



Wakatipu Trails Strategy



**Prepared for:
Wakatipu Trails Trust**

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| Table of Contents | | Page No. |
|--------------------------|--|---------------------|
| | Executive Summary | 2 |
| Section 1. | Introduction | 7 |
| Section 2. | The Current Situation – Where Are We Now? | 9 |
| Section 3. | A Vision for the Trails in the Wakatipu Basin | 14 |
| Section 4. | Strategic Goals | 15 |
| Section 5. | Priorities and Estimated Development Costs | 29 |
| Section 6A. | Implementation Plan - Summary | 33 |
| Section 6B. | Implementation Plan - Arterial Trails for Walking and Cycling | 34 |
| Section 6C. | Implementation Plan - Recreational Trails | 35 |
| Section 6D. | Implementation Plan – Management Implications | 36 |
| Appendix 1. | Indicative Standards of the Wakatipu Trails Network | 39 |
| Appendix 2. | Recreational User Requirements for the Rural Road Network | 42 |
| Appendix 3. | Potential Public Access Network | 46 |

**Executive
Summary**

The strategy was prepared to guide development of an integrated network of walking and cycling trails and cycle-ways in the Wakatipu Basin. Preparation of the strategy was initiated by the Wakatipu Trails Trust in association with Transfund and Queenstown Lakes District Council. Funding was provided by Transfund and Council. The Department of Conservation and Otago Regional Council have also been key parties to the strategy.

Vision

The strategy's vision – that of creating a world class trail and cycle network - is entirely appropriate given the scenic splendour, international profile and accessibility of the Wakatipu Basin. At its centre, Queenstown is New Zealand's premier tourist destination. Well known for bungy jumping, rafting, skiing and jet boating, it has the informal status of being this country's 'adventure capital'.

The Issue

For all its adventure products, Queenstown is out-classed by other similar destinations when it comes to trails for walking, cycling, mountain biking, horse riding and other non-motorised activities. A period of neglect caused by rapid commercial and residential development has left the Basin with a skeletal framework of tracks and paths. Some are of a very high standard while others appear unloved. Trail management and governance is fragmented and potential synergies between agencies and the community are only just starting to emerge. Linkages between trails are often missing and yet demand for a comprehensive trail network is growing steadily from a healthy tourism industry and a booming local population. The job at hand is therefore about building on what exists and balancing the needs for safe pedestrian access and cycle ways, safe rural roads and recreational trails.

Goals

The strategy concludes that a world class network of trails can be achieved by taking the following actions:

- Undertake a 5 – 8 year intensive programme of trail upgrades and development. Trails should be linked through their community purpose, interesting features and associated standards. Creating a premium trail between Arrowtown and Queenstown could become a flagship project;
- Establish effective governance that integrates the community, tourism industry and statutory land management agencies;
- Coordinate marketing and information of the Wakatipu Trails Network;
- Engage active community participation in trail development, advocacy and projects that add value to the network; and
- Broaden the funding base for developing and maintaining an

integrated trail network.

The strategy recommends the signing of a joint Memorandum of Understanding between the Wakatipu Trails Trust, Queenstown Lakes District Council, Department of Conservation and Otago Regional Council. These are the key players who can make this strategy a reality. In partnership with the tourism industry and local communities of the Wakatipu Basin, they have the potential to build on all the good work achieved to date and turn the existing track systems into an integrated network admired by other districts.

Outputs

Over the next 5 – 8 years, the outcomes of this strategy would include:

- Completion of the Town Link Track between Fernhill and Queenstown;
- Construction of a premier walking and cycling trail linking Queenstown to Arrowtown via Lake Hayes;
- Extending the Sunshine Bay track to Bob's Cove and from Kelvin Peninsula to Wye Creek,
- Creating a safe trail for walking and cycling between Queenstown and Arthur's Point;
- Establishment of mountain bike parks at Bob's Peak/Ben Lomond Recreation Reserve and the Seven Mile;
- Improvements to rural roads to accommodate horse riding and road cycling;
- Launch of a website and definitive guide for the Wakatipu Trails Network;
- New trail signs, publications and information on trails.

While recreational trails already exist, albeit to various standards, there is a distinct lack of safe pedestrian access and cycle ways. The situation will exacerbate if positive action is not taken. In the space of 20 years there could be twice as many people living in the Basin as there is now. While this raises concerns for essential infrastructure such as water and sewerage, it also raises issues relevant to the recreation needs of a healthy, growing community and visitor industry.

Priorities

The strategy recommends that the main priority be given to establishing Arterial Trails that link towns and residential areas together throughout the Wakatipu Basin. These will provide the core pedestrian and cycling links in the Basin. Within residential areas, Council will also undertake ongoing improvements for utility walking and cycling to enable ease of access to local

parks, shops, schools and other local amenities.

The development of Arterial Trails will be led by Queenstown Lakes District Council, working in association with the Wakatipu Trails Trust, Otago Regional Council and Department of Conservation. The priorities and estimated level of investment required for the development of Arterial Trails over

the next 5 – 8 years include:

2004 - 2005

- Completion of the Town Link Track between Fernhill and Queenstown (\$300,000);
- Sealing the Queenstown Gardens Peninsula Trail to link with Park Street (\$50 - \$80,000);
- Upgrade of the Frankton Walkway (\$200,000);
- Upgrade of the Old Shotover Bridge (\$500,000+) including construction of Arterial Trails linking the bridge to Quail Rise and Lake Hayes Estates;
- Planning for the Queenstown-Arthur's Point Trail (internal QLDC cost);
- Planning for the Queenstown-Arrowtown Trail (internal QLDC cost);
- Engineering assessment of rural or urban roads in need of cycle lanes (QLDC, Imtech and WTT).

2005 – 2006

- Construction of the Queenstown-Arthur's Point Trail (\$700,000);
- Planning continues on the Queenstown-Arthur's Point Trail;
- Upgrade and widening of the Kelvin Peninsula Trail (\$300,000);
- Planning for a trail upgrade between Queenstown and Sunshine Bay and between Sunshine Bay and Bob's Cove;
- Construction of the Kelvin Peninsula to Wye Creek Trail (partially funded by reserve contribution);

2006 – 2007

- Construction of the Queenstown-Arrowtown Trail commences (\$2 million over 4 years);
- Trail upgrade between Queenstown and Sunshine Bay (\$150,000).

2007 – 2008

- Queenstown – Arrowtown Trail construction continues;
- Sunshine Bay to Bob's Cove construction commences (\$1 million over 3 years).

2008 – 2009

- Queenstown – Arrowtown Trail construction continues;
- Sunshine Bay to Bob's Cove construction continues.

2009 – 2010

- Queenstown – Arrowtown Trail construction completed;
- Sunshine Bay to Bob's Cove construction completed.

The next order of priority involves Recreational Trails. While many of these already exist, further improvements are required for signs, information and linkages that will provide more round trips for walking, running, horse riding and mountain biking.

The Wakatipu Trails Trust will facilitate these projects, in association with Council, landowners and developers, tourism operators, community groups, Department of Conservation and Otago Regional Council. The priorities include:

2004 – 2005

- Appointment of a Wakatipu Trails Officer and establishment of an operational base for the Wakatipu Trails Trust (\$77,000-\$100,000 as an approximate annual budget for an initial 3 year period);
- Official recognition and establishment of mountain bike trails on Bob's Peak (below Skyline Gondola) (\$20,000);
- Official recognition and establishment of mountain bike trails at the Seven Mile (\$10,000);
- Completion of a common system for directional signs on the Wakatipu Trails Network;
- Planning for the Lake Hayes trail (western shore);
- Planning for a sub-alpine – rural walking route between Skippers Road and Arrowtown via Coronet Peak (key role for the Wakatipu Trails Officer);
- Investigation into trail linkages between Lake Johnson, Shotover River and Arthur's Point (subject to the goodwill and cooperation of Queenstown Hill Station). Key role for the Wakatipu Trails Officer;
- Planning for an integrated Wakatipu Trails brochure commences (Wakatipu Trails Officer to lead).

2005 – 2006

- Planning on trail linkages from 2004/05 continues;
- Investigation into a trail linking the historic Kawarau 'Bungy Bridge' to Gibbston Valley wineries commences (internal costs for Wakatipu Trails Trust, AJ Hacket Bungy and Gibbston community);
- Wakatipu Trails brochure printed (\$10,000).

2006 – 2007

- Trail linkages for Lake Johnson – Arthur's Point and Boyd's Road – Chard Farm completed (\$10,000);
- Lake Hayes (western shore) trail construction (\$100,000);
- Bungy Bridge to Gibbston wineries trail planning completed.

2007 – 2008

- Construction of the Bungy Bridge to Gibbston wineries trail commences (\$100,000).
- Investigation into trail linkages between Boyds Road and Chard Farm, true right of the Kawarau River (subject to land-owners cooperation and legal access provisions). Wakatipu Trails Officer to facilitate.

The District's rural road network is also related to this strategy. Over the next 5 – 10 years, rural road upgrades need to include provision for road cycling, horse riding and people walking their dogs. This should include formation and maintenance of

shoulders, bridal paths and possibly marked lanes. An analysis of the rural road network and recreational requirements is provided in Appendix 2.

Leadership

By 2010, most of the major trail developments should be in place or the opportunities will be lost. Funding this development is sustainable if spread across a variety of sources including general rates, central government grants and allocations such as provided by Transfund, community grants, donations, bequests and sponsorship. There is strong community support for this strategy to be implemented.

At the forefront, the Wakatipu Trails Trust will lead and facilitate the implementation of this strategy and play a key role in trail development over the next 5 – 8 years. It will do this in partnership primarily with Queenstown Lakes District Council and also with the support and cooperation of Transfund, the Department of Conservation and Otago Regional Council. The Trust will form a ‘Friends of Wakatipu Trails’ to garner community support and to form a platform for ongoing association with trail developments. At the end of the trail development phase, the Trust’s role may change, depending on progress.

How to use this strategy

The strategy is divided into three main parts. The first provides an overview of the current situation and the need for an integrated trail network (Sections 1 – 2). The second part puts forward the vision and goals. The actions required to achieve the vision are described under each goal (Sections 3 – 4). That section is followed by a summary of the priorities and estimated development costs (Section 5). An implementation plan completes the strategy (Sections 6).

As support material, Appendix 1 provides a summary of the standards that should apply to each trail. Full descriptions of each trail standard is found in the New Zealand Standard for Walking and Tramping Tracks. Appendix 2 provides an analysis of rural roads for horse riding, cycling and walking. Appendix 3 contains a map showing the potential legal public access network in the Wakatipu Basin.

Section 1.

Introduction

Background



Wakatipu trails are located in some of the most stunning alpine scenery in New Zealand

Walking, hiking, cycling, mountain biking and horse riding are popular activities for visitors and local residents in the Wakatipu Basin. Surrounded by nearby lakes, mountains and rivers, the Basin is unmatched in New Zealand for accessible alpine recreation and adventure. Despite this, the Basin is behind many comparable destinations by not having an integrated network of trails.

This issue was recognised by senior staff of Queenstown Lakes District Council and Department of Conservation in 2001. It subsequently became the focus for the Wakatipu Trails Trust. Established in 2002, the Trust's main aim is to ensure a world class network of trails is established in the Wakatipu Basin. One of the first tasks of the Trust is to prepare a strategy to guide the development of a trail network.

Scope and purpose of the Wakatipu Trails Strategy

The purpose of the strategy is to:

- Put forward a vision;
- Identify a trail network;
- Clarify the roles and responsibilities of those involved in establishing the network; and
- Outline how the strategy can be implemented.

The strategy should have a life of at least 10 years, with an intensive period of trail development over the next 5 – 8 years. This sort of input is required to keep pace with development and a growing visitor industry. Over the next 20 years the population of the Basin may well double in size and the number of annual visitors could potentially be over 2 million.

What are the benefits?



Wide sealed paths cater for bikes and pedestrians

The benefits will not appear overnight. It will take at least two years to see the initial difference the strategy makes and from then on the results should accumulate quickly. The long – term benefits are likely to include:

- Enhanced community wellbeing in physical, social and mental health;
- Strengthening of Queenstown's position as New Zealand's premier tourism destination;
- Alternative non-motorised commuter routes;
- Increased economic spin-offs from transport services, guided tours, equipment hire and events.

