From: OIA
To: [redacted]
Subject: [redacted]
Date: Thursday, 5 June 2025 9:12:17 am
Attachments: Frame Group - Selwyn Cycle Trails Feasibility Study - Full Report - Rev E - Reduced File Size.pdf
image001.png
image002.png
Public-Council-Agenda-13-November-2024.pdf

Dear [redacted]

Official Information Request – Alps to Sea Cycleway info

Below is our response to your official information request dated 22 May 2025.

Request	Response
Full feasibility study for the Alps to Sea cycleway and any appendixes.	Please see attached document.
Any other reports which been prepared for the project.	Please see attached document.
Any emails relating to the Alps to Sea cycleway from staff and elected members in the last 12 months.	We are refusing this part of your request under section 17(f) of the Local Government Official Information and Meetings Act 1987 (LGOIMA). The request cannot be made available without substantial collation. Fulfilling this request would require a significant amount of staff time and resources and would unreasonably interfere with the day-to-day operations of our office.

The documents referred to above are **attached**. Let us know if you have any issues accessing or viewing the documents.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to contact us at oia@selwyn.govt.nz.

Kind regards,
LGOIMA Team
Selwyn District Council

AGENDA FOR AN

ORDINARY MEETING OF SELWYN DISTRICT COUNCIL

TO BE HELD IN THE COUNCIL CHAMBERS

SELWYN DISTRICT COUNCIL ROLLESTON

WEDNESDAY 13 NOVEMBER 2024 1PM

Council 13 November 2024 - Public Copy

Attendees: Mayor Sam Broughton, Councillors, P M Dean, S N O H Epiha, L L Gliddon, D Hasson, M B Lyall, S G McInnes, G S F Miller, R H Mugford, E S Mundt & N C Reid & Ms M McKay

13 November 2024 01:00 PM

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Public portions of this meeting are audio-recorded and livestreamed via the Council's YouTube channel.

The Severe Weather Emergency Legislation Bill has, until October 2024, suspended the requirement for members to be physically present to count as 'present' for the purposes of a quorum. Members attending by means of audio link or audiovisual link are therefore able to be counted as present for the purposes of a quorum and able to vote. The recently enacted Local Government Electoral Legislation Act has made these emergency provisions permanent, but this only comes into effect in October 2024. Standing Orders will be amended in 2024 to reflect any changes.

Opening Karakia

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki te tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the sea
E hī ake ana te atakura	Let the red-tipped dawn come with a sharpened air
He tio, he huka, he hau hū	A touch of frost, a promise of a glorious day
Tīhei mauri ora!	

COUNCIL AFFIRMATION

Let us affirm today that we as Councillors will work together to serve the citizens of Selwyn District.

To always use our gifts of understanding, courage, common sense, wisdom and integrity in all our discussions, dealings and decisions so that we may solve problems effectively.

May we always recognise each other's values and opinions, be fair minded and ready to listen to each other’s point of view.

In our dealings with each other let us always be open to the truth of others and ready to seek agreement, slow to take offence and always prepared to forgive.

May we always work to enhance the wellbeing of the Selwyn District and its communities.

Selwyn Waihora and Christchurch West Melton Water Management Zone Committees

Tri-annual Report for 13 November 2024 Selwyn District Council meeting (late Feb-early Nov 2024)

Report of	Matt Dodson and Alannah Kidd	Chair and Deputy Chair, Selwyn Waihora Zone Committee
	Oscar Bloom and Mike Patchett	Chair and Deputy Chair, Christchurch West Melton Zone Committee
Selwyn District Council elected representatives	Cr Sophie McInnes Cr Phil Dean	Selwyn Waihora Christchurch West Melton
Authors/Key Contacts	Selwyn Waihora Zone Committee Facilitator	Jaimee Grant jaimee.grant@ecan.govt.nz
	Christchurch West Melton Zone Committee Facilitator (interim arrangement)	Murray Griffin - interim Key Contact. Murray.griffin@ecan.govt.nz

Purpose

1. The Selwyn Waihora and Christchurch West Melton Water Management Zone Committees (the zone committees) provide tri-annual reports to the Selwyn District Council (SDC). The presentation of this report was postponed to allow for the SDC to adopt the Long-Term Plan, confirm its committee structure, and present at an appropriate meeting. Subsequently, this report covers two triannual periods from late February 2024-November 2024.

Background: Canterbury Water Management Committees

2. The zone committees were established under the Canterbury Water Management Strategy (CWMS). They are joint committees of Environment Canterbury Regional Council and the territorial authorities within the respective zones.

3. Both Selwyn Waihora and Christchurch West Melton zone committees are joint committees of Selwyn District Council (SDC), Environment Canterbury, and Christchurch City Council (CCC).

4. Zone committee memberships include representation from the respective Councils, a member from each Rūnanga where the zone falls within their takiwā, and four to seven community members. Zone committees have the option of appointing a youth representative.

5. The triannual reporting format has been adopted for the SDC, CCC, and Environment Canterbury which will see them receive three updates per annum.

6. This reporting provides an opportunity to report on the zone committees' progress on implementing their action plans.

Zone Committee Purpose

7. The purpose of the zone committees is: to uphold the mana of the freshwater bodies within their zone by facilitating enduring land and water management solutions that give effect to the CWMS vision, principles, and targets in their zone.

Zone Committee Functions

8. Zone committees have several core functions:
    a. Facilitate community engagement and collaboration - continuing an active programme of engaging with communities on freshwater management matters; and
    b. Facilitate the provision of advice through to councils (relevant Territorial Authorities and Environment Canterbury) and others (e.g., private sector) contributing to freshwater management; and
    c. Enhance delivery capability and coalition of the willing - working with stakeholders across all sectors to extend the resources available to implement the CWMS, including connecting others to additional resources and seeking opportunities to promote, support, leverage and expand catchment-based initiatives that deliver the CWMS; and
    d. Provide progress reports - annual progress reporting to Councils and on progress towards delivery of the zone-specific priorities and CWMS target areas identified in the Zone Committee Action Plan.

9. Zone committees make recommendations about how the CWMS Action Plan Budget is allocated in their zone. This is a budget provided by Environment Canterbury and is $50K for 2024/25. The final decisions are made by Environment Canterbury.

10. The purpose of this budget is to allow zone committees to focus on implementing their action plan and leverage other funding opportunities to achieve the CWMS priorities. The notable difference from the previous Immediate Steps funding is that budget can be allocated to a wider range of project types, rather than exclusively biodiversity.

11. Environment Canterbury has a separate contestable fund called Waitaha Action to Impact for community groups to apply to, and separate operational funding for

regional and zone biodiversity and water management projects. SDC and CCC also have separate contestable funds and operational funds that align with CWMS priorities and targets.

12. Zone committees cannot commit Environment Canterbury or district council funds.

Zone Committee Action Plans

13. The CWMS zone committees developed three-year (July 2021-June 2024) Action Plans. These action plans provide the primary focus for zone committee meetings, workshops, field trips and community engagement. They also form the basis for their recommendations for allocating the CWMS Action Plan Budget. These Action Plans are reviewed and updated annually with new Action Plans prepared once the first three-year Action Plans are nearing completion.

14. Given the ongoing CWMS Zone Committee Review and the uncertainty it has introduced, the decision was made to continue using the existing 2021-2024 Action Plan in lieu of drafting a new plan. Both committees have formally confirmed their continued use of their Action Plan until the outcome of the Review is known.

Progress Update on Review of CWMS Zone Committees

1. The information-gathering stage of the Canterbury Zone Committee Review 2024 (the review) has now been completed and the focus shifted to the development of advice and options for the future of local freshwater leadership in Canterbury.
2. On 30 August, the Canterbury Mayoral Forum nominated four Mayors to work with Environment Canterbury's Chair to workshop what local freshwater leadership the Mayoral Forum will support into the future. The participants are Mayors Mackle (Kaikōura), Bowen (Timaru), Black (Hurunui), and Mauger (Christchurch). Mayor Munro (Mackenzie) also joined the working group.
3. Also on 30 August, Te Rōpū Tuia agreed to nominate a similar number of mana whenua representatives to participate in these workshops. The representatives are Rik Tainui (Chairperson, Ōnuku Rūnanga) and Dardanelle McLean-Smith (Chairperson, Te Rūnanga o Waihao). Additionally, Environment Canterbury Councillors Korako and Cranwell participate in the working group.
4. The working group of Mayors, mana whenua representatives and Environment Canterbury's Chair and Councillors held workshops in late October and early November. These workshops focused on (i) core principles and functions for local freshwater leadership and engagement, and (ii) draft models for achieving these principles and functions. Feedback from the working group will help to refine advice and options for enabling future local leadership and engagement.
5. Draft advice and potential options are further discussed with staff from different territorial authorities across Canterbury to ensure that their feasibility and practical implications for district and city councils are considered.

6. Feedback from these workshops and engagements will be used to finalise advice and options. A Zone Committee Review final report will be presented to the Mayoral Forum's 29 November meeting for their decision. While the nature of this decision will be informed by the working group of Mayors and mana whenua representatives, it will likely include a decision on whether or not the Mayoral Forum continues to support the zone committee structure, and if not, what alternative models should be further explored before decisions in the first half of 2025.
7. This timing would enable further discussions within individual councils (noting any changes to the zone committee approach will require a decision by each individual council given these are joint committees), and for new structures to be put in place by the start of the 2025/26 year.
8. Table 1 provides agreed key dates and milestones for the review:

Table 1: CWMS Zone Committee review – key dates and milestones

Date	Milestone
Aug 2023	Mayoral Forum agrees to a review of zone committees
Dec 2023	Initial engagement with zone committee chairs and deputies (*completed*)
Apr 2024	Engagement with mayors, mana whenua and zone committees *(completed)*
May 2024	Workshop with Mayoral Forum (*completed)*
Jul – Aug 2024	Briefing and updates to key CWMS parties *(completed)*
Aug 2024	Progress update to Mayoral Forum *(completed)*
Sept – Oct 2024	Workshops with mayors, mana whenua representatives, and Environment Canterbury Chair *(completed)*
Nov 2024	Final Zone Committee Review report to Mayoral Forum

Selwyn Waihora Water Zone Committee report

Membership

9. In June, Dr Karaitiana Taiuru, our Koukourarata Rūnanga Representative, finished up with the Committee after six years. The Committee valued Dr Taiuru's governance experience he brought to the Committee, contributions to discussions and advice on freshwater management and data sovereignty, and his provision of the mana whenua and Koukourarata perspective.

10. In August, James Booker, Community Representative, finished up with the Committee after three years. James provided valuable insights into farming practices and advice on freshwater issues in the zone. He played a pivotal role at the Quorum Sense Curiosity Day and his leadership helped ensure the success of the event.

11. The Committee thanks both for their contributions to the Committee and the Canterbury Water Management Strategy and wishes them both well in their future endeavours.

Influencing freshwater management in the zone (Mar-Apr)

CWMS Targets: All

12. During March and April, the Committee had a discussion around how it could have more impact in the zone, in alignment with their functions, by improving the way it works and what it does. Background was provided from the inception of the CWMS, zone committees and their original purpose, to the shift to the revised functions outlined in the current Terms of Reference. The Committee discussed ideas around having a more active community engagement programme and other actions that could be taken and agreed they could support increasing awareness of key issues, solutions and events in the region, improving connections between relevant parties to support collaborating on solutions, and playing a greater advocacy role on issues.

CWMS Committees Review workshop (Apr)

13. The Committee provided feedback for the CWMS Committees Review being led by Environment Canterbury through a workshop and was one of the last committees to do so.

Six Inches of Soil community screening (May)

CWMS Targets: Environmental Limits; Ecosystem Health and Biodiversity – Nutrient Catchment Loads

14. The Committee, in conjunction with Quorum Sense, hosted a screening of “Six Inches of Soil” during Organics Week (1-7 May) at the Darfield Recreation Centre and was well attended with over 50 people in attendance.

15. The documentary tells the story of three British farmers on their first year on their regenerative agriculture journey. The Committee’s aim for the screening was to showcase some of the regenerative farming practices being utilised as well as the ups and downs that can be faced.
16. The screening was followed by a panel discussion with local farmers who have incorporated farming principles in their practices. Discussions were around key takeaways in the documentary, comparing and contrasting what was happening in Britain and New Zealand and some of the work being undertaken.

Focus on groundwater quality (Jul)

CWMS Targets: Environmental Limits; Ecosystem Health and Biodiversity; Drinking Water

17. The Committee opted to advertise that funding was available to support projects which help implement their Action Plan. The application period closed 13 October 2023.

18. At their July workshop, the Committee received several presentations under the kaupapa of water quality which included:
    a. Bacterial contamination in Canterbury groundwater and Annual Groundwater Report by Environment Canterbury
    b. Update and Water Quality monitoring undertaken by Ellesmere Sustainable Agriculture Incorporated (ESAI)
    c. Waikirikiri Selwyn 5 Water Programme and an overview of the centralised low nitrate water source concept that will be investigated over the next 4 years, by Selwyn District Council

19. The presentations provided insight into current water quality results, the monitoring underway, challenges faced, and some of the work councils and groups such as ESAI are undertaking to improve freshwater outcomes including water quality. The presentations helped set the scene for discussions and reinforced the importance of well water testing which the Committee, SDC and ESAI are looking to host community testing days in the coming months

Exploring options to support freshwater outcomes (Jul)

CWMS targets: Environmental Limits; Ecosystem Health and Biodiversity; Drinking Water; Kaitiakitanga

20. Following the July presentations on water quality, a workshop was held to discuss a scoping project to for a Selwyn Waihora Leaders and Catchment Support Project. The project would look into the feasibility of setting up a leadership forum or other mechanism to support conversations, actions and solutions to some of the key issues in the zone beyond the scope of what the Committee could do, as well identifying catchment group needs. The Committee were seeking funding to work with Element Environmental on this project.

21. Several catchment groups in the Selwyn Waihora zone and relevant council staff attended and provided feedback which will inform the proposal. Key feedback included ensuring mana whenua were engaged adequately in the process and avoiding duplication of efforts given several work streams by several parties are underway with similar themes and outcomes.

22. The Committee were unsuccessful with securing funding from the Access 2 Experts fund for this project and other funding avenues are being explored.

Impact of Onsite Wastewater Management Systems (Aug)

23. Following on from the July workshop and the Committee's interest in the impacts of Onsite Wastewater Management Systems (OWMS) on groundwater sources, the Committee received a presentation from Bronwyn Humphries of ESR on their impacts. Her presentation highlighted the prevalence of OWMS in the zone and the potential risk to drinking water if those systems are within a drinking water protection zone and are not properly maintained.

24. The presentation highlighted a homeowner awareness campaign as one of the recommended actions and consequently, the Committee will be including information on OWMS at their upcoming well water testing events.



Image 1: Estimated OWMS in the zone (from Canterbury Maps)

Lessons from the Hekeao Hinds Water Enhancement Trust (Sept)

CWMS Targets: Environmental Limits; Ecosystem Health and Biodiversity

25. Dr Brett Painter, Executive Director of the Hekeao Hinds Water Enhancement Trust (HHWET) was invited to present to the Committee on the work being undertaken by the Trust in collaboration with the Hekeao Hinds community. Dr Painter provided an overview of the initiatives being undertaken in the catchment by the Trust and the Community. It was noted that there was a lot of momentum in this area and a lot of landowners had banded together to meet the targets identified in Plan Change 2. Committee members were encouraged to consider how we could take these learnings and apply them there. A presentation by Enviro Collective will be received in November noting the work they are doing to support landowners, and the discussion on applying learnings will be continued at that meeting.

Zone Committee Action Plan Budget – projects considered (Sept & Nov)

CWMS Targets: All

26. In September, the Committee held a closed workshop session with the purpose of considering several project proposals to recommend Environment Canterbury to support using the $50,000 allocated for the Selwyn Waihora ZCAP Budget.

27. The ZCAP budget was oversubscribed receiving a total request of $127,034 worth of funding with projects relating to protecting, maintaining or enhancing biodiversity, environmental education and recreational outcomes.

28. The applications were discussed and assessed with consideration given to their alignment with the Committee's Action Plan, along with several other criteria. Recommendations for projects to be supported will be confirmed at the Committee's 11 November meeting.

Selwyn Well Water Testing events (Oct-Nov)

CWMS Targets: Drinking Water

29. On 31 October 2024, two well water nitrate testing events were held at Killinchy Hall and the West Melton Community and Recreation Centre. The events were supported by Selwyn District Council, Selwyn Waihora Zone Committee, Ellesmere Sustainable Agriculture Incorporated, Dr Tim Chambers from University of Canterbury, Food and Health Safety, Waterforce, Macmillan Drilling, Fiona Ambury from Whiterock Consulting Ltd and Andrew Brough, Courtenay Environmental Consultants Ltd.

30. The purpose of the events was to provide community well water testing drop-in sessions to educate and raise awareness of:
    a. Nitrate levels in private water supplies
    b. Safe drinking water standards and associated risks such as bacterial contamination
    c. Responsibilities of private well owners in relation to regular testing of their private well supplies
    d. Onsite Wastewater Management Systems (OWMS) and maintenance
    e. Learn about solutions and services available for landowners.

31. Both events were fully booked and well attended. Attendees made good use of the experts and providers to understand their results and available solutions. Attendees could also consent to include their samples in a University of Otago led project to help inform an understanding of nitrate levels in the region. The data will only by used by the University's research team.



Image 2 Well water testing at West Melton

32. A third testing event is due to be held on 7 November 2024 at the Sheffield Community Hall.

Christchurch West Melton Water Zone Committee Report

Membership

33. At its February meeting, the Committee appointed a new Chairperson, Oscar Bloom Oscar is also the Committee's current youth representative. Amber Moke, Te Hapū o Ngāti Wheke/Rāpaki rūnanga representative, was appointed Deputy Chair but subsequently, had to step down due to other commitments.

34. At the conclusion of its 22 February meeting, the Committee farewelled two community representatives, Annabelle Hasselman and Clare Piper. Newly appointed Chair, Oscar Bloom, led the Committee's reflections on the huge contribution Annabelle has made over her tenure on the Committee, particularly in recent years as the Chair. Mike Patchett also acknowledged his appreciation of working alongside Annabelle, as Deputy Chair, and presented her with a gift on behalf of the committee. Clare Piper was unable to attend the meeting and has since commenced her new role at Nelson City Council.

35. Mike Patchett was appointed the Deputy Chair at the Committee's August meeting. Mike held the Deputy Chair position previously as well as being a longstanding committee member who is aptly placed to provide Oscar with support and guidance.

Meetings and workshops

CWMS Targets: ecosystem health and biodiversity – freshwater species and their habitat; wetlands; hāpua, lagoons and estuaries; lowland streams and lakes; kaitiakitanga – working together in partnership; wāhi taonga and mahinga kai; recreational and amenity opportunities – recreational water quality

36. At its 22 February meeting the Committee received updates on the following items:
    a. A presentation was provided by Paul Dickson (CCC Drainage Engineer) on the Christchurch City Council's feedback on the Draft Avon Ōtākaro Stormwater Management Plan (SMP).
    b. A wetland restoration proposal for Ōtukaikino Catchment was presented by Mike Patchett (Water & Wildlife Habitat Trust) and Cameron Jasper (WGA). This proposal focuses on preservation and climate change resilience of groundwater dependent wetlands, streams and lakes of the Ōtukaikino. The Committee appreciated the vision driving this restoration initiative and gave its (in principle) support.
    c. A memo was provided from Councillor Davies (Environment Canterbury) seeking feedback from the committee (alongside other stakeholders) as to whether the 'Urban Waterways and Estuaries Joint Catchment Working Group' ought to be convened in the 2022-2025 term of Councils. Councillor Byrnes (Environment Canterbury) spoke to this item and gathered the Committee's feedback on this proposal.
    d. CCC Senior Advisor, Diane Shelander, provided the committee with Andrew Crossland's update of bird and lizard species found in the Ihutai Avon Heathcote Estuary.

CWMS Action Plan Budget, 2023-2024

CWMS Targets: ecosystem health and biodiversity – freshwater species and their habitat; wetlands; hāpua, lagoons and estuaries; lowland streams and lakes; kaitiakitanga – working together in partnership; wāhi taonga and mahinga kai; recreational and amenity opportunities – recreational water quality

37. The purpose of the CWMS Action Plan Budget is to allow Zone Committees to focus on implementing their action plan and leverage other funding opportunities to achieve the CWMS priorities.

38. The last report to this Council noted a summary of the projects supported would be provided at the next update:
    a. $26,500 to the Port Hills Park Trust Board for the Mt Vernon - Dry Bush Gorge enhancement project, involving fencing to reduce erosion and sediment, increase native biodiversity and improve water quality.
    b. $15,000 to the Christchurch Envirohub Trust for Te Tuna Tāone / Urban Eel - action learning programme.
    c. $9,500 to the Avon Ōtākaro Network for the In River Clean, extending the In River trail for another 12 months as there is more rubbish than expected and will need longer to establish what an ongoing maintenance schedule might look like.
    d. $8,000 to the Summit Road Society for the Horotane Valley project, restoring native bush to the valley catchment.

e. $6,000 to the Christchurch Envirohub Trust as a contribution towards facilitation of the Stormwater Superhero trailer – awareness, education and behaviour change programme.
f. $5,000 as the Committee's contribution towards a joint project with Banks Peninsula Zone Committee and Whaka-Ora Healthy Harbour to gather, document and share practical knowledge about erosion and sediment control and soil conservation on the Port Hills.
g. $5,000 to the Avon-Heathcote Estuary Ihutai Trust for their estuary research programme, focusing on the effectiveness of wetland restoration.

CWMS Committees Review workshop (Mar)

39. In March, the Committee provided feedback for the CWMS Committees Review being led by Environment Canterbury through a workshop. Further details on the Review are provided above.

