (see overleaf) is taken from the Public Open Space Strategy and shows how many of the concepts discussed earlier in this Strategy could be achieved. Without specifically defining the exact location of routes, the Open Space strategy builds on the existing routes to create a comprehensive network that would connect communities, reach the remote upland ridges and provide the Peninsula with a variety of multi-day options.

The Trust has been working since 2012 with many of the stakeholders to develop projects to implement the vision of the Public Open Space Strategy.

**Figure 5
Open
Space
Strategy
map**

*(reproduced
from the
CCC Open
Space
Strategy
with
permission)*



6.4 Challenges

There are a number of challenges to overcome in bringing to fruition the ideas embodied in the Trust's vision. These include negotiating access across private land, making use of unformed legal roads, gathering community support and funding the costs of track development and maintenance.

6.4.1 Negotiating access across private land

Most of the Peninsula land mass is in private ownership and is used for pastoral farming. While some farmers (such as those operating the private Banks Peninsula Track) have welcomed walkers onto their land, most are hesitant to do so as unless they are benefitting financially through the direct provision of services to the walkers. Concerns expressed during the Open Space Consultation echo those expressed by landowners during the Land Access Ministerial Reference Group enquiry and include:

- livestock disrupted
- gates left open
- loss of privacy to homes and work places
- increased potential for theft or damage to property
- rubbish or human waste left
- fire risk
- damage to regenerating or significant indigenous vegetation or sensitive wildlife such as nesting birds
- transport of pests and weeds from one area to another
- restrictions placed on where dangerous stock can graze.

Private landowners have a natural and valid concern that bringing strangers into the area to walk on their own or nearby land may affect their privacy, their workplaces and their security. Many of these issues can be overcome if walks are properly designed and managed, but the beneficiaries of walking and cycling routes are not necessarily those whose land is crossed and this is a central concern that needs to be resolved.

At present landowners who do allow access by 'grace and favour' receive no form of financial compensation for their generosity, or any form of public acknowledgement.

Liability

Note this section of the SWOT analysis has been updated to reflect the new agency Worksafe and its guidelines.

Land owners are often concerned about incurring liability should a member of the public come to harm on their land. "Section 5.2 of the WorkSafe "Best Practice Guidelines. Your Duties: A Guide for Farmers" and section 66 Walking Access Act 2008, cover off most aspects.

The WorkSafe Best Practice Guidelines (5.2) are reasonably specific;

- A farmer has a duty to warn authorised visitors of any work-related, out-of-the-ordinary hazards that may cause them serious harm
- A farmer is NOT required to warn visitors about hazards from normal every-day

farming activities (including natural hazards)

- An authorised visitor is anyone who visits a farm with the farmers permission, and includes people who come for leisure or recreation
- A farmer is NOT responsible if an authorised visitor is injured, if the farmer warned the visitor about a hazard which a visitor wouldn't normally expect to face.

People on a publicly advertised walking track are authorised visitors. There is a 'duty to warn' such visitors, of any work-related, out-of-the-ordinary hazards that may cause them serious harm. This could be done with appropriate signage about passing through a working farm etc with provision to include advice of any out-of-the-ordinary hazards. Animals, be they male, or female with young (cattle and sheep), are part of a normal farming operation rather than a *work-related out-of-the-ordinary hazard*. Again, although animals are part of a normal farming operation, appropriate signage about not approaching animals etc would be desirable.

Under section 66 of the Walking Access Act, a landholder is not liable for any loss or damage suffered by a person using walking access on the landholders land (unless there's been a deliberate act or omission by the landholder).

Section 66 states that:

- (1) A landholder is not liable for any loss or damage suffered by a person using—*
(a) walking access on the landholder's land, in the case of private land; or
(b) a walkway on the landholder's land, in the case of public land.

The exception is where the damage has been caused by the landowner's deliberate act or omission.

(The above information has been supplied by Geoff Holgate, WAC).

Poor user behaviour

Walkers who have made the effort to be well prepared and informed do not usually present problems while crossing private land, as attested to by the long time success of tracks such as the Akaroa Country Walks. Limiting beach access to walkers, for instance, helps to cut down markedly on problems such as shellfish poaching. However, it only takes inconsiderate or bad behaviour by the occasional bad apple to cause landowners to lose confidence. The recent deliberate poaching of jewelled geckos from a Peninsula property caused concern to the Banks Peninsula Conservation Trust and a lowering of trust. Some mountain bikers, with their focus more on challenging terrain than appreciative experience, have also upset landowners with their aggressive attitudes (pers comm).

6.4.2 Access on unformed legal roads

Banks Peninsula is criss-crossed by a large number of unformed legal roads. Some of the unformed legal roads are double-fenced, or have been used for public access for many years, but most are unfenced and seamlessly managed as part of the adjoining farm land, and have been since the property titles were created. Hence landowner concerns over public use of these unformed legal roads for walking or cycling are much the same as with access over private land.

Until recently it has been hard for the general public to know of the location of unformed legal roads. The situation has changed with the advent of the NZ Walking Access Commission which has established that the public has the same rights of access over unformed roads as it does on formed roads (Hayes, 2007). As well as walking, this includes vehicular access, and with dogs, horses and fire arms. The Walking Access Commission has made the information about their locations publicly available on its website (www.wams.org.nz).

The Christchurch City Council has indicated that it will develop a policy on the use of unformed legal roads, but this has been delayed due to the earthquakes. The Council does have the power to pass by-laws to restrict the activities on particular roads, so it can designate them for foot, or foot and cycling access only. As stated at the outset, the Rod Donald Banks Peninsula Trust does not support a “right to roam” approach to public access, and similarly neither does it seek to facilitate a blanket use of unformed legal roads by the public. However, where unformed legal roads underlie or are close to proposed walking or cycling routes, then the Trust will be interested in using them on a case by case basis for public walking and cycling access and will seek to work closely with adjoining landowners who may be using them for grazing to ensure that the two uses can reasonably co-exist. The existence of an unformed legal road may also provide an opportunity to negotiate public access

A further complication is that property owners can seek to form these roads, for example for vehicular access if a property is subdivided. Walking routes based on unformed legal roads that are subsequently changed to formed roads would be degraded if this was over a substantial length or subject to heavy use.

Gathering community support

Distinct communities dot Banks Peninsula, each one intimately cradled by its own set of hills and looking out to its own stretch of water. The effect of topography, the small populations, a shared interest in local infrastructure and environment and the lifestyle choices that people have made in residing on the Peninsula have the effect of creating closer-knit communities than are found in less intimate settings. Despite these binding factors however, communities are still composed of individuals with widely differing views on what constitutes progress and there is an inherent conservatism to retain things as they are and to retain what has attracted people to choose the Peninsula as their place of residence, and often this is isolation, remoteness and privacy.

Benefits for communities in terms of business opportunity and building the appreciation and knowledge of the Peninsula environment and culture have been described earlier in this document, as if “communities” were homogenous entities. In practice while some people in communities may favour a greater opening of the area to recreational walking and see the opportunities it creates, others may be wary and concerned that the character of their valleys and bays may change or their privacy be destroyed.

6.4.3 Suitability of topography for cycling

The success of the Otago Central Rail Trail and research into the economic benefits of

cycling tourism (Ritchie & Hall, 1999) have engendered huge enthusiasm for the development of cycle trails and spawned the Nga Haerenga National Cycle initiative. However the Christchurch to Little River Rail Trail has not been successful in applying to this fund to complete the Little River Rail Trail as a circular route with a return to Diamond Harbour due to the steep topography.

From Little River onwards and in the Lyttelton crater also, the steep topography of most of the Peninsula means that it is not suitable for the gentle cycling that appeals to Rail Trail enthusiasts and the target market for Nga Haerenga funding. The steep terrain is more suited to mountain biking, but this brings with it a number of other issues such as the need for more rigorous track construction to avoid ground compaction and rutting, the interaction of mountain bikers with landowners and other walkers, and the need for uphill transport shuttling for riders who find the steep hills too challenging to climb.

Cognisance must be taken of these issues when visioning and developing shared use tracks on the Peninsula.

6.4.4 Cost

Cost is also an issue to be overcome, both for the development of new routes and their ongoing maintenance.

Development costs

The costs of route development will vary hugely depending on whether access is established or not and the physical construction requirements of the route.

Wherever possible, it is preferable that routes are legally protected by easements or the use of public land. As the experience in Akaroa has shown, routes crossing private land by 'grace and favour' tend to be only temporary in nature and are closed on land ownership change. The vulnerability of such routes to closure in turn limits the investment in track construction, signage and marketing material. Routes or route sections that require private land purchase or the establishment of legal easements will therefore incur the highest level of initial costs. Again, however, unless private land owners stand to benefit financially in some way from the walking route, experience has shown they are unlikely to agree to an easement across their property.

The physical track construction costs can be very low for unformed tramping routes through open terrain that only need pole marking. However, the usage of such routes will be limited to those of adequate fitness. Tracks aimed at a wider user market, such as the casual walker, or at cyclists, or for disabled users, require more expensive construction. Interpretation panels and signage can also be costly. Some of the potential funders of these capital developments have been identified in the Stakeholder section. Community groups can also apply for funding to organisations such as the Community Trust, Lottery Grants Board and to private corporations and individuals.

Standards for tracks in New Zealand are set out in the Standards New Zealand Handbook "SNZ HB 8630:2004 - Tracks and Outdoor Visitor Structures" and DOC produces a set of Track Maintenance and Construction guidelines explaining how to achieve these standards.

The Regional Parks team also have a great deal of practical experience in appropriate track construction, as do philanthropic trusts such as the Hinewai Reserve and Orton Bradley Park.

Maintenance costs

Maintenance costs must also be taken into account, and these will ultimately fall to either the Council or to DOC as external funding organisations unless ways can be found to engage private sponsors and voluntary groups to assist with track maintenance. Given that both these organisations have under-resourced maintenance of many of the current walks on the Peninsula, expecting them to take on more maintenance presents a major challenge. The construction of new routes will need to keep pace with the ability and willingness of these organisations to maintain them.

The more construction there is involved in a track, the more impact there will be downstream as constructions (such as steps or stiles) must be kept in good order and therefore require ongoing maintenance. However, good construction on formed tracks, such as provision of adequate drainage, can also save on long term maintenance costs. Designing trails that work with the land, and matching the level and type of construction to the anticipated users and volume of use will help to minimising the ongoing maintenance costs.

This is an area where community volunteers can be encouraged, as the partnership between the Council's Regional Parks team and the Summit Road Society demonstrates, but health and safety requirements mean that volunteers must be more closely managed and equipped than in the past, particularly if using machinery.

Pastoral grazing of land also helps to reduce maintenance costs as stock keep the ground well trimmed, making for very pleasant walking and obviating the need for mowing. Simple pole marked tramping routes through open farmland and with minimal construction or formation, such as those across the high ridges of the Peninsula, are the easiest to maintain.