Limitations

As a starting point, the strategy is focussed on the lower Wakatipu Basin – bounded by Bob’s Cove to the west, Coronet Peak–Arrowtown in the north through to and including the Crown Terrace, east as far as Nevis Bluff and the Gibbston wineries and south as far as Wye Creek. Once it is successfully established the concept could be applied in Wanaka, Glenorchy or Kingston. A map of the proposed trail network is presented on Page 20.

Methodology

Preparation of the strategy was managed by the Wakatipu Trails Trust and Queenstown Lakes District Council. Tourism Resource Consultants in association with Natural Solutions for Nature and Beca Carter Hollings and Ferner prepared the strategy. Between September 2003 and February 2004, the process involved:

- Initial assessment, site visits, mapping and preliminary consultation with resident associations, recreation groups, property developers, individuals, iwi and relevant members of the tourism industry;
- Preparation of a draft trail network plan;
- Consultation over the draft network plan;
- Preparation of the draft strategy document including an implementation plan;
- Presentation of the draft strategy to Transfund;
- Ongoing liaison with the Wakatipu Trails Trust, Queenstown Lakes District Council, Imtech Ltd, Department of Conservation and Otago Regional Council;
- Feedback from key stakeholders on the draft strategy; and
- Presentation to existing and potential funding partners for an initial reaction.

Consultation highlighted widespread support for the Wakatipu Trails Network, the Trails Strategy and the role of the Wakatipu Trails Trust.

Status of this document

This is a non-statutory document. Although it has no legal status, it has been prepared with appropriate consultation and input from the community and local, regional and central government agencies. The strategic directions in this document have thus been widely canvassed and appear to have general support. This strategy is to be treated as being consistent with the Part Operative Proposed District Plan relating to pedestrian and vehicle movement within the Wakatipu Basin.

Section 2.

The Current Situation – Where Are We Now?

Global and national trends

Walking, hiking, cycling and mountain biking are some of the leading non-motorised outdoor leisure pursuits in the world. Their benefits to mental and physical well being are widely accepted. Worldwide, commercial activity associated with these activities is immense, ranging from equipment sales and gear hire, events, sponsorship and advertising to being the basis of many tourism businesses around the world.

The demand for walking and cycling trails has grown concurrently with the growth in the local population and world tourism. Communities are also driving demand by being more aware of the need for active, healthy lifestyles, alternative non-motorised means of transport and non-competitive leisure pursuits.

Iconic trail networks have emerged over the last 20–30 years, almost by chance rather than conscious design, yet hold a key place in the visitor industry of each country:

- The Everest and Annapurna trekking circuits in Nepal;
- The “GR5” from France to Spain;
- The Apalachian Trail on the east coast, USA;
- The Tour du Mont Blanc linking France, Italy and Switzerland;
- The Peak District and Lake District, UK;
- The West Highland Way in Scotland;
- Boulder Trails, Colorado, USA;
- Whistler Trails, Canada; and
- New Zealand’s Great Walks.

These trails are success stories. One of the key ingredients was in linking all the features together into one strong trail brand.

While most of these examples are of overnight trails, each includes alternatives for day trips and other short excursions. Indeed many people limited by time, fitness or money enjoy walking just a fraction of these trails to say that they set foot on one of the world’s great trails.

This trend is growing. In the last 5–10 years, short excursions onto the Milford and Routeburn Tracks and the Tongariro Crossing have driven demand for new transport linkages, guided and non-guided short walks. Similarly, mountain biking has experienced dramatic growth in the last 10–20 years to a point that it is a significant recreational activity.

When trail networks have been established and branded as such, the response has been substantial. The Tour du Mont Blanc, Whistler Trails, Annapurna and Everest Treks and New Zealand Great Walks are known trail brands. They are recognised by trail users as being some of the best in the world. The proposed Wakatipu Trails Network has that potential.

Involvement of local and central government



Queenstown Gardens

Local and central government are expanding their role in fostering healthy communities through active leisure and sport. Walking, running, mountain biking, cycling, horse riding and other non-motorised activities have proven social and economic benefits for communities and the tourism industry.

Over the last decade, Councils and the Department of Conservation have invested heavily in the development and enhancement of tracks and trails for multiple-use activities. Some leading examples include the \$6 million coastal walkway in New Plymouth; the Wellington Harbour foreshore between Aotea Quay and Oriental Bay; the expansion of the Port Hills trail network and integrated management approach between Christchurch City Council, Banks Peninsula District Council, Selwyn District Council, Department of Conservation, Summit Road Society and a variety of local trusts.

Planning for tracks and trails is becoming more strategic, evidenced, for example, by plans prepared for tracks in and around Dunedin City and in the Waitakere Ranges, west of Auckland. The reported benefits of a strategic approach is improved trail standards, better allocation of Council funds and overall visitor satisfaction.

In terms of central government, the Department of Conservation spearheaded a campaign to raise the profile of short walks and easy tramping trips through its 1996 Visitor Strategy and development of the Great Walks brand. This signalled a multi-million dollar investment in walking and easy tramping that has been ongoing since the mid 1990s.

Investment in safer pedestrian access and cycle ways is another nationally significant trend. During 2003-2004, Transfund allocated \$3.8 million for planning and capital works to promote walking and cycling as alternatives to road use. The first of a series of safer cycle ways was constructed in New Plymouth in 2003 and more are planned throughout the country. Seven cycling and walking strategies, including this one, will be prepared during 2003 – 2004 with assistance from Transfund.

Also at a national level, the Acland Report “Walking Access in the New Zealand Outdoors” (2003) has highlighted the need for better coordination between agencies and landowners over access. Greater clarity and certainty over access is required along with possible changes to legislation. The report was commissioned by the Minister of Agriculture and Forestry and is undergoing public scrutiny before its completion.

Community Trusts

Coupled with the efforts of local and central government has been a growing contribution from community groups, trusts, incorporated societies and others. There are now some very successful trusts working in conservation and recreation (eg, the Karori Wildlife Sanctuary and Hump Ridge Track). The boldest initiative is being undertaken by the Te Araroa Trust with formation of a national trail from Cape Reinga to Bluff, to be officially recognised by 2005. This nation-wide trail enters the Wakatipu Basin at Arrowtown and provides a great opportunity for integration with the Wakatipu Trails Network.

At a local level, the Wakatipu Trails Trust is emerging as a key player in trail development in New Zealand. The Trustees have been instrumental in instigating this strategy, in getting the old Shotover Bridge Restoration Project off the ground and in planning the Town Link Track (Queenstown to Fernhill) and a public access track to the Via Ferrata on Queenstown Hill. The Shotover Bridge project is the crucial link that makes the proposed Queenstown to Arrowtown Trail a viable proposition.

Popularity of non-motorised leisure

The above examples typify the popularity of non-motorised recreation in New Zealand. The 2000 Combined Sport and Physical Activity Surveys (SPARC) note the following rates of participation for New Zealand adults as being:

| | % Adults taking part in the last: | | # in last 12 months |
|----------------------|-----------------------------------|-----------|---------------------|
| | 4 Weeks | 12 Months | |
| Any Walking | 64% | 72% | 1,900,000 |
| Tramping | 4% | 12% | 323,000 |
| Recreational Cycling | 8% | 15% | 411,000 |
| Mountain Biking | 3% | 6% | 177,000 |
| Horse Riding | 2% | 5% | 133,400 |

For Otago and Southland, the rates are reported as:

| | % Adults taking part in the last: | | # in last 12 months |
|----------------------|-----------------------------------|-----------|---------------------|
| | 4 Weeks | 12 Months | |
| Any Walking | 66% | 72% | 149,000 |
| Tramping | 4% | 12% | 25,100 |
| Recreational Cycling | 6% | 14% | 28,400 |
| Mountain Biking | 3% | 8% | 16,900 |
| Horse Riding | 2% | 5% | 9,300 |

Illustrated here is the fact that residents in Otago and Southland are indicative of the national average for these activities. Development of a trail network in the Wakatipu is consistent with a regional population keen on walking, cycling, tramping and to a lesser extent, horse riding.

In terms of tourism, short walks are one of the most popular activities for both domestic and international visitors. Otago and Southland have an established national and international reputation for day and overnight walks and tramps. These tracks are also the basis for successful tourism businesses, providing local employment and spin-off benefits for accommodation, transport, food and other services:

- Routeburn Track (day and multi-day trips);
- Milford Track (day and multi-day trips);
- Kepler Track (multi-day);
- Hump Ridge Track (multi-day);
- Rakiura Track (multi-day);
- Ulva Island (day excursion, guided);
- The Otago Rail Trail (multi-day or one day);
- Mt Iron Track Wanaka (<2 hours); and
- Rob Roy Glacier Track Matukituki Valley (<1-day trip).

The Wakatipu Basin



Unsafe pedestrian and cycle access beside the road to Arthur's Point

There is no other location in New Zealand quite like Queenstown and the lower Wakatipu Basin that can offer such a varied alpine terrain within such close proximity for residents and visitors. While Wanaka is similar to some extent, it does not have the configuration of valleys, mountains, gorges and rivers that are found in the Wakatipu Basin.

A framework of recreational trails already exists in the Basin, so this strategy is not starting from scratch. An over-arching issue however is the lack of arterial trails and linkages needed for safe walking, running, cycling, roller-blading and so on. The job at hand is therefore about building on what exists and balancing the needs for safe pedestrian access and cycle ways, safe rural roads and recreational trails.

Overall, the Basin is well positioned to have one of the most exciting and comprehensive trail networks in the country. There is widespread support by residents, the tourism industry, property developers and agencies for this to happen.

Trail management



Queenstown Gardens

Trails in the Wakatipu Basin are provided and managed by:

- Queenstown Lakes District Council;
- Department of Conservation;
- Otago Regional Council;
- Resident Associations;
- Wakatipu Trails Trust; and
- Leaseholders and landowners.

The 'lions share' of trails in urban and rural areas falls under the administrative responsibility of Council while the Department of Conservation takes responsibility for backcountry trails and those at the western edge of the Strategy's boundary (7 Mile to Bob's Cove). The Otago Regional Council plays a facilitative

role in contributing towards tracks beside some of the district's waterways (for instance, the Arrowtown River Loop Track – Centennial Walk) but does not have a direct day-to-day management role for tracks.



Kelvin Peninsula Track

Resident associations such as the Kelvin Peninsula Residents Association actively maintain trails used by the local community. These voluntary efforts are commendable and a real asset for the Wakatipu although the amount of work required is becoming a burden for some. Other members of the community have been active in establishing trails for mountain biking such as at the Seven Mile and in the forest below the Skyline Gondola.

As mentioned, The Wakatipu Trails Trust, in association with Queenstown Rotary, has been instrumental in kick-starting some important local trails projects, particularly the \$600,000+ restoration of the old Shotover River Bridge.

Leaseholders and landholders play a vital role by granting access for walkers, mountain bikers and horse riders. Property developers can make significant contributions towards a trail network through reserve contributions and land transactions. All the developers spoken to indicate a strong willingness to be involved in the establishment of the trail network.

Key issues

Development of a Wakatipu Trails Network is a positive way of responding to a number of key issues:

- Population and development growth will continue steadily over the next 10 – 20 years. Now is the time to be planning for future leisure activities. Elsewhere in the country, considerable funding is being allocated by central and local government on development of fitness programmes, leisure activities, walking and cycling trails and outdoor facilities.
- There is a lack of safe pedestrian access, cycle ways and horse riding trails between settlements in the Wakatipu Basin. Some existing recreational areas appear unloved and neglected. Often visitors and residents are seen walking or cycling in unsafe situations on or beside busy rural roads and in some urban areas.
- Trail management is spread between a variety of agencies resulting in inefficiencies and an ad hoc approach to building a world class trail network. While cooperation between the community, Council and Department of Conservation is evident, there is considerable room to explore how far a cooperative approach can lead towards a truly world class network of trails.
- The consultation phase highlighted a community desire for a unified system of signs for trails, but current agency sign systems preclude this. Only directional trail signs on or feeding directly into the arterial routes are in need of changing to a unified appearance as these guide visitors along trails regardless of which agency is responsible for management. Regulatory, entrance or land tenure signs (for instance, ‘scenic reserve’, ‘national park’ and so on) should continue to reflect information for the use and management of the land. Hence they ought to retain corporate identities of the management agencies.
- Overall, Queenstown is out-competed by other similar destinations in terms of trail networks.