Stormwater Superheroes Awards (June-Aug)

CWMS Targets: ecosystem health and biodiversity – freshwater species and their habitat; wetlands; hāpua, lagoons and estuaries; lowland streams and lakes; kaitiakitanga – working together in partnership; wāhi taonga and mahinga kai; recreational and amenity opportunities – recreational water quality

40. An overview of the planning for last year's Stormwater Superhero Awards was provided at the 27 June meeting as a basis for the committee's discussion and decision making on proceeding with these Awards in 2024. Several action points were confirmed which will provide continuity for the Committee's 1 August workshop discussion on how to approach and continue the Stormwater Superhero Awards.

41. The Committee supported a move to consolidate the Stormwater Superheroes Awards into a Healthy Waterways Awards scheme and would work with the Community Waterways Partnership and others to develop the awards for 2025.

42. It was also agreed Deputy Chair, Mike Patchett, would join the CWP Steering Committee to assist in advancing the Healthy Waterways Award proposal for 2025.

Canterbury Waterways Partnership (Aug)

CWMS Targets: ecosystem health and biodiversity – freshwater species and their habitat; wetlands; hāpua, lagoons and estuaries; lowland streams and lakes; kaitiakitanga – working together in partnership; wāhi taonga and mahinga kai; recreational and amenity opportunities – recreational water quality

43. The committee appreciated having Georgina St John-Ives (Community Waterways Advisor, Christchurch City Council) at the meeting to discuss the Community Waterways Partnership and its relationship to the Water Zone Committee. Arapata Reuben is the current Christchurch West-Melton Zone Committee representative assigned to the Partnership. The committee agreed to return to this item at future workshops and meetings given the strong alignment between the zone committee and how the Community Waterways Partnership seeks to support the development of community-based initiatives to improve the ecological health, indigenous biodiversity and amenity value of our urban waterways.

Gathering, documenting and sharing practical knowledge about Erosion and sediment control and soil conservation (Sept)

CWMS Targets: ecosystem health and biodiversity – freshwater species and their habitat; wetlands; hāpua, lagoons and estuaries; lowland streams and lakes; kaitiakitanga – working together in partnership; wāhi taonga and mahinga kai; recreational and amenity opportunities – recreational water quality

44. As noted in Paragraph 42(f), the Committee put $5,000 as the Committee's contribution towards a joint project with Banks Peninsula Zone Committee and Whaka-Ora Healthy Harbour to gather, document and share practical knowledge about erosion and sediment control and soil conservation on the Port Hills.

45. Following on from a Banks Peninsula Zone Committee workshop of a similar nature, the Committee provided input into the development of a project scope for an Erosion, Sediment Control and Soil Conservation (ESCSC) 'toolkit'.

46. The project aims to set up a resource for practitioners to use that contains information on trials, solutions and case studies on ESCSC management, specific for the Port Hills whose soils are typically composed of loess.

47. Once the scope is finalised, a contractor will be employed to collect, collate and present information for the project.

Zone Committee Action Plan Budget – projects considered (Oct)

CWMS Targets: All

48. In October, the Committee held a workshop to begin considering projects requesting funding from the Zone Committee Action Plan Budget. Due to low attendance of the workshop, the Committee confirmed it will defer its recommendations on this allocation of funding to their 28 November and 28 February meetings, to allow the outcome of other funding available (e.g. Environment Canterbury's WAI Fund and Biodiversity Fund, and the CCC's Community Waterways Partnership Fund) to guide their recommendations on the best use of the CWMS Action Plan Budget for 2024/25.

MINUTES OF AN ORDINARY MEETING OF THE SELWYN DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER ON WEDNESDAY 23 OCTOBER 2024 COMMENCING AT 9.00AM

PRESENT

Mayor S T Broughton; Councillors S N O H Epiha, L L Gliddon, R H Mugford, G S F Miller, M B Lyall, P M Dean, D Hasson, S G McInnes, E S Mundt, and N C Reid and Ms M McKay

IN ATTENDANCE

Mrs S Mason (Chief Executive); Messrs. S Gibling (Executive Director People, Culture & Capability), R Love (Executive Director Development & Growth), T Harris (Executive Director Enabling Services), T Mason (Executive Director Infrastructure and Property), Matt McGrath (Chief Digital Officer), Tim Heine (Advisor to Mayor), R Allen (Head of Acquisitions, Disposals & Leasing), Ben Baird (Head of Strategy), George Sariak (Senior Strategy Planner), A Spanton (Environmental Team Leader), D Hayes (Strategic Open Spaces Lead), C Lammers (Senior Communications Advisor), R Raymond (Acting Communications Manager), J Azer (Policy Planner), Geoff Deavoll (Principal Planner); Mesdames A Sneddon (Chief Financial Officer), Puamiria Parata-Goddall (Pou Kaiāwhā – Executive Cultural Advisor), D Kidd (Executive Director Community Services & Facilities), S Carnoutsos (Acting Head of Marketing & Communications), N Cahill (Marketing Manager), K Attwood (Surface Water Lead), Elaine McLaren (Acting Head of Operational Delivery), R Phillips (Commercial Manager), Emma Larsen (Head of Planning), T Davel (Senior Governance Advisor), Kylie Hunt (Executive Assistant to the Chief Executive) and T Van Der Velde (PA to ED Enabling Services).

The meeting was livestreamed.

APOLOGIES

Apologies for lateness were received in respect of Councillor Epiha.

Moved – Councillor Lyall / **Seconded** – Councillor Dean

'That the Council receives the apologies of lateness for Councillors Epiha, as notified.'

CARRIED

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

None.

CONFLICTS OF INTEREST

Councillor Miller noted his conflict for the Transwaste Canterbury Annual Report and the Central Plains Water Limited Annual Report

Councillor McInnes noted for the New Designation for Educational Purposes Report that she had a family member that was on the establishment board of the new school.

PUBLIC FORUM

Jens Christensen
Development of State Highway 1

(Refer to SH1 Rolleston transport improvements feedback form that was tabled)

Mr Christensen advised he was presenting as an individual today, not as a member of the Rolleston Residents Association.

Mr Christensen advised that he is presenting as an individual today, not as a member of the Rolleston Residents Association. He is passionate about the growth in Selwyn and is eager to ensure that the traffic improvements for SH1, Rolleston township, and the industrial zone are handled correctly. The submission he tabled from July 2022 regarding SH1 improvements was sent to the Councillors, but Mr Christensen has not received a response. He discussed the submission and its appendices, which outline an alternative, safer access route in Rolleston that is also more future-proof. Mr Christensen would like to see a pause on NZTA's plans for the Dunns Crossing roundabout to consider this alternative option.

'Councillor Mundt arrived in the chambers 9.05am'

Kate Hodgins, Helena Parsons & Dave Laurie
Castle Hill Community Grid & Solar Project

Bill Heaps in attendance online
(Refer to presentation attached)

Kate Hodgins spoke to the groups presentation. Community energy is essentially where communities could generate their own power, such as through wind, solar or hydro bringing a number of benefits for the community including reduced costs, building resilience, understanding and knowledge of your own electricity use and spend on power.

The speaker commented it is a complex and difficult area to navigate, system not set up for small community projects, and that is why Orion, Community Energy Network and Ara Ake have set up the Community Energy Activator of which the Castle Hill Community Energy project is a part of. Organisation and groups are learning from each other and the project group has a technical mentor Bill Heaps who joined the Council meeting online this morning.

Ms Hodgins spoke of their project aligning to the Selwyn District Council's Long Term Plan and spoke of the objectives which included to build resilience, improve sustainability and build community network. It was noted that Castle Hill Village is the main emergency hub for the basin. Ms Hodgins provided a slide listing energy options this could look like, rooftop solar batteries, ground based solar, community battery or include stations/other landowners, the scope is dependent on who is involved in the project. If Selwyn District Council is part of the project this will allow more options. Stakeholder consultation first part of process.

The project group have held survey and information sessions, which has had a positive response from the community. The presentation provided a list of opportunities for Council and how Council can support the project.

'Councillor Epiha arrived in the chambers 9.21am'

Calvin Payne
2024 Representation Review

Mr Payne introduced himself mentioning his connections to the land, and his ancestors including Thomas Payne, who wrote a bestselling publication titled *Common Sense*. Mr Payne commented that his waka for the past two years has been the Malvern Community Board, and thanked Councillors for listening to the community and applying common sense based on the feedback received for the Representation Review engagement. Mr Payne expressed his disappointed that the initial proposal had not changed following this engagement, however he remains optimistic about future Representation Reviews and believes the Council can learn from this process. He suggested that for future engagements, it would be beneficial to avoid using closed questions, particularly regarding the Malvern Community Board.

Mr Payne highlighted achievements of the Malvern Community Board.

Mr Payne shared his experience of attending community meetings in other wards, noting that Councillors did not attend those sessions. Mr Payne spoke of discretionary funds for community groups which has increased this year, and also the free room hires for these groups.

When Councillor Mundt inquired about the ward associated with the community groups Mr Payne attended, he replied that they fall under the Springs Ward.

Rob Hunt:
West Rolleston Primary School Road Safety

Mr. Hunt spoke about the recent feedback he has received from the community. He acknowledged the challenging position the Council is in due to NZTA's reduction in funding, which has affected some proposed infrastructure plans in the Long Term Plan (LTP).

Mr Hunt commented that it is not just the council that need to solve this issue, but the issue of traffic lights and safety of tamariki crossing roads remains a big issue.

Mr Hunt wanted to acknowledge council for the work they have done since the notice of the LTP funding gap with the workshops to put the plans on track again. He is here today to represent the diverse voices the community, highlighting that over 1,000 signed a petition supporting the plans. Although NZTA directed them back to Council, they acknowledged that the volume of traffic will increase significantly. We have ourselves here with a shared problem.

He mentioned that while the indicators from their September workshop look positive, they will continue to advocate for the importance of children's safety until plans are finalised.

When asked if Dunns Crossing Road would no longer serve as the main exit, whether traffic lights would still be needed to safely cross that road and Burnham Road, Mr Hunt replied that with the anticipated fast-tracking of housing development, traffic lights will be necessary in either scenario and should be implemented as soon as possible.

Mr Hunt also noted that correspondence has been sent to several Members of Parliament, but they have yet to receive a response.

Mayor Broughton has met with the principals of all primary and secondary schools and is working with Nicola Grigg's office to arrange meetings with Minister Simeon Brown and Minister Erica Stanford. Once dates are confirmed, they will be in touch with the schools about these discussions.

Councillor Miller inquired about the Ministry of Education's position. Mr Hunt responded that when the school was built, the growth in Rolleston was not anticipated

CONFIRMATION OF MINUTES

1. Minutes of the ordinary meeting of the Selwyn District Council held in the Council Chamber on Wednesday 11 September 2024.

Amendments for the minutes: Councillor Bob Mugford to be included as in attendance.

Page 11, point 4 lists Councillor Dean as the Councillor from Rolleston Ward for the Assessment Panel, this is to be corrected to Councillor McInnes

Moved – Councillor Dean **/ Seconded –** Councillor McInnes

'That the Council confirms the minutes of the ordinary meeting of the Selwyn District Council held on Wednesday 11 September 2024.'

CARRIED

2. Minutes of the Waikirikiri Ki Tua Future Selwyn Deliberations held in the Council Chamber on Friday 13 September 2024.

Moved – Councillor Dean **/ Seconded –** Councillor McInnes

'That the Council confirms the minutes of the Waikirikiri Ki Tua Future Selwyn Deliberations held on Friday 13 September 2024.'

CARRIED

3. Minutes of the Representation Review Subcommittee held in the Council Chamber on Tuesday 9 July 2024.

Minor amendments were proposed and agreed to.

Page 37 diligent should be **That** not the ….questioned whether **that**
Page 40 in West Melton should be **Malvern**……with one of the subdivisions in **Malvern**

Moved – Councillor Dean **/ Seconded –** Councillor McInnes

'That the Council confirms the minutes of the Representation Review Subcommittee held in the Council Chamber on Tuesday 9 July 2024.'

CARRIED

4. Minutes of the Representation Review Deliberations held in the Council Chamber on Thursday 10 October 2024.

Moved – Councillor Dean **/ Seconded –** Councillor McInnes

'That the Council confirms the minutes of the Representation Review Deliberations held in the Council Chamber on Thursday 10 October 2024.'

CARRIED

MATTERS REQUIRING ATTENTION

None.

REPORTS

1. Mayor
Mayor's Report

Mayor Broughton provided a summary of his report.

Moved – Mayor Broughton / **Seconded** – Councillor Mugford

'That Council receives the Mayor's Report for September 2024 information.'

CARRIED

2. Chief Executive
Chief Executive's Report

The Chief Executive provided a summary of her report and noted the recent events she attended including the successful launch of the Economic Development Strategy, held last evening with over 90 people in attendance.

For the Policy Manual update, it was noted that projects below the CEO's financial delegation will be captured in the dashboard and Finance and Performance reporting and that if there was any doubt of whether a project was considered to be of significant interest to Council or the community, that these projects would be brought forward to Council for transparency.

Moved – Councillor McInnes / **Seconded** – Councillor Lyall

'That Council receives the Chief Executive's report for information.'

CARRIED

3. 2024 Representation Review
Executive Director Enabling Services

Tim Harris, Executive Director Enabling Services spoke to his report for the adoption of final proposal for notification for the Representation Review.

For completeness the resolution will be amended to include the following sentence:

iii. That two Malvern Councillors be appointed to the Malvern Community Board;

Mr Harris provided some background on the Representation Review Subcommittee and the spoke of a number of options the Subcommittee looked at as well as providing a summary of the engagement.

Mayor Broughton acknowledged that there were split views at the deliberations, however decisions were reached and today's meeting is to formally ratify those decisions.

Councillor Lyall commented that the proposed options fail to provide effective and fair representation and limits effective representation of communities of interest, therefore he does not support the decisions reached and will be voting against them.

Councillor Gliddon remarked that the community has been heard and their voices acknowledged.

Councillor Dean who was the chair of the Representation Review reflected on the process. He noted that in his view, the decision was influenced by patch protection, and the loudest voices, ignoring other voices. He indicated that Council may be compelled into conducting another Representation Review in the near future. Nevertheless, he emphasised the importance of holding themselves accountable for the choices Councillors made during the deliberation.

Councillor Lyall voted against

Moved – Councillor Hasson / **Seconded** – Councillor Mundt

'That the Council adopts for public notification the following final proposal for representation arrangements for the local authority election to be held in 2025 and subsequent elections, until altered by a subsequent decision:

a. *That the Council comprise 11 members elected from four wards, and the Mayor, elected at large.*

b. *That the four wards be known as Kā Mānia Rolleston Ward; Te Waihora Ellesmere Ward; Kā Puna Springs Ward; Tawera Malvern Ward.*

c. *That the proposed boundaries of the four wards be as per the status quo shown on the map attached to this report (Appendix 1) and reflecting the following communities of interest:*

Ward	**Communities of Interest**
Ellesmere	Brookside, Burham, Burham Military Camp, Doyleston, Dunsandel, Greendale, Greenpark, Irwell, Killinchy, Lakeside, Leeston, Mead, Motukarara, Rakaia Huts, Sedgemere, Southbridge, Taumutu, West Rolleston
Malvern	Arthurs Pass, Castle Hill, Coalgate, Darfield, Glenroy, Glentunnel, Halkett, Hororata, Kirwee, Lake Coleridge, Sheffield, Springfield, West Melton, Waddington, Whitecliffs, Windwhistle
Rolleston	Rolleston (excluding West Rolleston)

Springs	Ladbrooks, Lincoln, Prebbleton, Springston, Tai Tapu, Weedons

d. *That the population each member will represent is as follows:*

Ward	***Population***	***Members***	***Population per Member***	***% Dif from the quota***
Malvern	*15,510*	*2*	*7,755*	*5.0%*
Rolleston	*29,980*	*4*	*7,495*	*1.5%*
Ellesmere	*13,420*	*2*	*6,710*	*-9.1%*
Springs	*22,330*	*3*	*7,443*	*0.8%*
TOTAL	*81240*	*11*	*7,385*	

e. *That a Community Board be elected representing the Malvern Ward:*

i. *That the name of this Board be the Malvern Community Board;*

ii. *That the Malvern Community Board comprises five elected members;*

iii. *That two Malvern Councillors be appointed to the Malvern Community Board;*

iv. That the Malvern Community Board have three subdivisions, namely the Hawkins, Tawera and West Melton Subdivisions, with the boundaries as shown in the map attached to this report (Appendix 2), and reflecting the following communities of interest:

Subdivision	**Areas of Subdivision**
Hawkins	Darfield, Kirwee, Sheffield, Waddington
Tawera	Arthurs Pass, Castle Hill, Coalgate, Glenroy, Glentunnel, Hororata, Lake Coleridge, Springfield, Whitecliffs, Windwhistle
West Melton	Halkett, West Melton

iv. *That the population each member will represent is as follows:*

Subdivision	***Population***	***Members***	***Population per member***	***% Dif from the quota***
Hawkins Subdivision	*6,460*	*2*	*3,230*	*4.13%*
Tawera Subdivision	*3,050*	*1*	*3,050*	*-1.68%*
West Melton Subdivision	*6,000*	*2*	*3,000*	*-3.29%*
TOTAL	***15,510***	***5***		

CARRIED

4. CORDE 2024 Annual Report
Chief Financial Officer

Moved – Councillor Lyall / **Seconded** – Councillor Gliddon

'That the Council receives the CORDE Limited Annual Report 2024, for information.'

CARRIED

5. Transwaste Canterbury 2024 Annual Report
Chief Financial Officer

The Chief Executive noted that Transwaste Canterbury sent their apologies for the meeting and that they have been invited to the next public forum to provide an update in the November meeting.

Moved – Councillor Epiha / **Seconded** – Councillor Mugford

'That the Council receives the Transwaste Annual Report 2024, for information.'

CARRIED

6. Central Plains Water Limited (CPWL) 2024 Annual Report
Chief Financial Officer

Susan Goodfellow, Chief Executive Officer for Central Plains Water Limited provided an update. Ms Goodfellow also highlighted information in the 100 year plan around water supply and infrastructure.

Mayor Broughton noted that the AGM for CPWL is next Tuesday, which he will attend, he sought the endorsement of the Council to vote in favour of the three recommendations and the ability to add a proxy should Mayor Broughton not be available. There were no opposing views.

The Chief Executive for Selwyn District Council noted a correction to the cover report, for the first sentence, under background information, this should read: Mr Bruce Gemmell is an Independent Director and Audit and Risk Committee Chairman. Councillor Grant Miller is an Independent Director and Chairman, on the Audit and Risk Committee, and REM and Appointments Committee.

Moved – Councillor Dean / **Seconded** – Councillor Lyall

'That the Council receives the Central Plains Water Limited (CPWL) Annual Report 2024, for information.'

CARRIED

7. Confirmation of Committee Chairs & Membership
Executive Director of People, Culture & Capability

There was discussion that some Subcommittee meetings may need to be held more frequently than others.

There was discussion around funding implications for industry experts. The Chief Executive responded that there is a budget for consultancy that sits in the Chief Executive cost centre as well as some experts that are interested in participating in a voluntary basis, as they have a vested interest in wanting to see the strategic progress.

Moved – Councillor Lyall / **Seconded** – Councillor Epiha

'That Council:

(a) notes the establish four new strategic priority subcommittees has concluded with the appointment of the four Chairs being:

- *Chair Councillor McInnes Housing and Urban Development Strategic Priority Subcommittee*
- *Chair Mayor Broughton Local Water Done Well Strategic Priority Subcommittee*
- *Chair Councillor Dean Economic Development Strategic Priority Subcommittee*
- *Chair Councillor Reid Climate Change and Sustainability Strategic Priority Subcommittee.*

(b) note that a request to Te Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga has been made about their preferred level of representation within each of the new Subcommittees;

(c) note that Te Taumutu Rūnanga has appointed Megen McKay to preside on the four subcommittees.'

CARRIED

8. Adoption of Waikirikiri Ki Tua Future Selwyn
Senior Strategy Planner

'Councillor Dean left the Chambers 10.25am-10.28am'

Robert Love, Executive Director of Development and Growth, commented that it is a momentous day for Selwyn District Council with the adoption of Waikirikiri Ki Tua Future Selwyn. Ben Baird, Head of Strategy thanked the Executive team, Councillors and staff for their support and their time spent on Waikirikiri Ki Tua Future Selwyn.
George Sariak, Senior Strategy Planner, outlined the process, the report and appendices. Links were circulated to a draft copy however the final copy version of Waikirikiri Ki Tua Future Selwyn will be made live pending the decisions today.

Councillor Mundt commented that net zero and carbon net zero is still referenced in the document and raised her disappointment, she commented this is quite limiting on how it is comprehended by the community.

Councillors thanked staff, councillor and the community for being involved in the process.

Moved – Councillor Lyall / **Seconded** – Councillor McInnes

'That the Council:

a) *Receives this report, including the recommendations of Hearing Panel set out in **Appendix 1** and further recommended changes by Council staff set out in **Appendix 2***
b) *Adopt the final version of Waikirikiri Ki Tua Future Selwyn as the long-term overarching strategic direction for Waikirikiri Selwyn, underpinned by the Strategic Framework contained within **Appendix 3**.*
c) *Delegates authority to the Chief Executive Officer to authorise ongoing design, performance and proofing refinements to Waikirikiri Ki Tua Future Selwyn and supporting materials.*
d) *Endorses the proposed approach for early engagement on the Area Plans as set out in **Appendix 4**.'*

CARRIED

9. Gravel Reserves Disposal Proceeds Allocation Process

Strategic Open Space Lead
Head of Acquisitions, Disposals & Leasing

Derek Hayes, Strategic Open Space Lead spoke to his report providing a summary.

It was agreed that the Economic Development Strategy Priority Subcommittee has authority to administer and allocate proceeds from the sale of Crown reserve land.

Moved – Councillor Miller / **Seconded** – Councillor Mugford

'That the Council:

a) *Receives the report; and,*
b) *Endorses the proposed process, including panel, and criteria for assessing project eligibility for proceeds funding.'*

CARRIED

10. Public Initiated Water Race Closures

Surface Water Lead

Kate Attwood, Surface Water Lead took report as read.

