



Submission on the Selwyn District Council Draft Long Term Plan and Walking and Cycling Strategy and Action Plan

This submission is focussed upon the Selwyn District Council Draft Walking and Cycling Strategy and Action Plan which is summarised in pages 28-29 of the Long-Term Plan Consultation Document.

Introducing the Rod Donald Trust

The Rod Donald Banks Peninsula Trust exists for the benefit of the present and future inhabitants of Banks Peninsula and for its visitors. It has broad objectives of sustainable management, and the protection, preservation and enhancement of the environment, recreation, culture and heritage.

The Trust is a Christchurch City Council controlled organisation, founded in 2010, with funds of \$3.5million realised from the sale of endowment farms belonging to the Banks Peninsula District Council. The Council appoints its Trustees and receives an annual Statement of Intent from the Trust, but otherwise it operates independently.

Four pillars

The Trust aims to work in a holistic manner furthering four strategic pillars of Access, Biodiversity, Knowledge and Partnership to leave an enduring legacy.

- The Trust sees its role in securing public walking access as its unique point of difference from other agencies working in similar fields on Banks Peninsula, and has therefore taken a leadership role to secure and extend public walking and cycling access on a network of well-marked and managed tracks;
- The Trust takes a support role to secure and enhance areas of native biodiversity, recognising that the Banks Peninsula Conservation Trust is doing an excellent role in leading this area;
- The Trust takes a leadership role in the dissemination of knowledge about public walking access and a support role regarding biodiversity, culture and heritage.
- The Trust aims to work in partnership with statutory and community bodies as appropriate on all projects.

Trust Strategic Goals

The Trust has two Strategic Goals that are particularly relevant to this submission:

- A network of well managed trails for walking and biking providing day walking opportunities from major communities and longer community track connections.

- Unformed Legal Roads are valued and effective as a delivery tool for walking and biking.

Proposed New Walking and Cycling Routes

The Trust is supportive of proposed cycle ways between the urban centres within Selwyn District and the ongoing Council backing for the Christchurch to Little River Rail Trail.

We support those sections of the draft Action Plan (pages 15-17) that outline the Council's approach to the administration of legal roads including the statement in Section 4.8.5 Development and Maintenance - "Selwyn Council will consider using appropriate sections of unformed legal road as an option whenever it investigates new walking and/or cycling networks".

We request the development of more cycling and walking opportunities within the Port Hills section of the Selwyn District. The walking /cycling section of the Plan does not provide for new walking / cycling access from the Tai Tapu area to the Summit Road and the Port Hills.

The Port Hills are a very important environmental and recreation asset to both the City and Selwyn. There is rapid population growth within the Tai Tapu, Lincoln and Rolleston areas and increased demand for recreation on the Port Hills. This can be provided by more local walking and cycling access to the Summit Road. From Kennedy's Bush eastwards there are plentiful Port Hills walking and cycling tracks, but little equivalent within the Selwyn District. The Trust requests that the Long-Term Plan and the Cycling Strategy provides for the investigation and development of such routes using existing legal roads and suggests two potential tracks. In addition, we have a proposal for an extension of a cycling route to link the Christchurch Quarryman's Trail and the Motukarara to Little River Rail trail.

Burkes Bush Road

This legal road runs between Old Tai Tapu Road at the Early Valley road junction and the Summit Road. The middle portion of this legal road is aligned with existing house access roads. At the lower end there is a connecting road coming up from Early Valley Rd that appears to be on legal road. The upper section from the Summit Rd partially follows a 4wd track on the boundary of the Kennedy's Bush Scenic Reserve.

The Trust requests that the Cycling Strategy and Plan make provision for the marking and construction of this route suitable for walking and biking on an alignment that matches either the legal road or is on a track that is most acceptable to adjacent landowners. If necessary, the Council should use an easement or land exchange to enable the conclusion of the most acceptable route.

Gerkins Road

This legal road works its way uphill from Cossars Road. For much of its length it is aligned with a four-wheel drive track and is a popular biking route. The Walking Access Map shows that the legal road no longer extends through to Ahuriri Reserve boundary.

The Trust requests that the Cycling Strategy and Plan make provision for the marking and construction of this route suitable for walking and biking on an alignment that matches either the legal road or is on a track that is most acceptable to adjacent landowners. If necessary, the Council should use an easement or land exchange to enable the conclusion of the most acceptable route. As the legal road has been closed over its last upper section the Council should approach the landowner to see whether they would agree to an easement over that portion.

Christchurch - Little River Rail trail link

The Trust recognises the RailTrail as an important recreational link to the Peninsula and is keen to support further walking or biking linkages to the route. For Christchurch cyclists a trip to Little River using the RailTrail usually entails starting at Lincoln, Motukarara, or Kaituna to shorten the distance. Only a few cyclists will undertake the full journey via Hornby, Prebbleton and Lincoln. With the completion of the Quarryman's Trail to Halswell, there is now the opportunity to give cyclists a much faster linkage to Motukarara, without spending much time on the main Akaroa Road.

The route would be from Halswell along the Old Tai Tapu Road as far as Rhodes Road. It would then follow Cossars Road to the start of Gerkins Road. At that point there is unformed legal road access to the main highway at the junction with MacArtheys Road. The main highway is crossed and then a cyclist would follow MacArtheys Road until it reaches the Halswell River. A bridge at that point would then link you to the RailTrail.

This route would have the benefit of bringing more cyclists to Tai Tapu and provide a Christchurch link to the start of both Burkes Bush Road and Gerkins Road. It would significantly increase the number of bikers cycling to Little River directly from Christchurch.

The Council should recognise this strategic opportunity in their Plan and make financial provision for the necessary signage and track formation. Selwyn Council could collaborate with the Christchurch City Council on this project. A potential starting point and recreational attraction is the Halswell Quarry which many cyclists access via Cashmere Road.

I would like to be heard on this submission.

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