6.4.5 Achieving optimal usage levels

The costs of route development and maintenance are essentially justified by the economic benefits that they bring to the area and to the health and wellbeing benefits to the ratepayer and taxpayer. A more nebulous and longer term benefit is that users will gain a greater appreciation of the Peninsula environment and this in turn will lead to support for measures to protect its environment and conservation efforts.

Achieving the benefits therefore depends upon the routes being well used so that there is a significant amount of money exchanged along the way, and wide learning about the environment and communities through which users pass.

The proximity of urban Christchurch has been proffered as a nearby market with a latent demand, and some research has now been conducted to understand it better, particularly around youth organisations and the Spine of the Lizard tracks. The Trust's comprehensive mapping project has provided new vessels for marketing, but there are many other areas yet to be tapped such as social media and direct marketing campaigns.

However, a gradual build-up of usage is preferable to a sudden surge to give host communities time to adapt and naturally develop privately provided services to match the

demand as it grows. Managing the development of the resource and matching it to the capacity of the receiving environment and community is a challenge not to be overlooked.

6.5 Summary

Examination of the strengths, weaknesses, opportunities and challenges in the draft version of this Strategy has given the Trust the key to grounding its vision and aspirations in a realistic way.

The strengths and opportunities essentially lie in the inherent nature of the Peninsula topography and the distribution of communities, making it a very attractive area for the development of more walking options and, to an extent, mountain biking. The proximity of Christchurch city means that there is likely to be a strong demand for more walking on the Peninsula and that this demand will be resilient, or even increase in the face of future trends such as rising fuel prices, global recession, climate change or a drop in international tourism, creating small business opportunities for rural areas that can be combined with other activities such as farming or other types of tourism. The Open Space Strategy developed by the Christchurch City Council provides an overarching framework to guide route development.

The weaknesses and challenges lie in the currently fragmented nature of recreation management on the Peninsula, the private ownership of the land, the privacy sought by residents and costs of developing and maintaining walking resources.

These weaknesses and challenges in themselves have created the opportunity for the Trust to step forward to co-ordinate community efforts into a cohesive vision, to work with landowners, communities and the recreationalists to create a harmonious environment and to advocate for the Council and DOC to allocate more resources to Peninsula recreation.

The next section describes the role that the Trust has undertaken since conducting this analysis.

Chapter 7. Role of the Trust

Subsequent to the SWOT analysis conducted in 2012, the Trust has identified a number of key roles it can play to best progress the strategy goals and to develop more co-ordinated walking and cycling opportunities on Banks Peninsula. These include:

- providing umbrella co-ordination;
- securing access across private land;
- promoting walking and walking events;
- supporting community initiatives;
- supporting track development;
- encouraging and assisting volunteers;
- advocacy, and,
- building and strengthening partner relationships.

This chapter now describes the value and relevance of each of these roles to the strategy, and the work that the Trust has undertaken to provide umbrella co-ordination and promote access.

The following chapter then goes into more detail about specific projects that the Trust currently has underway to create more public walking and cycling access on the ground.

7.1 Umbrella co-ordination

Among the weaknesses identified in the SWOT analysis conducted in 2012 was the fragmentation of management of the walking resources on Banks Peninsula. Walks are provided by a variety of agencies, but there had been little in the way of co-ordination between them, no single interface for users to access information, and no obvious agency to step into the co-ordinating role, particularly in the post-earthquake environment with the Council having to keep its focus the rebuild and recovery.

In Chapter 7 of the Version 2 Walking and Cycling Strategy document, the development of a comprehensive inventory of all the walks on Banks Peninsula was identified as an essential pre-requisite to progress and identified as a role for the Trust. Complete factual and visual information was needed to assist the Trust and stakeholders understand the existing resource and facilitate good quality engagement.

Hence in 2013 the Trust launched its Comprehensive Walk Inventory and Mapping project to pull together all the information about the existing walking tracks on Banks Peninsula and to share this information with both the agencies involved in providing walks and their users. This has been briefly mentioned in the previous chapters, and is now more fully described here.

7.1.1 Comprehensive mapping and inventory project

The process of developing the inventory and maps naturally facilitated engagement with the stakeholders who provide walking tracks. The Trust worked with representatives from the Department of Conservation, Christchurch City Council, Summit Road Society, Orton Bradley Park, Ōtamahua/Quail Island Trust, Ōhinetahi Reserve, and the Information Centres in Akaroa, Little River and Lyttelton to ensure that their walks were accurately identified, documented and mapped.

The exact status of many of the routes was determined, such as which walkways are officially gazetted and which still rely on grace and favour arrangements, and where there are issues with promoting any of the routes.

The project also provided an incentive for organisations to complete projects in the pipeline. Christchurch City Council opened two new walks on its Misty Peaks property and the Summit Road Society worked to get tracks closed by the earthquake re-opened and included in the material the Trust was producing.

The inventory was completed and the first suite of products released in April 2014. The products along with promotional posters were supplied all the visitor centres on Banks Peninsula, the DOC visitor centre in Christchurch and various other book and map retailers and accommodation providers have subsequently requested to stock the products.

The products have helped to establish the Trust as a leader and created a pan-Peninsula view of walking for both the stakeholders involved with providing routes and the users.

Peninsula reference book, website

The inventory of walks and associated maps is given in Appendix A. The information is made available to the general public in the Trust's *Banks Peninsula Walks Overview* reference book and on its website www.bankspeninsulawalks.co.nz. The published inventory includes all the walks on Banks Peninsula, from short strolls to tramps, in the form of maps and information tables, with the exception of two walks that are considered unsafe and the Raupo Bay walk. The purpose of the reference book and website is to give users an overview of all the walks available, and to refer users on to the appropriate detailed brochure necessary to find and follow their chosen walk.

Akaroa Brochures

The Trust had also identified a need to update and improve the brochures describing the popular walks in the Akaroa area. Hence as part of the Comprehensive Mapping Project it consolidated the information in the existing brochures into three new brochures: *Akaroa Village Walks*, *Akaroa Country Walks* and *Akaroa Harbour and Bays Walks*. The new brochures included detailed maps and illustrations of all the walks in the area that do not appear in publications produced by other agencies, including new walks such as those on Misty Peaks, Saddle Hill and the Panama Reserve. They also include interpretative information about biodiversity and the history of the area have enabling the Trust to link its key pillar of *Access* with its goals to promote *Biodiversity* and *Knowledge*.

Unified view

These walking resources enable the visitor centres and the Trust to present a unified view of the walking and options on the Peninsula, and have helped to overcome the fragmentation of information previously identified as a weakness to the benefit of all stakeholders including the walking users. The level of sales (nearly 600 books and over 6000 brochures) within 13 months of their release has validated the need for this work.

Ongoing maintenance and relationships

The Trust now has an ongoing project to keep visitor centres and other outlets supplied with product and to keep the information up to date. The Reference Book has already been re-issued with updated information several times and two of the brochures have been updated at the time of re-printing.

Track status information is kept up to date on the website, and the reference book encourages users to check the website for up to date information.

7.1.2 Looking forward

The Trust is currently engaged in a project to significantly improve www.bankspeninsulawalks.co.nz. Once this has been done the website Akaroa District Promotions website Akaroa.Com will forward all walking requests through to it and Christchurch City Council have also indicated that their new website will do the same for Banks Peninsula walks, further strengthening the role of the Trust and its products in providing an umbrella view of the entire resource on Banks Peninsula.

It is also about to embark on a project to create three brochures documenting the walks in the Lyttelton Harbour in conjunction with the Lyttelton Information Centre.

7.2 Securing access

Securing walking access across private land is a core activity for the Trust, and one of the areas where it can be of the greatest assistance to community initiatives, for this is beyond the scope of community groups to achieve.

While private landowners are sometimes willing to allow walking tracks across their land on a grace and favour basis, few seem willing to do so in perpetuity, although this is much more preferable from a public perspective as it gives the long term security to enable investment in track construction and publicity. The Trust is working to overcome this through the following methods:

7.2.1 Strategic property purchase

Properties that are purchased can then have walking access created on them and either on-sold, leased or converted to reserves. Re-sale of properties implies that a capital fund could be set aside as a revolving purchase fund to be used as opportunities come available. In many cases such properties are also likely to have biodiversity values and the Trust may then be able to pull together stakeholders interested in protecting and enhancing biodiversity or water quality as well as access and jointly purchasing a property.

To date the Trust has partnered in three projects that have involved strategic property purchase for the creation of reserves with public access. These projects are described in the next chapter.

It also researched the purchase of another property to create access and on-sell, but this failed to progress as the property in question was taken off the market and on-sold to another party.

7.2.2 Creation of easements

Easements can be used to secure access across property by negotiation with the landowner. Easements are registered against the title and therefore protect the access across a change of ownership. The easement generally needs to be created in favour of a dominant tenement and this would generally be the Council, Department of Conservation or the Walking Access Commission.

Walking Access Act

The Walking Access Act 2008 provides a specific mechanism for the creation of a walking easement, officially termed a Walkway. Under such an easement the New Zealand Walking Access Commission, but the Commission is the dominant tenement, but the easement also makes provision for a *controlling authority*, the body which takes day to day responsibility for the management of the walk. The Walking Access Commission uses territorial authorities such as Council's or Department of Conservation as the controlling authority under these easements and hence the agreement of the appropriate body is needed before such an easement can proceed.

The advantage of creating an easement under the Walking Access Act is that under such easements, the onus of liability is placed on the user if they, without lawful authority, commit offences. These offences include the bringing of dogs, firearms or vehicles onto a walkway, and the lighting of fires and removal of vegetation. This gives some additional comfort to landowners.

The Trust is currently working to negotiate easements over private land using the Walking Access Act as part of its Spine of the Lizard project.

Subdivision

The subdivision of property creates an opportunity for the creation of a walking track as a reserve or an easement. Under the current Banks Peninsula District Plan, the provisions to take walking access into account during subdivision are weak, and in its advocacy role (see below) the Trust will seek to improve this.

7.2.3 Leases

While the creation of long term easements is preferred, leases provide another and perhaps less intimidating way for the Trust to engage with landowners and can be used as a stepping stone en route to securing long term access.

7.2.4 Exploring permit systems

While the type of access envisaged is generally expected to be free, some landowners may be happier with access controlled through a permit system where conditions can be agreed.

DOC has already pioneered an access system for its St. James area using locked gates with codes available on the internet to certain users. A permit based system could be explored as a mechanism to enable controlled access to some areas, and the Trust has discussed it with a key landowner on the Head to Head walkway route.

7.2.5 Progress to date

To date however, while the Trust has looked into purchase and re-sale of a properties and is working on easements for its Spine of the Lizard project and to protect and existing track in Akaroa, financial contribution to land purchase for reserves has been its most successful method.