Changes required

In order to move from “where we are now” to “where we want to be” a number of changes are required. We need to:

- Establish a 5 - 8 year programme of trail upgrade and development,
- Establish a joint management approach, led by the Wakatipu Trails Trust, that combines the effort of those involved in trail management and use;
- Establish a single, unified system for directional trail signs. Both the Department of Conservation and Queenstown Lakes District Council should retain their respective estate sign systems but utilise common trail names for the arterial routes and permit the installation of a common wayfinding system along these routes and at appropriate points on trails which are intended to feed users on to the arterial trails.
- Raise the profile of what trails there are now and promote the vision that Wakatipu trails can become world class;
- Provide a strategy that can show property developers the best way to contribute towards an integrated trail network.

Section 3.

A Vision for the Trails in the Wakatipu Basin

Where do we want to be?

Queenstown and the Wakatipu will be renowned for its network of quality trails providing, for visitors and the community, New Zealand's most comprehensive and diverse range of non-motorised recreation opportunities in a rural and alpine setting.



Looking south towards Jacks Point and Wye Creek

Safe pedestrian access and cycle ways will link all communities in the Wakatipu. Residents will be able to commute and children will be able to go to school without having to be on a road or State Highway. New subdivisions will link to existing residential and commercial areas by way of internal and arterial trails. Residents living in Frankton will be able to cycle safely to Arrowtown via cycle lanes and trails. Visitors could ride from Queenstown to Jacks Point or even Wye Creek and be picked up by shuttle while a wine trail in the Gibbston area would link vineyards, the Kawarau River and the historic bridge and bungy operation.



The proposed Queenstown – Arrowtown Trail would follow the Kawarau River, over the old Shotover Bridge then onto Lake Hayes and Arrowtown

Some areas will be set aside as mountain bike parks while narrow rural roads will be managed to provide bridal paths and shoulders wide enough for horse riding and mountain biking or walking.

Visitors and residents will enjoy finding their way around the Wakatipu trails by trail maps, information kiosks and a common sign system. Visitors will arrive in Queenstown eager to get out on the Wakatipu Trails. A website and brochures will actively promote the Wakatipu Trail Network so that it becomes a product in itself. Trails will range from short easy walks of less than 30 minutes to full-day alpine adventures. Innovative signs and trail markings on footpaths, buildings, at coffee shops and so on will help guide visitors from urban areas out to the trail network.

The Wakatipu Trail Network will be the product of the community, Wakatipu Trails Trust (WTT), Queenstown Lakes District Council (QLDC), Department of Conservation (DOC), Otago Regional Council (ORC), landowners and developers working together. The WTT will lead, facilitate and help to fund development of the trails network. It will work in partnership with the community, agencies, tourism industry, iwi and other interested parties. The Trust will raise funds, negotiate access over private land, advocate for safe pedestrian access and cycle ways, be actively involved in high country tenure review and assist community-based trail maintenance projects.

By 2023, the Wakatipu Basin is likely to have a resident population approximately twice the size of what it is now. One of the key drawcards for people wanting to live in or visit the Wakatipu will be its network of trails.

Section 4. Strategic Goals

The vision of having a world class network of trails can be achieved by:

- Undertaking a 5 – 8 year programme of trail upgrades and development. Trails will be linked through their purpose, interesting features and associated standards;
- Effective governance that integrates the community, tourism industry and statutory land management agencies;
- Coordinated marketing and information of the Wakatipu Trails Network;
- Active community involvement in trail development, advocacy and projects that add value to the network; and
- Broadening the funding base for developing and maintaining an integrated trail network.

Strategic Goal 1. Undertake a 5 – 8 year programme of trail upgrades and development. Trails will be linked through their purpose, interesting features and associated standards

Needs

This goal is required to establish the trail network. An intensive period of upgrade and development is required in order to revitalise and build on the existing network. This will convince stakeholders that the strategy has momentum and is of value to the community. The provision of safe walking and cycling trails should take highest priority. Linkages are missing and in general, opportunities for walking, mountainbiking and horse riding in the Wakatipu Basin do not have a high profile when compared with bungee jumping, skiing, rafting and jet boat rides. A world class trail network would complement rather than compete with Queenstown's existing activities, providing even more things to see and do. It is important to understand the demand for trails and to this end a summary of the needs of trail users is presented in the following table.

| Resident or Market Segment | Type of trails in highest demand | Match with current supply | Information Requirements | | |
|--|--|---------------------------|--------------------------|------------|--|
| | | | Signs | Trail Maps | Brochures/ Booklets with history, info on features etc |
| Resident Population: Older age group / retired people | Varies from short walks to full day tramps. A growing cohort of fit retirees will be living in the Wakatipu Basin and using trails on a weekly basis. | ☺ | √ | √ | √ |
| School aged children and youth | Paths and cycle ways for school access, trails for easy mountain biking, dedicated areas for mountain biking parks. | ☺ | √ | o | × |
| Families who walk or bike together | Easy short walks, sealed or hard paths for prams or buggies, easy tramping or walking trails for 1/2 day–full day adventures. | ☺ | √ | √ | √ |
| The “Adventure Set” (adults of various ages and older youth) | Extensive walking, tramping and bike trails from easy to difficult / extreme. Dedicated mountain bike parks required to avoid conflicts with other users. Cycle ways beside busy roads for commuting and training. | ☺ | √ | √ | × |
| Horse riders | Bridal paths beside rural roads, marginal strips beside rivers, farmland. | ☹ | o | o | × |
| Visitors: Independent travellers seeking nature/adventure | Wide ranging from easy short walks to challenging day hikes. Trails for guided walks in demand from a small segment. | ☺ | √ | √ | √ |
| Packaged group tours | Asian markets tend towards easy short walks with some exceptions. Western European markets keen on short walks to half-day experiences (easy to moderate). | ☺ | √ | √ | √ |
| Visiting Friends and Relatives | Broad range from easy short walks to challenging day trips (bike or walk). | ☺ | √ | √ | × |
| Business | Limited demand although short scenic walks in and around town have appeal to some extent. | ☺ | √ | × | × |

KEY:

☺ = Generally happy with available trails although may have concerns over signs, linkages, lack of access to some areas.

☺= Ok about trails but would like to see better linkages and upgraded trails to suit.

☹ = Generally not happy about what’s available. Either not catered for or current standards not adequate to deal with needs or conflicts from competing uses.

√ = Yes

× = No

o = Unsure

Guiding principles

- A variety of trails should be provided to match the diverse needs, abilities and interests of trail users;
- Trails should be as far as possible linked with each other to provide a network of circuits and a range of options;
- The trail network will consist of two main types of trails:
 - **Arterial Trails**
 - **Recreational Trails**
- The rural road network is also important for road cycling, training and horse riding. Popular areas for horse riding include Tuckers Beach – Shotover River, Domain Road, Speargrass Flats Road, Dalefield Road, Tobin’s Track-Crown Terrace-Whitechapel Road, the Morven Ferry area and Mt. Magazine Forestry Plantation. Subject to permission, horse riding trails are also possible on some leasehold and private farm properties in the Basin. All known roads having current or future potential for horse riding, road cycling and walking are itemised in Appendix 2.



Domain Road

Arterial Trails



Frankton Walkway

These will become the major cycling and walking pathways linking the residential areas in the Wakatipu Basin. **Only a few of these trails exist now and more are needed.** The Queenstown Lakes District Council will lead the establishment of Arterial Trails. Arterial Trails will have the following features:

- Wide enough for dual or multiple use (at least 2.4 metres wide);
- Well sign-posted, using trail markers to orientate users;
- Used for commuting/utility (eg, going to school, town or shops) and recreation;
- Maybe sealed in high use areas;
- Lighting may be desirable for some sections alongside residential areas (eg, Frankton Walkway);
- Be named or “branded” with an identity; and
- Have obvious start-finish points marked with kiosks or other sign systems.

Recreational Trails



The historic Kawarau Bridge and bungee operation. Could be linked to the Gibbston wineries via an attractive trail on the true right of the Kawarau River

Consist of formed or unformed legal access used for walking, running, cycling or mountain biking and horse riding. **Many of these trails already exist although some of the linkages to potential Arterial Trails are missing.** Recreational trails are characterised by:

- Standards ranging from easy walking paths to unformed routes in the alpine environment;
- A common sign system; and
- Having names and identities that are appealing and meaningful to visitors and residents.
- To be functional and worth the investment, trails need a purpose and level of interest that caters for the needs of residents and visitors;
- The New Zealand Standard for Walking and Tramping Tracks should be adopted and applied consistently (refer Appendix 1); and

- Use of a Wakatipu Trails Code of Conduct will be used to minimise conflicts on multiple use trails.

Strategic Actions

- Develop an intensive 5 – 8 year programme of trail upgrades and development. Highest priority goes to establishing Arterial Trails for cycling and walking (refer to Implementation Plan, Section 6B, for priorities and timing).
- Queenstown Lakes District Council will lead the development of Arterial Trails. This will be carried out in association with the Wakatipu Trails Trust and Otago Regional Council (where Arterial Trails provide significant access to water - ways).
- Queenstown Lakes District Council will lead improvements for utility walking and cycling in residential areas.
- Consider an engineering assessment of the rural road network for the provision of cycle lanes in-line with current best practice. Recreational use of the road network is presented in Appendix 2.
- Complete the missing linkages to the existing network of Recreational Trails. This work will be led by the Wakatipu Trails Trust.
- Determine standards that should apply to each trail. Work programmes should be guided by these standards. An analysis of current and proposed standards is presented in Appendix 1.
- Apply common directional signs to the trail network to enable a “seamless experience” by trail users. There is currently a lack of agreement between the agencies on this issue but it does need to be resolved.
- Trail sections that link together can be marketed more effectively by using an overall name (section names can be retained to illustrate walking/cycling options). For example:

| Trail Section | | Possible Overall Name |
|---|---|---|
| Frankton Walkway Kelvin Peninsula Track Carlins Track Sunshine Bay Track | ⇒ | “The Lake Wakatipu Trail” (from Queenstown Gardens to Wye Creek and from Queenstown to Bob’s Cove) |

| | | |
|--|---|-----------------------------------|
| Unformed access between Frankton and Arrowtown (to become a Main Arterial Trail) | ⇒ | “The Queenstown– Arrowtown Trail” |
|--|---|-----------------------------------|

Trail Network

A map illustrating the Wakatipu trail network follows. The proposed trails are indicative only and not legally binding unless incorporated within consent conditions or other statutory planning provisions such as the District Plan. Other potential trails and access possibilities raised by the community are shown in Appendix 3.

Strategic Goal 2. Effective governance that integrates the community, tourism industry and statutory land management agencies.

Needs

Queenstown (including the Wakatipu Basin) is New Zealand's premier tourist destination. As business growth continues and visitor arrivals are forecast to increase, there is a growing need to integrate product development and marketing activities. This includes the management of trails that have, and will continue to be, an important part of Queenstown's tourism product.

Integrated trail management, as seen by other examples such as at Whistler (Canada) and on the Port Hills (Christchurch), can produce a number of benefits, including:

- Buy-in and support of the local community and potential funding partners;
- Strengthening of the destination in terms of more things to see and do;
- Cost efficiencies (sharing the load);
- Growth in commercial opportunities (guided tours, rental equipment); and
- Positive contribution towards community well being, health and leisure.

The WTT represents an opportunity for the community and tourism industry to be engaged in partnership with DOC, QLDC and ORC.