Councillor Gliddon stated that she is willing to move recommendations a and c, but proposed an alternative for b. She suggested that the Michin Road closure be considered within the context of the entire Sheffield Scheme closure, emphasising the importance of viewing the situation as a whole. Additionally, Councillor Gliddon

mentioned the agreement signed in 2016 with CPWL regarding stock water supply, which should also be taken into account.

Ms Attwood advised that b can be deferred. Therefore, it was agreed that recommendation (b) is deleted.

Councillor Hasson discussed the closures and strategic planning maps related to water races, which were last reviewed in 2012. She noted that the existing mapping does not accurately reflect the current flow of water races across the district. She requested an extension for the report and a reassessment of the mapping to provide a clearer understanding of what remains.

Mayor Broughton advised that two Councillors were to be nominated to hear submissions. A number of Councillors were interested. It was decided that Councillors would talk over lunch and decide who would sit on the hearing panel, once decided staff will be advised.

It was decided that recommendation (b) would be deleted.

Moved – Councillor Gliddon / **Seconded** – Councillor Mundt

'That the Council:

a. *Approve the closure of one length of water race, referred to as the Pound Road closure, consisting of approximately 2.3 km across the Selwyn District Council Stock Water Race Network;*

b. ~~*Does not approve the closure of one length of water race, referred to as the Minchins Road closure, consisting of approximately 6.32 km across the Selwyn District Council Stock Water Race Network; and*~~

c. *Forms a hearing panel, consisting of at least two Councillors to be nominated, to hear submissions and consider the proposals to close three sections of water race, referred to as the 684 Telegraph Road, 987 Telegraph Road, and Highfield Road closure applications respectfully that have received objections during the public consultation process.'*

CARRIED

11. New Designation for Educational Purposes - Far West Rolleston School

Policy Planner

Mayor Broughton advised that the Director of Education for Canterbury informed him that the establishment of a new primary school and the school will be named Te Rau Horopito which will be open in Arbor Green January 2026. Te Taumutu Runanga have generously gifted the name.

Joseph Azer, Policy Planner spoke to his report and also confirmed the new name of the school.

Moved – Councillor McInnes / **Seconded** – Councillor Dean

'That Council:

a) recommends to the Minister of Education that the Notice of Requirement D230003 for an educational facility on Lot 1 DP 588424, as contained in Record of Title 1118996, be confirmed as set out in Commissioner's report, as per s171(2) of the Resource Management Act 1991.

b) delegates to the Chief Executive Officer to undertake all necessary actions to give effect to the decision of the Minister of Education in relation to recommendation 1 above.'

CARRIED

GENERAL BUSINESS

None.

MATTERS RAISED IN PUBLIC FORUM

None.

RESOLUTION TO EXCLUDE THE PUBLIC

Moved – Councillor Lyall / **Seconded** – Councillor Hasson

'That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Date information can be released
1	Minutes	*Good reason to withhold exists under Section 7*	*Section 48(1)(a)*	
2	Castle Hill Purchase and Easement			On settlement of the various elements of the transaction as detailed in the

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1 & 2	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
1 & 2	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or	Section 7(2)(i)

that appropriate officers remain to provide advice to the Committee.'

CARRIED

The meeting adjourned between 10.53am – 11.16am.

The public meeting moved into Public Excluded at 11.16am. The meeting resumed in open meeting at 11.22am.

Public Forum Discussion:

Castle Hill

The Chief Executive Officer commented that a briefing will take place in the new year

Discussion was held around the legislation for community solar usage which is restrictive. Councillor McInnes commented that the group is looking at the sharing of energy and making it more resilient. Council can look to get involved in an operational sense with the assets we have and it worth investigating.

The Chief Executive commented that they are looking at this at a regional level (Economic Development Group), this is a priority piece of work that the Canterbury Mayoral Forum has identified, looking at an energy inventory across Canterbury. The inventory will be completed March next year and then feedback will follow this will give a whole of Canterbury view around energy.

Jens Christensen / Rob Hunt

Councillor Miller commented that there is a lot of potential development with the Fastrack and industrial approval and agrees that there is an opportunity to review with the significant development. Piece of working around development and strategy in this space.

The Chief Executive Officer advised she has asked Tim Mason, Executive Director Infrastructure and Property and his team will consider the presenters comments today and look to see if there is opportunity.

The Mayor and Chief Executive Officer have a meeting with NZTA in the next two weeks and will pick up this conversation.

Mayor Sam noted that the Minister is coming down to understand space requirement for schools and safety of kids will be part of the conversations.

Signing of a Memorandum of Understanding
KiwiRail and Selwyn District Council

The Chief Executive Officer expressed her excitement about the signing of the Memorandum of Understanding, highlighting how it aligns with the strategic partnerships the Council is forming with key businesses. She noted that this is a fantastic opportunity to collaborate with KiwiRail on their future planning and economic prospects, which supports the Council's Economic Development Strategy and offers mutual benefits for our community.

Moved – Councillor Epiha / **Seconded** – Councillor Lyall

'That Council approve the signing of the Strategic Memorandum of Understanding between Selwyn District Council and KiwiRail Holdings Limited.'

CARRIED

With no further business being discussed, the meeting closed at 11.37 am.

DATED this day of 2024

_____
CHAIRPERSON

MINUTES OF AN ORDINARY MEETING OF THE PLANNING & CLIMATE CHANGE COMMITTEE HELD IN THE COUNCIL CHAMBER ON WEDNESDAY 24 JULY 2024 COMMENCING AT 11AM

PRESENT

Councillor N C Reid (Chairperson), Councillors S N O H Epiha, L L Gliddon (Deputy Chairperson), D Hasson, S G McInnes, R H Mugford, M B Lyall (Acting Mayor), G S F Miller, and E S Mundt and Ms M McKay

IN ATTENDANCE

Mrs S Mason (Chief Executive); T Mason (Executive Director Infrastructure and Property), S Gibling (Executive Director People, Culture and Capability), B Baird (Acting Head of Strategy and Policy); Mesdames E Larsen (Head of Resource Consents in attendance for the Executive Director Development and Growth), V Mitchell (Head of Building), S Atherton (Head of Regulatory), H Tate (Communications Advisor), M Mordaunt (Assistant to the Chief Digital Officer and Chief Finance Officer), L Crampton (Assistant to the ED Development and Growth) and C Bennet (Governance Coordinator)

The meeting was livestreamed.

The Chairperson commenced with a karakia welcoming everyone to the meeting, also those listening online.

APOLOGIES

Apologies were received from Mayor Broughton and Councillor Dean.

Moved – Councillor Reid / **Seconded** – Councillor Lyall

'That the committee receive the apologies as indicated, for information.'

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

None.

CONFLICTS OF INTEREST

None.

PUBLIC FORUM

None.

CONFIRMATION OF MINUTES

1. Public minutes of the ordinary meeting of the Planning and Climate Change Committee held in the Council Chamber on Wednesday 15 May 2024

Moved – Councillor Mundt / **Seconded –** Councillor Gliddon

'That the Planning and Climate Change Committee confirms the public minutes of the ordinary meeting of the Committee held on Wednesday 15 May 2024.'

CARRIED

REPORTS

1. Chairperson's Report

Councillors briefly discussed the Government's establishment of housing growth targets for tier 1 and 2 councils. Staff explained that they are currently working through the process to understand how this will impact on Council.

Moved – Councillor Reid / **Seconded** – Councillor Hasson

'That the Planning & Climate Change Committee receives the Chairperson's report.'

CARRIED

2. Acting Executive Director Development and Growth
Acting Executive Director's Report

Staff provided the committee with a verbal update on resource consent numbers. Council have received 48% more applications in the months between January and June this year than the same time last year. New software is planned to come online in September this year to help in automating part of the application process.

The Digital Team have built a dashboard reporting system which allows staff to track consent applications. Staff can see in almost real time how the application is progressing. The dashboard will be shared with Councillors, and it is planned to have it included on the Council website for the public to view. The Chief Executive explained this is a huge step forward with a real focus being placed on improving customer service. Evenings will be planned with industry to have open communication about how things can be done better.

Staff reminded the committee that costs associated with resource consenting are recoverable. They said the new software platform and dashboard are not likely to see a reduction in staffing requirements.

The Chair was disappointed that the response received about the placement of obstructions on the footpath was limited to waste bins. She would like to see Council undertake an accessibility audit around the district. The Chief Executive will discuss this with the Chair.

Moved – Councillor McInnes **Seconded** – Councillor Mugford

'That the Planning and Climate Change Committee:

a) *Accepts the Executive Directors report; and*
b) *Retrospectively approves Selwyn District Council's submission on the approach to the 2028 Census (Appendix B).'*

CARRIED

DISCUSSION ON MATTERS RAISED IN PUBLIC FORUM

There was no public forum at this meeting.

With no further business being discussed, the meeting closed at 11.29am following the closing karakia.

DATED this day of 2024

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CHAIRPERSON

Workshop Items

- *RPS Key Points from ECan*

MINUTES OF AN ORDINARY MEETING OF THE COMMUNITY SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBER ON WEDNESDAY 19 JUNE 2024 COMMENCING AT 9AM

PRESENT

Mayor S Broughton; Councillors, S N O H Epiha, L L Gliddon, D Hasson, M B Lyall, S G McInnes, R H Mugford (Chairperson), N C Reid; and Ms M McKay

IN ATTENDANCE

Mrs S Mason (Chief Executive); T Harris (Executive Director Enabling Services), T Mason (Executive Director Infrastructure and Property), J Richmond (Head of Sport and Recreation), C Han (Digital Operations Support); Mesdames D Kidd (Executive Director Community Services and Facilities), C Quirke (Head of Community and Economic Development), C Parker (Head of Venues and Events), S Banbury (Senior Advisor Community Funding), L Caygill (Operations Manager Arts, Culture and Lifelong Learning), S Spicer (Assistant to ED Community Services); Ms T Davel (Senior Governance Advisor) and C Bennet (Governance Coordinator)

The Chair welcomed everyone to the meeting and opened with a karakia.

The meeting was livestreamed.

APOLOGIES

Apologies were received from Councillors Dean and Mundt.

Moved – Councillor Reid / **Seconded** – Councillor Lyall

'That the Community Services Committee receive the apologies from Councillors Dean and Mundt.'

CARRIED

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

None.

CONFLICTS OF INTEREST

None.

PUBLIC FORUM

None.

CONFIRMATION OF MINUTES

1. Minutes of the ordinary meeting of the Community Services Committee held in the Council Chamber on Wednesday 3 April 2024.

Moved – Mayor Broughton **/ Seconded –** Councillor Lyall

'That the Community Services Committee confirms the minutes of the ordinary meeting of the Committee held on Wednesday 3 April 2024, as circulated.'

CARRIED

REPORTS

1. Chairperson's Report

Moved – Councillor Mugford / **Seconded** – Mayor Broughton

'That the Community Services Committee receives the Chairperson's Report to Committee for information.'

CARRIED

2. Executive Director Report
Executive Director Community Services and Facilities

Mrs Denise Kidd, Executive Director Community Services and Facilities, gave a summary of the main points of the report. She highlighted the information on alcohol licensing which includes a risk matrix created after obtaining legal advice and consulting with Police.

There was a discussion about public liability insurance. Mrs Kidd said that if the event is Council led then it is captured by Council's insurance cover. Councillors expressed the concern that it could become too costly for the community to use Council assets, such as parks and reserves, if public liability insurance cover was required for events that did not meet the criteria for Council cover. Mrs Sharon Mason, Chief Executive, acknowledged that there is work to be done to provide certainty to users around what is covered and when public liability insurance cover will be required.

Clarification was sought on the core principles detailed in the 'Community Funding' portion of the report. Mrs Kidd advised that these have been included to bring total visibility to Council's commitment to the funding programme. This foreshadows a report coming to Council where these will be further clarified. She noted Councillor's points around the need to differentiate between the funding of groups, individuals and those that make a one-off application and those who apply for a grant for the same event annually. These points will be responded to in a pending report. There was general support indicated for some of the regular event applicants to become self-supporting and move away from a reliance on Council funding.

Moved – Councillor Lyall / **Seconded** – Councillor Miller

'That the Community Services Committee receives the Executive Director's report, for information.'

CARRIED

3. Community Services and Facilities Group Quarter Three Report 2023/24
Executive Director Community Services and Facilities

Councillors congratulated staff on the increase of patronage of Council venues and thanked them for the work done with Ellesmere Lions and mana whenua.

Councillors queried why Darfield Recreation Centre is unstaffed. Mrs Kidd explained that due to the level of usage and the complex nature of the ownership of the building having it staffed by Council on a fulltime basis could be difficult and costly. She said there is flexibility for people to get easily in and out of the building. The number of people using the facility / bookings will be investigated.

It was noted that the Sheffield Pool Party event did not receive Council funding.

Mr James Richmond, Head of Sport and Recreation, in answer to a Councillor question explained that Sheffield Pool receives funding due to ongoing maintenance issues.

Moved – Councillor McInnes / **Seconded** – Councillor Lyall

'That the Community Services Committee receives the Community Services and Facilities Group Quarter Three Report 2023/24, for information.'

CARRIED

4. 2024 ANZAC Day Report
Head of Venue and Events

Mrs Catherine Parker, Head of Venues and Events, recently started in her role at Council and began by sharing a bit about her background and previous employment experience.

Councillors expressed their thanks for the continued support of this important community event.

Community feedback was that it was significantly easier to ask questions and have them answered now there is one point of contact at the Council. It was queried if the cost of producing the programme includes the cost of the paper and the printing.

It was also asked if the budget for traffic management is for the plan itself or does it also include the work required on the day. Councillors said that several ANZAC Day services that are held roadside but are not showing in this report. These queries were noted by Mrs Kidd.

It was acknowledged that there is still work to be done to capture all the Council halls utilised on ANZAC Day.

To avoid embarrassment, it was asked that the message cards be firmly attached to the wreaths next year.

Moved – Councillor Reid / **Seconded** – Councillor McInnes

'That the Community Services Committee:

a) ***agree*** *that the Council ANZAC Day Policy be reviewed prior to February 2025, in line with this report; and*

b) ***agree*** *that, thereafter, the Council ANZAC Day Policy be reviewed every 3 years.'*

CARRIED

GENERAL BUSINESS

None.

With no further business being discussed, the meeting closed at 9.41am with a closing karakia.

DATED this day of 2024

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CHAIRPERSON

MINUTES OF AN ORDINARY MEETING OF THE TRANSPORT AND INFRASTRUCTURE COMMITTEE HELD IN THE COUNCIL CHAMBER ON WEDNESDAY 3 APRIL 2024 COMMENCING AT 9AM

PRESENT

Councillors, S N O H Epiha, L L Gliddon, D Hasson (Chair), S G McInnes (Deputy Chair) (on Zoom), P M Deans, M B Lyall, R H Mugford, E S Mundt, N C Reid and Ms McKay

IN ATTENDANCE

Mrs S Mason (Chief Executive), Messrs. T Mason (Executive Director Infrastructure and Property), R Love (Executive Director Development & Growth), M McGrath (Chief Digital Officer), M England (Asset Manager), K Narang (Head of Capital Works), B Healey (Project Manager, Major Projects), S Tully (Advisor (Mayor)), P Millar (Major Projects Manager); Mesdames D Kidd (Executive Director Community Services & Facilities), D Prendergast (PA to the Executive Director Infrastructure and Property), S Spicer (Personal Assistant to the Executive Director Community Services & Facilities), P Parata-Goodall (Pou Kaiāwhā - Executive Cultural Advisor), C Bennet (Governance Coordinator), and A Sneddon (Chief Financial Officer)

The meeting was livestreamed.

The Chair welcomed everyone to the meeting, also to those listening online.

APOLOGIES

Apologies were received in respect of Mayor Sam Broughton

Moved – Councillor Epiha / **Seconded** – Councillor Mugford

'That the Transport and Infrastructure Committee receive the apologies as noted.'

CARRIED

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

None identified.

CONFLICTS OF INTEREST

None noted.

PUBLIC FORUM

None.

TERMS OF REFERENCE

For information only.

CONFIRMATION OF MINUTES

1. Minutes of the ordinary meeting of the Transport and Infrastructure Committee held in the Council Chamber on Wednesday 21 February 2024.

Councillor Dean noted that he was an apology for the meeting.

Moved – Councillor Gliddon **/ Seconded –** Councillor Lyall

'That the Transport and Infrastructure Committee confirms the minutes of the ordinary meeting of the Committee held on Wednesday 21 February 2024, as circulated.'

CARRIED

REPORTS

1. Chairperson's Report

This report was taken as read, other than noting observations re draft government policy for transport, and the approach taken to speed reduction on rural roads, which will further reduce Council's ability to set speed limits. Instead, Council will need to rely on and encourage police and the Ministry of Transport to enforce road safety and speed reduction.

Discussion included a request to this Committee to maintain its focus on exploring ways to keep roads safe and speeds low. Ms McKay suggested that separate to this meeting, discussions be held about how to liaise with iwi in regard to the Local Water Done Well initiatives, possibly via the Chief Executive.

A question was asked as to whether the Land drainage workshop was public or not. This was a workshop between representatives of small land owners, used to gather information on how their respective systems work and to get local knowledge documented in order to develop a cohesive action management plan. As it was a workshop, minutes were not taken, but a report will come back to this committee.

Moved – Councillor Mundt / **Seconded** – Councillor Epiha

"*That the Transport and Infrastructure Committee receive the Chairpersons Report to the Committee for information."*

CARRIED

2. Executive Director Infrastructure and Property
Executive Director's Report

Mr Mason highlighted the planning for the forward work programme, especially carry forwards, with the intention to bring to Council for decision which projects should be retained and which removed, together with criteria to assist in this decision.

He noted that in respect of the 3 Waters Reform, we are in a better position than most councils as our assets are reasonably new with low leakage.

There is a three month programme planned to implement the interim speed management plan.

Mr Mason then discussed the challenges posed in developing a capital works delivery strategy. In his experience there are a number of key areas that need to be improved:

- Systems and processes (working on financial and reporting systems, consistency)
- Procurement model (how to efficiently get to market)
- Capability – this is always a challenge to any organisation. Identifying key competencies, gap analysis, and programme to address gaps
- Supply chain relationships – good relationships together with a clear understanding of pipeline of work

The aim is to have a strategy in place by 1 July, following which improvement will occur incrementally. For example, reporting will become incrementally more accurate over the following year.

Questions posed were as follows:

- Would systems and reporting have the mitigated carry forward situation we are now in? While this would have helped, a number of factors contributed to situation, including a history of rolling projects forward. An expectation is being developed in the team that in future, we don't roll project forwards. However, given the total number of current important projects, there is insufficient capacity for all of these so some will need to be selected to be carried forward and a realistic program developed

- Will speed signs be bilingual? Yes.

- How will capital works programme be reported to this committee? Could there be a type of traffic light report? While staff currently don't have enough information for a traffic light style report, the programming underway should allow us to do this in future. There is also a plan to collate performance reporting to one committee.

- confirmation that by July a plan will be in place for incremental improvements. This was confirmed, noting that the year ahead will be a busy one as it is LTP year one, but there will be a good team and a good plan in place.

- what is the budget for the Ellesmere to Pines Wastewater pipeline? This will need to go through an engineers' representative and engineer in order to be established

- are we on track for the pipeline work set to start end of April? Yes, we are currently in the final changes of consents.

- has the consent for the pipeline been extended? Consent has yet to be extended, however, the new consents we are seeking from ECAN will be for the revised longer periods, and in the meantime we are continuing under the current consent which ECAN is comfortable with.

Observations and feedback from the Councillors included:

- speed management interaction with marae went well.

- how we monitor project contracts will also be an important part of delivering to programme, including monitoring the quality of work

Moved – Councillor Dean / **Seconded** – Councillor Reid
'That the Transport and Infrastructure Committee receives the Executive Director's Report, for information.'

CARRIED

GENERAL BUSINESS

None.

RESOLUTION TO EXCLUDE THE PUBLIC

Moved – Councillor Lyall / **Seconded** – Councillor Reid

'That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		**Reasons for passing this resolution in relation to each matter**	**Ground(s) under Section 48(1) for the passing of this resolution**	**Date information can be released**
1.	Minutes	*Good reason to withhold exists under Section 7*	*Section 48(1)(a)*	
2.	Greenpark Memorial Community Centre			1 June 2024

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1 - 2	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
1 - 2	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial	Section 7(2)(i)

that appropriate officers remain to provide advice to the Committee.'

CARRIED

With no further business being discussed, the meeting closed at 10am with a closing karakia.

DATED this day of 2024

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CHAIRPERSON

PUBLIC MATTERS UNDER INVESTIGATION

Item	Meeting referred from	Action required	Report Date
Operational Delivery Update - Surface Water in Hororata, Springfield and Sheffield	21 June 2023	Future workshop with Councillors and Environment Canterbury. Engagement with the community to obtain feedback.	Tbc

MINUTES OF AN ORDINARY MEETING OF THE SPRINGS AND ELLESMERE DISCRETIONARY FUNDS COMMITTEE HELD IN THE COUNCIL CHAMBERS ON WEDNESDAY 11 SEPTEMBER 2024 COMMENCING AT 12.41PM

ATTENDEES

Councillors D Hasson, E S Mundt and M B Lyall

IN ATTENDANCE

C Bennet (Governance Coordinator)

APOLOGIES

Apologies were received from Councillors Epiha and Miller.

Moved – Councillor Lyall **/ Seconded –** Councillor Mundt

'That the Springs Ellesmere Discretionary Fund Committee receive the apologies from Councillors Epiha and Miller.'

CARRIED

CONFLICT OF INTERESTS

None.

CONFIRMATION OF MINUTES

Minutes of the ordinary meeting of the Springs Ellesmere Funds Committee held in the Council Chambers on Wednesday 14 August 2024.

Moved – Councillor Lyall **/ Seconded –** Councillor Hasson

'That the Springs Ellesmere Discretionary Fund Committee confirm the minutes of the meeting on Wednesday 14 August 2024, for information.'