7.3 Promoting walking and walking events

The Trust is now making a major contribution in the promotion of walking through its map and brochure products (previously described) and also through the support of festivals and events.

7.3.1 Banks Peninsula Walking Festival

Project Lyttelton initiated and ran a Lyttelton Walking Festival for several years featuring walks with local guides. In 2012, the Trust contributed to a walk called “Crater to Crater” taking participants from Lyttelton to the Port Levy Saddle by bus, and then walking on to Hilltop at Akaroa harbour along the Summit Walkway. From this, the concept of a pan-Peninsula festival emerged, and the first Banks Peninsula Walking Festival ran over two weekends in November 2013. It proved popular and hence was expanded to run over four weekends in 2014. Plans are in place to run it again in 2015.

Guided walks led by volunteers offered an opportunity for locals to share their Peninsula knowledge and passion with others and is a good example of support for community activities that publicise the Peninsula as a walking destination.

The Festival also provides a focal time to celebrate and promote new walking opportunities that have become available over the year. The Trust used the 2013 festival to promote the new walks on Misty Peaks and Panama Reserve and the 2014 festival to announce its purchase of the new hut.

7.4 Support community initiatives

Many communities have ideas and initiatives that they would like to progress, and a role for the Trust is to help progress and support their ideas. There are also a number of other ways in which the Trust, with its funding base, can assist community initiatives, and the Strategy provides a way to gauge whether projects are adding to the vision as a whole and whether they are maximising benefits from the funds. The type of projects emerging include securing access, supporting track project development, supporting publicity initiatives and encouraging volunteer assistance.

7.5 Supporting track development

The costs of track development can be significant and might include such things as fencing of unformed legal roads or routes from surrounding farmland, the physical construction of tracks, signage, maps and trail head signage. This is an area where the Trust can contribute and may also assist with enabling tracks to be compatible with surrounding land uses.

A key to wise use of funds will be to ensure that the appropriate level of construction is used to suit the anticipated user types. The other will be to work with community groups to attract funding from other organisations in joint projects.

Since the completion of its mapping project, the Trust has built up skills and experience with mapping and this can now be transferred to on-site signage.

In its Spine of the Lizard project the Trust is working in all of the above roles, and at the Panama and Akaroa reserves, contributing its mapping skills.

7.6 Encouraging and assisting volunteers

Banks Peninsula has many dedicated residents with the skills to work on and support walking tracks. The partnership between the Summit Road Society and the Regional Parks team and the partnership between DOC and the Little River Rail Trail Trust, amongst many others, demonstrate the vitality and cost-saving that can occur when volunteers are involved in projects. There are also very many walking and tramping groups keen to assist.

As of May 2015, the Trust is just beginning to work with volunteers, recently running its first working bee to clear a track along the Summit Walkway at Mt. Fitzgerald as part of the Spine of the Lizard project.

7.7 Advocacy

The Department of Conservation and the Christchurch City Council have already been identified as the two largest stakeholders involved with the provision and maintenance of walking and cycling routes on Banks Peninsula. The Trust has made submissions to their key strategic planning documents, to advocate for the allocation of resources to Banks Peninsula walking and cycling recreation, both for capital projects and for ongoing maintenance.

7.7.1 DOC Canterbury Management Strategy

At a regional level, DOC has been reworking its Canterbury Management Strategy to set its priorities for the next 10 years. The Trust was given an informal opportunity to comment on the document at its draft stage, and made a submission once the document was publicly released. The Walking and Cycling Strategy informed this submission, including the Trust's interest in the existing network and the need for it to be well maintained and the implications for staffing.

7.7.2 CCC Annual, Three Year and Long Term Plans

The Council released its draft Three Year Plan in March 2013, an Annual Plan each year and its Long Term Plan in March 2015. The Trust is committed to and has made submissions on

these. With regard to the Walking Strategy goals, submissions have revolved around reminding the Council of its Public Open Space Strategy and supporting projects which further this, including the Lyttelton Head to Head walkway, Little River Rail Trail, the new Spine of the Lizard project and the importance of the Council's ongoing role in track and park maintenance.

7.7.3 District Plan

The Council is also in the process of redrafting and adopting a new District Plan. Until now, planning on Banks Peninsula has been governed by the separate Banks Peninsula District Plan, but this will now be included in the City Plan. The Trust will make submissions to improve access provisions in support of this Strategy.

7.7.4 Balancing advocacy with umbrella role

However, the Trust also seeks to provide a co-ordinating and facilitating role and act as an honest broker. It will therefore need to be mindful of when it is acting as an advocate and when it is acting as a facilitator and ensure that its advocacy does not colour or cloud its reputation. Ensuring that issues and positions are well researched, supporting projects that are successful in their execution and striving toward the goal of kotahitanga – oneness – will help the Trust to balance its advocacy role with that of the umbrella co-ordinator.

7.8 Building and strengthening partner relationships

The Trust vision will be refined and improved as it works in partnership with the stakeholders to better understand their views and aspirations.

The Strategy was sent to Community Boards for feedback at the Draft 2 stage, and received a favourable response. It is anticipated that it will now be sent on to other key stakeholders for their feedback.

7.8.1 Key stakeholders

Stakeholders providing and managing existing routes

It is expected that the Strategy will be supplied in the current draft form to DOC staff at both the operational and regional level and to senior staff in the CCC Regional Parks and Strategy and Planning teams. Meetings with these staff to discuss their feedback and additional knowledge about the existing resource, and their plans and aspirations to develop it further, are to be scheduled as soon as possible.

Banks Peninsula Rūnanga

The Trust has begun its engagement with the four Peninsula rūnanga, and the walking projects are a key part of this discussion. The Trust wishes to incorporate Tikanga Māori into the strategy and is hopeful that the rūnanga can identify wahi tapu sites for either inclusion in or exclusion from future routes and discuss the old routes used in the pre-European times, as well as appropriate use of place names and symbols. This engagement is already influencing the Trust's views and work. For example, the name Spine of the Lizard chosen for its flagship project is now under review as the use of the lizard as a symbol is counter to the tikanga of

the local rūnanga.

Walking Access Commission

The Walking Access Commission is an increasingly key partner as the Trust begins to negotiate walking easements. The Trust will seek its input to the strategy and advice on how to proceed with public engagement and the implementation of new projects.

Ecan Zone Committee

Environment Canterbury has formed a Zone Committee made up of local community members and tangata whenua to manage the water resources of Banks Peninsula. The main focus of this committee is on stream protection to improve water quality and prevent harbour silting. There may be opportunities to combine stream-side protection with public access, and the Trust and the Zone Committee may also have a common interest in protecting properties with high biodiversity values. The Trust envisages working closely with the Zone Committee and another key partner.

Private land owners

Private landowners also form an increasingly important group of stakeholders as the Trust vision progresses, and their involvement in, and acceptance of, any individual projects involving their land critical to success. How to adequately engage with private landowners, while at the same time developing a comprehensive strategy, presents a “chicken and egg” type of issue. On the one hand, landowners quite rightly expect to be approached first before plans involving their property are developed. On the other, in order to know which landowners to approach, some idea of potential routes needs to have been formed, and landowners can feel dismayed if they find their property included in a public document without their prior knowledge.

Hence the Trust has chosen not to develop fixed ideas about where to locate new walking routes, but instead to use the Council’s Public Open Space Strategy as a guide, and then to work with individual landowners on a project by project basis. This is working well on the Spine of the Lizard project.

Banks Peninsula Conservation Trust

The Trust is engaging, and supporting the Banks Peninsula Conservation Trust in its biodiversity work. The BPCT is assisting and guiding it to understand and work with the landowners that it represents. Well managed public access to land that is undergoing biodiversity regeneration can present a win-win situation, provided that the landowners is comfortable and benefitting from this.

7.8.2 Engagement with a wider community of stakeholders

The Trust is also now beginning to work with a wider community of stakeholders.

Christchurch based users

Christchurch-based users approached include tramping clubs, youth groups and schools. Through direct contact and its Lincoln based research project (see below) the Trust is working to discover the type of walks and facilities that they would use, and the constraints

under which they operate.

Other Peninsula communities

Other Banks Peninsula communities in addition to those already mentioned are being included as the strategy and projects expand. For example the Eastern Bay communities have little in the way of walking provision at present, and some have expressed their interest in developing routes that connect the communities and provide business opportunities, or more activities for visitors to encourage longer stays. Land owners in the Southern Bays may be similarly interested. Akaroa is already a major walking destination, but a number of its most popular routes cross private land and may close in the future, and its network of town reserves are not yet linked by a pan-Akaroa walk.

Funders

The strategy may also be used to build relationships with potential funding organisations. These might include philanthropic trusts such as Lottery Grants Board, the NEXT Foundation or the Canterbury Community Trust as well as private sponsorship. To date the Trust has made one application (unsuccessful) to the NEXT foundation. The Trust is about to embark on discussions with other funder and private sponsors as part of its Spine of the Lizard project.

Chapter 8. Projects on the ground

The Trust determined that the best way for it to establish its role, build partners and make a contribution was to work project by project, learning in the process. Earlier chapters of this Walking and Cycling Strategy have been updated to incorporate what the Trust has learnt from the projects and two projects which support the Strategy in a more generic way, the Comprehensive Mapping Project and the Banks Peninsula Walking Festival have been described in the previous chapter. This chapter now describes the projects the Trust has completed or has in progress that are actively developing walking and cycling resources on the ground, and some that are in the pipeline. These projects build on the existing track network, give effect to the Council's Public Open Space Strategy, aim to secure existing access across private land, and work in partnership with others agencies including those furthering biodiversity aims.

8.1 Saddle Hill / Puaitahi

When a willing seller offered a 145 ha property incorporating the summit of Saddle Hill/Puaitahi on the ridge between Akaroa Harbour and Wairewa to Department of Conservation, the Trust worked in conjunction with the Joseph Langer Trust and the DOC administered Nature Heritage Fund (NHF) to take advantage of an exceptional opportunity to purchase it. The property was seen as highly strategic from a recreational perspective as it was a major chunk of private property the primary recreation route identified in Public Open Space Strategy (see Figure 5 Open Space Strategy map) as route 22. Combined with others, this route would eventually link right through from the City to the Peninsula's Southern Bays. It also included Coffin Rock, popular with rock climbers, a shed with potential for conversion to accommodation and a rich diversity of native vegetation. The property has stunning views over Akaroa harbour, Wairewa, lakes, ocean, plains and alps. The successful purchase was publicly announced by the Minister for Conservation May 2013.



Figure 6 Summit of Saddle Hill/Puaitahi

8.2 Lyttelton Head-to-Head walkway

The concept of the Lyttelton Head-to-Head walkway linking Godley Head (which is already linked to Sumner by tracks) on its northern side to Adderley Head on the southern side has been referred to earlier in the Strategy. The route is also identified as primary route of interest #10 in the Public Open Space Strategy and has the support of the Lyttelton/Mt. Herbert Community Board and the Christchurch City Council. The Lyttelton Head-to-Head walkway provides a recreational gateway to the wider Peninsula, with urban residents being able to leave their cars at home and access the trail either from Sumner, or via bus to Lyttelton.

