



## AREA-WIDE

Area	Area wide
Issue	Recreation, access and enjoyment
Option	<b>Continuous walkway/cycleway and enhanced recreation areas.</b>
Plain English explanation	<p>This option would provide a continuous walkway/cycleway along the Ihutai/Estuary, which is occasionally set back from the estuary edge where required to ensure that it is safe and not prone to regular flooding. It would enhance the red zone land in Southshore through the addition of picnic tables, native plantings, and spaces to learn about and observe nature.</p> <p>We would raise, repair, finish, widen or reroute the existing walkway/cycleway from Evans Avenue right down to south end of the red zone. In the future this cycleway could link to the Te Ara Ōtākaro trail.</p> <p>The track would be finished to the Council standard track design – 1.5m wide, 75mm base layer of compacted gravel, topped with 25mm crusher dust, with timber edge.</p> <p>The enhancement of red zone land in Southshore could be community-led through the application for a transitional use lease from Land Information New Zealand (LINZ) and there are opportunities to apply to Council for community grant funding. This option could be broken into smaller projects, and staged so that some work could happen quickly.</p>
Description	<p>This option would provide a continuous walkway/cycleway adjacent to the estuary with occasional setbacks where required to ensure that it is safe and not prone to regular flooding. This would involve raising, repairing, finishing, widening or rerouting the existing walkway/cycleway from Evans Avenue to the south end of the residential red zone.</p> <p>The track would be finished to the Council standard track design – 1.5m wide, 75mm base layer of compacted gravel, topped with 25mm crusher dust, with timber edge.</p> <p>Any rerouting would need to be surveyed for most appropriate location and detailed design undertaken. This may include:</p> <ul style="list-style-type: none"> <li>• Finishing the surfacing of the walking track from <b>Evans Avenue to Kibblewhite Street</b> (approximately 600m) on top of the stopbank</li> </ul>



	<p>with filling in places where water ponding occurs and grit on the surface.</p> <ul style="list-style-type: none"> <li>• Decommissioning the track through the salt marsh in <b>Bridge Reserve north of Bridge St</b> (retaining the alternative route on top of the stopbank) by removing the small wooden bridge and any other materials, to encourage natural regeneration and allow for inland migration of salt marsh</li> <li>• Filling in or realigning to higher ground (which would also allow for inland migration of salt marsh) parts of the walkway between <b>Bridge St and the jetty</b> where occasional flooding occurs, and improve surface (total length ~350m, grit track).</li> <li>• Completing repairs and partial relocation of walkway where prone to flooding and erosion from the <b>Yacht Club to Holiday Park</b>. About 125m of this section affected by erosion could be re-routed 15-20m inland, and grit the track along its length.</li> <li>• New or upgraded grit pathway in <b>Southshore red zone</b> to the Council standard track design.</li> <li>• Integrating with any new bund to enable a walkway along the top</li> </ul> <p>In the future this cycleway could link to the Te Ara Ōtākaro trail.</p> <p>This option includes community-led enhancement of the <b>Southshore and South New Brighton red zone land</b> which is around 2.5km long and currently grassed and maintained by LINZ. The addition of picnic tables for people to gather, native plantings, and spaces to learn about and observe nature would provide locals and visitors with a place to appreciate the natural environment. Professional advice could support the community to develop a landscape plan that also identifies plant species suitable for the environment.</p>
<b>Estimated Cost</b>	<p>~ \$2Million total but can be broken into smaller projects:</p> <ul style="list-style-type: none"> <li>- The surfacing and filling of existing tracks ~\$100,000</li> <li>- Rerouting and decommissioning tracks in South New Brighton ~300,000</li> <li>- New or upgraded track in Southshore red zone ~\$450,000</li> <li>- Enhancement of the Southshore and South New Brighton red zone land may take 1-2 years ~\$1 Million</li> </ul> <p>Some of the projects could be completed quite quickly under existing budgets.</p>
<b>Timing</b>	<p>This option could be undertaken in stages:</p>



	<ul style="list-style-type: none"> <li>- The surfacing and filling of existing tracks could be undertaken in around 6 months</li> <li>- Rerouting and decommissioning tracks in South New Brighton as required will likely take around a year, as would a new or upgraded track in Southshore red zone</li> <li>- Enhancement of the Southshore and South New Brighton red zone land may take 1-2 years</li> </ul>
<b>Implementation Requirements</b>	<p><b>Enhancement of Southshore and South New Brighton red zone land</b></p> <p>The development of the landscape plan would incorporate an assessment of the effects on the ecosystems as well as community input to identify priorities for use of the space.</p> <p>There is an opportunity for the community to apply for a transitional use lease or licence from LINZ. If approved these are granted until the land is transferred to the new owner or for up to a maximum term of five years.</p> <p>There are opportunities for the community to apply to Council for community funding to support the local community to develop picnic areas and planting.</p> <p>Based on the landscape plan LINZ could repair and plant the two sites where the grass has not taken at 100b and 108b Rocking Horse Rd.</p>
<b>Consenting Requirements and Compliance with Statutory Documents</b>	<p>This option would likely require restricted discretionary or discretionary resource consents from Environment Canterbury and Christchurch City Council for construction works. The option is largely consistent with statutory direction as it promotes recreation and access, and re-routes tracks away from areas at risk from flooding and erosion.</p> <p>Any consent application would require detailed assessment of the effects on the natural environment and cultural values, and consideration of alternatives.</p> <p>Ihutai/Estuary is in a Statutory Acknowledgement area and is of high significance to Ngāi Tahu. During the consenting process engagement would be required with mana whenua and the Te Ihutai Ahu Whenua Trust.</p>
<b>Considerations</b>	<p>Walkway/cycleway: Possible disturbance on birdlife if improved access increased human use, but depends on closeness to estuary edge. This could possibly be mitigated by planting the surrounding</p>



	<p>area to create a barrier between birds and people/dogs, or moving the path away from sensitive areas.</p> <p>In some places works may affect existing trees but this could be mitigated with additional if the species are not “At Risk”.</p>
<b>Community Input</b>	<p>This option links to community options requesting a continuous cycleway and walkway, creation of spaces for people to learn about and engage with nature, and the enhancement of the Southshore residential red zone.</p>