CARRIED

APPLICATIONS FOR FUNDING

Ellesmere Applications

None for this meeting

Springs Applications

1. Request for a Grant – Olympia Rhythmic Canterbury Team

Moved – Councillor Mundt **/ Seconded –** Councillor Hasson

'That the Springs/Ellesmere Discretionary Fund Committee grant $1000 from the Springs Ward Discretionary Fund to assist the Olympia Rhythmic Canterbury team members attend the 2024 XP NZ Gymnastics Championships in Palmerston North in October.'

CARRIED

2. Springs Ellesmere Discretionary Funds Financial Statements 2024/25

Moved – Councillor Lyall **/ Seconded –** Councillor Hasson

'That the Springs Ellesmere Discretionary Funds Committee receive the Financial Statements, for information.'

CARRIED

The meeting closed at 12.45pm.

DATED this day of 2024

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CHAIRPERSON

MINUTES OF AN ORDINARY MEETING OF THE ROLLESTON DISCRETIONARY FUNDS COMMITTEE HELD IN THE COUNCIL CHAMBERS ON WEDNESDAY 11 SEPTEMBER 2024 COMMENCING AT 12.38PM

ATTENDEES

Councillors P M Dean (Chairperson), S G McInnes (Deputy Chairperson) & N C Reid

IN ATTENDANCE

C Bennet (Governance Coordinator)

APOLOGIES

None.

CONFLICTS OF INTEREST

None.

CONFIRMATION OF MINUTES

Minutes of the ordinary meeting of the Rolleston Discretionary Funds Committee held in the Council Chambers on Wednesday 14 August 2024.

Moved – Councillor Dean **/ Seconded** – Councillor Reid

'That the Rolleston Discretionary funds Committee receive the minutes of its ordinary meeting on Wednesday 14 August 2024, for information.'

CARRIED

APPLICATIONS FOR FUNDING

1. Request for a Grant – Nevaeh Wendt

Moved – Councillor McInnes **/ Seconded –** Councillor Reid

*'That the Rolleston Discretionary Fund Committee **defer considering the** grant of $500 from the Rolleston Ward Discretionary Fund to assist Nevaeh Wendt to travel to a dance competition in Australia, **to the Community Funding Assessment Panel**.'*

CARRIED

2. Rolleston Discretionary Funds Financial Statements 2024/25

Moved – Councillor Reid **/ Seconded –** Councillor Dean

'That the Rolleston Discretionary Funds Committee receive the Financial Statements, for information.'

CARRIED

The meeting closed at 12.42pm.

DATED this day of 2024

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CHAIRPERSON

REPORT

TO: Council

FOR: Council Meeting – 13 November 2024

FROM: Mayor Sam Broughton

DATE: 14 October 2024

SUBJECT: **MAYOR'S REPORT – October 2024**

RECOMMENDATION

'That Council receives the Mayor's Report for October 2024 for information.'

1. OVERVIEW

Economic Development strategy

This month, we celebrated the official launch of the Kai Aku Rika Economic Development Strategy at Lincoln University, with around 70 attendees marking this significant milestone for Selwyn's future. Dr. Liz Brown, Chair of Te Taumutu Rūnanga, unveiled the strategy's dual name and shared its associated whakataukī, setting a strong cultural foundation for this initiative. The Kai Aku Rika Strategy serves as a blueprint for the future of Waikirikiri Selwyn's economy, guiding us toward sustainable and inclusive growth. Adding to this success Selwyn District Council won the Integrated Strategy Award at the Economic Development New Zealand Best Practice Awards, a testament to the collaborative efforts behind this strategy. Congratulations to the team that worked on this.

MOU with Kiwirail

Selwyn District Council signed a Memorandum of Understanding with Kiwirail, marking a significant step forward in our economic development strategy. This partnership aims to build on the South Island's largest freight-handling facility at Rolleston, which will create substantial opportunities for our local economy. The facility is expected to drive economic growth by enhancing the efficiency of freight distribution, supporting businesses across the region, and attracting further investment. Additionally, the TranzAlpine rail service holds more potential as a premier tourism attraction particularly as the cycle trail from Arthurs Pass is developed. Together, these initiatives will strengthen our district's economic foundation and reinforce Selwyn's role as a central hub for both commerce and tourism in the South Island

Canterbury Mayoral Forum

The Canterbury Mayoral Forum continues to meet regularly, fostering collaboration on key issues affecting our region. In these discussions, a priority is finding ways to present a united voice to central government decision-makers, ensuring that Canterbury's interests are heard and understood. The forum has determined that any Regional Deal will be for the whole of Canterbury, rather than a north or south or GCP approach. To strengthen this the Forum is engaging Business Canterbury to explore opportunities for more coordinated advocacy with businesses that will drive positive outcomes for our communities. In October the Forum hosted Simon Bridges, Chairperson of Waka Kotahi, to discuss transportation and infrastructure needs across Canterbury. This engagement reflects our commitment to building strong relationships with national stakeholders, ensuring our regional priorities are supported and advanced.

2. MEETINGS

2nd October	Local water done well options briefing
3rd October	GCP Mayors meeting Rolleston Principals & MoE meeting at Rolleston College Meeting with Hon Nicola Grigg
4th October	Canterbury Mayoral forum meeting with Simon Bridges Filipino Sports Event at Selwyn Sports Centre
7th October	Malvern Community Board Services Awards
8th October	NZ Police & SDC leadership meeting
9th October	NZ History Cultural Development Day
11th October	Meeting with the Hon Vanessa Weenink Darfield Art Week opening
13th October	Friends of the Ellesmere Hospital 100 years event
16th October	Canterbury FutureReady Megatrends event.
17th October	CORDE Governance meeting McLean Institute meeting
20th October	100 year Anniversary for Ellesmere Soldiers memorial Cenotaph
21st October	Meeting with Hon Hamish Campbell

22nd October	Ministry of Social Development meeting Kai Aku Rika Economic Development Strategy launch
23rd October	Council Meeting Economic Development NZ Best Practice Awards Dinner
24th and 25th October	South Island Local Government Conference
29th October	Kiwirail meeting Business Canterbury Meeting One Water working group hui Ellesmere College Senior prizegiving
30th October	NZ History Cultural Development day 2
31st October	Hon Simeon Brown visit to Selwyn.



Sam Broughton
MAYOR
MAYOR

REPORT

TO: Council

FOR: Council Meeting on 13 November 2024

FROM: Chief Executive

DATE: 22 October 2024

SUBJECT: **CHIEF EXECUTIVE'S REPORT**

RECOMMENDATION

'That Council:

(a) Receives the Chief Executive's report for information.

(b) Delegate to the Chief Executive Officer to commence the recruitment process for a Canterbury Museum Trust Board member.

(c) Adopt the proposed meeting schedule for 2025.'

1. PUBLIC FORUM

At the Council meeting on 23 October 2024 we had several public forum speakers. Responses to the issues raised in public forum are listed below.

Jens Christensen – Development of State Highway 1
This suggestion by the submitter has been raised before and discussed with Council and the NZTA Waka Kotahi. It relies on roading connections being created by a private plan change that has been declined by Council. Dunns Crossing Road is classified as arterial road that connects to the south of Rolleston and those urban areas from SH1. It is part of the Rolleston perimeter arterial network established for this purpose. The NZTA adopted plan for the new dual lane roundabout at SH1 is connecting the perimeter arterials of Dunns Crossing Road and Walkers Road together to maintain the integrity of that link. NZTA are currently obtaining the land needed from the property owner for the roundabout and the realignment of Dunns Crossing Road onto it. Council has included the upgrade of Dunns Crossing Road, including a new signalised intersection at Dunns Crossing and Burham School Road to address safety concerns in agreement with the NZTA for both the increase in traffic and provide for the safe crossings for the school. It would be inadvisable to have an arterial road of the function necessary, including catering for heavy vehicles, to rerouted through a new urban high-density development even if it did occur.

Kate Hodgins, Helen Parsons and Dave Laurie, - Castle Hill Community Grid and Solar Project

At the October meeting, Kate Hodgins, Helena Parsons and David Laurie spoke at the public forum about the Castle Hill Community Grid and Solar Project. This is a community led initiative, supported by Orion, to establish a solar hub and battery storage and Castle Hill Village. The project has the following objectives:

- To support the Castlehill basin/Craigieburn emergency response and recovery in the event of a disaster
- Reduce the Castle Hill village infrastructure's reliance on the grid, thereby also reducing associated carbon emissions
- It could also form part of a Virtual Power Plant with grid stabilisation capabilities.

Council staff are working with the project leaders to jointly brief Councillors early next year on the project status and opportunities for Council involvement and support of the project.

Council notes that work in the energy space is currently underway at a regional level to assess energy security, with the Canterbury Mayoral Forum currently undertaking a priority piece of work document at an energy inventory across Canterbury. The inventory will be completed March next year and then feedback will follow, which will give a whole of Canterbury view around energy.

Calvin Payne – 2024 Representation Review

The Council thanked Mr Payne for his comments and acknowledged that they will be taken into consideration for the next representation review

Rob Hunt – West Rolleston Primary School Road Safety

At the last meeting of Council, we heard from Rob Hunt representing West Rolleston School. Rob is advocating for Council to commit to undertaking road safety improvement projects around the school as we had planned in our LTP, with a project to install traffic signals at the Dunns Crossing and Burnham School Road intersection. Since the LTP, we have heard from NZTA that they will no longer support co-funding of this project which leaves Council with a significant funding shortfall to be able to advance this project as planned and communicated to our community. Council is currently reviewing all the NZTA funding shortfalls and exploring options to supplement funding for key projects, such as this one. This work is ongoing. A report of alternative funding options for Council to consider will be before Council as an agenda item today. A decision on this will enable a clear direction on the future of this project to then be communicated to West Rolleston School and our Community.

2. CANTERBURY MUSEUM TRUST BOARD

On 31 October, Council received Rex Williams formal resignation from the Canterbury Trust Board effective from 30 November 2024. Rex Williams was appointed to the Board as this Council's representative from 1 September 2022 for a 3-year term.

Every three years, the Canterbury Museum Trust Board renews its membership under the terms set out in its Parliamentary Act. The Trust Board has members appointed by the following organisations for a three-year term:

- Christchurch City Council (4 members)
- Selwyn District Council (1 member)
- Waimakariri District Council/Hurunui District Council (1 member)
- Te Rūnanga o Ngāi Tahu (1 member)
- Friends of Canterbury Museum (1 member)
- Canterbury Pilgrims' and Early Settlers' Association (1 member)
- University of Canterbury (1 member)
- Canterbury Branch, Royal Society of NZ (1 member)

Following the resignation of Mr Rex Williams, prior to the end of his 3-year term, the CEO seeks the delegation from Council to commence the recruitment process for a new trustee in early 2025.

6 Appointment of members of Board

(1) Within 3 months after the commencement of this Act, and within 3 months after each general election held pursuant to the Local Electoral Act 2001 after the commencement of this Act, those contributing authorities and other bodies referred to in section 5(2) shall each appoint a person or persons to be members of the Board.

(2) Any person appointed by a contributing authority need not be a member of that authority.

(3) Every member of the Board appointed under this section shall come into office on the day following that on which he or she is appointed.

Section 6(1): amended, on 1 July 2001, pursuant to section 152(1) of the Local Electoral Act 2001 (2001 No 35).

7 Reappointment and resignation of Board members

(1) Any member of the Board may from time to time be reappointed or may at any time resign his or her office in writing addressed to the Secretary of the Board.

(2) Every such member, unless he or she sooner vacates office, shall continue to hold office until his or her successor comes into office.

(3) Every casual vacancy shall be filled as soon as practicable by the appointment of a person by the contributing authority or body which appointed the member who has vacated office; and the member appointed to fill any casual vacancy shall hold office only for the residue of the term of the vacating member: provided that where any such vacancy occurs within 6 months before the date fixed for the next general election, the appointing body or bodies affected by that vacancy may determine that the vacancy shall not be filled.

(4) The powers of the Board shall not be affected by any vacancy in its membership.

3. KAI AKU RIKA ECONOMIC DEVELOPMENT STRATEGY

This week, we proudly launched our *Kai Aku Rika Economic Development Strategy* at Lincoln University, with over 70 in attendance. It was a significant milestone for the district, highlighted by Dr. Liz Brown, Chair of Te Taumutu Rūnanga, unveiling the strategy's dual name and its associated whakataukī. Serving as a blueprint to shape the future of Waikirikiri Selwyn's economy, this strategy signals an exciting new chapter for our district. Click here to access key resources and see the partners who have endorsed the strategy so far including:

- Te Taumutu Rūnanga
- CORDE
- Orion
- KiwiRail
- Lincoln University
- Business Canterbury

We were also honoured to receive the Integrated Strategy Award at the Economic Development New Zealand Best Practice Awards. This award celebrates exceptional strategic planning that unifies diverse initiatives across departments, levels, and stakeholders for maximum impact. The judges commended Selwyn District Council's strategy for its comprehensive development process and for being deeply integrated into Council operations and identity, rather than standing as a separate document. They were particularly impressed by the direct link between the Kai Aku Rika Economic Development Strategy and Council's investment decisions, ensuring that resources are directed toward initiatives with the most significant potential for economic growth. This integrated approach reflects our commitment to fostering a cohesive, results-oriented economic vision for the district.

This recognition places us alongside other notable finalists, including Queenstown District Lakes (whom received Highly Commended), Enterprise Dunedin, Northland Inc., Trust Tairāwhiti, and Venture Taranaki, and underscores the high standards set for our economic development strategy.

Looking ahead, our next steps include establishing the Economic Development Subcommittee in November, framing up the action plan and work programme, and identifying members for the cross-sector steering group. With these foundations in place, we're ready to move forward with delivering and fully integrating the strategy across all Council activities, setting the stage for impactful economic outcomes.

4. INTERNATIONAL SWAPS AND DERIVATIVES ASSOCIATION (ISDA) AGREEMENTS WITH ASB AND ANZ

At the Audit and Risk Subcommittee meeting held on 5 November was endorsed by the Committee. The below is for Council's information, as the Chief Executive Officer has delegation to sign the below agreements.

SDC and ASB:
In August 2023, SDC started the feasibility review of potentially implementing an ISDA agreement between SDC and ASB. Generally, an ISDA agreement is a standardised agreement that is used to govern transactions related to 'over-the-counter' derivatives (for example, swaps, forward rate agreements, and options).

The purpose of this was to diversify options for derivative trade, expanding from two banks (ANZ and Westpac) that SDC currently places swap orders with. This diversification was with a view to obtain better rates for interest risk hedging.

Throughout the course of the feasibility review, various consultants were invited to comment on the proposed ISDA agreement draft (including PwC, Anderson Lloyd and Buddle Findlay) providing an all-encompassing view of the proposed agreement. The review involved recommendations on the proposed draft and the related schedules, to ensure minimal risk exposure for Selwyn District Council.

In September 2024, Buddle Findlay conducted the final review of the updated ISDA agreement draft, and a final version of the agreement was provided, concluding that it was ready for Selwyn District Council to execute.

SDC and ANZ:
In August 2024, SDC engaged Buddle Findlay to act on Selwyn District Council's behalf in respect of the issue of security stock under Selwyn District Council's Debenture Trust Deed.

The proposed change is in relation to increasing the limit under the existing ISDA agreement from $2m to $6m. Buddle Findlay have been instructed to prepare a new security stock certificate to reflect this, noting that the new security stock certificate will be replacing the existing security stock certificate, number 3. The draft documents prepared by Buddle Findlay have been reviewed by ANZ. The next steps are:

1. Selwyn District Council signs and issues the Stock Issuance Notice to Covenant;
2. Selwyn District Council signs the Stock Certificate and CEO Certificate and sends to Buddle Findlay to hold in escrow;
3. ANZ signs the Cancellation Notice and sends to Buddle Findlay to hold in escrow.

Upon actioning both steps 1 and 2 above, Buddle Findlay will simultaneously:

4. Release the Stock Certificate and CEO Certificate to ANZ;
5. Release the Cancellation Notice to Computershare and Selwyn District Council;
6. Instruct Computershare to update the Stock Register.

Further to our request for clarification, Buddle Findlay confirmed that there is no risk associated with issuing further stock per se, other than by doing so, Selwyn District Council is increasing its exposure to ANZ. On the other hand, Selwyn District Council can transact swaps up to a higher limit. The new stock is required to secure the increased limit.

5. COUNCIL CALENDAR FOR 2025

Attached is the proposed meeting schedule for 2025 (**Appendix 1**). This schedule is designed to meet the requirements of the Local Government Act 2002, outline the annual commitment of Council, and to facilitate diary management.

It is proposed that, as per the 2024 calendar year, that all Council and Committee meetings are scheduled to be held on a Wednesday, with the exception of Audit and Risk Subcommittee meetings which are to be held on a Tuesday.

The Malvern Community Board meetings are retained on Monday evenings, commencing at 4.00pm with some meetings to be undertaken around the District. Meeting which fall on public holidays will be transferred to the Tuesday.

Councillor Recess
To coincide with the New Zealand school term holiday breaks, three Councillor recesses have been included in the schedule, these being:

Good Friday 18 April until Sunday 27 April.
Saturday 28 June 2024 until Sunday 6 July.
Saturday 20 September until Sunday 28 September.

6. CEO KPIs

Please find attached as **Appendix 2** an update on the CEO KPI's and progress for Councillors information.



Sharon Mason
CHIEF EXECUTIVE OFFICER

2025 Meeting and Events Calendar

Confirmed by Council on xx xx 2025

Selwyn District Council

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JANUARY	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri
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FEBRUARY	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri			
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				CFAP	LWDW							UDSP							COU												
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MARCH	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
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Key:

SuperLocal 2005 (Christchurch):
LGNZ

Zone 5 & 6 Meetings:
ZONE

Rural & Provincial Meetings:
R&P

Combined Sector Meetings
CSM

Public Holidays:
HOL

SCHOOL HOLIDAYS / COUNCILLOR RECESS

COUNCIL COMMITTEES

COMMITTEE 1 (F&P)
FINANCE & PERFORMANCE

COMMITTEE 2 (LCDW)
LOCAL WATER DONE WELL STRATEGIC PRIORITY SUBCOMMITTEE

COMMITTEE 3 (HUDS)
HOUSING AND URBAN DEVELOPMENT STRATEGIC PRIORITY SUBCOMMITTEE

COMMITTEE 4 (EDSP)
ECONOMIC DEVELOPMENT STRATEGIC PRIORITY SUBCOMMITTEE

COMMITTEE 5 (CCSS)
CLIMATE CHANGE AND SUSTAINABILITY STRATEGIC PRIORITY SUBCOMMITTEE

COMMUNITY FUNDING ASSESSMENT PANEL (CFAP)

CREATIVE COMMUNITIES (CC)

RURAL TRAVEL FUND (RTF)

CEO Progress update

Section 1: "Core" Key Performance Indicators

Reviewed June 2025

Core Key Performance Indicators			
Statutory Duties	Statutory compliance will be reviewed at least annually, including identifying progress against the top 5 risks agreed upon by the Council. Those updated risk reviews will be formally reported to the newly elected Council before the draft 2025 annual plan.	30 June 2025	Program of work underway
	An unqualified audit report is received in respect of the 2023/24 annual report and all issues raised by Audit NZ in their management letter have agreed timeframe to be cleared.	31 Jan 2025	Annual report is due to Council December Auditors are currently onsite
Financial Prudence	OPEX – operating budgets will not be exceeded in total CAPEX (NB: this is multi-year <u>initially</u>, but expected to be annual thereafter) • Individual capital projects over $750K will be achieved within +/- 5% • Any changes outside of +/- 5% will be brought to Council for re- approval along with consequent effects • The total capital budget achieved within +/-5% (NB: this KPI is linked to the work programme KPI cf below.)	June 2025	Our overall Opex costs for Q1 are unfavourable to budget by $780k. The main areas of overspend are in maintenance $600k - this is partly timing related, consulting, legal and professional is unfavorable to budget by $1m noting this includes $726k of costs that are recovered through building and resource consent fees. Other Opex areas are favourable to budget, these include personnel, overheads, general expenditure, and operating projects. Finance reports are discussed in detail at the Finance & Performance governance meetings Q1 Capital program The Capital program is reported to Finance & Performance governance meeting.

Customer/Stakeholder Satisfaction	Customer and stakeholder satisfaction is addressed as follows: A baseline customer satisfaction measure is developed, agreed by Council and an initial customer satisfaction assessment is undertaken (eg: perhaps something like the Colmar Brunton net promoter score customer satisfaction with across-the- counter service performance, or the overall service performance % as rated by standard telephone poll of ratepayers)	31 March 2025	Currently negotiating with an external group to undertake the survey in February with presentation to Council April
	Customer satisfaction is raised as follows <NB: actual measure tbc>: Users perception of Council staff interaction is 5% greater than at 31 March 2025 Overall residents perception of Council service performance is 5% greater than at 30 June 2019 These measures will be taken using the same process as used at 31 March 2025. <NB: a customer complaint system could be instigated and measured as a way of progressing a measure of customer satisfaction. And/or, a work-request system could log incoming work requests and Council response rates/times measured.>	June 2026 June 2026	
Team Cultural survey Satisfaction	Staff satisfaction is raised as follows: • An initial base-line survey is taken to determine staff engagement that gains 90%+ response • Subsequent staff engagement surveys attain a minimum of 90% response rate • The overall staff engagement index is 5% higher than 31 July 2024	30 Sept 2024 Ongoing 30 June 2025 30 June 2025	Completed and public briefing to councilors 6th November 2024

	• The staff confidence that collective organizational leadership inspires and motivates is 5% higher than at 31 July 2024 These measures will be taken using the same process as used at 30 Sept 2024.		