As previously described, parts of the route are already established, including tracks from Godley Head to Lyttelton, Lyttelton to Pony Point above Rāpaki, Governors Bay to Allandale and Charteris Bay to Purau. The remaining sections include unformed legal road and private land. Extensive work and discussion with private landowners will be needed to make progress.

Once complete, the Lyttelton Head to Head route, particularly the core between Lyttelton and Diamond Harbour, will connect many small communities. The terrain offers a great deal of variety and magnificent views, but is relatively flat, meaning it can be used by people of many fitness levels, and is likely to therefore be popular with both local residents and visitors. As it passes through communities it is also likely to engender economic development in the rural communities, through the provision of services such as accommodation, meals and transport services. There are also many historical sites and other places of interest en route, which the Community Board has started to identify, and so the route will provide many opportunities for interpretation, learning and the social development of communities.

The commercial Diamond Harbour ferry service provides a public transport link to and from Lyttelton, enabling the core part of the route from Lyttelton to Diamond Harbour (taking

approximately two days) to be walked in one direction. Ideally the track would be ‘shared use’ and available for off-road gentle cycling, but achieving this may prove too expensive given the terrain.

A working party has been established within the Lyttelton/Mt. Herbert Community Board and the Trust is a member of this group.

Christchurch City Council is already working to develop track sections across public land; the Trust has offered to assist with working to secure access across the private land and has been considering various headlands that have come up for sale and been in discussions with landowners at the Camp Bay end.

Further engagement will be needed with the community and, in particular, with private landowners en route, including at Rāpaki, Mansons Point, across the Teddington flats and Moepuku Point, to establish the core part of the route from Lyttelton to Diamond Harbour.

Cognisance of potential sea-level rise and other environmental factors such as coastal bird life will also be needed. There may be opportunities to create the route in imaginative ways in the interim, such as by including kayaking sections or linking with Quail Island.

8.3 Spine of the Lizard project²

The Spine of the Lizard project aims to improve an existing network of tracks accessing the Packhorse Hut and Mt. Herbert massif and then along the Summit Walkway to Hilltop. These tracks are identified in the Public Open Space Strategy as routes #21 and #31. At a Peninsula field day in autumn 2013, representatives of the Rod Donald Trust and the Department of Conservation met and realised that both organisations had seen the potential of this track network and that there could be benefits from working together. The two organisations then signed an MOU in June 2013 to investigate what could be done to improve their usage, sparking off the project named Spine of the Lizard. Both organisations committed \$25,000 into a joint fund held by the Trust to investigate what could be done.

Since then this project has become a flagship for the Trust, which has taken a leadership role in driving the project forward. Achievements to date have included:

- research into the usage of the existing network of tracks
- on-site track inspection walks
- developing a project Concept and Project plan document
- working with landowners
- purchase and fit out of a second hut for the network
- research into youth group needs

² The name Spine of the Lizard refers to the joint project being carried out by the Trust and Department of Conservation. At the time of writing, this name is not being applied to the track network itself, as Peninsula rūnanga have indicated that it is not culturally acceptable. The Trust is working with Peninsula rūnanga and the Department of Conservation to determine an appropriate name for the track network and once this has been determined the Walking Strategy will be updated to include it.

Usage research

Over the summer of 2013-14 the joint fund was used to support research by a Lincoln University student into the recreational use of the Banks Peninsula Summit Walkway and associated feeder tracks. It aimed to assess the current and potential use of the track network, as well as to document perceptions of current track users about existing and future provisions so as to inform the Spine of the Lizard project³.

Key findings were:

- The tracks are used extensively, peaking at over 1000 visitors a month with February through to April identified as the peak period.
- The majority (86%) of track users are from the Canterbury region, .
- Current users of the track network express a high level of satisfaction with their recreational experience, noting that the tracks are an important part of the outdoor recreation culture in the Canterbury region,
- Information about the track network is limited and weakly coordinated.
- Signage is inadequate.
- Support for recreational infrastructure development on the Summit Walkway network was evident among both current and potential track users, with particular interest in building an additional hut on the network.

8.3.1 On-site inspection walks

In order to facilitate on-site assessment walks, the joint fund was used to employ contractors to clear sections that had become overgrown with gorse and were impassable. This included the track linking the Packhorse Hut with Mt Herbert around the southern side of Mt Bradley and two tracks leading up from Orton Bradley Park. In turn, this work not only enabled the on-site inspections by the joint team, but had the effect of opening the whole route from end to end and facilitating public usage.

On-site inspections with staff from Department of Conservation and Christchurch City Council along the main spine route and some of the feeder tracks were then undertaken to determine what work was necessary to bring it up to standard meeting the needs of the target user group. The Trust has also walked all the feeder tracks and developed maps of the complete track network based on GPS data.

8.3.2 Concept and project plan

The Trust and Department of Conservation staff also held a number of meetings to determine common goals to develop the concept. The Trust then put together a Concept and Project Plan document laying out the core goals of the project. These goals are to:

- Grow participation ,particularly from Christchurch young people
- Build environmental understanding in participants

³ See 7.1.5

- Work in partnership with others including landowners and rūnanga

This Concept and Project Plan document is available on request from the Trust. A map from this document showing the Spine of the Lizard tracks is given in Appendix C.

The document identifies the core partners in the project as the Trust, DOC, Christchurch City Council and Orton Bradley Park and defines their respective contributions.

Department of Conservation have undertaken responsibility to seismic strengthen the Packhorse Hut, to waymark and erect basic trail head signage along the main spine route. The Trust has undertaken to work with landowners to secure long term public access across private land on some key sections and to fundraise and develop two additional day shelters along the route. Orton Bradley Park provides a gateway, particularly for youth groups and families. Christchurch City Council currently manages part of the route from Gebbies Pass to Packhorse and is the territorial authority responsible for the unformed legal roads over which many of the tracks pass.

The document also lays out a staged timeframe for the project. The aim is to complete the first stage by the end of 2016 to celebrate a centenary of the Packhorse Hut and the vision of Harry Ell.

8.3.3 Rod Donald Hut

The draft Strategy had identified the need for an overnight hut along the Spine of the Lizard to enable a two-day trip to be made from the Mt. Herbert massif, or Packhorse Hut to the Hilltop, and this need had been confirmed by the Lincoln 2013-14 research. When a property high adjacent to the DOC Waipuna Saddle Reserve in Western Valley with a hut on it came on the market the Trust purchased the property and has since been working to fit it out to meet the DOC serviced back country comfort seekers hut standard. The Trust expects to open this as a second hut on the Spine of the Lizard route in June 2015. The hut is a twenty minute side-track from the Summit Walkway and almost exactly at the half way point between the Packhorse Hut and Hilltop. The property which features much regenerating bush is entirely protected by a QEII covenant contributing to the Trust's biodiversity goals.

The hut will be for booked users only, with bookings done through the DOC website.

Even prior to opening, the hut is already enabling the Trust to engage with a much wider stakeholder network, including many tramping groups and youth groups.

8.3.4 Canterbury Youth and Outdoor Recreation Research

With a key goal of the project established as growing participation from young people, the joint fund was used to support a second summer scholarship at Lincoln researching into Canterbury Youth and Outdoor recreation, to discover what local youth providers are doing, what affects their decision making, and their response to the Spine of the Lizard. Findings from this report include:

- Development of marketing
- Provision of interpretation
- Hut booking system

- Increased capacity for larger groups
- Shuttle transport
- Demand for mountain bike tracks.

8.4 Securing existing access

While it forms a key part of its contribution to the Lyttelton Head to Head and Spine of the Lizard projects, the Trust is also mindful that many of the existing walks on Banks Peninsula are across private land by grace and favour of the current owner. The Trust is currently working with a private landowner in Akaroa to secure a key section of a day walking route that crosses over private land. Options include creating easements under the Walking Access Act, or alternatively purchasing property from a willing seller, creating an easement, and then on-selling the property.

8.5 Panama Reserve

In 2014, the Josef Langer Trust invited RDBPT to assist it with purchasing a 105ha block in Le Bons Bay adjacent to its existing Panama Reserve. The Trust determined that this project met its four key pillars and purchased the land which will be onsold to the Langer Trust in 2016. The two Trusts are now investigating the use of Permanent Forest Sink Initiative carbon credits to assist with the financial sustainability of native forest restoration, and provide more public access to the area on walking tracks.

8.6 Akaroa Reserve

The New Zealand Native Forest Restoration Trust also approached RDBPT in 2014 for assistance with purchasing a 190ha block above the Akaroa township bordering the Hinewai Reserve. The Trust determined that this project also met its four key pillars and made a contribution to the purchase. This block will be owned by NZNFT and managed by the team from Hinewai. Again, the protection of native biodiversity is combined with superb walking opportunities as this new reserve will be managed to restore its biodiversity through natural regeneration and helps to link Hinewai with Akaroa.

8.7 Other opportunities

The Trust has discussed and considered a number of other projects that it may become involved with to further walking and cycling access if appropriate opportunities present and if it has the community support and resources to proceed with them. These include:

- Development of Little River as a mountain biking hub
- Development of a walkway in Okains Bay
- Development of a walkway to Steep Head Gully
- Extension of the Spine of the Lizard route to Southern Bays

- Linking tracks around the Akaroa inner harbour

8.7.1 Little River biking hub

Little River already acts as a hub for different types of cyclists, but there is little to retain them in the community to stay for longer. The concept of Little River as a biking hub would explore ideas on how this could be best achieved.

The Christchurch to Little River Rail trail is an outstanding recreational resource for the Peninsula, but, as previously identified, once cyclists arrive in Little River there are few places that they can cycle further, nor a circular return route to Christchurch, and therefore there is little to encourage them to prolong their stay to an overnight one. Hence Little River is not yet benefitting economically to the extent that it could if there were more recreational options. The essential limiting factor is one of terrain as cyclists have arrived at Little River on the flat Rail Trail but are then confronted with steep hills that are beyond their physical ability to cycle. There may be opportunities to provide additional rides for Rail Trail cyclists by linking the flat valley floors of Western and Okuti Valleys, and to provide shuttle transport up the hill and with a circular return route to Christchurch via the Monument track and Diamond Harbour, but there are differing views in the community on this idea.

Mountain bikers often drive to Little River and park before riding the Western Valley road to access the Summit Walkway (part of the Spine of the Lizard route) then return from Hilltop via Highway 75. Some members of the community have been working to open a route using unformed legal road to connect to the Okuti Valley which would obviate the need to use the highway and provide an exhilarating off road route, but this has met with some concerns by neighbours.