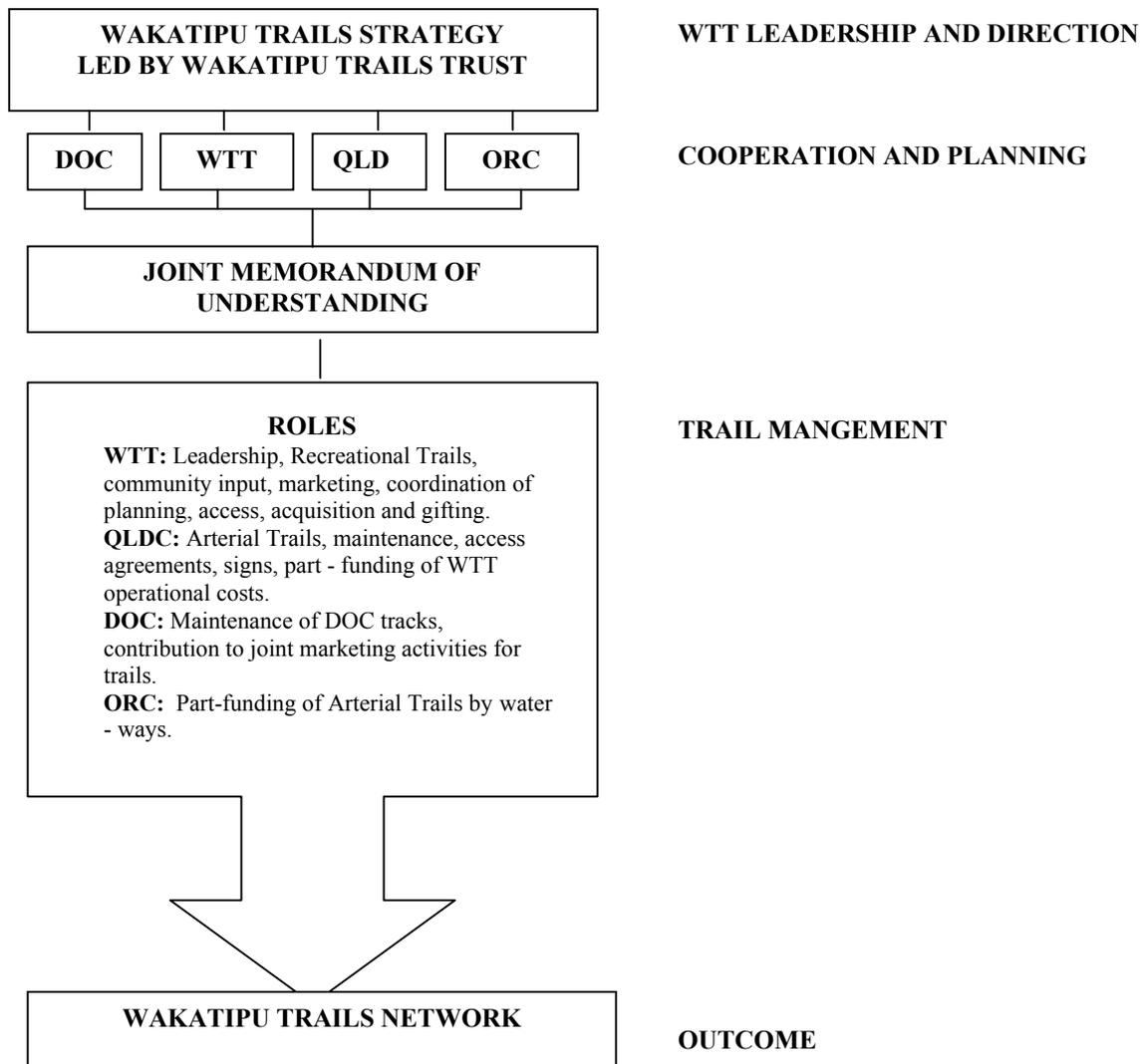
Guiding Principles

- Integrated management relies on a shared vision, mutual trust and a clear understanding of each others roles and responsibilities;
- QLDC, DOC and ORC have statutory obligations to form partnerships with the community;
- The Wakatipu Trail Network presented in this strategy involves a variety of land tenure. Trail users are not really concerned about who manages it. Residents and visitors simply expect clear and consistent signs, good information and access to a network of trails that provide variety, enjoyment and challenge. The best way to achieve that is through coordinated management.

Strategic Actions

- The WTT, QLDC, DOC and ORC agree on a governance model that will enable an integrated approach to the Wakatipu Trails Network. A possible structure and approach is presented in Figure 1.

Figure 1: Governance Model for Wakatipu Trails Network



Strategic actions continued...

- Clarify the roles and responsibilities of the WTT, QLDC, DOC and ORC with regard to trails. A suggested structure is presented in Figure 2.
- Adopt assessment criteria that can be used for additions to the Trail Network. Suggested criteria include:
 - Purpose of and demand for the trail
 - Overall fit within the Trail Network
 - Projected level of use by residents and visitors
 - Estimated upgrade or development costs
 - Ongoing level of maintenance required

Figure 2: Roles and Responsibilities in Relation to the Trails Network

| | QLDC | WTT | DOC | ORC |
|--|------|-----|-----|-----|
| Leadership and Governance | | √ | | |
| Planning and research | √ | √ | √ | √ |
| Access Negotiation (especially private land) | √ | √ | | |
| Land Acquisition | √ | √ | | |
| Trail Development | √ | √ | | |
| Adding value through sculptures, interpretive signs, trail facilities, funding, gifting land | | √ | | √ |
| Marketing and information | √ | √ | | |
| Trail maintenance, upgrade and daily management (including common sign system – QLDC) | √ | | √ | |

√ = Lead Organisation

Notes on Figure 2

Leadership and Governance: The WTT will provide overall leadership and governance for implementation of this strategy. While strong leadership is required, success relies on genuine cooperation between all the key players. Without an entity such as the WTT taking on this role, there is little chance of changing from the current situation.

Planning and research: Facilitated by WTT, in partnership with the other players. WTT, QLDC, DOC, ORC to meet quarterly to review progress. The WTT, via its Trails Officer, would keep a watching brief on resource consents that involve the Trail Network and provide input at planning hearings. The Trust would also encourage DOC and QLDC to monitor levels of trail use (via tack counters or other means) and participate in research into visitor satisfaction with the trail network.

Access Negotiation: A shared responsibility between WTT and QLDC. The WTT can focus on private land and particularly the missing links of the Recreational Trail network. The QLDC would focus on subdivisions and other developments that have implications for the network of Arterial Trails. Both parties should work together on this. Access negotiation is consistent

with QLDC's parks and open space function. Council may also seek assistance from WTT on improvements to utility walking and cycling within residential areas.

Land Acquisition: From time to time, land may need to be acquired to advance the trail network. This may be carried out by QLDC (as it does now) or with the help of the WTT, who can acquire land and gift it to Council. The WTT should avoid owning land.

Trail Development: The upgrade and development of Arterial Trails will be led by QLDC. Funding of this would centre on general rates, Transfund, ORC (beside water-ways), property developers and grants from Central Government, community trusts and possibly sponsorship.

Recreational Trails would be overseen by the WTT. The Trust can raise funding, attract sponsorship and community input to make this happen. It should take a facilitative approach and integrate QLDC and DOC in the process as the agencies that are responsible for ongoing maintenance.

Adding Value: A key WTT responsibility. This would involve interpretation signs on local history or natural features, sculptures alongside trails or at viewpoints, seating, toilets and possibly car parks.

Marketing and Information: The WTT can play a key role in coordinating marketing and information on the trail network. This would include publication on an "official" trail guide, maps, posters (for hotel foyers, cafes etc) and website material. The WTT should work closely with Destination Queenstown for destination marketing.

Trail Maintenance Upgrade and Daily Management:

The only organisations set up to perform this function are QLDC and DOC. This should continue. QLDC should be responsible for managing a common sign system for the trail network.

Memorandum of Understanding

A Joint Memorandum of Understanding (MOU) could be signed by the WTT, QLDC, DOC and ORC once there is agreement on roles and responsibilities. The MOU should stipulate a trial period of 3 years after which an independent review should assess its performance. The MOU will specify roles, responsibilities, operating procedures, reporting and accountabilities.

Wakatipu Trails Trust

The WTT needs to become an effective operating entity in order to fulfil its role in implementing this strategy. Over the last two years, the Trust has performed a determined and somewhat thankless task to get things to this point. With a strategy now in-place, it has been suggested the Trust looks carefully at the work lying ahead and considers the mix of current skills with those that will be required. **The essential skills required include governance, commerce and sponsorship, outdoor recreation**

and tourism, maintaining community and agency relationships and project management.

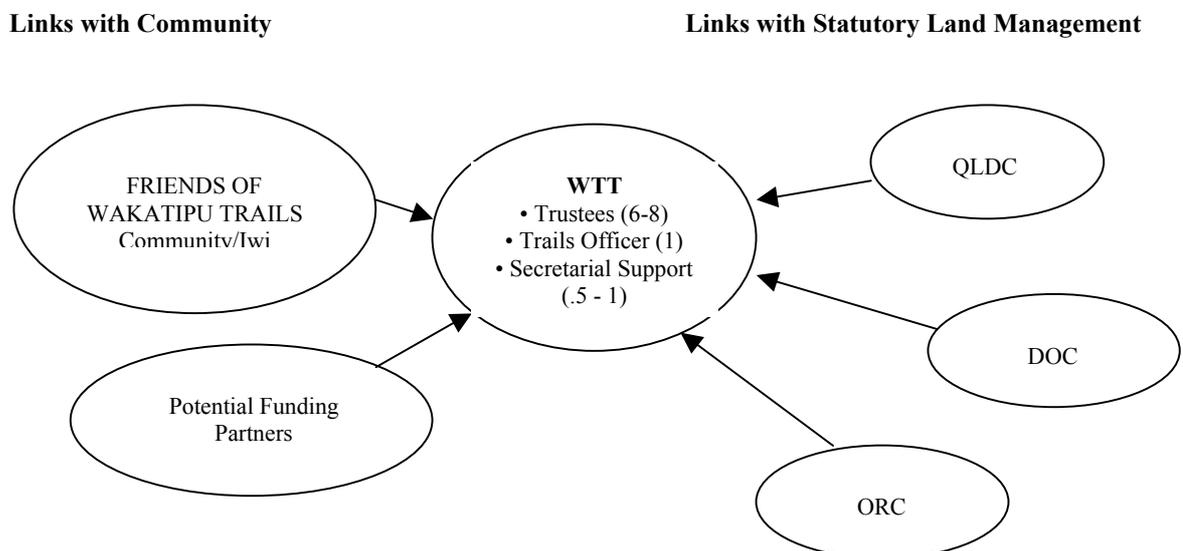
A further option for the Trust to consider is a reduction in the number of Trustees to align itself with the skills required. Currently there is provision in the Trust Deed for up to 10 Trustees but this could be reduced to 6 or 8, provided the skills and dedication are available. The Trust may need to enlist the skills of an experienced and respected member from another trust within the region to facilitate a review of current performance.

Other key actions for the Trust to undertake include:

- Establishing a Friends of Wakatipu Trails that enables any member of the community (resident and non-resident) to belong to the WTT. A modest membership subscription (<\$50 per year) would contribute towards the activities of the WTT and build a sense of community ownership. Newsletters and occasional fund-raising events would be required.
- Appointing a Trails Officer with access to secretarial support would be required for: daily liaison with QLDC, DOC, ORC, community and funding organisations; access negotiations with private landowners or leaseholders; input into resource consent conditions and preparation of evidence for use at planning hearings; coordinating marketing and information on trails; and reporting to the WTT Trustees and Friends of Wakatipu Trails. This position will create more work for the Trust but it is essential the Officer has direction and support. A key Trustee with project management experience should be responsible for overseeing the Trails Officer.
- A WTT patron with local mana should be appointed.
- The Trust should be independently reviewed in 3 years to assess performance and relationships with other stakeholders.

A suggested structure is presented in Figure 3.

Figure 3: Relationships and Structure – Wakatipu Trails Trust



Strategic Goal 3. Coordinating marketing and information of the Wakatipu Trails Network

Needs

A world class network of trails for the Wakatipu Basin has to have a coordinated approach to marketing and information. Through brochures, maps, posters and other collateral, the trail network can appear as one system, even though various agencies and community groups are involved.