Section 2: Strategic Areas of Focus

One Year Specific Goals:		
The key 4 most visible projects should be included in this KPI on a completed/not-completed basis each year. For the 2025/26 financial year, the following are key KPI projects:		
❖ That the Digital Strategy is reviewed, and a recommendation is brought through to Council	June 2025	Work ongoing strategy broken down into 3 key areas. CDO will provide a briefing overview early 2025 of innovations and changes to date
❖ That Waikirkiki Future Selwyn strategy is consulted on, submissions and hearing completed and final draft by June 2025	June 2025	Completed – endorsed at council October 2024.
❖ The financial and non-financial delegations are reviewed, and updates are brought to the council for endorsement. This project is in two tranches and may be a multiyear approach.	September 2024	Financial delegations Completed Non-financial delegations – review will begin in 2025
❖ Local water has done well reform. SDC will complete water service plans in line with central government timelines.	Sept 2025	Work underway- note this is a significant program of work equitable to a LTP
❖ Local Water done well – SDC staff will workshop with councillors' options for a financially sustainable water services model at a local and takiwa level	October 2025	Workshops held paper to council with options 13 November and implementation of resolution by LWDW strategic portfolio committee

• Investment & Disinvestment strategy – that the strategy is	June 2025	Incorporated into the new strategic portfolio

"stood up" and brought to life with a clear investment and disinvestment action plan		committee with economic development. First meeting this month
Health and Safety		
• The Health and Safety Framework is reviewed and refreshed, including governance workshops.	December 2024	Work program is underway
• That the recommendations from the IMPAC consulting Health & Safety assessment 2020 are implemented	June 2025	A new assessment has been completed and endorsed by RAC
Multi-Year Goal: ELT		
• The council policies, governance, and operations will be reviewed over a two-year period.	June 2026	Work has commenced to scope out program of work

REPORT

TO: Sharon Mason, Chief Executive Officer

FOR: Council meeting, 13 November 2024

FROM: Steve Gibling, Executive Director People Culture and Capability

DATE: 6 November 2024

SUBJECT: **HEALTH, SAFETY AND WELLBEING UPDATE NOVEMBER 2024**

RECOMMENDATION

'That Council receives the Health, Safety and Wellbeing Update November 2024 Report'.

1. PURPOSE

The purpose of this report is to provide Council with an update in relation to health, safety, and wellbeing activity across the organisation. This report supports the due diligence requirements of Council Officers under the Health and Safety at Work Act 2015.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's Significance and Engagement Policy.

3. HEALTH, SAFETY AND WELLBEING OVERVIEW

HS&W External Review Process

In late May 2024 staff initiated a review into the maturity of Councils delivery of its Health, Safety and Wellbeing functions under the Health and Safety at Work Act 2015.

The objective of this assessment was to:

1. Assess the effectiveness of Selwyn District Councils Health and Safety systems and processes (including governance and management's responsibilities) to identify, manage, and eliminate health, safety and wellbeing risk as far as is reasonably practicable.
2. Assess the effectiveness of Selwyn District Councils contractor management processes (including pre contract) in minimising Health and Safety risk to contractor workers as far is reasonably practicable
3. Identify Selwyn District Councils critical Health, Safety and Wellbeing critical risks (including onsite and offsite locations)
4. Understand the overall effectiveness of Selwyn District Councils employee wellbeing policies and practices, while also reviewing the work from home arrangements.

The external review has now been completed by HSE Global and the final report was presented to the Audit and Risk Committee last week (refer to Appendix One). Key findings from the review were shared with the Committee and it was agreed to conclude the remaining open actions from the 2019 Impac Report.

4. H&S MANAGEMENT SYSTEM:

Key Incident

Critical Risk – Active Construction, Maintenance and Contractors
Near Miss - The Capital Works Team reported the service strike of three live overhead electric cables on work sites operated by one of our roading contractors, HEB Construction. These incidents were reported to WorkSafe, Orion and SDC, resulting in internal investigations being conducted. A report has been requested and we are awaiting the final outcomes of these investigations.

Initial corrective actions include updating their site induction processes to improve communications and visual checks. Since these incidents occurred, ELT members have conducted a site visit to HEB Construction observing and discussing their health & safety. It is intended to have HEB present their reports to this committee in February to provide assurance of the improvement made in their safe operating systems.

A full summary of the recorded incidents and near misses, along with a full summary of all lead and lag indicators is included within the qarterly Health, Safety and Wellbeing dashboard attached to this report (refer to Appendix Two).

Contractor Assurance

The Audit and Risk Committee were briefed on the significant work being undertaken in partnership with our contractor partners. Staff are currently in the process of reviewing the Contractor Health & Safety Policy (previously known as the Contractor Policy) in consultation with Infrastructure and Property, Health & Safety champions, and the Active Construction & Maintenance Critical Risk Team.

Site Wise, our Contractor Management pre-qualification provider, continues to provide regular reports on the safety management status of our contractors. Across all contractors registered with Site Wise, we have an average 93% compliance rating, which is high. Consideration is now being given accepting pre-qualification assessments from other providers on a case-by-case basis, with Site Wise remaining the preferred provider to ensure consistency. Progress on this area will continue to be reported to the Safety Leadership team monthly and will be a key feature of reporting back to the Audit and Risk Committee.

H&S Leadership

Effective leadership is essential in growing a strong health, safety, and wellbeing culture and is also crucial in fulfilling the obligations of Officers under the Health and Safety at Work Act 2015 (s.44).

To strengthen delivery of officer due diligence requirements we have undertaken specialised H&S Executive training in August and have now also commenced the Health and Safety Walkarounds by ELT members and senior managers. The

Walkarounds are a perpetual programme and will eventually include Councillors. These are not for audit purposes; they are for engagement, awareness, and greater understanding of “work as done – not imagined”, and looking for areas where senior leadership can support improved safer workplaces.

Critical Risk Management Programme

All six Critical Risk teams now established and working on completing the risk analysis Bowties and Management Standards. Once completed, the Critical Risk teams will assess our current risk controls, while looking for areas where improvements can be made through testing effectiveness of systems.

As part of this programme of assessing our critical risks staff will be conducting a series of Critical Risk workshops for Councillors to provide greater awareness and understanding. These will be led by the Health & Safety and Wellbeing teams, along with the Critical Risk team co-leaders and ELT sponsors. Focus will be on the Bowtie safety risk analysis framework, how it works, along with the development of Management Standards. These workshops will assist in providing greater assurance and understanding of how Council’s critical risks are being managed and reviewed, whilst ensuring Councillors are fulfilling their responsibilities and obligations as officers of Council under the Act.

The first critical risks to be covered include Psychological Health, Driving, and Working in and around Water. Workshops for the remaining three Critical Risks will be conducted in early 2025.

Risk Management Framework and the Risk Register Reviews

At last weeks Audit and Risk meeting the Committee was presented with the organisations Risk Management Policy and Risk Management Framework. The Risk Management Policy is now a stand-alone document, that sets out what the Council’s over-arching approach to risk management is, outlines the importance of delivering effective risk management processes and allocates key roles and responsibilities. The purpose of the Risk Management Framework is to detail the requirements and processes needed to deliver the commitments contained in the Council’s Risk Management Policy. The Framework and Policy will come to Council in December for final approval.

The Health & Safety team is working with the Risk Manager in conducting an organisation-wide review of Risk Registers under this framework in order to ensure consistency and alignment with the wider risk approach.

Lone Worker Safety Improvements

The GIS Location of Interest system is now being trialled with the Regulatory and Building teams, prior to being launched across all business groups. This initiative is to help identify locations where more vigilance is required when staff are visiting sites to ensure the safety of SDC personnel.

We will be conducting a campaign of educating staff on the value the system will provide to help keep them safe when working in the field, while reminding them of their responsibilities for their own safety and that of their colleagues. This will include staff checking locations in the system being visited prior to conducting the visit, as well as

reporting locations that pose a safety risk. It is envisioned that once the pilot has been completed and reviewed, the Councillors will be briefed and incorporated into the approach.

Wellbeing

An internal review of our wellbeing initiatives has been completed by staff and is now being aligned to the findings of the external HSE report. The biggest shift will occur around psychosocial risk management, and in particular the areas of work design, social factors, and environmental factors.

A review of our EAP services programme has also been completed and Telus Health is recommended as a replacement EAP provider. Telus Health incorporates a proactive holistic wellbeing programme into their platform which will replace a number of our other initiatives.

As part of our Caring Customer Interaction programme, looking after ourselves and our customers, we have completed the first two workshops with Revenue and Resource Consents. These workshops allow teams the opportunity to share experiences and learn from each other while picking up additional skills to help deal with challenging interactions. Learnings from these workshops provides us with an understanding of what further training/support we can offer going forward.

5. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected and Consultation

Given the wide range of functions included within this report all Business Units will be included within the implementation of the Risk Management Framework and associated Health, Safety and Wellbeing processes. Councillors will be consulted on the key strategic risks and initial risk reporting and will be briefed and provided “deep dives” into key Health and Safety risk in service to the Health and Safety at Work Act 2015, and in particular, s.44 Duty of Officers and s.45 Duties of Workers.

(b) Māori and Treaty implications

There are no implications or impact related to Iwi / Māori with this report.

(c) Climate Change considerations

The decisions and matters of this report are assessed to have low climate change implications.

6. FUNDING IMPLICATIONS

There are no significant budget considerations associated with the recommendations of this report. The existing budget for the Health and Safety functions will be able to cover the required changes to the work plan.

ENDORSED FOR AGENDA

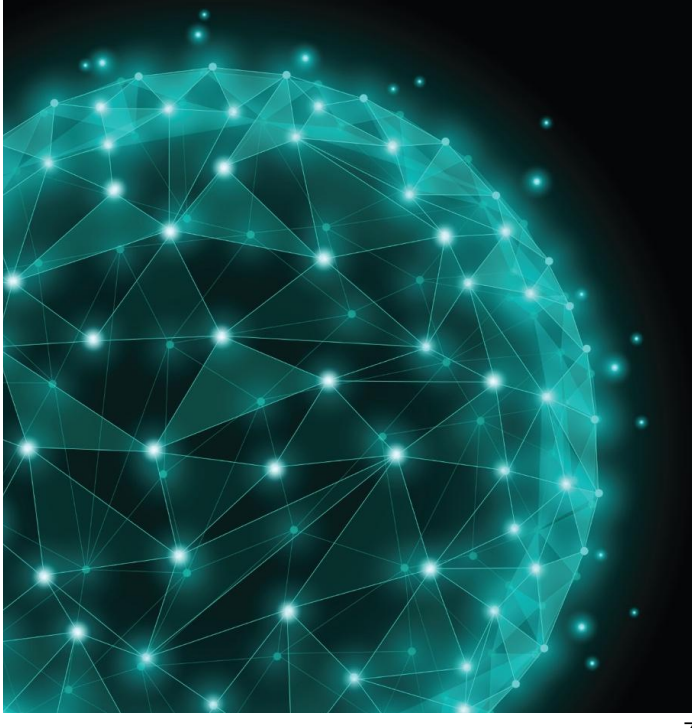


Steve Gibling
Executive Director People, Culture and Capability

HSE Global
HEALTH | SAFETY | ENVIRONMENT

Selwyn District Council
Health and Safety Maturity Assessment

Version: FINAL
Date: 10 October 2024



Make a difference.

Executive Summary

Purpose

This executive summary describes the findings and recommendations following an independent appraisal of the health and safety (H&S) performance and practice observed during a H&S assessment at Selwyn District Council (SDC).

Summary

The independent assessment of SDC's H&S performance identified challenges in maintaining a comprehensive approach to H&S management due to rapid organisational growth and increased workloads, often driven by external factors. This is impacting resources within the H&S team and across the broader organisation, putting pressure on work design, workload management and staff wellbeing.

By recognising their strengths and areas for improvement, SDC's leadership has set a clear path for dealing with these challenges and the organisation's health and safety future. With continued investment in leadership engagement and a commitment to building on strong risk management foundations, SDC is well-positioned to enhance its health and safety outcomes and continue to build a safe and supportive work environment.

We identified some positive and innovative practices that show a commitment to improving worker safety and wellbeing. Strong leadership engagement is evident, particularly through the CEO's regular meetings with the H&S Representative Chair, which help build trust and support open communication. Workers were highly engaged and candid during the assessment process, providing valuable insights and showing a genuine interest in contributing to a safer workplace.

The methodology we adopted is similar to a SafePlus assessment, which is designed to move organisations beyond a compliance mindset to best practice. This is evident in the performance assessment which shows that good foundations are in place at SDC and with targeted action maturity ratings should improve quickly. To achieve this, SDC should develop a multi-year, integrated health and safety strategy that brings together existing programmes and activities and identifies a sequenced set of improvements that can be implemented and then monitored. The strategy should be standalone (delinked from the people strategy) and owned by the executive team. To set up and deliver this may require additional, temporary, capacity and capability.

Key areas of focus for the strategy will be enhancing risk management, increasing the levels of leadership involvement beyond the CEO, and ensuring resources are adequately allocated to support strategic safety improvements. A priority action will be to ensure all critical risks controls are in place across departments, a programme to verify critical control effectiveness should then be implemented.

Oversight of H&S performance of contractors (particularly smaller organisations) and volunteers should also be strengthened. There is an opportunity for SDC to work collaboratively with these stakeholders to improve performance while driving consistency and efficiency in aligned H&S systems.

A more structured approach to learning from incidents would improve overall performance and clear distinctions between health protection, health promotion, and wellbeing will also target interventions to the highest priority areas - particularly focussing on work design and workload management.

Key Findings

Overall, SDC should continue to build on its existing H&S programmes. The council needs to strengthen its risk management processes, engage more leaders in H&S, and ensure adequate resources and follow-up for safety issues particularly working with sub contactors and volunteers.

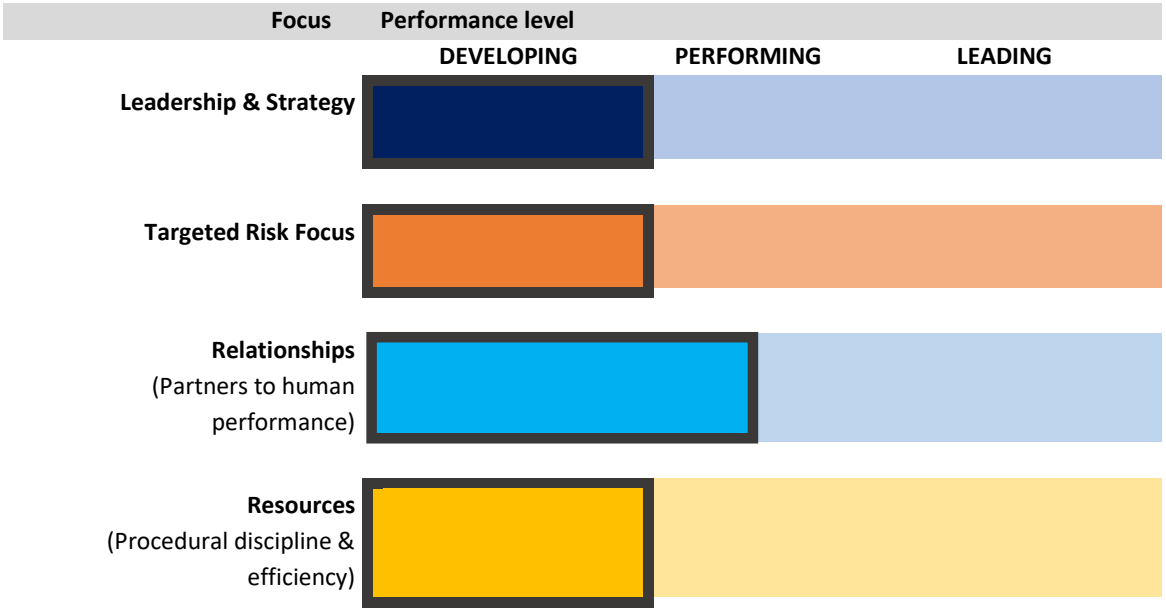
Leadership Engagement	**Positive:** The CEO's regular meetings with the H&S Chair showcase strong leadership commitment and help build trust between workers and management. **Improvement Area: Some** senior leaders (operating at tiers 2&3) seem less engaged in H&S efforts, reducing the overall effectiveness of these initiatives.
Risk Management	**Positive**: local solutions and informal risk management approaches have been effectively used in some areas, demonstrating innovative thinking in safety practices. **Improvement Area**: The current risk management approach is fragmented, and Bow Tie analysis only covers a subset of risks, leading to gaps in safety oversight.
Staffing and Resources	**Positive**: SDC has healthy relationships with some contractors, and casual safety champions in certain areas contribute well to worker engagement. **Improvement Area**: Increased workload pressure and reliance on casual workers have impacted consistency and created increased pressure amongst some teams and workers
Contractor and Volunteer Management	**Positive**: Contractors with established H&S systems are managing risks well, showing a good base level of safety culture. **Improvement Area**: More focus is needed to support managing smaller contractors and volunteers, there is currently uneven safety practices increasing organisational risk.
Incident Response	**Positive**: Informal follow-ups and peer support are in place following incidents. **Improvement Area**: The informal response to incidents, would benefit from a more structured approach, with clear reviews to validate risk controls.
Document and Process Management	**Positive:** SDC has a comprehensive set of documents for contractor management, such as the Contract Management Framework and SDC Contract Lifecycle Management. **Improvement Area:** The application of these documents is inconsistent, particularly in high-risk areas, and integration across departments could be improved.

Maturity Assessment

This section outlines the aggregated maturity assessment score. Caution should be used when considering the performance results because each part of the organisation may have differences and nuances.

Performance Assessment

The results of SDC health and safety assessment reflect a common stage of development seen across many organisations, particularly those undergoing rapid growth or operational changes. SDC's position predominantly in the 'Developing' category is typical for organisations that have good foundational health and safety practices in place and are in the process of embedding a more structured and consistent best practice approach across all levels. Increasing performance requires not only refining risk management processes but also ensuring that leadership engagement, resource allocation, and relationship management are fully integrated and aligned with strategic safety objectives. Given SDC's proactive efforts and openness to adopting new strategies, there is a strong foundation to progress towards the 'Performing' level, with opportunities to lead in areas where targeted focus and additional resourcing can be directed. It's essential to recognise that this developmental stage provides the Council with a platform to implement and test a more cohesive approach, setting the groundwork for sustained health and safety improvements.



Recommendations

This section outlines the key recommendations.

Further details to support the implementation of these recommendations are included in the main body of the

report. In summary, the recommendations are:

1. Develop a multi-year, prioritised H&S strategy and supporting action plan.
2. Develop an integrated approach to the management of H&S risk in shared duty situations (overlapping duties).
3. Revise the approach to H&S risk management and critical control verification and integrate with broader enterprise risk management.
4. Create a prioritised Health Protection, Promotion, and Wellbeing Programme targeting work design and workload management
5. Strengthen learning and improving activities.
6. Set expectations for clear, visible leadership in H&S from all levels (including KPIs)
7. Build capability and establish a sustainable H&S learning and development programme.
8. Implement a Safety Assurance Programme

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Report

Findings and Observations

This section outlines the findings and observations made during the assessment. This report does not capture absolutely every finding – we have taken the information gathered and aggregated this to produce a manageable number of findings pitched at the Executive Level.

Leadership & Strategy

Strengthening H&S programmes through strategic alignment and clear objectives

SDC has several effective H&S programmes, including contractor management and wellbeing initiatives. However, these programmes are not yet aligned under a cohesive strategic framework, limiting their effectiveness. This lack of a structured plan affects the organisation's ability to manage these risks effectively over time. The executive did not have KPIs for H&S performance.

Leadership engagement is improving but broader involvement is needed

There is an inconsistent level of leadership awareness regarding H&S across the organisation. A recent workshop was undertaken with full Council and the Executive Team, and this has started the process of raising awareness of roles, responsibilities and accountabilities. Many leaders are new to their roles, and the focus on H&S by senior leaders (those operating at tiers 2 &3) in the organisation appears to have improved following the appointment of the current CEO. It is important that this continues and is made consistent across the organisation.

The CEO demonstrates leadership in H&S by holding regular discussions with the HSR Chair. This is a valued practice within the organisation, as it allows for open communication about safety concerns and builds trust between leadership and worker. The consistency of these meetings is a positive step towards ensuring H&S issues are addressed at the highest levels of the organisation.

Some senior leaders actively participate in promoting H&S initiatives, such as addressing psychological safety and managing aggression risks. There is also strong leadership support for wellbeing programmes including the "Talk it Out" peer support initiative which has been highly successful, offering worker a safe space to discuss mental health issues. The Wellbeing Strategy document outlines a comprehensive approach to supporting the holistic needs of worker through the application of Te Whare Tapa Whā, which promotes mental, physical, spiritual, and family health.

The Audit and Risk Committee regularly receives H&S updates, but there is limited visibility on the extent of information shared with full council to enable them to undertake due diligence and ensure effective governance oversight of H&S practice and performance.

The H&S function has potential but needs greater resourcing and authority

The H&S team perceives itself as lacking the authority to drive meaningful change or influence strategic safety decisions. In part this is due to the limited capacity they have to undertake the activity needed. Without a defined role in strategic decision-making, the team feels unable to ensure that its recommendations are effectively implemented or that safety objectives are aligned with organisational goals. Overcoming this gap requires empowering the H&S team with greater integration into leadership decision making processes. A full review of the H&S team operating model has been undertaken and the findings and recommendations contained in a separate report.

Effective use of H&S dashboards to track critical risks and worker wellbeing, with opportunities for further enhancement

The Maratau Haututanga Tima dashboards provide valuable insight into the number of events linked to critical risks, helping SDC track and respond to key safety issues effectively. Additionally, the dashboards include Worker Assistance Programme (EAP) statistics, which can be separated into sessions identified as work-related or personal. This level of detail is beneficial for identifying common work-related concerns, such as conflict with managers or colleagues, and performance issues, which appeared frequently in 2023. For personal EAP sessions, themes like anger, self-esteem, relationships, and family were recurring reasons for access, although it was noted that the colours used in the dashboard make these distinctions harder to interpret at a glance. This data is valuable for SDC as it can guide what topics may need more targeted support or communication to workers. One positive step has been the installation of a Safety Alarm on the Executive desk in the Council Chambers, highlighting a proactive approach to managing safety in key areas. The Safety Leadership dashboard also has a section for qualitative data, which could be enhanced by including information on completed investigations or any outstanding actions from incidents. This would provide greater visibility of continuous improvement efforts and ensure transparency in how safety issues are being managed.