Shingle roads connecting to the Bossu Road also present challenging cycling options. There may be opportunities here for the development of more circular routes using the summit ridges surrounding Little River and encouraging longer stays and more beneficial impact on the community. There is currently an issue with passage across the canal draining Te Roto o Wairewa/Lake Forsyth at times when the canal is open as there is no access bridge. The Trust is also aware of this issue.

Another way to tempt cyclists and other visitors to stay longer may be to provide more day walking from Little River. Walks could be developed to peaks such as High Bare on its southern side, the Saddle Hill ridgeline or Devils Gap off the Bossu road.

This is an opportunity that the Trust has identified, but has yet to progress and may present an opportunity for the Trust to act as a leader and honest broker by organising a forum with the Little River community, the Little River Rail Trail Trust, Wairewa rūnanga and private landowners to explore the many potential options for this area.

8.7.2 Okains walkway

The community of Okains Bay and its Reserve Management Committee envision a walkway linking the beach and campground to the Museum and village. The Trust has indicated its support for this concept, but has not as yet become involved with the project.

8.7.3 Steep Head gully

Department of Conservation will soon take possession of a new reserve area on the eastern headland of Le Bons Bay. They are currently investigating potential walking access routes to this area, and have brought the matter to the attention of the Trust.

8.7.4 Extending Spine of the Lizard to Southern Bays

A long term vision of the Trust is to extend the Spine of the Lizard along the ridgeline from Hilltop to the Bossu Road and then around the Southern Bays to Birdlings Flat. This would be in support of the Public Open Space strategy routes 22 and 26 and include the dropdowns into Akaroa harbour. It would create a continuous walkway all the way from Christchurch with a return on public transport from either Birdlings Flat, or Akaroa (if a water taxi service from Wainui was to be developed).

8.7.5 Linking tracks around Akaroa Harbour

There are a number of coastal tracks around the Akaroa inner harbour and over the headlands which could potentially be linked to form a continuous walking route around the harbour to achieve route 19 in the Public Open Space Strategy.

Chapter 9. Measuring success

The Strategy opened with the Trust's overarching vision that Banks Peninsula is restored to its traditional status as Te Pātaka o Rākaihautū – the storehouse that nourishes. In this vision Banks Peninsula has a rich biodiversity and the local people are prospering and passionately participating in conservation. The Peninsula is known as an ecological island and a place for appreciative recreation. Its communities and outstanding scenic and coastal locations are connected by continuous walking and cycleways enabling residents and visitors of all ages to learn about, enjoy and appreciate its natural biodiversity and culture.

The Trust will work to achieve this vision through a process of kotahitanga – oneness – working in partnership with its communities and all stakeholders on a project by project basis to leave a beneficial legacy to future generations.

The Trust's overarching document, its Deed imparts a broad meaning to this intergenerational legacy; improving the state of the environment, the long-term economic prosperity, and the social and cultural health of the Peninsula communities. The stocktake and subsequent planning has lead on to defining the four strategic pillars of Access, Knowledge, Biodiversity and Partnership underpinning its work. The Walking and Cycling Strategy has identified a set of more specific goals, particular for the Access pillar. Finally, the Trust issues a Statement of Intent annually where it describes the specific achievements it intends for the year and then reports against them in its Annual Report.

The purpose of this chapter is to refocus attention back onto the overarching vision, pillars and goals to ensure that as the Walking and Cycling Strategy is progressed project by project the overall aims remain clear.

9.1 Overarching vision and pillars

High level key performance indicators in the Trust's Statement of Intent are used to capture how each project contribute to the pillars and the overall vision. The Trust is now working to document the more specific goals of how each access project or route being created contributes to conservation efforts and biodiversity, how it will encourage learning, and the partnerships that have been established in creating and managing it.

The plan for each individual project should include key performance indicators tied back to the Strategy. This will assist the project design to state clearly what it is seeking to achieve and how it supports the overarching vision, the pillars and the specific goals of the Strategy.

9.2 Access pillar goals

The specific goals of the Strategy given in Chapter 2 for walking and cycling projects flesh out the *Access* pillar, and give it more direction than simply creating access per se. They enable the Trust to also measure its progress with access within the context they set. The goals are now repeated here, to reinforce their role in measuring success. Walking and cycling projects which create or improve public access should aim to meet some or all of

these goals:

- build upon the existing recreational network
- create amenity for local rural and urban residents;
- connect rural communities;
- develop the skills and resilience of young people;
- attract more tourists and visitors;
- support rural community development;
- improve urban-rural relations;
- develop a degree of future-proof resilience;
- provide a vessel for public education and knowledge sharing on the environment, biodiversity, culture and heritage of Banks Peninsula;
- be practical and appealing routes, and
- enduring and maintained in the long term.

As each project is framed and its objectives developed, key performance indicators referencing back to these goals will help to maintain clarity and identify which of these goals form the focus of that particular project.

9.3 Retaining the big picture

As projects are initiated, rolled out and completed, the big picture should be kept in mind to ensure that the overall goals are met and a balance is being maintained between them. Keeping a record of the projects and using key performance indicators to compare and contrast them will enable the Trust to evaluate how successful it is being in achieving the aims of its Strategy overall, while still working on a project by project basis as ideas and opportunities emerge from the community and stakeholders. It will also assist the Trust in determining which projects to support and which are of the highest value in achieving the Strategy.

9.4 Conclusion

This document has set out the vision and walking strategy for the Rod Donald Banks Peninsula Trust.

What it proposes is that the Peninsula once again establishes itself as a premier walking destination for the long term intergenerational benefit of its local communities, the urban population, its visitors and its environment. The method proposed is through well planned interconnected routes serving a wide range of users across a diverse range of options and maximising the topographic and social strengths of the area. The task underway is to capitalise on the special qualities of Banks Peninsula, its unique topography and proximity to urban Christchurch, to work to correct weaknesses in the current walking and cycling offerings and to build a consensus within its community as to the way forward. There is a great need for leadership in this area and the Rod Donald Banks Peninsula Trust is now beginning to establish itself as a leader, advocating for the Peninsula and spending its

resources wisely to maximise the benefits.

The overarching goal is to leave a beneficial intergenerational legacy to the area and help its communities to face the challenges ahead by building a network of well-planned and future-proof walking routes that bring its communities economic opportunities and ultimately engender new generations of resilient young people who engage with, support and live in harmony with the environment that they have learnt to love through slowly and appreciatively walking and cycling through it.

Appendix A Inventory of walks

This appendix lists all the walks and cycle tracks on Banks Peninsula. The information is the result of the Trust's Comprehensive Mapping Project. The maps and track information can be found in the Trust's printed publication "Banks Peninsula Walks Overview" and is also available on the website www.bankspeninsulawalks.co.nz.

The tables given here also contain additional information not given in the published material. This includes walks omitted from the published material either because of safety or landowner permission withheld. The territorial authority or landowner providing each walk is also listed.







The order is the same as in the Banks Peninsula Walks Overview book.

- Lyttelton
- Governors Bay
- Diamond Harbour
- Akaroa
- Greater Banks Peninsula







A.1 Lyttelton








A.1.1 Lyttelton Walks

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Town walk to Magazine Bay		30 mins one way		Walk from Lyttelton Information Centre to the coastal path at Magazine Bay.	Lyttelton Information Centre town map	No	No	No	Yes	Pave ment	No	Yes	On public roads
2	Coastal path Magazine Bay to Pony Point		45 mins one way		Walk via swimming bays of Corsair and Cass to Pony Point *Dogs on short leash on beaches 1 Dec - 1 Mar 9am - 7pm and at all times in Pony Point	Lyttelton Information Centre town map	No	Yes	No	Yes	Yes	Yes	No	CCC
3	Lyttelton town harbour view walk		1 hour circular		Circular walk around Lyttelton's lovely back streets with harbour views and charming cottages.	Lyttelton Information Centre town map	No	No	No	Yes	No	No	Yes	On public roads

A.1.2 Lyttelton Tramps/Hikes









Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Bridle Path		2 hours one way		The historic pack route from Lyttelton to the Canterbury Plains. A steep, but good track.	Walking in the Port Hills (PDF download)	No	No	Yes	Yes	Yes	Yes	No	CCC
2	Major Hornbrook Track		1 hour one way		A popular track from above Lyttelton township to the Summit Road.	Walking in the Port Hills (PDF download)	Yes	No	No	No	Yes	Yes	No	CCC
3	Crater Rim walkway		4 hours		Part of longer Crater Rim Walkway. Re-routed over Mt. Pleasant post	Walking in the Port Hills	Yes	No	Yes	No	Yes	Yes	Yes	CCC

			one way		quakes. Section from Pioneer Memorial to Witch Hill currently closed.	(PDF download)								
4	Stan Helms Track		1 hour one way		Walk from Lyttelton to the Crater Rim, with option to make a circular route using Bridle Path or Urumau tracks	Walking in the Port Hills (PDF download)	Yes	No	Yes	No	Yes	Yes	No	CCC
5	Urumau Reserve		1 hour one way		Walk from Lyttelton to the Crater Rim, with option to make a circular route using Bridle Path or Stan Helms tracks	Walking in the Port Hills (PDF download)	Yes	No	Yes	No	Yes	No	No	CCC













A.2 Governors Bay

















A.2.1 Governors Bay Walks

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Coastal walk Governors Bay Jetty to Allandale Reserve		1 hour return		Gentle stroll around foreshore. Good birdlife. * Dogs prohibited Governors Bay foreshore	Governors Bay Heritage Trail	No	Yes	No	Yes	Yes	Yes	No	CCC
2	Sandy Bay to Māori Gardens		30 mins return		Māori Gardens is a secluded beach. Take care - track along cliff edges can be slippery and steep stairs near the end. * Dogs on short leash on beaches 1 Dec to 1 Mar 9am-7pm	Governors Bay Heritage Trail	No	Yes	No	No	Yes	No	No	CCC
3	Jetty Road to Sandy Bay		15 mins one way		Accessed by a staircase from Jetty Road about 100m above the wharf. Take care - track in rough condition. * Dogs prohibited Governors Bay foreshore and on short leash on Sandy Bay 1 Dec-1 Mar 9am-7pm	Governors Bay Heritage Trail	Yes	Yes	No	Yes	Yes	No	No	CCC
4	Governors Bay Heritage Trail		1-2 hours		A great introduction to the stories of Governors Bay. Includes walks 1, 2, 3 and a return route along roadside footpath. * Dogs prohibited Governors Bay foreshore	Governors Bay Heritage Trail	Yes	Yes	No	Yes	Yes	No	Yes	CCC