Joint marketing has a number of benefits:

- Shared costs;
- High profile for the Wakatipu Trails Network;
- Consistent branding of trails; and
- A sense of cohesion and professional best practice in the minds of visitors and residents.

Currently, there are over 5 different brochures and booklets promoting trails in the Wakatipu Basin. This appears to offer variety and choice for visitors but does not encourage, in the long-term, a cohesive image of a trail network.

Guiding principles

- Marketing collateral should be combined;
- The Queenstown *i*-Site and other key information centres should act as champions of the Wakatipu Trails Network;
- Destination Queenstown should be regarded as a partner organisation for marketing the Wakatipu Trails Network.

Strategic actions

- Produce an ‘official’ guide to the Wakatipu Trails Network. This should incorporate a grading system for trails, a trail map and accompanying text.
- Plan for web-based material that can be incorporated in the Destination Queenstown website.
- Use posters to help promote the network at accommodation outlets, cafes, visitor centres and booking agents.
- Identify icon trails as “must dos” to help promote the trail network (eg, the Arrowtown – Queenstown Trail).
- Brand the network as “The Wakatipu Trail Network” in all promotional material and information.
- Identify events (existing or potential) that could help promote the trail network.

Strategic Goal 4. Active community involvement in trail development, advocacy and projects that add value to the network

Needs

Trail development and enhancement is one area where the local community can provide support, a sense of ownership and achievement. Many long-term residents and a growing number of recent arrivals in the area want to have a say and be involved in the future of the Wakatipu Basin. Rapid commercial and residential development, coupled with an increasing number of absentee landlords, has been largely responsible for this reaction from the community. Surrounded by a commercially oriented environment, many residents perceive trails to be a ‘public good’, where freedom of use and a lack of entry fees are a virtue.

There is a huge amount of community support for the trail network. In general, people want to demonstrate that support but require direction. Retirees and others with more discretionary time can be involved with enhancement planting and minor trail marking or repair. These activities will tend to be occasional rather than on a regular basis. Others in employment or who reside outside the Basin, do not have time for this type of involvement and need other options to be involved, such as subscribing to a ‘Friends of Wakatipu Trails’ contributing to fund raising campaigns, bequests, donations or sponsorships for trail facilities such as sculptures, interpretation signs, seating and viewpoints.

Guiding principles

- There is keen public support for the Wakatipu Trails Network but people need direction over how to be involved.
- Regular “working bees” are not a realistic option for trail maintenance or development.

Strategic actions

- The WWT should facilitate community involvement and liaise with residential associations, organised recreation groups or clubs.
- The WTT should establish a ‘Friends of Wakatipu Trails’ to mobilise community support. A nominal subscription could be used to cover expenses of a regular newsletter, secretarial support and advocacy work of the Trust.
- The WTT could gauge wider community interest in establishing a “Friends of” by putting a public notice in the local paper and or calling a public meeting. Consultation undertaken as part of this strategy indicates that there is strong support.

Strategic Goal 5. Broadening the funding base for developing and maintaining an integrated trail network

Needs

Achieving the vision of a world class network of trails will require considerable financial and other in-kind contributions over the next 10–20 years. It is unrealistic to expect that to come from one organisation.

Both QLDC and DOC have significant statutory obligations for maintenance and upgrade of existing trails. The development of new trails presents a number of challenges for both agencies given their other priorities. The WTT can play a critical role here in helping to raise funds for new trail developments. This gives the WTT a clear focus and role to play. The WTT cannot, in a long-term sense, expect to attract funding for on going trail maintenance as this is not appealing to funding partners and overlaps with the role of DOC and QLDC.

Guiding principles

- The QLDC and DOC are the two key agencies capable of maintaining and upgrading trails. The ORC currently plays a secondary role in this regard but can assist with contributions for trails that enhance access to lakes and rivers in the Wakatipu Basin.
- The WTT is best placed to attract funding for development of Recreational Trails, marketing and other added-value activities, in partnership with QLDC and DOC.
- Working Bees are important to maintaining individual sections of trails but a network of trails requires professional services and quality management systems to support volunteer efforts.

Strategic Actions

- The WTT, DOC, QLDC and ORC need an annual planning process that integrates their respective projects and budgets. External funding proposals undertaken by the WTT should be on an agreed, partnership approach (this will often lend support to the proposal).
- The Wakatipu Trails Trust needs to match potential funding partners with activities most suited to that funding. Some key examples are presented on the following page.

| FUNDING SOURCE | APPROPRIATE PROJECTS | FUNDING AVAILABLE |
|---|--|---|
| Transfund | New trails that enable safe use by cyclists and pedestrians. Structures such as underpasses maybe eligible. Transfund criteria apply. | \$3.8 million allocated nationally in 2003-2004. Applications taken on merit and fit with Transfund criteria. |
| Southland Community Trust, Central Lakes Trust | Trail developments that have clear, tangible benefits to the local community. Central Lakes Trust has provision for the payment of salary and wages for special cases. | No fixed upper limits but guidance given by Trust staff on each case. |
| Lotteries Commission | Limited to environmental enhancement and heritage (historic sites) associated with trails. | No upper limit given at this stage. High demand – better for small scale projects. |
| Bequests, gifts, donations | Sculptures, information signs, viewpoints, seating, kiosks. The WTT needs to prepare bequest forms and have a communication plan that lets people know they can contribute. | Cannot be specified |
| Tourism Facility Development Grant, Ministry of Tourism (discretionary fund of the Minister of Tourism) | Trail development with associated facilities, where there is a clear link with the tourism industry. | A national total of \$300,000. No upper limit per application. |
| Sponsorship | Construction of new Arterial Trails or Recreational Trails. Possible fixed term sponsorship of a vehicle for the Wakatipu Trails Trust. | Cannot be specified at this stage. |
| Subdivision contributions | Construction of new Arterial Trails and improvements to utility walking and cycling. | Cannot be specified at this stage. |
| Queenstown Lakes District Council | Trail maintenance, upgrade and development. Direct funding available and contribution towards the operation of the WTT possible. | Cannot be specified at this stage. |
| Otago Regional Council | Contribution towards trails that enhance access to water-ways. | Cannot be specified at this stage. On a case-by-case basis. |
| Department of Conservation | Trail maintenance and upgrade but very limited funds available for new trail developments. Contribution towards the WTT in relation to trails over marginal strips or esplanade reserves maybe possible but not clear at this stage. | Cannot be specified at this stage. |
| Department of Labour, Community Employment Group | Funding of a Trails Officer and other operational expenses for the WTT. | Not specified. |

Section 5. Priorities and Estimated Development Costs

Overview

This section provides a summary of the priorities for Arterial and Recreational Trails. This serves as a lead-in to the Implementation Plan in Section 6. The Implementation Plan provides the justification and details for the priorities. The main priority for this strategy is the development of Arterial Trails. Work on the rural road network (for improved horse riding and cycling) and improvements to residential (utility) walking and cycling will become part of the annual operational costs of Queenstown Lakes District Council and Imtech and are therefore not detailed in this strategy.

Indicative trail costs

It is difficult to accurately determine the costs of each trail development without a design specification. The following figures are therefore indicative, based partly on Department of Conservation track management data and on other examples of trail development costs. The following figures are for new developments, not maintenance.

These figures should be used cautiously and in no way reflects what will actually be required for the Wakatipu trails. The higher the standard, the higher the costs, as more structures such as bridges, handrails, boardwalks and the like are required. Most Arterial Trails will be to Path or Short Walk standard (refer Appendix 1).

- Path (sealed surface) \$70,000 - \$100,000 per km
- Short Walk \$50,000 - \$70,000 per km
- Walking Track \$5,000 - \$50,000 per km
- Easy Tramping Track-Great Walk \$5,000 - \$50,000 per km
- Tramping Track \$3,000 - \$10,000 per km
- Route \$1,200 - \$5,000 per km

Arterial Trail Priorities and Indicative Costs

2004 - 2005

- Completion of the Town Link Track between Fernhill and Queenstown [\$300,000 based on quote];
- Sealing the Queenstown Gardens Peninsula Trail to link with Park Street [\$50 - \$80,000];
- Upgrade the Frankton Walkway [\$200,000];
- Upgrade of the Old Shotover Bridge [\$500,000+] including construction of Arterial Trails linking the bridge to Quail Rise and Lake Hayes Estates;
- Planning for the Queenstown-Arthur's Point Trail [not specified – internal QLDC operational costs];
- Planning for the Queenstown-Arrowtown Trail [not specified – internal QLDC operational costs];
- Engineering assessment of rural or urban roads in need of cycle lanes (QLDC, Imtech and WTT).

2005 – 2006

- Construction of the Queenstown-Arthur's Point Trail [\$700,000];
- Planning continues on the Queenstown-Arthur's Point Trail;
- Upgrade and widening of the Kelvin Peninsula Trail [\$300,000];
- Planning for a trail upgrade between Queenstown and Sunshine Bay and between Sunshine Bay and Bob's Cove [not specified – internal QLDC operational costs];
- Construction of the Kelvin Peninsula to Wye Creek Trail (partially funded by reserve contribution);

2006 – 2007

- Construction of the Queenstown-Arrowtown Trail commences [\$2 million over 4 years];
- Trail upgrade between Queenstown and Sunshine Bay [\$150,000].

2007 – 2008

- Queenstown – Arrowtown Trail construction continues;
- Sunshine Bay to Bob's Cove construction commences [\$1 million over 3 years].

2008 – 2009

- Queenstown – Arrowtown Trail construction continues;
- Sunshine Bay to Bob's Cove construction continues.

2009 – 2010

- Queenstown – Arrowtown Trail construction completed;
- Sunshine Bay to Bob's Cove construction completed.

**Recreational Trail
Priorities and
Indicative Costs**

2004 – 2005

- Appointment of a Wakatipu Trails Officer and establishment of an operational base for the Wakatipu Trails Trust [\$77,000-\$100,000 as an approximate annual budget for an initial 3 year period];
- Official recognition and establishment of mountain bike trails on Bob's Peak (below Skyline Gondola) [\$20,000];
- Official recognition and establishment of mountain bike trails at the Seven Mile [\$10,000];
- Completion of a common sign system for the Wakatipu Trails Network [not specified at this stage];
- Planning for the Lake Hayes trail (western lake shore);
- Planning for a sub-alpine – rural walking route between Skippers Road and Arrowtown via Coronet Peak [not specified – internal WTT operating cost];
- Investigation into trail linkages between Lake Johnson, Shotover River and Arthur's Point [not specified – internal WTT operating cost]. This is subject to a good working relationship between Queenstown Hill Station and the Trust;
- Planning for an integrated Wakatipu Trails brochure commences [not specified – internal WTT operating cost].

2005 – 2006

- Planning on trail linkages from 2004/05 continues;
- Investigation into a trail linking the historic Kawarau ‘Bungy Bridge’ to Gibbston Valley wineries commences [internal costs for Wakatipu Trails Trust, AJ Hacket Bungy and Gibbston stakeholders];
- Wakatipu Trails brochure printed [\$10,000].

2006 – 2007

- Trail linkages for Lake Johnson – Arthur’s Point and Boyd’s Road – Chard Farm completed [\$10,000];
- Lake Hayes (western shore) trail construction [\$100,000];
- Bungy Bridge to Gibbston wineries trail planning completed.