Targeted Risk Focus

There are gaps in the critical risk management programme of work that will impact effectiveness and ability to undertake assurance in the future.

While the organisation has implemented a H&S risk management framework, there are inconsistencies in how H&S risks are managed across different departments, and the approach is not integrated with a broader enterprise-wide risk management approach.

A range of critical risks have been identified, but there is limited clarity about the approach to critical risk management nor how this aligns with the organisations risk appetite and risk tolerances. This is an important programme of work, and one that is directionally accurate. However, there are a few issues with the current approach which need to be addressed to ensure future success, and the programme needs to be planned, resourced and documented.

SDC has developed a Critical Risk Management Standard specifically addressing psychological health risks. The current management standard outlines foundational controls and utilises a bowtie methodology to map preventative and mitigative controls. This should now be further refined to break down psychological risk categories into specific sub-elements (e.g., work design, social factors, work environment) as recommended by Dr. Hillary Bennett. This would help SDC better align its risk controls with ISO guidelines and ensure clarity in how critical risks are managed.

When talking with staff, we found that the concept of critical risk was still emerging with workers, which limits awareness and confidence when discussing this amongst workers and leaders. Increased knowledge and capability on risk management (and critical risks in particular) across the organisation would accelerate progress and reduce the reactive demand on the H&S team.

Bow tie analysis is a positive approach but needs better alignment and clarity. undertaking bowtie analysis, a clear programme of work is required to ensure that risks are assessed in a way that is relevant to context (team, location, activity) and able to be rolled up in a way that enables the executive and board to set performance standards for controls, and ultimately to have visibility of control effectiveness.

A critical risk programme using bowtie analysis requires the risk event and the loss of control events to be defined clearly. The risk event is the nature of activity, location or team within which the risk is being considered. These activities pose different contexts for the risks. The current Bow Tie analysis approach is top down. This means that broader, more complex risks across the organisation are not adequately represented. For example, using a single Bow Tie analysis (as is happening with violence and aggression risk) to encompass the diverse risk scenarios within SDC oversimplifies the organisation's overall risk profile, resulting in an incomplete and fragmented view. This is particularly problematic given the variety of risk contexts within different departments, such as library services, community engagement, and parks management. The Bow Tie approach being deployed will not account for unique risks associated with the use of plant and equipment by volunteers or challenges posed by the district's rapid growth, which increases service demands and introduces complex community interactions.

Controls have not always been defined correctly. When defining controls, it is important to define them clearly. A control is an act, object or system that in some way modifies the cause or mitigates or alters the consequence. Of these controls, some may be critical controls – and it is these which it is useful for the board to monitor. The current use of Bowtie analysis lacks a detailed description of controls, incomplete identification of the full range of detective, preventative, mitigation, response or recovery controls, and there are no defined control owners. This makes it difficult to assess the effectiveness of existing controls or assign responsibility for maintaining them, reducing confidence in the robustness of the risk management approach.

There are examples of good practice and innovation. At the aquatic centres and recreational facilities, well-implemented safety systems and procedures, including emergency action plans and regular audits, have been identified as a strength. These systems provide a level of confidence that public safety is a priority, even with occasional worker taking shortcuts. Innovation in the form of AI is being trialled – this demonstrates the capability SDC has when a structured and systematic approach is taken.

SDC's deployment of body cameras to manage the risk of aggression has been a strong initiative, demonstrating innovation in adapting safety measures to real-world issues.

A well-implemented buddy system is actively used in some departments to ensure worker safety when working alone or off-site. This system involves colleagues checking in on each other if someone is not back in the office at the expected time or has not made contact following a site visit. This approach not only provides an additional layer of safety assurance but also fosters a strong sense of teamwork and responsibility among workers. By encouraging worker to look out for one another, the buddy system has enhanced situational awareness and created a culture of shared safety ownership that extends beyond formal processes.

Compliance workers are using protective vests, which is a practical way to keep them safer, especially in higher-risk situations. The H&S team has made sure worker know when and how to wear these correctly, showing good understanding and practical advice for everyday safety. This has helped worker feel more confident and better supported in their roles.

A Safety Alarm has been installed on the Executive desk in the Council Chambers. This is a proactive step to ensure that, in the event of an incident, immediate assistance can be summoned, thereby enhancing the safety and security of worker and council members. This initiative is part of a broader focus on ensuring safety controls are in place in high-risk or sensitive environments.

There are risk controls which are still being implemented and this work must remain a priority

There are some risks where controls are currently being implemented. These controls need to be more widely understood by staff (particularly casual staff). During the assessment not all staff who were interviewed fully understood the risks and controls that should be in place. These included:

The evolving use of public facilities (e.g. libraries and swimming pools). This has introduced an enhanced risk that are not yet fully managed. For example, Libraries have become unofficial crèches, with children left alone until closing time without adult supervision, a change in use not yet fully reflected in risk assessments and controls, and cash is handled on certain premises and an assessment of the risk of robbery for cash has not been fully undertaken.

Increasing violence and aggression risks. Violence and aggression are recurring issues across SDC operations, particularly for frontline workers. These issues span multiple departments, with workers regularly exposed to threats and aggressive behaviour. The communication to workers about this situation could be improved and some staff feel they don't have enough knowledge about protective measures or risk assessments. The risk impacts all workers who engage with the public. Individuals may also face increased safety risks when using identifiable branded vehicles outside of work hours. There is a need for clearer protocols and risk management strategies to protect these workers, particularly for those whose roles involve enforcement or conflict resolution in the community.

Additionally, changes in the way public spaces, such as libraries etc., are used have not yet been fully reflected in new practices, leading to potential for partially managed safety risks. Workers at the Darfield Library have access to a safe room while working at the stand-up desks. However, if workers are working at the sit-down desks, they would be trapped and unable to reach the safe room in the event of an incident, which should be reviewed. Workers report having received death threats. Some workers have considered purchasing (through SDC processes) stab-resistant body armour to protect themselves while performing their duties.

The district is undergoing rapid expansion and SDC is struggling to keep pace with the development and growth. This is leading to workload and worker mental health concerns. Workers reported struggling with increased workloads and extended hours. One worker mentioned being unable to update GIS data due to the pressure of staying on top of other tasks. Another worker recounted an instance where a team leader asked how the team was coping, noting the long hours they had been working- when the team expressed their struggle, the manager left without following up, leaving them feeling unsupported. It's clear that a lot of work is being done to address the risks caused by these external and it will be important to complete the full roll out of the new risk controls to ensure all frontline staff understand how to manage the risks and keep themselves safe.

Use of equipment and plant without risk assessment and supervision. Some volunteers operate council-owned machinery, such as mowers, without adequate H&S checks. This lack of structured management poses safety risks, especially for older volunteers. One volunteer operates a council-owned mower weekly without any formal communication, supervision, or risk assessment. The lack of oversight and clear procedures leaves the volunteer at risk and exposes the council to liability. Despite repeated internal discussions, no meaningful actions have been taken to rectify this situation.

In October 2023, the organisation's full-time equivalent (FTE) was 374, but by September 2024, this had increased to 503, with a notable rise in casual workers. This shift has impacted the consistency of H&S practices and created uneven workload distribution across departments. The increased part-time and casual workforce has strained some teams, especially in maintaining high standards of service delivery. The fluctuating usage of the Worker Assistance Programme (EAP) highlights a notable demand for mental health support. In 2021, nearly 60 people accessed EAP, but this number dropped significantly in 2022 to under 40. However, usage rose again in 2023 to just over 50 users, and over 40 individuals have used EAP so far in 2024. The rise in EAP engagement reflects a growing recognition of psychosocial risks, such as stress, burnout, and mental health concerns. However, it also points to potential areas for improvement in proactively managing these risks before workers need to rely on EAP services.

Enhancing learning from events to build a proactive safety culture

SDC has established a process for documenting incidents and communicating outcomes internally; however, there is an opportunity to enhance how learnings are captured, validated, and applied across the organisation. For example, after a recent verbal aggression incident involving an SDC worker, no formal investigation or structured review was conducted to evaluate the effectiveness of the existing controls, such as de-escalation training and situational awareness. While post-incident support measures like peer support and EAP services were referenced in the Bowtie analysis, there was no recorded review of whether these measures were effectively promoted or utilised. Ensuring that every high-risk event or near-miss undergoes a form of investigation or learning review—even when not legally required—would allow SDC to assess and strengthen the effectiveness of controls, build confidence in their risk management systems, and foster a proactive safety culture that prioritises continuous learning and improvement.

There is confusion about the difference between health protection, promotion and wellbeing.

SDC’s commitment to health and wellbeing is evident in its wide range of initiatives; however, there is some confusion among workers and leaders about the distinction between health protection, health promotion, and overall wellbeing. Health protection covers required activities such as managing psychosocial risks, baseline health testing, and ongoing health monitoring. Health promotion, which is beneficial but not mandatory, includes initiatives such as cardiovascular health and weight management. Wellbeing is broader still, addressing mental, spiritual, and financial health. This lack of clarity has led to overlapping programmes and misaligned priorities, where resources may not always be allocated to areas of greatest need. Using established guidance from WorkSafe could help SDC streamline its approach and clearly communicate the focus of each programme, ensuring that resources are directed where they are needed most and align with legislative requirements and critical risks.

Relationships

Uneven representation and limited visibility of H&S representatives	In some departments, H&S Representatives are actively engaged, supporting worker and contributing positively to the local safety culture. However, H&S Representatives (HSRs) are active and engaged in some departments, but their visibility and impact are inconsistent across the organisation. In several areas, worker are either unaware of their designated HSRs or unclear on how to escalate H&S concerns. This uneven engagement diminishes the effectiveness of the HSR role and limits workers' ability to access support and representation. Addressing this gap requires greater clarity on HSR roles and improved communication to ensure all worker know who their representatives are and how to engage with them effectively.
There is an inconsistent approach to contractor management and broader shared duties (overlapping duties) activity.	SDC's rapid growth and diverse activities present challenges in maintaining consistent H&S management across various relationships where there are shared duties (overlapping duties) for H&S. SDC doesn't have a clear, prioritised, integrated and actionable framework which defines the SDC's influence and control relevant to different relationship types and H&S risk in the activities or locations where there are shared duties. This results in unclear expectations for H&S performance and practice across the different relationship types (contractors, volunteers, those working on or near the same site etc) and constrains the ability to have effective oversight. One area of good practice is in how SDC has engaged some of its long-standing contractors in joint risk management discussions, where a collaborative approach has helped align safety practices and share learnings across organisations. Contractors range from large organisations with established H&S systems to smaller local businesses and volunteers who may rely more on SDC guidance. While larger organisations generally manage their own H&S risks, there are instances where contractors l perform maintenance without comprehensive safety checks, especially for equipment operating in public spaces. Contractors mowing along high-speed roads (80-100km/h) appear to do so without adequate traffic management controls. Smaller contractors and volunteers depend on SDC for guidance. This requires careful management to balance the Council desire to procure locally, while not increasing SDC's responsibilities for H&S by reaching into the contractors' business. This complexity is exacerbated by inconsistent communication and handover processes between various parties managing different relationships, particularly where developers and contractors maintain SDC land without

	formal vetting of H&S processes.
Opportunity to enhance audit and assurance activity for consistent safety oversight	While SDC has shown a strong focus on meeting compliance requirements through external audits, there is a gap in structured internal audit and assurance activities for H&S risk management and contractor management. The absence of a formal assurance framework makes it challenging to gain a comprehensive view of control effectiveness across different areas of the organisation. Establishing an internal assurance programme would allow SDC to proactively identify gaps, verify the application of safety controls, and drive continuous improvement in areas not covered by mandatory external audits. A structured approach to internal audits would support better oversight, transparency, and confidence in the robustness of H&S practices across all operations.

Resources

The H&S training and ongoing development needs are not clearly defined or integrated into a full end to end career process.	While training in some areas of the business is well managed (usually because it is locally led such as the aquatics centres), this is not consistent across all areas of Council. This means there is variable capability (knowledge and skills) in H&S through the organisation. No clear capability framework was available, and records of the nature of training undertaken were believed to be held by each area of the business rather than in a centralised learning management system. This is fine; however, it does make it more challenging for the Council and Executive to have visibility that every worker member has received training and built the competence they need for their role. Areas of training that would be expected are: - Standard worker H&S overview training. This includes information such as who HSRs are, how to report an incident, where to get information about in risks etc. - H&S Leadership training. This includes information for leaders about how to lead H&S, legal obligations, practical tools for risk management oversight etc. - H&S Governance training. This includes specific programmes of work to support directors and the CEO to undertake due diligence and effective governance of H&S. Such activities could involve Councillor development briefings, presentations, formal courses, online learning, and guided site visits etc. - Specialist H&S role training. This would include HSR formal training, fire warden training, first aider training etc. - Risk specific H&S training. This would include training that relates to the specific risks a person is exposed to in their role such as chemical handling, manual handling, work at height, driving etc. When these competencies are clearly defined, the HR team will be able to integrate this into the recruitment and ongoing career management processes.
Inconsistencies and gaps in the management and maintenance of plant and equipment	There are significant gaps in the oversight and management of plant and equipment. Equipment maintenance, particularly for heavy machinery and high-risk environments, is not consistently managed, neither is equipment used by volunteers.
The processes in place to manage H&S are fragmented and not keeping pace with organisational change.	The rapid expansion of SDC has not been accompanied by corresponding systems, strategy, or risk frameworks. New worker has assimilated into existing practices rather than contributing to a culture of continuous improvement. This has led to similar issues resurfacing, despite the organisation's larger and more complex workforce.

Aligning technology with safety for proactive risk management

The IT department at SDC is taking steps to address key H&S risks through the integration of technology solutions, such as improved security systems and real-time incident reporting. While the team recognises the potential for technology to mitigate risks like violence and aggression, current progress has been hindered by competing priorities and limited resources. The lack of a cohesive digital strategy connecting H&S systems across departments has slowed efforts to implement effective solutions. By developing an integrated digital platform for H&S, SDC would enable real-time communication, enhance incident response, and support data-driven decision-making for proactive risk management. The existing programme of work led by an Executive member is a positive step forward and once fully realised, will help embed H&S considerations into all technological solutions, creating a safer and more responsive environment for worker.

Strengthening resource alignment through targeted risk guidance

While SDC has a comprehensive suite of policies, documents, and resources, there is an opportunity to enhance understanding by providing short, tailored guidance for each critical risk specific to individual teams. This would help contextualise the risks, making the information more relevant and accessible, ensuring worker across all levels have clarity on what critical risks mean for their day-to-day activities. Such an approach would support better resource alignment and empower teams to engage more effectively with risk management processes.

Recommendations

This section outlines the recommended actions to support improvement, listed in order of priority.

Recommendations	Priority	Detail
Develop a multiyear, prioritised H&S strategy and supporting action plan.	**1**	Create a clear, resourced and measurable H&S strategy and supporting action plan (de-linked from the people strategy). Develop this with key stakeholders and ensure alignment with the SDC's broader strategic objectives. This should be owned by the executive team and communicated widely.
Develop a clear approach to the management of H&S risk in shared duty situations (overlapping duties).	**2**	Develop a clearly defined framework and approach for the management of H&S risk in shared duty situations. This should outline engagement, communication, risk management and audit and assurance processes relevant to the nature of the relationship and the nature of the risk.
Revise the approach to H&S risk management and integrate with broader enterprise risk management.	**3**	Fully plan the approach to critical risk management to include: - Aligning critical risk with ERM frameworks - Identifying all critical risks and the areas where these risks exist - Undertaking workshops and assessments of the critical risk in the locations and activities where the risks exist, with the people exposed to them. - Identify the full range of controls and management strategies and define those controls which are critical. - Create accessible guidance for workers on critical risks to ensure clear understanding alignment which is relevant to their teams/work areas. - Undertake a gap analysis to determine whether the controls identified are in place fully, partially or not at all and build a fully resourced and measurable programme of work to implement these. - Align the control framework to the assurance programme, to ensure the SDC undertakes risk control effectiveness verification regularly.
Create a Comprehensive Health Protection, Promotion, and Wellbeing Programme targeting work design and workload management	**4**	Separate health protection, health promotion, and wellbeing initiatives into distinct programmes with defined scopes, objectives, and resources. Ensure that health protection focuses on legal requirements, health promotion addresses workforce-specific needs, and wellbeing considers broader mental, spiritual, and family health. Communicate these distinctions clearly to worker and leaders.

Strengthen learning and improving activities.	**5**	Ensure a clear investigation approach is defined, and that worker and leaders are trained to implement this. The process must be fully comprehensive and include revision of risk controls as a key part of learning activity. Ensure that there is a formal and structured process to capture lessons, share them, and integrate them into operational activity in a sustainable way (knowledge management practices will be key).
Set expectations for clear, visible leadership in H&S from all levels (including KPIs).	**6**	Set clear expectations and objectives for H&S leadership across the organisation. Ensure role clarity and then monitor this. Implement a programme that requires executive leaders to participate in safety walkarounds, risk reviews, and direct communication with workers to promote a proactive safety culture.
Build capability and establish a sustainable H&S learning and development programme.	**7**	Design and implement a learning and development programme for all levels of the organisation, focusing on H&S leadership, risk management, and emerging H&S challenges. This programme should ensure that all workers have the necessary knowledge and skills to manage H&S effectively relevant to their role, specialist roles or activities, risks and general H&S knowledge.
Implement a Safety Assurance Programme	**8**	Establish a structured safety assurance programme that includes regular audits, inspections, and risk control verifications for both internal and contractor-led activities. The assurance programme should focus on validating the effectiveness of risk controls and identifying areas for continuous improvement.

Appendices

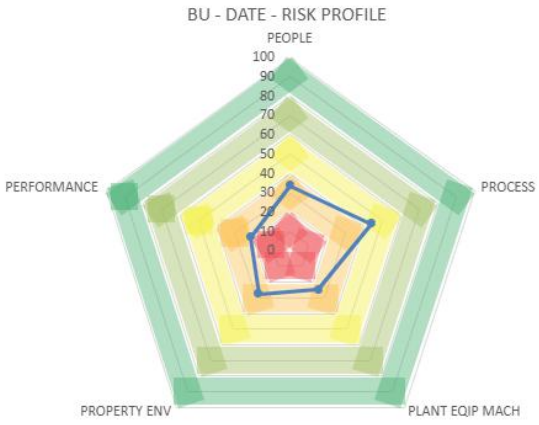
Appendix A – Risk Profiling

Risk profiling is a strategic tool used to evaluate and prioritise the various risks faced by an organisation. It helps identify areas where controls are strong and where there may be gaps, allowing organisations to focus their resources effectively. In the context of SDC, a high-level risk profile has been developed for the two directorates with the highest risk exposure. The profiling considers key risk categories such as people, process, plant and equipment, property, and performance.

The risk profiling process involved adjusting criteria to fit the specific operational context of the SDC, although some areas required educated estimations due to limited data. The aim was to provide an overall risk picture rather than a detailed, granular analysis. To gain deeper insights, a more focused and nuanced assessment would need to be carried out at a departmental level outside of an all-organisation H&S assessment.

This preliminary profile serves as a baseline, highlighting areas that may require further review. The output is designed to inform decision-making and to help prioritise safety initiatives, ensuring that higher-risk areas receive appropriate attention and resources.

Risk Profiling Infrastructure and Property

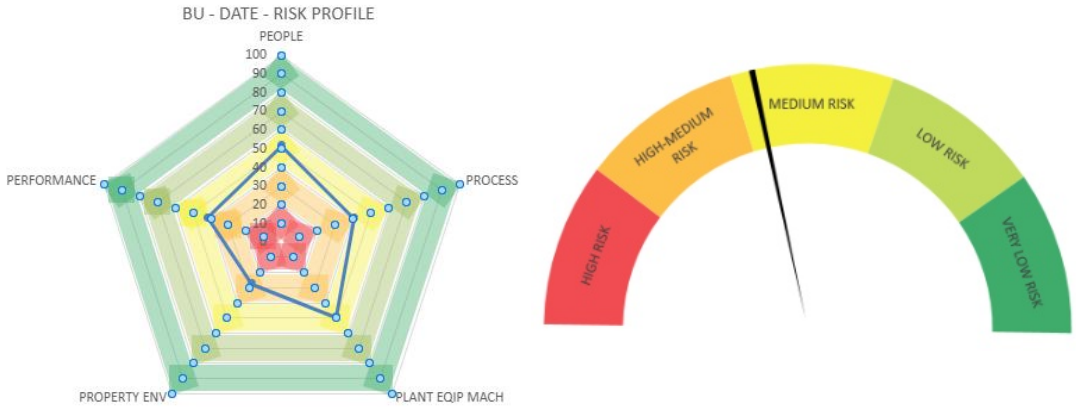




The risk profile for the Infrastructure and Property division shows a "High-Medium" risk level. This assessment typically indicates that the risk management processes within this area are not fully developed or implemented, which may lead to gaps in identifying, controlling, and monitoring potential risks. A high-medium rating often suggests the need for improvement in several areas, including risk controls, worker training, incident reporting, and governance structures.

An immature risk profile means that while some controls might be in place, they may not be robust or consistently applied. It also suggests that there may be a lack of proactive risk management strategies, making the organisation more reactive to incidents. To address this, the organisation would benefit from strengthening its risk management processes, implementing more detailed control measures, and enhancing risk awareness among workers.

Risk Profiling Community Services and Facilities



The risk profiling exercise for Community Services and Facilities indicates a *medium* risk level, which suggests that this area is showing signs of maturing in its approach to managing H&S risks. Maturing profiles are characterised by the presence of structured processes, better understanding of key risks, and improved systems for monitoring and responding to incidents. However, there may still be areas for enhancement to reach a more robust and proactive risk management stage.

The radar graph visually represents risk categories such as people, processes, plant and equipment, property environment, and overall performance. While there is notable improvement in managing these risks, gaps remain, particularly in areas requiring more proactive and preventative controls, such as refining processes or providing targeted training to further reduce exposure to H&S hazards.