A.2.2 Governors Bay Tramps/Hikes

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Cass Ridge		40 mins one way		Access Ohinetahi Bush Reserve from the Summit Road and create a good ½ day loop using Cass Ridge, O'Farrells Track, Bush Road and Crater Rim Walkway.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
2	O'Farrells Track		2 hours one way		Part of Ohinetahi Bush loop route described in Tramp 1. Track contours gently around the hills.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
3	Ellas Track		40 mins one way		Access to the reserve from Sign of the Bellbird. Track section below Mt. Ada closed.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
4	Bush Road		45 mins one way		Part of Ohinetahi Bush loop route described in Tramp 1.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
5	Watlings Track		30 mins one way		Provides another access to Ohinetahi Bush Reserve from Summit Road.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
6	Dukes Street		15 mins one way		Contours around hill.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc













7	South Boundary Track		10 mins one way		Southern portion of South Boundary track open.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
8	Titoki Track		10 mins one way		Lower part of Titoki Track is open, middle part is still closed. Please respect closure. Makes a short lower loop from Bay Height Road.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
9	Kanuka Track		20 mins one way		Pleasant loop track through mature kanuka.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
10	Wai-iti Track		40 mins one way		Pick blackberries on this loop route.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
11	Trig V		20 mins one way		Create shorter loop from the Summit Road using this Trig V track in the Hoon Hay Reserve and on the Crater Rim Walkway.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc
12	Ngaio Track		20 mins one way		Access to Ohinetahi Bush Reserve from Bay Heights Road in Governors Bay.	Ohinetahi Bush Reserve Summit Road Society Brochure	Yes	No	No	No	Yes	Yes	No	Summit Road Soc











13	Crater Rim Walkway		3.5 hours one way		Part of longer Crater Rim Walkway. Some sections on other side of ridge. Time given is for eastern section from Sign of the Kiwi to Ahuriri Reserve (off map). For whole route see Greater Peninsula Tramp 19. *Dogs prohibited in reserves.	Walking in the Port Hills pdf www.ccc.govt.nz	Yes	No	Yes	No	Yes	Yes	No	CCC
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A.3 Diamond Harbour





















A.3.1 Diamond Harbour Walks

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Quail Island Whakamaru Beach		10 mins one way		Short walk to swimming beach.	DOC Otamahua/Quail Island	Yes	Yes	No	Yes	Yes	Yes	No	DOC
2	Quail Island Discovery Trail		1 hour circular		Includes Heritage Centre, island summit, ecological restoration area, Scott's dog kennels and beach.	DOC Otamahua/Quail Island DOC Kiwi Ranger	Yes	Yes	Yes	Yes	Yes	Yes	No	DOC
3	Quail Island Track		2.5 hours circular		A walk around the entire island, crossing native bush restoration projects. Fine views across to the mainland.	DOC Otamahua/Quail Island DOC Kiwi Ranger	Yes	Yes	No	Yes	Yes	Yes	No	DOC
4	Orton Bradley Camellia Walk		10 mins one way		A gentle climb through camellia bushes to the Dunmallet Track. Open year round. Small entry fee to Orton Bradley Park.	Orton Bradley Park Walks and Tracks	Yes	Yes	No	Yes	Yes	Yes	No	Orton Bradley Park
5	Orton Bradley Rhododendron Walk		15 mins circular		Allow extra time to enjoy the flowers in spring Sep-Dec. Open year round. Small entry fee to Orton Bradley Park.	Orton Bradley Park Walks and Tracks	No	No	No	No	Yes	Yes	No	Orton Bradley Park
6	Orton Bradley Arboretum		30 mins return		Farmland, a walnut grove, southern beech and North American conifers make a beautiful walk. Open year round. Small entry fee to Orton Bradley Park.	Orton Bradley Park Walks and Tracks	No	No	No	No	Yes	Yes	No	Orton Bradley Park

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
7	Orton Bradley Dunmallet Loop		20 mins circular		A pleasant walk between the farm and picnic areas in the park including many trees planted by Orton Bradley. Open year round. Small entry fee to Orton Bradley Park.	Orton Bradley Park Walks and Tracks	No	No	No	No	Yes	Yes	No	Orton Bradley Park
8	Orton Bradley Big Rock		1 hour return		Scramble up Big Rock for great views of Lyttelton Harbour. Closed for lambing 14 Aug to 31 Sep. Small entry fee to Orton Bradley Park.	Orton Bradley Park Walks and Tracks	No	No	No	No	Yes	Yes	No	Orton Bradley Park
9	Black Point to Yacht Club		30 mins return		Includes Hays Bay swimming beach and a short walk to Black Point summit.	Under construction	No	Yes	No	No	Yes	Yes	No	CCC
10	Coastal path Church Bay to Purau		Up to 1.5 hours one way		Various entry points including wharf. Make a return circuit using Stoddart Point reserve or Inland route. *Dogs prohibited from all foreshore areas except Diamond Harbour beach. Dogs permitted Diamond Harbour beach but restricted to short leash 1 Dec to 1 Mar 9am-7pm.	Diamond Harbour (Te Waipapa) map Lyttelton Information Centre.	No	Yes	No	No	Yes	In places	No	CCC
11	Purau to Charteris Bay		30 mins – 1.5 hours one way.		Creates various circular return routes for coastal track using quiet back roads. Take track from above Purau Bay via Rawhiti Ave to Bayview Road and eventually to Charteris Bay.	Diamond Harbour (Te Waipapa) map Lyttelton Information Centre.	No	Yes	No	No	Yes	In places	Yes	CCC

A.3.2 Diamond Harbour Tramps/Hikes













Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Orton Bradley Magnificent Gully		2 hours including lookout spur		Time includes an easy return loop using Hunters Gully and going to the Lookout (harder, steeper track). Closed for lambing 14 Aug to 31 Sep. Small entry fee to Orton Bradley.	Orton Bradley Park Walks and Tracks	Yes	No	No	No	Yes	Yes	No	Orton Bradley Park
2	Orton Bradley Waterfall Gully Track		2 hours return		Extension of the Main Valley to Big Rock track. Closed for lambing 14 Aug to Sep 31. Small entry fee to Orton Bradley.	Orton Bradley Park Walks and Tracks	Yes	No	No	No	Yes	Yes	No	Orton Bradley Park
3	Orton Bradley Tablelands Track		2.5 hours circular		Loop track. Time given is from the car park. Closed for lambing 14 Aug to 31 Sep.	Orton Bradley Park Walks and Tracks	Yes	No	No	No	Yes	Yes	No	Orton Bradley Park
4	Orton Bradley to Packhorse Hut		6 to 8 hours return		Time from Orton Bradley car park. Hut ticket from DOC needed to stay at hut. Closed for lambing Aug to mid Oct. Crosses private farmland. Small entry fee to Orton Bradley	Orton Bradley Park Walks and Tracks	Yes	No	No	Yes	No	No	No	Orton Bradley Park and DOC
5	Orton Bradley to Mt. Herbert		6 to 8 hours return		Time from Orton Bradley car park. Closed for lambing Aug to mid Oct. Crosses private farmland. Small entry fee to Orton Bradley.	"Banks Peninsula" by Mark Pickering	Yes	No	Yes	No	No	No	No	Orton Bradley Park and private land
6	Mt Herbert walkway		7 hours return		Time from Diamond Harbour jetty. Superb views from highest summit on Banks Peninsula. Closed for lambing Aug to mid Oct. Crosses private farmland.	"Banks Peninsula" by Mark Pickering	No	No	Yes	No	Yes	Yes	No	DOC





7	Mt. Herbert link track		1 hour one way		Connects Mt. Herbert Walkway with Monument Track. Closed for lambing Aug to mid Oct. Crosses private farmland.	"Banks Peninsula" by Mark Pickering	No	No	Yes	No	Yes	No	No	DOC
8	Monument Track		2 hours one way		Purau saddle to Port Levy saddle. Route hard to follow in places. Closed for lambing Aug to mid Oct. Crosses private farmland.	"Banks Peninsula" by Mark Pickering	No	No	Yes	No	No	No	No	Currently no authority
9	Gebbies Pass – Packhorse Hut		4 hours return		DOC hut tickets required for overnight stay. Closed for lambing Aug to mid Oct.	"Banks Peninsula" by Mark Pickering	No	No	No	Yes	No	No	No	DOC

A.4 Akaroa


















A.4.1 Akaroa Walks

Track number	Track name	Difficulty	Time	Dogs allowed	Notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Boardwalk to Childrens Bay		10 mins one way		Beautiful views. Beach is mudflat. Dogs allowed. Also gives access to Childrens Bay Farm tramp – no dogs on tramp.	Akaroa Village Walks	No	Yes	No	No	Yes	No	Yes	CCC
2	Explore Akaroa's bush backdrop		30 mins – 3 hours one way		Route linking all the bush reserves in Akaroa township – L'Aube Hill, Stanley Park and Garden of Tane.	Akaroa Village Walks	Yes	Yes	No	Yes	Yes	No	Yes	CCC
3	French Cemetery		45 mins circular		Short climb to the oldest Christian cemetery in South Island and a tranquil beauty spot.	Akaroa Village Walks	Yes	No	No	Yes	Yes	Yes	Yes	CCC
4	Stanley Park		30 mins circular		Rural park with grazing sheep. Keep dogs on leads during lambing.	Akaroa Village Walks	Yes	No	No	No	No	No	No	CCC
5	Garden of Tane		Many tracks up to 1 hour circular		Explore a maze of tracks in bushy area. Fun for kids, bird song, lovely views and access to historic cemeteries.	Akaroa Village Walks	Yes	Yes	No	Yes	Yes	No	No	CCC
6	Garden Graveyards		1 hour circular		Visit the historic Roman Catholic, Dissenters and Anglican cemeteries combined with a bush walk.	Akaroa Village Walks	Yes	No	No	Yes	Yes	Yes	Yes	CCC
7	Lighthouse and Britomart		1 hour circular		Visit the lighthouse and the Britomart Monument site. See the Union Jack flying as it did in 1840 when the	Akaroa Village Walks	Yes	Yes	No	Yes	Yes	Yes	Yes	CCC reserves and

Track number	Track name	Difficulty	Time	Dogs allowed	Notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
	Monument				French arrived.									public roads
8	Akaroa Audio Guide walk		1.5 hours return		Self-guided audio tour on town streets. Many stories of French settlers and early Akaroa. Route not show on map.	Akaroa Audio Guide – hire at Akaroa Information Centre	No	Yes	No	Yes	Yes	No	Yes	On public roads
9	Akaroa Civic Trust walks		30 mins to full day		Souvenir booklet with 5 walks on town streets in town centre, packed with historic information. Route not shown on map.	Akaroa, Five Historic Walks by Akaroa Civic Trust	No	Yes	No	Yes	Yes	No	Yes	On public roads