2007 – 2008

- Construction of the Bungy Bridge to Gibbston wineries commences [\$100,000].
- Investigation into trail linkages between Boyds Road and Chard Farm, true right of the Kawarau River [not specified – internal WTT operating cost]. This is subject to a good working relationship with the relevant landowners;

Operational costs of the Wakatipu Trails Trust

Overall trail management and planning is currently included within the daily operating budgets of the three main agencies. The crucial aspect here is the operation of the Trust. To be effective, a 3 year operating budget should be established. This will enable the Trust to perform its role and importantly, to build a track record and reputation that will be attractive to funding partners and the local community. An estimated annual budget is likely to be in the range outlined below:

| | |
|---------------------|-------------------------------|
| Trails Officer | \$35,000 - \$45,000 |
| Secretarial support | \$12,000 - \$20,000 |
| Operating budget | \$20,000 - \$35,000 (minimum) |
| <i>TOTALS</i> | <i>\$77,000 - \$100,000</i> |

Assumptions include: One full-time Trails Officer, secretarial support, separate but shared office external to Council, no vehicle ownership but a sponsored vehicle for 3 years is likely to be achievable. The \$100,000 option is recommended. Potential funding sources include:

- Local sponsorship
- A 3 year operational grant from QLDC
- Department of Labour Community Employment Group (CEG)
- Friends of the Wakatipu Trails

Approximately \$10 - \$15,000 could be allocated by Queenstown Lakes District Council in Year 3 for a review of the Trust and progress on implementation of the strategy.

Bequests, donations, sponsorship

The Trust will need to develop an effective approach to attracting and managing bequests, donations and sponsorship. A Trust that is well organised with bequest forms and processes in place for

receiving, acknowledging and reporting assistance, will be more likely to attract these sorts of funds. Experience shows that Trusts with a proven ability to deliver its objectives will be an attractive option for tax deductible donations and other kinds of assistance.

Risks

A 5 – 8 year period of intensive trail development involving three agencies and a charitable trust presents a number of risks:

- A Trail Officer is appointed but he/she and the Trust fail to secure funding for development projects,
- The joint management approach breaks down because of a lack of role clarity, personalities or changing priorities within or between the key players,
- An over zealous Trails Officer causes landowners not to buy into the strategy, preventing access and undermining the network,
- Property developers are unwilling to assist the network beyond the minimum reserve contributions,
- The Wakatipu community is not comfortable with the development of trails versus other Council priorities.

These risks are very real and need managing.

Risk Management

- Meetings are held with potential key funding partners and an indication of support obtained before a Trails Officer is appointed,
- The Trust uses an informal team of successful, well connected business people to help brainstorm strategies and access funding,
- Both Councils and DOC sign-off on the strategy before funding proposals are prepared and a Trails Officer appointed,
- An assessment is made of the current skills of the Trust and those required, in order to fill any gaps,
- A joint Memorandum of Understanding is signed between the Trust, Queenstown Lakes District Council, Department of Conservation and Otago Regional Council to clarify the roles and responsibilities of each organisation,
- Appointment of a Trails Officer is taken seriously with an emphasis placed on finding a candidate with a balanced, reasonable and astute approach towards access and negotiation,
- Until the Trails Officer is established, the Trust appoints one of the Trustees to manage this position in a hands-on manner and not 'from a distance',
- The Trust maintains good community relationships with regular communication and events run by the Friends of Wakatipu Trails.

Section 6 A. Implementation Plan Summary

| Intensive Trail Development Phase | | 2004-05 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | |
|-----------------------------------|--|---|--|--|--|--|---------|--|--|
| Management | | <ul style="list-style-type: none"> Joint MOU WTT office established WTT Trails Officer appointed Work plans agreed Common sign system endorsed New Trustees appointed WTT patron appointed | <ul style="list-style-type: none"> Funding proposals submitted | <ul style="list-style-type: none"> 3 year review of progress Review role and function of WTT | | | | | <ul style="list-style-type: none"> Relationship between stakeholders well established |
| Arterial Trails | | <ul style="list-style-type: none"> Town Link Track Construction QTN Gardens Peninsula Track sealed Old Shotover Bridge upgrade + linking trails Upgrade Frankton Walkway Planning for QTN – Arthur’s Point trail and QTN – Arrowtown trail | <ul style="list-style-type: none"> QTN – Arthur’s Point construction Upgrade Kelvin Peninsula trail Planning continues for QTN – Arrowtown trail Planning for QTN to Sunshine Bay and Bob’s Cove trail | <ul style="list-style-type: none"> QTN – Arrowtown construction QTN – Sunshine Bay upgrade | <ul style="list-style-type: none"> Sunshine Bay to Bob’s Cove construction | | | <ul style="list-style-type: none"> Main Arterial Trails established QLDC leads maintenance programme | |
| Recreational Trails | | <ul style="list-style-type: none"> MTB trails recognised and established at Bob’s Peak and 7 Mile Planning for Lake Hayes trail (Western Shore) Planning for Coronet Peak – Arrowtown trail Planning for links between Lake Johnson – Shotover River. | <ul style="list-style-type: none"> Planning for Bungy Bridge – Gibbston Wineries trail Other trail planning continues from 2004-05 | <ul style="list-style-type: none"> Lake Hayes (Western Shore) construction Route marking established for Lake Johnson – Shotover River; Karawau River – Chard Farm | <ul style="list-style-type: none"> Bungy Bridge – Gibbston wineries trail construction Route marking established for Coronet Peak – Arrowtown Trail Preliminary investigation into access between Boyd’s Road – Karawau River – Chard Farm, subject to landowners cooperation | <ul style="list-style-type: none"> Access agreement between Boyd’s Road and Chard Farm road end clarified | | | <ul style="list-style-type: none"> Network of Recreational Trails expanded. Work continues on access agreements, signs and information |
| Marketing | | <ul style="list-style-type: none"> Planning for an official trails brochure | <ul style="list-style-type: none"> Trails brochure | <ul style="list-style-type: none"> Website material produced | | <ul style="list-style-type: none"> Upgrade trails brochure | | <ul style="list-style-type: none"> Wakatipu Trails Network is well known and has high profile | |

Section 6 B. Implementation Plan – Arterial Trails for Walking and Cycling: Projected Costs, Priorities and Timing

| Walking and Cycle Way | Purpose | Total Resident Population ¹ | | Estimated Visitor Use Per Annum ² | Length km | Proposed Standard | Estimated Cost of Upgrade or New Construction | Cost Per User ³ | Strategic Priority ⁴ |
|--------------------------------------|--|--|---------|--|-----------|-------------------|---|----------------------------|---|
| | | 2001 | 2021 | | | | | | |
| Town Link Track | Links Fernhill to Queenstown. Utility and Recreation | 2,500 | 6,000 | <10,000 | 3km | Path | \$300,000 | 0.94c | A: Construction 2004–200 |
| Queenstown Gardens Peninsula Track | Recreation | 18,000 | 30,000+ | 300,000+ | 1km | Path – sealed | \$80,000 | <1.0c | A: Upgrade 2004–2005 |
| Queenstown to Arthur's Point | Utility and Recreation | 18,000 | 30,000+ | 10,000 | 6km | Path | \$700,000 | 0.87c | A: Planning 2004–2005 A: Construction 2005–200 |
| Frankton Walkway | Utility and Recreation | 18,000 | 30,000+ | 50,000 | 6km | Path | \$200,000 | 0.12c | A: Upgrade 2004–2005 |
| Old Shotover Bridge + linking trails | Utility and Rec. | 18,000 | 30,000+ | 100,000 | < 1km | N/A | \$500,000+ | 0.25c | A: Upgrade 2004–2005 |
| Queenstown to Arrowtown | Utility and Recreation | 18,000 | 30,000+ | 100,000 | 20km | Path | \$2 million | 0.77c | A: Planning 2004–2006 B: Construction 2007–201 |
| Kelvin Peninsula | Utility and Recreation | 18,000 | 30,000+ | 30,000 | 5km | Path | \$300,000 | 0.25c | A: Upgrade 2005–2006 |
| Queenstown to Sunshine Bay | Recreation and Utility | 18,000 | 30,000+ | 20,000 | 3km | Path | \$150,000 | 0.15c | A: Upgrade 2005–2006 |
| Sunshine Bay to Bob's Cove | Recreation and Utility | 18,000 | 30,000+ | 50,000 | 10km | Path | \$1 million | 0.62c | A: Planning 2005–2006 B: Construction 2006–200 |
| Kelvin Heights to Jacks Point | Recreation | 18,000 | 30,000+ | 15,000 | 5km | Walking Track | \$100,000? | N/A | A: Construction 2004–200 Reserve contribution |
| Jack's Point to Wye Creek | Recreation | 18,000 | 30,000+ | 10,000 | 5km | Walking Track | \$100,000? | N/A | A: Construction 2004–200 Reserve contributions |

¹ This is based on the total population relevant to the trail. In most instances, the trails will be used by a cross-section of the entire population in the Wakatipu Basin, and not just one subdivision within it. A few exceptions occur in that the Town Link Track will serve the Fernhill subdivision primarily, hence the lower population figures. Under Section 6C, Recreational Trails, the proposed mountain bike trails will likely draw from a much smaller subset of the total population.

² There is almost a complete lack of data on current levels of track use. The figures presented are estimates based on the local population and just over 1 million visitors to Queenstown per annum and the likely proportion of those that would use each trail.

³ Based on estimated upgrade or construction costs divided by the potential population (residents and visitors) from which use would be drawn over 20 years. The mountain bike trails are worked out on a 10 year life cycle.

⁴ A: 2004–2005, B: 2005–2007, C: 2007–2011. The criteria used to help assign A, B and C priorities include: Presence of any existing project commitments or work-in-progress; projected level of use; strategic importance for walking and cycling; the likelihood of project completion over the next 3 years (2004–2007) and indicative cost estimates.

Section 6 C. Implementation Plan – Recreational Trails: Projected Costs, Priorities and Timing

| Recreational Trail | Purpose | Total Resident Population ⁵ | | Estimated Visitor Use Per Annum ⁶ | Length km | Proposed Standard | Estimated Cost of Upgrade or New Construction | Cost Per User ⁷ | Strategic Priority ⁸ |
|--|------------|--|---------|--|--------------------------|---------------------------------|---|----------------------------|---|
| | | 2001 | 2021 | | | | | | |
| Mountain bike park established on Bob's Peak (below Skyline) | Recreation | <3,000 | 6,000+ | 2,000+ | Up to 5km of MTB tracks? | Various – mostly steep downhill | \$20,000 | 0.25c over 10 years | A: Planning 2004–2005 B: Construction 2004–2 |
| Mountain bike trails established at 7 Mile | Recreation | <3,000 | 6,000+ | 2,000+ | Up to 5km of MTB trail | Easy to moderate | \$10,000 | 0.13c over 10 years | A: Planning 2004–2005 B: Construction 2005–2 |
| Sub-alpine trail Skippers – Coronet Peak – Arrowtown | Recreation | <2,000 | 4,000 | 2,000 | 10km | Route | \$10,000 | 0.83c | A: Planning 2004–2007 B: Construction 2007–2 (Trail marking) |
| Gibbston – Bungy Bridge Trail | Recreation | 18,000 | 30,000+ | 20,000+ | 8km | Walking Track | \$100,000 | 0.10c | A: Planning 2005–2007 B: Construction 2007–2008? |
| Access arrangements for Lake Johnson – Shotover River – Arthur's Point | Recreation | 18,000 | 30,000+ | 5,000+/- | 8km | Marked Route | \$10,000? | <0.10c | A: Planning 2004–2007 B: Trail marking 2005–2007 |
| Access arrangement for Boyds Road – Karawau River – Chard Farm | Recreation | 18,000 | 30,000+ | 1,000 | 8km | Marked Route | \$5,000? | 0.25c | C: Planning 2007–2011 C: Possible Trail marking 2008–2009 |

⁵ This is based on the total population relevant to the trail. In most instances, the trails will be used by a cross-section of the entire population in the Wakatipu Basin, and not just one subdivision within it. A few exceptions occur in that the Town Link Track will serve the Fernhill subdivision primarily, hence the lower population figures. The proposed mountain bike trails will likely draw from a much smaller subset of the total population.

⁶ There is almost a complete lack of data on current levels of track use. The figures presented are estimates based on the local population and just over 1 million visitors to Queenstown per annum and the likely proportion of those that would use each trail.

⁷ Based on estimated upgrade or construction costs divided by the potential population (residents and visitors) from which use would be drawn over 20 years. The mountain bike trails are worked out on a 10 year life cycle.

⁸ A: 2004–2005, B: 2005–2007, C: 2007–2011. The criteria used to help assign A, B and C priorities include: Presence of any existing project commitments or work-in-progress; projected level of use; strategic importance for walking and cycling; the likelihood of project completion within the next 3 years (2004–2007) and indicative cost estimates.