Concluding Comparison Between Infrastructure & Property and Community Services & Facilities

The Infrastructure and Property directorate has been classified as *high-medium* risk, indicating that their risk management profile is still at an immature stage. This profile suggests there are significant areas needing improvement, with potential gaps in leadership, processes, and risk controls. By contrast, the Community Services and Facilities directorate demonstrates a *medium* risk, signifying a maturing profile that has established more consistent safety practices and risk management systems.

While both areas have room for improvement, Community Services and Facilities is further along in building a structured and proactive risk management system compared to Infrastructure and Property. This difference reflects varying levels of risk awareness, leadership engagement, and integration of H&S processes across the two directorates. Therefore, SDC can decide in its continuous improvement activities to either go the area where there is lower maturity, or work in the area where there is a more enhanced level of risk from the activities that are performed and then roll out initiatives from this.

Appendix B - Report Detail

This report expands on the executive summary to provide further detail and context for the findings and recommendations.

Assessment Objective

The objective of the assessment was to:

Provide unmitigated insight into H&S practice and performance at SDC

Assess and comment on organisational H&S practice and performance relevant to the scope of the assessment.

Provide actionable and prioritised recommendations for improvement where relevant.

Provide guidance on the suitability of current and planned approaches to HSW improvement.

Provide advice on the operating model and resourcing for the H&S Team.

Assessment Scope

The scope of this assessment is limited to insights gained through applying the assessment methodology in relation to:

The Sites / Work visited and observed:

1. Animal Control
2. Sports and Recreation
3. Darfield Library and Service Centre
4. Leeston Library
5. Aquatics
6. Te Ara Atea
7. Waste Management
8. Customer Service
9. Facilities and Building Management
10. Lincoln Events Centre

A sample of the documents reviewed during the assessment is listed below. A shared folder was set up for the SDC H&S team to share information with HSE Global.

1. Contract Management Framework
2. Contract Administration Manual (Infrastructure & Property)
3. All of Government Contracts (AOG)
4. Request for Quotes (RfQ)
5. Construction Procurement Guidance
6. Request for Proposal (RFP)
7. Contract Procurement Checklist
8. Managing Conflicts of Interest in Procurement
9. Probity Checklist
10. SDC Active Procurement Policy
11. SDC Contract Management Lifecycle
12. Vault Check Reports
13. Worker Assistance Programme (EAP) Usage Records
14. 2024-02-12 HSC Minutes
15. 2024-03-14 HSC Minutes
16. 2024-04-08 HSC Minutes
17. 2024-05-13 HSC Minutes
18. 2024-06-10 HSC Minutes
19. 2024-07-08 HSC Minutes
20. Contractor Management Policy (2016-06)
21. Equity and Diversity Policy (2019-07)
22. Flexible Working Policy (2019-08)
23. Lone Remote Isolated Working Guide (2021)
24. Drug and Alcohol Policy (2021-05)
25. Lone Worker Policy (2022)
26. Prevention from Bullying and Harassment Policy (2022-07)
27. Trespass Policy (2023-03)

28. Risk Policy (2023-05)
29. Injury-Illness Management Policy (2023-07)
30. H&S Manual (2023-08)
31. Aquatics Specific Risk Register
32. Corporate Specific Risk Register
33. Property and Commercial Specific Risk Register (including Rural Fire)
34. Risk Management Framework - May 2023
35. Risk Policy - May 2023
36. Risk Register SDC
37. Safety Standard Risk Assessment Analysis (August 2024)
38. Training Matrix
39. Psychosocial Training Records
40. Induction Programmes and Evaluation Sheets
41. WFH Policy Documents
42. Supporting Guidance for Remote and Isolated Workers

The people provided by the organisation for interviews and discussions, include:

1. Senior leaders
2. Leaders
3. Worker
4. H&S team members
5. Contractors

All interviews and discussions were undertaken in confidence. This enabled people to be upfront, transparent and honest with their views. Therefore, while we have included the broad types of people we have spoken to above, we have not included names.

Assessment Methodology

The assessment was undertaken between 2nd to 30th September 2024. The assessment methodology is comprised of document review, interviews, and site observations with on-site discussions. This is an evaluative and ethnographic methodology focused on people, behaviours, culture, values, attitudes, systems, and practices.

Assessment Criteria

The table below outlines what matters regarding H&S performance. Insight into these four areas provides a full picture of performance. These areas help you understand how work is done in context. This criterion builds on that used with SafePlus.

The things that matter	What we assessed
Leadership and Governance	
Effective leadership and governance mean a clear sense of direction, accountability, resourcing and oversight for H&S management, and healthy, transparent relationships throughout the business. This includes all leadership levels from the governance group to the front line and an assessment of whether the governance group has unmitigated insight into performance.	- Governance and due diligence performance - Leadership commitment and visibility - Information provision, suitability and transparency - Clarity of roles, accountabilities, and authorities - Strategic alignment, planning and oversight - Resourcing and investment - Monitoring, reporting, and assurance activity

The things that matter	What we assessed
Risk Management	
Effective risk management means that there is an effective process and approach for the management of H&S risks (acute, chronic, and catastrophic – this includes psychosocial risk and mental health) which is integrated into broader enterprise risk activity, that controls are identified and resourced and most importantly that they are in place and fully effective.	How HSW risk management is integrated into broader enterprise risk activity How emergent risk is identified and managed, How the organisation learns and improves and how sustainable these practices are How the organisation plans and responds to emergencies and risks in motion. (Including major weather events.) The application of HSW risk processes. (including procurement, capital projects and other activities) Leader and worker understanding and capability in applying HSW risk processes and controls. The effectiveness of risk controls, including alignment with legal requirements. The alignment of risk control effectiveness with organisational risk appetite and tolerance.
Relationships	
Good business is built on healthy, well-functioning internal and external relationships. This is about ensuring those relationships are based on truth, trust, and transparency and that they are healthy and well-functioning across locations, functions, and activities. This provides insight into the culture, the strength of the worker's voice and the health of the organisation.	Relationships through the management chain (leadership culture) The strength and opportunity afforded to the worker's voice (worker engagement) Mechanisms for communication, escalation of ideas and issues, problem resolution and systems for reporting sensitive issues. Overall culture between people and teams who work at SDC. The health, culture, and management of risk through the external relationships (supply chain) (including with contractors and broader overlapping/ shared duty relationships) to determine whether equitable partnerships for performance are being developed.
Resources	
This is about whether the organisation's full resources work in a way that enables effective H&S management. This includes a focus on the areas of people, plant, and processes. NB: The management system includes all processes and records relating to risk,	Whether people have the physical and psychological capability, capacity, and support for their roles, the information, instruction, and training for their work, and the effectiveness of these mechanisms. Whether the processes making up the H&S management system reflect work as done, are available, accessible, and understood (literacy and

The things that matter	What we assessed
investigations, emergencies, contractor management, overlapping duties, planning, assessment, monitoring, capability development, etc.	cultural sensitivity) and support the organisation in learning and improving. Whether plant, equipment, and assets are well designed and fit for purpose (including property), available and accessible where people need them when they need them. Whether workers are supported by the necessary organisational capabilities. (e.g., ICT, communication ability, change management) The resourcing and operating model of the H&S function

HEALTH, SAFETY AND WELLBEING DASHBOARD

To: Audit and Risk Committee

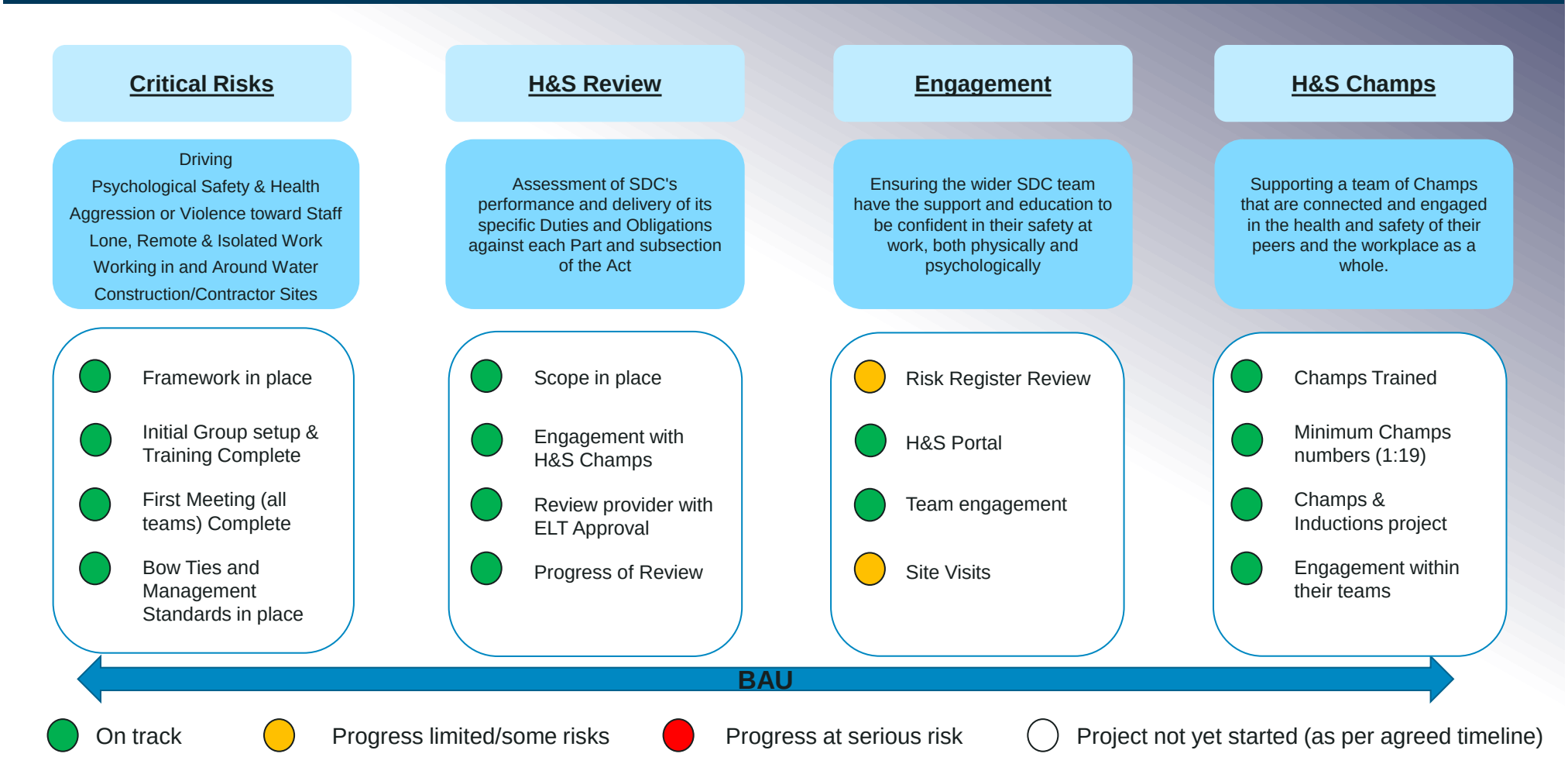
From: Health and Safety Lead, Wellbeing Lead, Head of People

25 October for Meeting 5 November 2024
Q1 FY 2024/2025 – Figures for July-September 2024

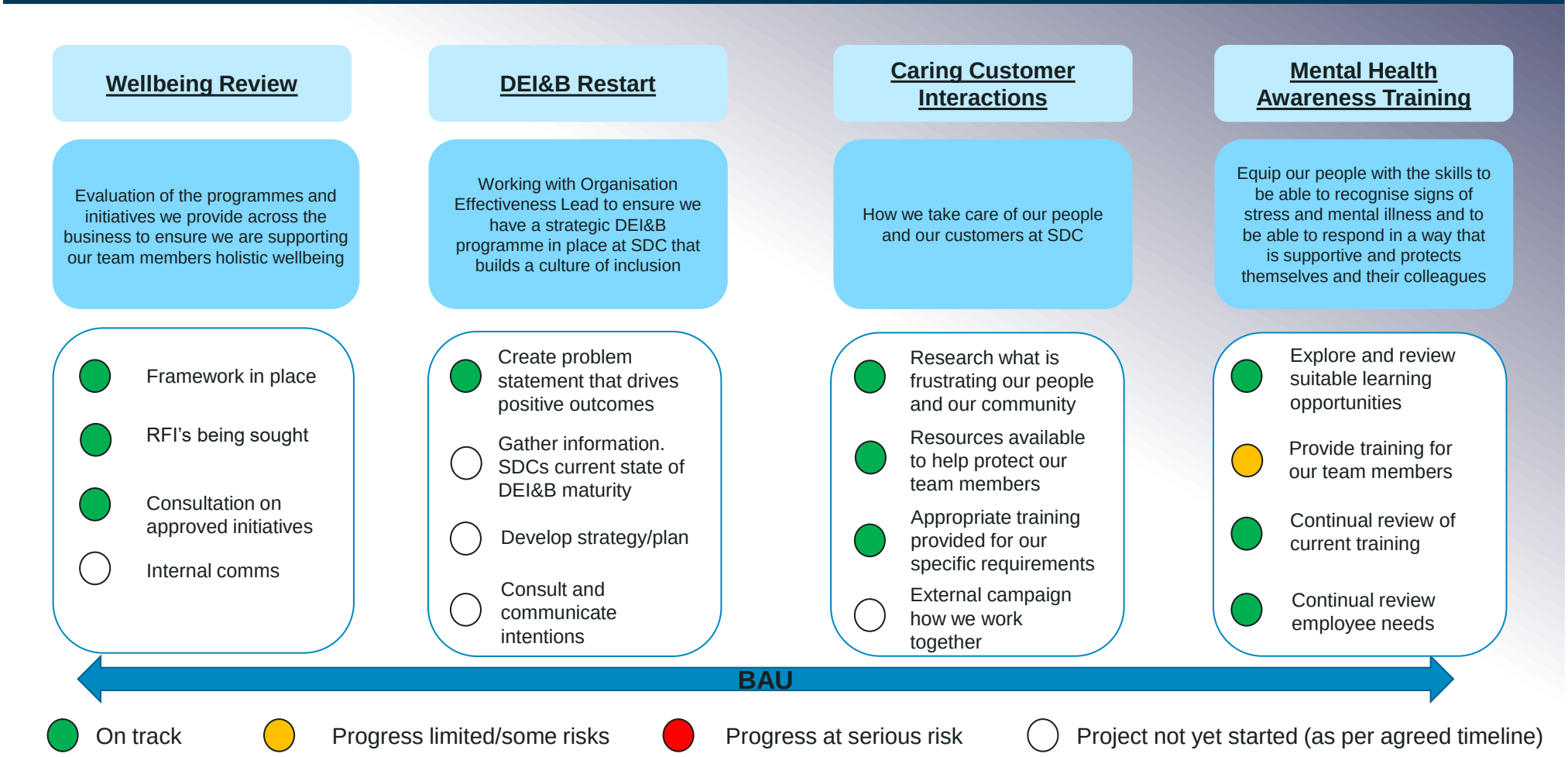
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Selwyn DISTRICT COUNCIL

Health and Safety Team Priorities: Progress update



Wellbeing Lead Priorities: Progress update



H&S, W – Lead Indicators – Q1 01/07 to 30/09 2024

Lead Indicators are proactive and preventive measures that identify the work being done within the organisation to mitigate risks before they become an issue or cause harm to our worker or our customers.

Drug and Alcohol Testing

51

Made up of:
- 38 Pre-employment
- 12 Random
- 49 Negative
- 1 Incomplete & 1 Invalid

Near Miss Reporting

32

Near Misses inform our processes and initiate solutions before a more serious one occurs

Safety Leadership Walkarounds

0

Programme planning and scheduling underway, begins October

Health and Safety Meetings

H&S Champs	3
Departmental	10
Rōpu Marutau	2
Audit & Risk	1
Talk it Out Co-Reflect	2

Health & Safety and Wellbeing face to face Engagement

93

All teams, all facilities

Wellbeing Caring Customer Relations Training Workshops

2

Resource Consents team and Finance/Revenue team

Wellbeing Health Checks

Flu Vax	3
Eye Checks	13

Skin checks October 2024
Hearing tests March 2025

Training Completed Q1

Fire Warden etc	9
Advanced Driver/4WD	0
Leader's B&H training	31
Situational Safety	16
First Aid – Ess	2
First Aid – Comp	7
D&A Policy Training	70

Proactive Safety Observations Recorded

8

Proactive Safety Observations #Hunt the Good Stuff; and encourage engagement.

Health and Safety Champions

24 total on the team

HSRI trained	24
Hazard and Risk Management training completed	6

H&S, W – Lead Indicators – Trainings - Q1

What H&S, and W related training occurred across council over the reporting period?

Our priority for training in the Health and Safety space has been on the Situational Safety and De-escalation training, and Driver training as these both relate to the management of our Critical Risks. There is a heightened risk to our people in these areas which is indicated from the increase of reported incidents in Vault, making this training crucial to managing staff safety. In the Wellbeing space the priority has been on the development and delivery of bespoke Caring Customer Relations workshops, and the provision of Mental Health training as both also relate to management of our Critical Risks.

What H&S, and W training feedback or needs were identified in this reporting period?

CCI Workshop Learnings - Whole group discussions brought about an awareness that people were not struggling alone and that the whole team was affected. This is a positive step; being able to recognise when others are struggling and knowing how and when to support each other. Feedback showed that an understanding of personal triggers and boundaries was helpful. Follow-up for future training – more resources to be made available that provide phrases to help deal with different situations, longer workshops to allow time for role play.

Leader's Prevention of Bullying and Harassment training feedback included *"Loved the resource book! Just learning the difference between bullying and harassment was a win for me too"* and *"Insights into how to have difficult conversations and how to approach informal conversations to prevent escalation and nip things in the bud".*

Caring Customer Relations Training*	Leader's Bullying and Harassment Training	De-escalation and Situational Safety*	Fire, Emergency Warden and Extinguisher*	First Aid – Essential and Comprehensive*	Drug and Alcohol Policy Training	Driver Training – 4WD and Advanced*
Total workers currently trained: **29**	Total Leaders currently trained: **101**	Total workers currently trained: **224**	Total workers currently trained: **98**	Total workers currently trained: **141**	Total workers currently trained*: **664**	Total workers currently trained*: **136**
Next team to receive training: **I&P**	% of Leaders currently trained: **86%**	% of workers currently trained: **83%**	% of workers currently trained: **97%**	% of workers currently trained: **78%**	% of workers currently trained: **100%**	% of workers currently trained: **73%**

* This training is not required for all staff. Percentage includes ***required*** staff only

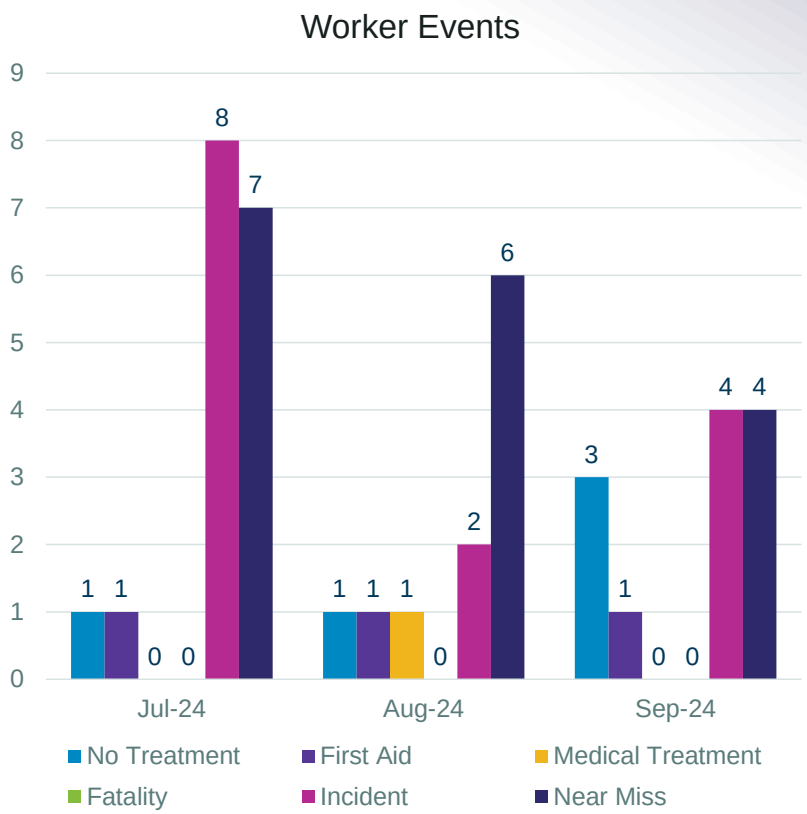
(All figures shown are from last 4 years data from COMPASS)

H&S, W – Lead Indicators Critical Risks Status – Q1

Active Construction, Contractor & Maintenance sites	Engagement of Group	Meetings held regularly, including last month	Bowtie and Management Standard in Progress and at expected level	90 Day Plan and Reporting in place	Number of controls identified **32**	Number of controls assured **0**	Overall Progress **ON TRACK**
Aggression or Violence toward staff	Engagement of Group ***Assistance being arranged***	Meetings held regularly, including last month	Bowtie and Management Standard in Progress and at expected level	90 Day Plan and Reporting in place	Number of controls identified **39**	Number of controls assured **0**	Overall Progress **Behind Schedule**
Driving	Engagement of Group	Meetings held regularly, including last month	Bowtie and Management Standard in Progress ***Ratified***	90 Day Plan and Reporting ***In Planning Vehicle Policy Ratified***	Number of controls identified **34**	Number of controls assured **0**	Overall Progress **ON TRACK**
Lone, Remote or Isolated Working	Engagement of Group	Meetings held regularly, including last month – to check	Bowtie and Management Standard in Progress and at expected level	90 Day Plan and Reporting in place	Number of controls identified **42**	Number of controls assured **0**	Overall Progress **ON TRACK**
Psychological Health & Mental Wellbeing	Engagement of Group	Meetings held regularly, including last month	Bowtie and Management Standard in Progress ***Ratified***	90 Day Plan and ***Reporting*** in place	Number of controls identified **52**	Number of controls assured **9**	Overall Progress **ON TRACK**
Working in and Around Water	Engagement of Group	Meetings held regularly, including last month	Bowtie and Management Standard in Progress and at expected level	90 Day Plan and Reporting in place	Number of controls identified **41**	Number of controls assured **0**	Overall Progress **ON TRACK**

Key **On Track** **Controls** **In Progress** **Behind Schedule**

H&S, W – Worker Statistics – Q1 01/07 to 30/09 2024



	No Treatment	First Aid	Med/Hosp	Near Miss	Incident
Executive					
Digital		1		1	1
Finance					2
ES					
D&G	2			5	2
I&P				4	6
CSF	2	2	1	5	2
PCC	1			1	1

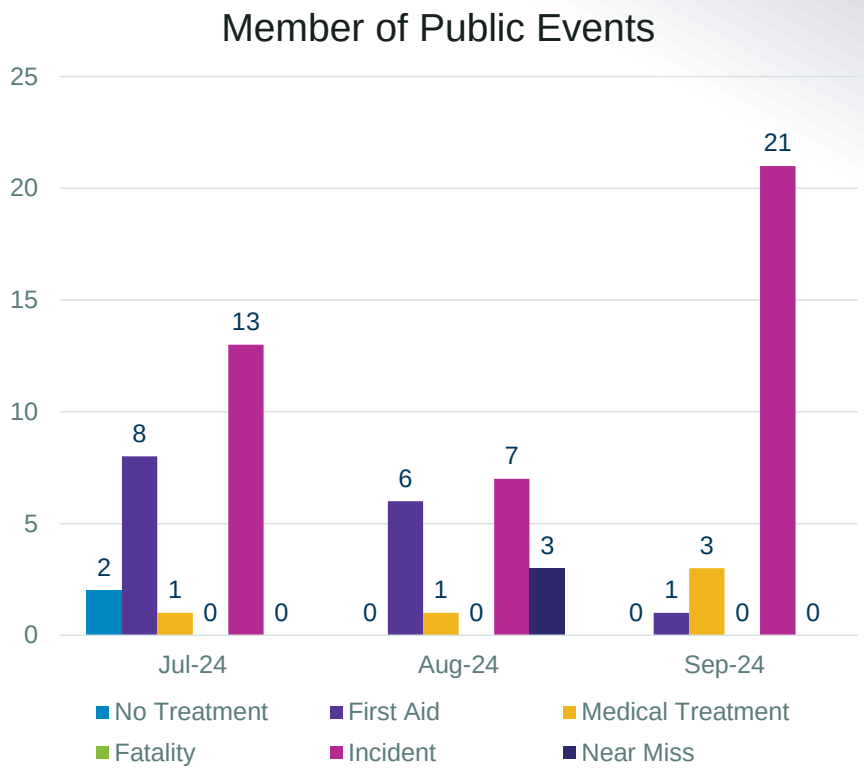
Total of 39 Worker (including 3 contracted workers) events recorded in Vault in this three month period.