A.4.2 Akaroa Tramps/Hikes

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Childrens Bay Farm Walkway		3 hours circular		Tramp over headland to Takamatua. Crosses private land; please respect. Optional circular return on quiet back roads.	Akaroa Country Walks	Yes	Yes	No	No	Yes	Yes	Yes	Private landowner, Rolleston
2	Woodills North		2 hours circular		Combine with Woodills South for a 2.5 hour walk. Optional visit to Heritage Park, add 30 mins. Ford steam at Tree Crop Farm.	Akaroa Country Walks	Yes	No	No	No	No	Yes	Yes	CCC
3	Akaroa Heritage		20 mins		Features trees planted to commemorate personal and community occasions. Fine views.	Akaroa Country Walks	Yes	No	No	No	Yes	Yes	No	CCC Heritage













	Park walk		circular		Vehicle access and parking from Long Bay Road.									Park voluntary group
4	Woodills South		1.5 hours circular		Combine with Woodills North for a 2.5 hour walk.	Akaroa Country Walks	Yes	No	No	No	No	Yes	Yes	CCC
5	Skyline circuit		4-7 hours circular		Climb Stony Bay Peak in fine weather or use Paripai shortcut for a gentler, less exposed walk. Route also provides access on foot from Akaroa to Hinewai Reserve.	Akaroa Country Walks	Yes	No	Yes	No	Yes	Yes	Yes	CCC
6	Misty Peaks	 	3 hours return		Allow three hours for a there and back ridge walk, 4 to 7 hours for a circular walk from village, or combine with Skyline circuit adding an extra 1.5 hours to ridge walk.	Akaroa Country Walks	No	No	Yes	No	No	Yes	Yes	CCC
7	Newton's waterfall		1 hour circular		Walk via Aylmers Valley Road, or drive to the end (limited parking) for a 10-minute walk to the waterfall.	Akaroa Country Walks	Yes	No	No	No	Yes	Yes	Yes	CCC













A.5 Greater Banks Peninsula map



A.5.1











Greater Banks Peninsula Walks















Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Hinewai Reserve		Various – 1 hour to whole day		16 km of wonderful walking in regenerating and old growth forest on Banks Peninsula's largest reserve. Access by vehicle from Long Bay Road or on foot from Akaroa via Purple Peak Saddle (see Akaroa map)	Hinewai Information and Map	Yes	No	Yes	No	Yes	Yes	No	Maurice White Native Forest Trust
2	Akaroa Head Scenic Reserve		40 mins return		Former lighthouse site. 4WD access only. Coastal views, fur seals and seabird colonies.	Banks Peninsula Conservation Walks (PDF download)	No	Yes	No	Yes	Yes	Yes	No	DOC reserve
3	Robinsons Bay Reserve		10 mins circular		Good track around former school site in Robinsons Bay. Park on main highway.	Akaroa Harbour and Bays walks	Yes	Yes	No	Yes	Yes	No	Yes	CCC
4	Ngaio Point		1 hour circular		Best coastal walk in Akaroa Harbour. Visits a swimming and a rocky beach. Fun for kids. Avoid at high tide.	Akaroa Harbour and Bays walks	Yes	Yes	No	No	Yes	Yes	Yes	CCC
5	Onawe Peninsula		1 hour return		Sacred/Tapu Māori site – please walk with respect and refrain from eating. Beautiful views. Avoid at high tide.	"Walk with me to Onawe" by Beverley Broad	Yes	Yes	Yes	Yes	No	No	No	Ngai Tahu Onuku runanga
6	Okains Bay Millennium River Walk		15 mins circular		Short walk on quiet roads by river. Combine with a visit to Okains Bay Māori and Colonial Museum, beach walk and return drive via Little Akaloa.	Akaroa Harbour and Bays walks	Yes	No	No	Yes	Yes	Yes	Yes	Public roads















Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
7	Hay Scenic Reserve		30 mins circular		Rare remnant of Podocarp forest on valley floor. Lovely walk with kids. Reserve is close to the top of the Pigeon Bay road. Combine with a visit to Pigeon Bay jetty.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	No	No	Yes	Yes	No	DOC
8	Pigeon Bay Walkway		5 hours return		There and back along coastal headland. Spectacular coastal views along a grassy vehicle track. 14 km long, well signposted.	Banks Peninsula Conservation Walks (PDF download)	Yes	Yes	No	No	No	Yes	No	DCO
9	Okuti Valley Scenic Reserve		30 mins circular		Walk up through bush and make a circular return on gravel road. Nice picnic spot.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	No	No	Yes	Yes	Yes	DOC
10	Little River – Wairewa Heritage Walk		1 hour circular		A gentle walk around Little River township and back roads.	Little River– Wairewa Heritage Walk Little River Craft Station	No	No	No	Yes	Yes	Yes	No	Public roads
11	Little River Rail Trail		Full day both ways with many shorter options		Wonderful cycle or walk with lake and mountain views. Now possible to cycle from Shands Rd Christchurch through to Little River. Several access points along Highway 75. Kaituna Quarry best for short walk – has toilet and information.	Rail Trail brochure and Little River Rail Trail website: www.littleriverrailtrail.co.nz	Yes	Yes	No	Yes	Yes	No	No	DOC
12	Kaituna Valley Scenic Reserve		15 mins circular		A meander around a rare remnant of Podocarp forest on valley floor.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	No	No	Yes	Yes	No	DOC








Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
13	Godley Head Gun Emplacement track		45 mins circular		Cliff top headland coastal track visiting historic WWII defence sites. Some closed due to earthquake damage but superb views.	Godley Head walking tracks www.doc.govt.nz	No	Yes	Yes	Yes	Yes	Yes	No	DOC

A.5.2 Greater Banks Peninsula Tramps/Hikes





Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Banks Peninsula Track		2 or 4 days		Private. Walkers must book and pay to use this track. Fee includes accommodation. Wonderful experience for novice and experienced walkers.	www.bankstrack.co.nz	Yes	Yes	Yes	Yes	Yes	Yes	No	Banks Peninsula Track Co
2	Tutakakahikura Scenic Reserve		1 hour circular		Walk up through a stand of red beech in a steep gully and back down road. Accessible only by 4WD from Flea Bay Road.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	No	No	Yes	No	Yes	DOC
3	Nikau Palm Gully Scenic Reserve		5 hours return		One of best coastal forest remnants in Canterbury. Access is via private land. Ring owner for permission beforehand. 03-3047066, Onuku Farm Hostel. Park at DOC car park.	Banks Peninsula Conservation Walks (PDF download)	Yes	Yes	No	No	Yes	Yes	No	DOC
4	Ellangowan Scenic Reserve		40 mins		From car park, walk 5 mins down road to track start. Climbs to rocky outlook and drops back down. Avoid	Banks Peninsula Conservation Walks	Yes	No	Yes	Yes	Yes	Yes	Yes	DOC









			return		in low cloud	(PDF download)								
5	Ōtepātutu Scenic Reserve		15 mins to 1 hour circular		15 mins to harbour viewpoint or climb through bush to Lavericks Peak summit for panoramic views over Pacific. Avoid in low cloud.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	Yes	No	Yes	Yes	No	DOC
6	Panama Rock		2 hours circular		Spectacular radial dike and lava dome on private reserve. Main track includes steep section. Shorter 15 min option to peak. Avoid in low cloud.	Akaroa Harbour and Bay Walks	Yes	No	Yes	No	No	Yes	Yes	Josef Langer Trust
7	Childrens Bay Farm Walkway		2.5 hours circular		Delightful walk over headland from Akaroa to Takamatua with amazing views. Also known as the Rhino Walk. Optional circular return on quiet back roads.	Akaroa Country Walks	Yes	Yes	No	No	No	Yes	Yes	Landowners, Rolleston
8	Montgomery Park Scenic Reserve		2 hours return		Five minute walk to ancient totara on way to Rocky Peak. Some good views; steep in parts. Limited roadside parking. Avoid in low cloud. Can link with other tracks – see Summit Road Walkway Track and Port Levy Saddle to Hilltop.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	Yes	No	Yes	Yes	No	DOC
9	Saddle Hill/Puaitahi		3 hours return		No marked track. Follow fence line to summit. Spectacular views. Avoid in low cloud.	Akaroa Harbour and Bays Walks	No	No	Yes	No	No	No	No	DOC
10	Summit Road Walkway		5 hours one way		Magnificent ridge walk. Avoid in low cloud. Closed for lambing 1-Aug-16 Oct. Rod Donald Hut 20 mins off track. Booked users only. Book on-line at www.doc.govt.nz	Banks Peninsula Conservation Walks (PDF download)	Yes	No	Yes	Yes	No	Yes	No	DOC
11	Mt. Herbert from Port Levy Saddle		5 hours return		Easiest way to access highest peak on Banks Peninsula. Avoid in low cloud. Closed for lambing Aug to mid Oct. Crosses private farmland.	Banks Peninsula Conservation Walks (PDF download)	No	No	Yes	No	No	Yes	No	DOC









12	Monument Track		4 hours one way		Route to Mt Herbert Massif from either Kaituna Valley or Port-Levy-Purau Road. Crosses private farmland. Closed for lambing 1 Aug-16 Oct	"Banks Peninsula" by Mark Pickering	No	No	No	No	No	No	No	Currently none
13	Diamond Harbour – Mt. Herbert		6 hours return		Catch the ferry to Diamond Harbour and walk to the Peninsula's highest summit. Closed for lambing 1 Aug to 16 Oct. Crosses private farmland.	Banks Peninsula Conservation Walks (PDF download)	No	No	Yes	No	No	Yes	No	DOC
14	Orton Bradley – Mt. Herbert		6-8 hours return		Enjoy Orton Bradley Park and climb Mt. Herbert. Closed for lambing 1 Aug to 16 Oct. Crosses private farmland. Small entry fee to Orton Bradley.	"Banks Peninsula" by Mark Pickering	Yes	No	Yes	No	No	Yes	No	Orton Bradley Park
15	Orton Bradley – Packhorse Hut		6-8 hours return		Leave your car in Orton Bradley car park and walk to Packhorse Hut. Closed for lambing 1 Aug to 16 Oct. Crosses private farmland. Small entry fee to Orton Bradley.	"Banks Peninsula" by Mark Pickering	Yes	No	Yes	No	Yes	Yes	No	DOC and Orton Bradley Park
16	Packhorse Hut – Mt. Herbert		2 hours one way		Route sidles below Mt. Bradley. Narrow unformed route through gorse and vegetation. Closed for lambing 1 Aug to 16 Oct.	"Banks Peninsula" by Mark Pickering	Yes	No	Yes	No	No	No	No	DOC
17	Kaituna Valley – Packhorse Hut		4 hours return		Good walk to the only public tramping hut on Banks Peninsula. Fun for kids. DOC hut tickets required for overnight stay. Closed for lambing Aug to mid Oct.	Banks Peninsula Conservation Walks (PDF download)	Yes	No	No	Yes	No	Yes	No	DOC
18	Gebbies Pass – Packhorse Hut		4 hours return		DOC hut tickets required for overnight stay. Closed for lambing 1 Aug to 16 Oct.	"Banks Peninsula" by Mark Pickering	Yes	No	Yes	No	Yes	Yes	No	DOC