Section 6 D. Implementation Plan – Implications for Management

| Goal 1. Establishing the Network | | Timing | | | Lead Organisation and Others | Management Implications |
|----------------------------------|--|-----------|-----------|-----------|---|--|
| | | 2004-2007 | 2008-2011 | 2012-2015 | | |
| Arterial Trails. | | | | | | |
| • | Queenstown to Arthur's Point Trail | √ | √ | | QLDC | Requires detailed costing for Transfund. assistance. |
| • | Establish the Arrowtown to Queenstown Trail (includes upgrade of Old Shotover Bridge due for completion June 2005) | √ | √ | | QLDC, WTT, Queenstown Rotary Club | Includes up to 3 highway crossings (underpasses or level crossing) and upgrade of the Old Shotover Bridge. Requires detailed planning for Transfund assistance. |
| • | Upgrade existing tracks to become Arterial Trails (Kelvin Peninsula Track, Frankton Walkway) | √ | √ | | QLDC | Needs detailed costing once standards have been decided. |
| • | New Arterial Trail established from Kelvin Peninsula to Wye Creek. | √ | √ | | Property developer with oversight from QLDC | Property developers and DOC in discussion over appropriate standard to use (refer Appendix 1). |
| • | Establish Sunshine Bay to Bob's Cove Arterial Trail | √ | √ | | WTT, QLDC | Detailed costing and standards to be decided. Transfund assistance. Dual use by walkers and MTBs needs careful design on a narrow carriageway. Code of Conduct needed. |
| • | Confirm common sign system | √ | | | QLDC, WTT, DOC | Costs based on designs – heavy requirement for signs on Arterial Trails. |
| Recreational Trails | | | | | | |
| • | Establish alpine trail from Coronet Peak to Arrowtown | √ | | | WTT, DOC, Coronet Peak Station, NZSki.com, QLDC | Work of Trails Officer and Trustees Trail marking required rather than construction |
| • | Lake Hayes trail (west shore) | √ | | | WTT, DOC and QLDC | Led by the WTT with funding assistance from grants and sponsorship |
| • | Negotiations on Lake Johnson-Shotover River-Arthur's Point | √ | | | WTT | Work of Trails Officer and Trustees. Depends on approvals by landowners. |
| • | Negotiations over Boyds Road-Chard Farm access, true right of Kawarau River | | √ | | WTT | Work of Trails Officer and Trustees. Depends on good working relationship with landowners. |

| | | | | | | |
|---|---|--|--|--|-----|--|
| <ul style="list-style-type: none"> Establish mountain bike parks at Bob's Peak/Ben Lomond and Seven Mile | ✓ | | | | WTT | Trails Officer supports MTB volunteers to work with DOC and QLDC |
| <ul style="list-style-type: none"> Explore new trail linking Bungy Bridge with Gibbston wineries | ✓ | | | | WTT | Trails Officer works with AJ Hackett Bungy and Gibbston Community and Vineyards Assoc. |

Goal 2. Governance

| Actions | Timing | | | Lead Organisation and Others | Management Implications |
|--|-----------|-----------|-----------|------------------------------|--|
| | 2004-2007 | 2008-2011 | 2012-2015 | | |
| Joint MOU signed between WTT, QLDC, DOC and ORC | ✓ | | | WTT, QLDC, DOC, ORC | Within normal operating budget |
| Establish Friends of Wakatipu Trails | ✓ | | | WTT, Community | Within normal operating budget |
| Appoint Trails Officer, establish office and secretarial support | ✓ | | | WTT | Salaries/wages, office set up. |
| Elect Patron for the Trust | ✓ | | | WTT | Within normal operating budget Press release. |
| Review performance and role of Trust with progress on strategy | | ✓ | | QLDC | Suggested allocation of \$10 - \$15,000 for independent review |

Goal 3. Marketing and Information

| Actions | Timing | | | Lead Organisation and Others | Management Implications |
|---|-----------|-----------|-----------|---|---|
| | 2004-2007 | 2008-2011 | 2012-2015 | | |
| Produce an official guide on Wakatipu Trails | ✓ | | | WTT, QLDC, DOC, Industry | \$10 - \$15,000 minimum. Sponsorship/advertising potential. |
| Develop web-based material, posters and other collateral to help promote the network | ✓ | | | WTT, Destination Queenstown | Needs cost estimates. Sponsorship and advertising potential. |
| Identify events to help promote the trails network and leverage into place on Arterial Trails | ✓ | | | WTT, QLDC, DOC, Industry, Destination Queenstown | Not specified. Sponsorship potential. Joint funding with event organisers. |

Goal 4. Community Involvement

| Actions | Timing | | | Lead Organisation and Others | Management Implications |
|---|-----------|-----------|-----------|---|-------------------------|
| | 2004-2007 | 2008-2011 | 2012-2015 | | |
| Establish Calendar of Events for Friends of Wakatipu Trails | ✓ | | | WTT, Community, Clubs, Presidents Association | Could be sponsored |

| Goal 5. Broaden Funding Base | | | | | |
|--|------------------|------------------|------------------|-------------------------------------|--|
| Actions | Timing | | | Lead Organisation and Others | Management Implications |
| | 2004-2007 | 2008-2011 | 2012-2015 | | |
| Potential funding partners are identified and approached for initial reactions to the Strategy | √ | | | WTT | Work of the Trails Officer in partnership with QLDC, Imtech Ltd, DOC, ORC and Transfund. |
| Funding proposals submitted | √ | √ | √ | WTT | Trails Officer to coordinate |
| Bequest and donation forms prepared and circulated to Friends of Wakatipu Trails | √ | | | WTT | Trails Officer to coordinate with Trustees |
| Subscriptions from Friends of Wakatipu Trails received on annual basis | √ | √ | √ | WTT | Trails Officer to coordinate with Trustees |
| Sponsorships and contributions from developers identified | √ | | | WTT, QLDC | Trails Officer to coordinate with Trustees and QLDC. |

Appendix 1. Indicative Standards for the Wakatipu Trails Network

| TRAILS | CURRENT STANDARD | PROPOSED STANDARD | GRADE | USERS | MANAGEMENT | APPROX. DISTANCE |
|--|---------------------------------------|--------------------------|------------------|---------|--------------------|------------------|
| Arterial – Existing | | | | | | |
| • Queenstown Gardens Peninsula Track | Path | Path - sealed | Easy | W, B, D | QLDC | 1km |
| • Frankton Walkway | Path – dual use | Path – dual use | Easy | W, B, D | QLDC | 6km |
| • Kelvin Peninsula Track | Walking track | Short Walk – dual use | Easy | W, B, D | Community and QLDC | 5km |
| • Track to Sunshine Bay from Queenstown | Sealed path and gravel track | Path – dual use | Easy | W, B, D | QLDC | 3km |
| Arterial – Proposed | | | | | | |
| • Town Link Track | N/A | Path – dual use | Easy | W, B, D | QLDC | 3km |
| • Sunshine Bay to Bob's Cove | N/A | Short Walk – dual use | Easy | W, B, D | QLDC | 10km |
| • Queenstown – Arrowtown via Frankton Walkway and Lake Hayes | N/A | Path – dual use | Easy | W, B, D | QLDC | 24km |
| • Queenstown – Arthur's Point | Narrow track | Path – dual use | Easy | W, B, D | QLDC | 6km |
| • Kelvin Peninsula – Wye Creek | Not formed or only partly formed path | Walking Track – dual use | Easy | W, B, D | Unclear | 10km |
| Recreational Trails Existing | | | | | | |
| • 12 mile loop | Walking Track | Same | Easy to moderate | W | DOC | 4km |
| • Lake Dispute Track | Walking Track | Same | Easy to moderate | W, B | DOC | 3km |
| • Lake Dispute – Moke Lake | Walking Track | Same | Moderate | W, B | DOC | 7km |

| TRAILS | CURRENT STANDARD | PROPOSED STANDARD | GRADE | USERS | MANAGEMENT | APPROX. DISTANCE |
|---|-----------------------------|--------------------------|------------------|--------------|-------------------|-------------------------|
| • 7 Mile Creek – Wilsons Bay | Walking Track | Same | Moderate | W, B, D | DOC | 2km |
| • 12 Mile Delta – Bob’s Cove | Easy Tramping Track | Same | Moderate | W, B, D | DOC | 4km |
| • Bob’s Cove Nature Walk | Walking Track | Same | Easy | W, B, D | DOC | 1km |
| • Bob’s Cove Bridal Track | Walking Track | Same | Easy to moderate | W, D | DOC | 3km |
| • Arawata Bridal Track | Walking Track | Same | Easy | W, B, D | DOC | 2km |
| • Fernhill – 1 Mile Creek Track | Walking Track | Same | Moderate | W, B | DOC, QLDC | 3km |
| • 1 Mile Creek Walk | Walking Track | Same | Moderate | W, B | | 2km |
| • Moonlight Track | Farm Road and Walking Track | Same | Moderate | W, B | DOC | 13km |
| • Ben Lomond Track from Gondola | Tramping Track | Same | Hard | W | DOC, QLDC | 3km |
| • Ben Lomond Track – Moonlight Track via Sefferstown | Tramping Track | Same | Hard | W, B | DOC | 5km |
| • Ben Lomond – Bob’s Peak Reserve Car Park to Gondola | Tramping Track | Short Walk | Easy to moderate | W, D | DOC, QLDC | 2km |
| • Queenstown Hill Time Walk | Walking Track | Same | Easy to moderate | W, B, D | QLDC, DOC | 1km |
| • Mt Dewar – Skippers Road Circuit | N/A | Easy Tramping Track | Moderate to hard | W | DOC | 4km |
| • Saw Pit Gully | Walking Track | Same | Moderate | W | QLDC | 3km |
| • Tobin’s Track | Legal road | Same | Moderate | W, B, H, D | QLDC | 4km |
| • Arrowtown Walkway | Short Walk | Same | Easy | W, B, D | DOC/ORC | 4km |
| • Mt Rosa Track | Farm Road | Route | Hard | W, B | DOC | 10km |

| TRAILS | CURRENT STANDARD | PROPOSED STANDARD | GRADE | USERS | MANAGEMENT | APPROX. DISTANCE |
|--|------------------|--------------------------|-------------------|-------|--------------------------------------|------------------|
| Recreational Trails Proposed | | | | | | |
| • MTB Park – 7 Mile | N/A | Single Track | Easy to difficult | B | DOC, MTB's | Not specified |
| • MTB Park, Ben Lomond – Bob's Peak Reserve | N/A | Single Track | Difficult | | QLDC, MTB's | Not specified |
| • Lake Hayes (west shore) | N/A | Short Walk | Easy | W, D | QLDC? | |
| • Skippers Road – Coronet Peak – Arrowtown via Brow Peak | Route | Marked Route | Hard | W | Unclear | |
| • Lake Johnson – Shotover River – Arthur's Point | N/A | | Easy to moderate | B, W | Subject to approvals from land owner | 8km |
| • Boyds Road – Cone Peak Station/Chard Farm | N/A | Marked Route | Moderate | B, W | To be discussed with leaseholders | 7km |
| • Gibbston Wine Trails – Bungy Bridge | N/A | Walking Track – dual use | Easy | B, W | To be discussed with stakeholders | 6 – 10km |

KEY:

W = Walkers

B = Bikers

D = Walkers with Dogs

H = Horses

Appendix 2. Analysis of the Wakatipu Rural Road Network for Recreational Use

| Road | Existing Non-vehicular Users | | | User Requirements 1 | Relation to Trail Network | Current Surface | Start Name | End Name |
|---------------------------|------------------------------|--------|--------|------------------------|--|-----------------|---------------------------|-------------------------|
| | Existing Non-vehicular Users | | | | | | | |
| | cyclists | Mtbike | Pedest | | | | | |
| MOKE LAKE ROAD | ✓ | ✓ | | ns | link to Moonlight trk | sealed | GY- QT ROAD | ALPINE RETREAT ROAD |
| MOKE LAKE ROAD | | ✓ | | ns | link to Moonlight trk | unsealed | ALPINE RETREAT RD | MOKE CREEK |
| GLENORCHY-QUEENSTOWN RD 4 | ✓ | ✓ | ✓ | shoulder | link to all tracks off this rd | sealed | FERNHILL ROAD (NTH) | FERNHILL ROAD (STH) |
| GLENORCHY-QUEENSTOWN RD | ✓ | ✓ | ✓ | shoulder | link to all tracks off this rd | sealed | FERNHILL ROAD (STH) | SUNSHINE BAY BOAT RAMP |
| GLENORCHY-QUEENSTOWN RD | ✓ | ✓ | ✓ | shoulder | link to all tracks off this rd | sealed | SUNSHINE BAY BOAT RAMP | MOKE LAKE ROAD |
| GLENORCHY-QUEENSTOWN RD | ✓ | ✓ | ✓ | shoulder | link to all tracks off this rd | sealed | MOKE LAKE ROAD | BOBS COVE |
| GORGE RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arthur's Pt, Tucker Beach (?), Moonlight | sealed | INDUSTRIAL PLACE | MCCHESENEY CREEK BRIDGE |
| GORGE RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arthur's Pt, Tucker Beach (?), Moonlight | sealed | MCCHESENEYS RD Q/TOWN END | MCMILLAN RD |
| GORGE RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arthur's Pt, Tucker Beach (?), Moonlight | sealed | MCMILLANS RD | MOONLIGHT STABLES ROAD |
| ATLEY ROAD | ✓ | ✓ | ✓ | footpath | link to MS | ? | MALAGHANS ROAD (WEST) | MALAGHANS ROAD (EAST) |
| ARTHURS POINT ROAD | ✓ | ✓ | ✓ | shoulder | link to other rural rds | sealed | MOONLIGHT STABLES ROAD | ATLEY ROAD |
| ARTHURS POINT ROAD | ✓ | ✓ | ✓ | shoulder | link to other rural rds | sealed | ATLEY ROAD | LITTLES ROAD |
| CORONET PEAK ROAD | ✓ | ✓ | ✓ | ns | link to Coronet Peak, Skippers | sealed | MALAGHANS ROAD | SKIPPERS ROAD |
| CORONET PEAK ROAD | ✓ | ✓ | ✓ | ns | link to Coronet Peak, Skippers | sealed | SKIPPERS ROAD | SKI FIELD |
| LITTLES ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | MALAGHANS ROAD | SPEARGRASS FLAT RD |
| DALEFIELD ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | MALAGHANS ROAD | SPEARGRASS FLAT RD |
| MOUNTAIN VIEW ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | unsealed | DALEFIELD ROAD | END |
| DOMAIN ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds, MS | sealed | SPEARGRASS FLAT RD | LOWER SHOTOVER ROAD |
| MOONEYS ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural road | unsealed | HUNTER ROAD | END |
| HUNTER ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | MALAGHANS ROAD | SPEARGRASS FLAT RD |
| MALAGHANS ROAD | ✓ | ✓ | ✓ | shoulder | link to other rural rds | sealed | SIGN POST ARTHURS | CORONET PEAK ROAD |

| Non Vehicular Use of Rural Roads | Existing Non-vehicular Users | | | User Requirements 1 | Relation to Trail Network | Current Surface | Start Name | End Name |
|----------------------------------|------------------------------|--------|-------|------------------------|--|------------------|---------------------------|----------------------------|
| | cyclists | | | | | | | |
| | Mtbike | Pedest | Horse | | | | | |
| | | | | | | | POINT | |
| MALAGHANS ROAD | ✓ | ✓ | | shoulder, trail | link to other rural rds | sealed | CORONET PEAK ROAD | DALEFIELD ROAD |
| MALAGHANS ROAD | ✓ | ✓ | ✓ | shoulder, b/trail | link to other rural rds | sealed | DALEFIELD ROAD | CORONET VIEW ROAD |
| MALAGHANS ROAD | ✓ | ✓ | ✓ | shoulder, b/trail | link to other rural rds | sealed | MILLBROOK | LAKE HAYES/ARROWTOWN ROAD |
| LOWER SHOTOVER ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | DOMAIN ROAD | SPEARGRASS FLAT RD |
| LOWER SHOTOVER ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | SPENCE ROAD | DOMAIN ROAD |
| SPENCE ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds | sealed | LOWER SHOTOVER ROAD | OLD STATE HIGHWAY BRIDGE |
| OLD SCHOOL HOUSE ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | SPENCE ROAD | SHOTOVER FLATS (True left) |
| TUCKER BEACH ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | sealed/ unsealed | STATE HIGHWAY 6 | RIVER ACCESS |
| JIM'S WAY | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | TUCKER BEACH ROAD | ROAD END TO WEST |
| HANSENS ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | STATE HIGHWAY 6 | LAKE JOHNSON (SOUTH) |
| HANSENS ROAD | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | TUCKER BEACH ROAD | LAKE JOHNSON (NORTH) |
| GRANT ROAD | ✓ | ✓ | ✓ | trail | link to future subdivision infrastructure?/ trail network? | unsealed | STATE HIGHWAY 6 | ROAD END (AIRPORT AREA) |
| SPEARGRASS FLAT ROAD | ✓ | ✓ | ✓ | shoulder, b/trail | link to other rural rds/ trail network | sealed | HUNTER/LOWER SHOTOVER RDS | SLOPEHILL RD EAST (E.O.S) |
| SLOPEHILL ROAD(WEST) | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | LOWER SHOTOVER ROAD | END OF SLOPE HILL RD WEST |
| SLOPEHILL ROAD(EAST) | ✓ | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | SPEARGRASS FLAT RD | END OF SLOPE HILL RD EAST |
| RUTHERFORD ROAD | ✓ | ✓ | ✓ | b/trail | link to Lake Hayes trails | unsealed | SLOPE HILL ROAD (EAST) | LAKE HAYES (NW CORNER) |
| ARROWTOWN-LAKE HAYES RD 3 | ✓ | ✓ | ✓ | shoulder, trail | links to Lake Hayes trails | | STATE HIGHWAY 6 | BENDEMEER BAY RESERVE |
| ARROWTOWN-LAKE HAYES RD | ✓ | ✓ | ✓ | shoulder, trail | links to Lake Hayes trails/ trail network | network | BENDEMEER BAY RESERVE | SPEARGRASS FLAT/HOGAN GUL |
| ARROWTOWN-LAKE HAYES RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arrowtown | sealed | SPEARGRASS FLAT RD | WATERFALL PARK ROAD |

| Non Vehicular Use of Rural Roads | Existing Non-vehicular Users | | | User Requirements 1 | Relation to Trail Network | Current Surface | Start Name | End Name |
|----------------------------------|------------------------------|--------|--------|--|--|-----------------|---------------------------|---|
| | cyclists | Mtbike | Pedest | | | | | |
| ARROWTOWN-LAKE HAYES RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arrowtown | sealed | WATERFALL PARK ROAD | BUTEL ROAD |
| ARROWTOWN-LAKE HAYES RD | ✓ | ✓ | ✓ | shoulder, trail | link to Arrowtown | sealed | BUTEL ROAD | MALAGHANS ROAD |
| BUTEL ROAD | | ✓ | ✓ | ns | link to Arrowtown | unsealed | ARROWTOWN - LAKE HAYES RD | MILLBROOK BOUNDARY |
| MCDONNELL ROAD | desired | ✓ | ✓ | b/trail | link to Arrowtown/ trail network | unsealed | CENTENNIAL AVE | ARROWTOWN - LAKE HAYES RD - MALAGHANS RD INTERSECTION |
| HOGAN GULLY ROAD | desired | ✓ | ✓ | b/trail | link to other rural rds/ trail network | unsealed | ARROWTOWN - LAKE HAYES RD | MCDONNELL RD |
| CENTENNIAL AVE | ✓ | ✓ | ✓ | shoulder, trail | link to other rural rds/ trail network - Morven Ferry area, lower Arrow River? | sealed | 100KM SIGN Near SH6 | MCDONNELL RD |
| ARROW JUNCTION ROAD | | ✓ | ✓ | b/trail link to Kawarau River trails S TATE HIGHWAY 6M ORVEN FERRY RD ORVEN FERRY ROAD ✓ b/trail link to Kawarau River - Lake Hayes trails S TATE HIGHWAY 6R OAD END (SOUTH) EC ROBINS ROAD link to Kawarau River trails S TATE HIGHWAY 6 | ROAD END(SOUTH) | | | |

| Non Vehicular Use of Rural Roads | Existing Non-vehicular Users | | | User Requirements ¹ | Relation to Trail Network | Current Surface | Start Name | End Name |
|----------------------------------|------------------------------|--------|-------|--------------------------------|--|-----------------|--------------------|--------------------------|
| | cyclists | | | | | | | |
| | Mtbike | Pedest | Horse | | | | | |
| CROWN RANGE ROAD | √ | √ | | ns | link to other rural rds/ trail network - Tobins Track loop | sealed | STATE HIGHWAY NO.6 | JEFFERY ROAD |
| CROWN RANGE ROAD | √ | | | ns | link to other rural rds/ trail network - Tobins Track loop | sealed | JEFFERIES ROAD | CATTLE GRID AT SADDLE |
| GLENCOE ROAD | | √ | √ | b/trail | link to other rural rds/ trail network - Tobins Track loop, possible future Glencoe trails | unsealed | CROWN RANGE RD | GLENCOE STATION |
| TOBINS TRACK | | √ | √ | ns | link to other rural rds/ trail network | unsealed | FORD STREET | GLENCOE ROAD |
| EASTBOURNE ROAD | | √ | √ | ns | link to other rural rds/ trail network | unsealed | CROWN RANGE RD | ROAD END |
| WHITECHAPEL ROAD | | √ | √ | b/trail | link to other rural rds/ trail network - Tobins Track loop, possible future Glencoe trails | unsealed | STATE HIGHWAY 6 | ROAD END |
| CHARD FARM ROAD | | √ | √ | b/trail | trail network | unsealed | STATE HIGHWAY 6 | CONE PEAK STATION |
| COAL PIT SADDLE ROAD | | √ | √ | b/trail | link to Nevis Valley via Doolans | unsealed | STATE HIGHWAY 6 | COAL PIT SADDLE |
| GIBBSTON BACK ROAD | | √ | √ | b/trail | links to other rural roads/ trail network | unsealed | STATE HIGHWAY 6 | COAL PIT SADDLE RD |
| BOYD ROAD | | √ | √ | b/trail | links to other rural roads/ trail network | unsealed | STATE HIGHWAY 6 | HOMESTEAD / CONE PEAK RD |

LEGEND NOTES

NOTE: 1 User requirements= new or upgraded roads should aim to retain (if currently present) or establish these features.

NOTE 2 : Horses ridden east of GR F41 720E - 721N

NOTE 3: Arrowtown - Lake Hayes Road - the main trail access to Arrowtown until such time as alternative access can be negotiated.

NOTE: 4 Glenorchy - Queenstown Rd links cyclists and pedestrians to Sunshine Bay, Arawhata, Seven Mile, Moke Lake, Wilsons Bay, Twelve Mile Delta/ Bobs Cove, Mt Crichton loop, Bobs Cove Nature trail

Abbreviations and Terms:

mtb = mountain bike

ns = non-specific other than safe access (appropriate sight distances) along the standard formed carriage way.

| Road | Existing Non-vehicular Users | | | User Requirements 1 | Relation to Trail Network | Current Surface | Start Name | End Name |
|------|------------------------------|--------|-------|------------------------|---------------------------|-----------------|------------|----------|
| | cyclists | Mtbike | Horse | | | | | |
| | | | | | | | | |

shoulder = a standard sealed shoulder (900mm ?) width to the side of the carriage way to allow cyclist to pull to the side of the road for their safety.
 trail = a formed trail to the side of and separate from the carriage way.
 b/trail = Bridle trail, 2 metres width to provide for horses to pass/ ride 2 breast/ allow pedestrians to pass/ provide safe distance between horse and vehicles on road
 link = the road provides a critical link in the overall trail network
 MS = marginal strips

Appendix 3. Potential Public Access Network