19	Lyttelton Crater Rim Walkway		9-10 hrs one way		Follows crater rim from Godley Head to Ahuriri Reserve Section between Bridle Path and *Dogs prohibited Cass Peak, Coopers Knob and Ahuriri reserves	Walking in the Port Hills (PDF download)	Yes	No	Yes	Yes	Yes	Yes	Yes	CCC
20	Raupo Bay		2 hours return		Provides access to Raupo Bay. Landowner has not given permission for inclusion in Trust mapping products	Not advertised	Yes	Yes	No	No	No	Yes	No	CCC marked over private land
21	St Lukes walk		15 minutes one way	?	Community track from St Lukes church	Not advertised	Yes	Yes	No	Yes	No	Yes	No	CCC reserve?
22	Tikao Bay headland		½ hour return		Community track from Tikao Bay foreshore to end of headland	Not advertised	Yes	Yes	No	No	Yes	No	No	Queens chain

A.5.3 Christchurch Link Walks

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
1	Taylor's Mistake car park to Godley Head		3 hours return		From Taylor's Mistake to Godley Head via Pilgrims Way track. Optional return via Breezes Col/Anaconda track	Godley Head walking tracks www.doc.govt.nz	No	Yes	No	Yes	Yes	Yes	No	CCC and DOC
2	Breeze Col/Anaconda		2.5 hours return		Shared-use track linking Godley Head and Taylor's Mistake.	Walking in the Port Hills (PDF download)	No	No	Yes	No	No	Yes	No	CCC

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
3	Captain Thomas Track		2 hours return		Shared-use track linking Sumner (Wakefield Ave) to Summit Road and Crater Rim walkway.	Walking in the Port Hills (PDF download)	Yes	No	No	No	No	Yes	No	CCC
4	Bridle Path on City side		1 hour one way to Summit Road		The city side of the Bridle Path linking Heathcote (at Gondola) to Summit Road, Crater Rim Walkway and Lyttelton.	Walking in the Port Hills (PDF download)	No	No	No	Yes	Yes	Yes	No	CCC
5	Rāpaki Track		1 hour one way to Summit Road		A popular shared use track with mountain bikers. Links Rāpaki Road to Summit Road and Crater Rim Walkway. Return via Mt Vernon for a loop.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	Yes	No	CCC
6	Mt. Vernon Farm Track		1 hour one way to Summit Road		Links Hillsborough Terrace to Summit Road and Crater Rim Walkway.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	Yes	No	CCC

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
7	Huntsbury Track		1 hour one way to Summit Road		Links Huntsbury Ave to Summit Road and Crater Rim Walkway.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	Yes	No	CCC
8	Victoria Park/Bowenvale		1.5 hours one way to Summit Road		Links Bowenvale Ave to Summit Road and Crater Rim Walkway.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	Yes	No	CCC
9	Worsleys Track		1 hour one way to Summit Road		A rough and rutted track popular with mountain bikes and 4WD vehicles links Worsleys Road to Summit Road.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	No	No	CCC
10	Kennedys Bush Track		2 hours one way to		Links Halswell Quarry to Kennedys Reserve, Sign of the Bellbird and Ohinetahi Bush Reserve off Summit Road.	Walking in the Port Hills (PDF download)	No	No	No	No	Yes	Yes	No	CCC

Track number	Track name	Difficulty	Time	Dogs allowed	Other notes	Brochure	Native bush	Coastal	Summit	Historic	Track formed	Sign posted	Road walking	Provided by
			Summit Road											

Appendix B Department of Labour Duty to Warn

FACT SHEET

Department of Labour
TE TARI MAHI



IF VISITORS TO MY FARM ARE INJURED, AM I LIABLE?

Under section 16 of the Health and Safety in Employment Act 1992, people who control workplaces, including farmers, have a simple duty to warn visitors who have permission to be on their properties of any work-related, out-of-the-ordinary hazards that they know about that may cause serious harm.

Under section 16 of the Act, farmers have two types of duties:

- A duty to warn authorised visitors
- A full duty to employees, contractors and their employees, people in the vicinity of the place of work and people who are paying customers (this is explained later).

You are not liable if anyone comes on to your land without your permission and suffers harm, whether from a work-related hazard or for any other reason.

This fact sheet answers questions you may have about this law.

Duty to warn

You have a duty to warn authorised visitors of work-related, out-of-the-ordinary hazards.

What is meant by an authorised visitor?

This is anyone who comes on to your farm with your express permission. It includes people who come for leisure or recreational activities. It also includes people on your property who are doing work that is unrelated to your work, such as research workers.

What about workers who have legal authority to go on my property?

Your duty to warn expands to people who are legally authorised to be on your property, but only where they have given you oral notice of their visit. People in this situation include employees of electrical companies, Department of Conservation workers and local authorities.

What is meant by a work-related, out-of-the-ordinary hazard?

This is a hazard that:

- arises from some work activity on the farm;

- wouldn't normally be expected to be on a farm; and
- could cause a person serious harm.

Examples might be:

- trees being felled;
- blasting;
- earthmoving machinery operating; or
- where pest control operators are working.

Natural hazards are excluded. You are not liable for warning visitors of natural hazards on your farm, such as:

- bluffs;
- landslides;
- rivers;
- swamps;
- wasp nests, etc.

What sort of warning should I give and when?

You need only give a verbal warning about the hazard. You need to do this at the time you give that person express permission to go on to your land. If a group of people are involved, it's sufficient to give the warning to a representative of that group.

The warning can be given by your farm manager if he or she is the person giving permission.

Full duty

The relationship changes if people pay to use your land for any purpose. In this case the people become your customers, and you have a full duty to take "all practicable steps" to ensure that they are not harmed by any hazard arising on the farm.

This would include situations where people pay to use your land in situations such as camping, horse trekking, "pick your own" fruit, or where a tour operator pays for tourists to visit a scenic site on your land.

You also have a full duty to other groups:

- all employees who work for you (e.g. farmhands, fruit pickers)
- all contractors you engage and their employees (e.g. for shearing, fencing, tree felling)
- all people buying or inspecting goods offered for sale (e.g. farm produce, craft items)

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- all people in the vicinity of a place of work (e.g. driving on a road alongside a paddock where you are spraying chemicals).

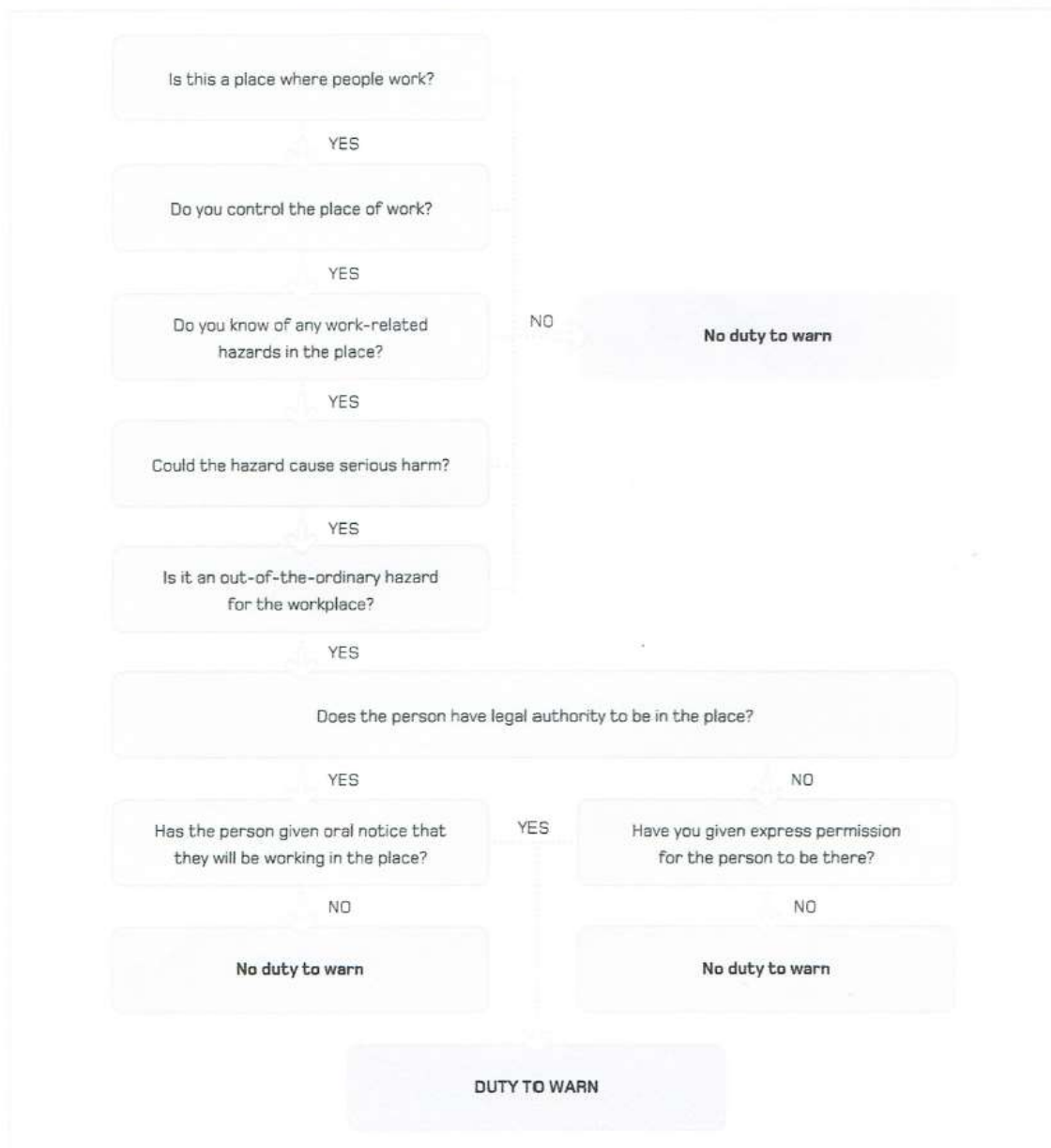
What is meant by "all practicable steps"?

It means things that can reasonably be done to ensure that people are not harmed. It might also mean restricting access to certain areas of your farm, e.g. where chemical spraying is being done, or setting weight limits on bridges.

But remember, you are only required to take steps in respect of circumstances you know or ought reasonably to know about.

This fact sheet highlights the duties under section 16 of the Health and Safety in Employment Act 1992 only. Other duties may be owed under other provisions of the Act, e.g. as an employer, self employed person or principal.

When do I have a duty to warn people about hazards?



Appendix C Spine of the Lizard⁴ map



⁴ As previously noted, the Spine of the Lizard name is being used for the working project and work is in progress to find a culturally appropriate name for the track network.

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