Medical Treatment events include:

- One instance where a fitness instructor felt immediate pain in their back during a high impact section of the class. The instructor has sought medical treatment including physio and has been away from work for recovery. They have a Return-to-Work plan in place with their manager and HS&W team and is currently working through this plan.

H&S, W – Members of Public Event Statistics – Q1

01/04 to 30/06 2024



	No Treatment	First Aid	Med/Hosp	Near Miss	Incident
ACLL		6	1		19
HQ			1	2	13
Aquatics		3	1	1	4
SSC	2	4	2		3
Venues		2			2

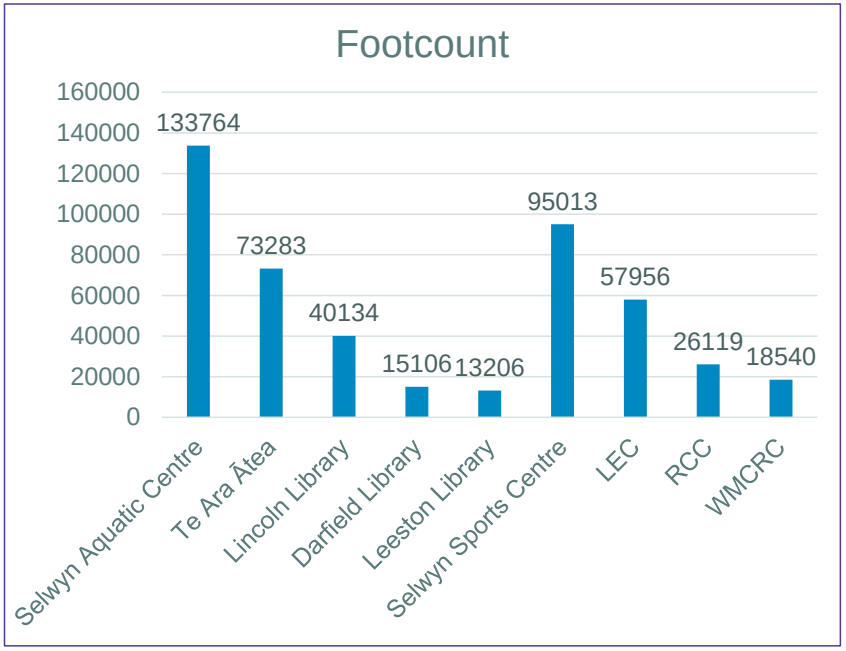
Total of 66 Member of Public events recorded in Vault in this three month period.

Five Medical events during this period included:

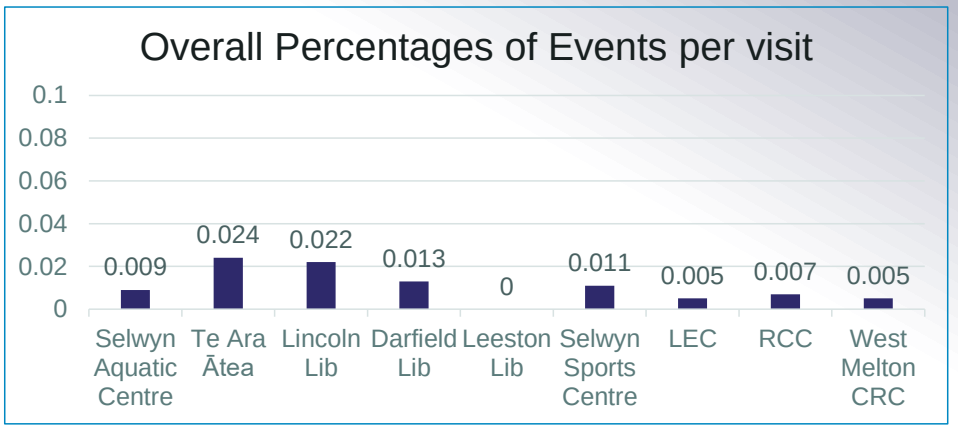
- A toddler fell at the pool and knocked their head, parents sought medical advice re concussion. Toddler was fine.
- A lady slipped on a footpath around one of the skate facilities and fractured her shoulder. Reported by husband to highlight H&S risk and concerns. SDC Investigation underway.
- Two injury events at the Sports Centre from recreational activities - one a broken toe, one suspected broken elbow.
- One injury where a man fell while leaning back while sitting on a backless stool in Te Ara Ātea and sought medical advice for pain following the incident around his shoulder, wrist and back. Investigation noted that this stool is not designed to be leaned back upon.

H&S, W – All Event Statistics CSF Team – Q1

These figures include both worker and member of public events for the staffed facilities under the Community Services and Facilities group.
Footcount and event statistics comparison.
Q1 = 01/07 to 30/09 2024 time period

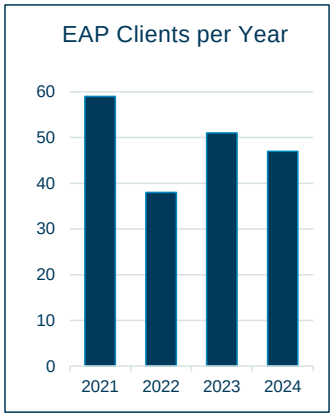


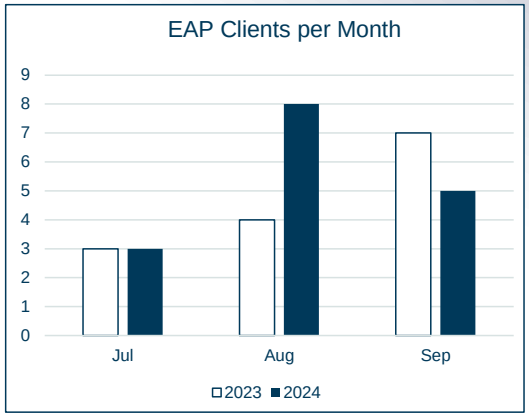




Wellbeing – Q1 2024/2025 FY

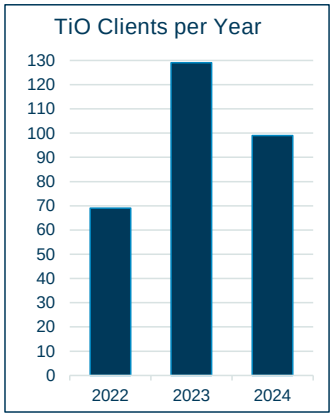
EAP Statistics

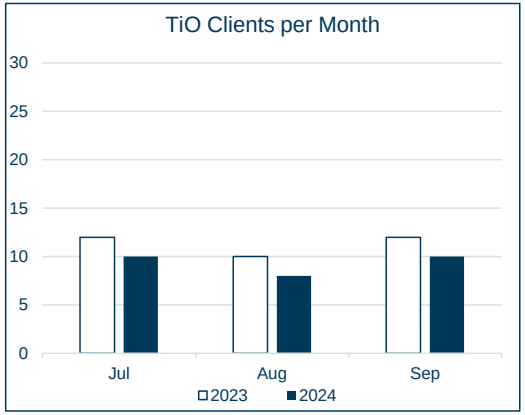




- **Work Issues –** alleged bullying, **career**, conditions, relationship colleague, relationship manager, environment, performance, restructure, workplace safety
- **Personal Issues –** anxiety/stress, budgeting/debt, grief, **health/medical,** legal, life transition, nutrition, relationships, trauma
- **Impact Level 1** work unaffected needs practical assistance only - 4 clients
- **Impact Level 2** work performance and work relationships not yet affected but may be if issues are not dealt with - 5 clients
- **Impact Level 3** work performance is lowered and/or relationships with colleagues could be affected - 6 clients
- **Impact Level 4** functioning less than their normal or required levels - 1 clients

Talk it Out Statistics

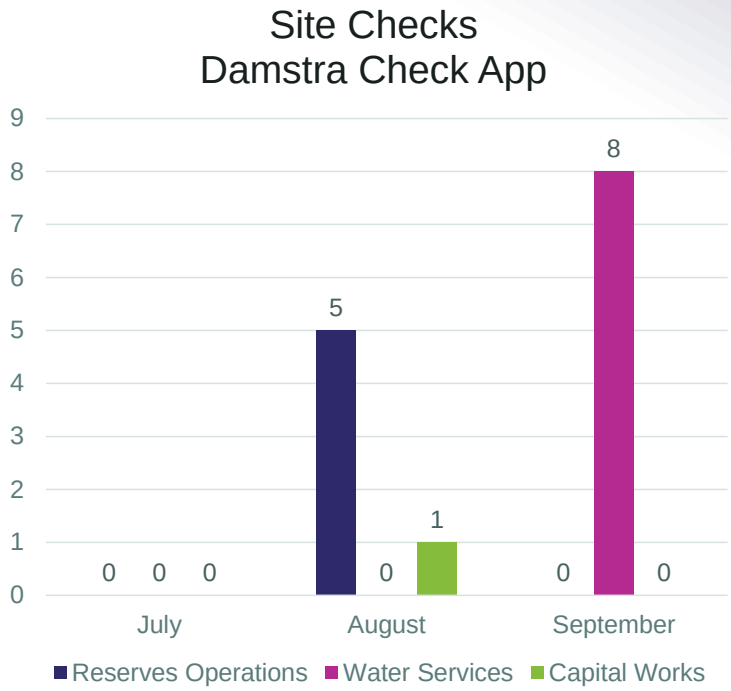




- **Personal Issues –** confidence, family, **health/medical**, low self-esteem, relationships, personal
- **Work Issues –** care for colleague, career, conditions, confidence, relationship colleague, **relationship manager**, team dynamics, **workload**

Private Counselling	Looking after ourselves and others
Topics unknown due to confidentiality 6 clients	Wellbeing leave 157.50 hours Volunteer leave 51.50 hours

Contractor Statistics – Q1 2024/2025 FY



Site Wise Contractor Statistics Q1 1 July to 30 Sept 2024

Selected Contractors	158
Average Score	93%
Unassessed Contractors	0
Assessment out of date	4
Expired Contractors	1
Insurance documents expired	12

REPORT

TO: Chief Executive

FOR: Council Meeting – 13 November 2024

FROM: Yuwei Li, Transportation Asset Planning Manager

DATE: 7 November 2024

SUBJECT: 2024-2027 NATIONAL LAND TRANSPORT FUND ALLOCATION -- CONTINUOUS PROGRAMMES

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1. RECOMMENDATIONS

'That Council:

a) Notes the final allocations from NZ Transport Agency Waka Kotahi (NZTA) on Council's Continuous Transportation Programmes, including Maintenance, Operations and Renewals (MOR) and Road Safety Promotion (RSP), for the 2024-27 NLTP period;

b) Commits the budgeted local share portion of the Continuous Programmes budget for 2024-27 as proposed in the 2024-34 LTP to Council's respective activities in the 2024-27; and

c) Approves that the Council's Continuous Programmes in 2024-27 will be adjusted based on a revised budget consisting of:
- the committed local share above; and
- NZTA subsidies based on NZTA approved allocations.

2. PURPOSE

The purpose of this report is to:

1) advise the final allocations for the Continuous Programme (Maintenance, Operations and Renewals and Road Safety Promotion) for the 2024-2027 period, following release of National Land Transport Programme (NLTP) allocations; and

2) seek Council's confirmation of local share funding of Continuous Transportation Programmes (Maintenance, Operations and Renewals, and Road Safety Promotion) for 2024-2027.

3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The issue that is the subject of this reports recommendation has been assessed against the Council's Significance and Engagement Policy. The level of significance attached to the recommendation of this report is **low**, in consideration of the following:

a) Impact on budgeted programmes detailed in the Long Term Plan 2024-2034
b) Ability to deliver level of service set in the Long Term Plan 2024-2034
c) Level of community interest
d) Consistency with Long Term Plan 2024-2034

e) Impact on ability to achieve the objectives of the Long Term Plan 2024-2034 and Financial Strategy 2024-2034
f) Inclusion of transportation network as a strategic asset
g) Impact to maintain the condition of infrastructural assets

While the outcome of this decision may have an impact on the consulted programme and level of service defined in the Long Term Plan 2024-2034 (LTP), consultation on the LTP confirmed the basis of the programme as being provisional on the approved co-funding from the NLTP. For this reason the assessment considers that no further engagement is required.

Variances will be reported in the Annual Report 2024/25, and form budgets for Annual Plans in financial years 2025/26 and 2026/27.

4. HISTORY/BACKGROUND

Council's Continuous Transportation Programme includes Maintenance, Operations and Renewals (MOR) and Road Safety Promotion (RSP). Improvements are not part of the Continuous Programme.

Requests for funding of Council's Continuous Programme under NLTP 2024-2027 were made to NZTA on 31 August 2023. Final bids for continuous programmes were submitted in December 2023. In recognition of the significant changes in the draft Government Policy Statement on Land Transport (GPS) released in March 2024, Council was invited to rebalance funding requests for the Local Road Operations, Local Road Pothole Prevention, Walking and Cycling, Road Safety Promotion and Local Road Improvements activity classes by 5 April 2024.

Council's 2024-34 Long Term Plan budgets, including the Transportation Asset Management Plan and Infrastructure Strategy were prepared on the basis of the funding bids, and an assumption of NZTA co-funding being provided at 51%. Uncertainty was noted as to the level of total funding, pending NLTP allocations. It is noted that minor differences between LTP budgeted and NLTP requested values result from non-significant accounting differences in applying inflation and accounting factors.

Final allocations (2024-2027) were provided by NZTA on 3 September 2024 for continuous activities contained in the following Activity Classes.

Activity Class	NLTP Requested Amount	Approved Amount	Approved as % of NLTP Requested
Pothole Prevention	$54,876,296	$52,176,000	95%
Operations	$20,869,668	$17,207,000	82%
Improvements - Bridge & Structure Renewals	$4,784,850	$3,251,000	68%
Walking and Cycling - Maintenance & Renewals	$1,762,342	$540,000	31%
Safety - Road Safety Promotion	$1,270,000	$442,000	35%
Total	**$83,563,156**	**$73,616,000**	**88%**

The NLTP approved amount of $73,174,000 for MOR in 2024-27 represents a 48% increase over the 2021-24 NLTP Approved Allocation for MOR at the time of NLTP adoption.

Continuous activities (work categories) included in the above Activity Classes are:

Activity Class	Work Category
Pothole Prevention	Sealed Pavement Maintenance
	Unsealed Pavement Maintenance
	Routine Drainage Maintenance
	Unsealed Road Metalling
	Sealed Road Resurfacing
	Drainage Renewals
	Pavement Rehabilitation
Operations	Structures Maintenance
	Environmental Maintenance
	Network Services Maintenance
	Network operations
	Level Crossing Warning Devices
	Network & Asset Management
	Structures Component Replacement
	Traffic Services Renewals
Walking and Cycling	Cycle Path Maintenance
	Footpath Maintenance
	Footpath Renewals
Improvements - Bridge & Structure Renewals	Bridges and structural renewals
Safety	Road Safety Promotion

The percentage allocated out of the requested amount for each work category varies around the average for the activity class it belongs to.

5. PROPOSAL

Budget allocations for Council's Continuous Transportation Programme within the LTP 2024-2034 include Council's local share (49%). While NLTP final allocations show a reduction in funding compared to requested levels, if agreed via this report, Council's budgeted contribution remains available for Council funding of Transportation programmes. Note that numbers used in this report are inflated, while numbers used in the report on Capital Projects are noninflated for convenience.

Committed SDC Local Share and indicative NZTA Subsidy are shown in the following table, with their sum becoming the Revised Budget.

Activity Class / Work Category	2024-2027 Budget in LTP, with 51% subsidy assumed	2024-2027 NZTA Subsidy Confirmed	2024-2027 SDC LTP Committed Local Share	2024-2027 Revised Budget	Revised Budget as % of LTP Budget
Pothole Prevention					
Sealed Pavement Maintenance	$13,946,436	$6,680,968	$6,833,754	$13,514,722	97%
Unsealed Pavement Maintenance	$3,238,185	$1,529,992	$1,586,711	$3,116,703	96%
Routine Drainage Maintenance	$3,814,049	$1,963,490	$1,868,884	$3,832,374	100%
Unsealed Road Metalling	$4,164,824	$2,141,989	$2,040,764	$4,182,753	100%
Sealed Road Resurfacing	$20,120,016	$9,754,341	$9,858,808	$19,613,148	97%
Drainage Renewals	$2,198,692	$1,121,995	$1,077,359	$2,199,354	100%
Pavement Rehabilitation	$6,658,330	$3,416,984	$3,262,582	$6,679,565	100%
Operations					
Structures Maintenance	$727,833	$344,507	$356,638	$701,145	96%
Environmental Maintenance	$6,018,104	$2,460,760	$2,948,871	$5,409,631	90%
Network Services Maintenance	$4,511,845	$2,091,646	$2,210,804	$4,302,450	95%
Network Operations	$700,877	$295,292	$343,430	$638,721	91%
Level Crossing Warning Devices	$178,587	$89,087	$87,508	$176,595	99%
Network & Asset Management	$4,971,378	$2,214,684	$2,435,975	$4,650,659	94%
Structures Component Replacement	$2,021,759	$664,405	$990,662	$1,655,067	82%
Traffic Services Renewal	$1,447,579	$615,190	$709,314	$1,324,504	91%
Walking and Cycling					
Cycle Path Maintenance	$178,587	$27,540	$87,508	$115,048	64%
Footpath Maintenance	$390,873	$62,424	$191,528	$253,952	65%
Footpath Renewals	$1,169,249	$185,436	$572,932	$758,368	65%
Improvements-Bridge Renewals					
Bridges and Structural Renewals	$4,654,463	$1,658,010	$2,280,687	$3,938,697	85%
Safety					
Road Safety Promotion	$1,252,728	$225,420	$597,619	$839,257	67%
GRAND TOTAL	**$82,364,394**	**$37,544,161**	**$40,358,553**	**$77,902,714**	**95%**

The overall SDC revised budget as a percentage of initial LTP budget for each activity class is as follows:

Activity Class	SDC LTP Budget	SDC Revised Budget	Revised Budget as % of LTP Budget
Pothole Prevention	$54,140,532	$53,138,620	98%
Operations	$20,577,962	$18,858,773	92%
Improvements – Bridge & Structure Renewals	$4,654,463	$3,938,697	85%
Walking and Cycling – Maintenance & Renewals	$1,738,709	$1,127,367	65%
Safety – Road Safety Promotion	$1,252,728	$839,257	67%
GRAND TOTAL	**$82,364,394**	**$77,902,714**	**95%**

This revised budget of $77,902,714 for MOR and RSP in 2024-27 represents a 55% increase over the 2021-24 NLTP Approved Allocation of $50,405,206 at the time of NLTP adoption.

6. OPERATIONAL IMPACT

Pothole Prevention

The activities included in the Pothole Prevention work category are facing a proposed 2% budget reduction on average, which can be managed through finding efficiencies in project delivery and minor reductions in programme size.

The effects of this reduction should not have a noticeable effect on levels of service in this works category.

Operations

The proposed 8% reduction on average to areas for Operations is likely to impact how work is prioritised.

Given the age of Councils bridge stock and the growing need for maintenance interventions on numerous bridges, the proposed reduction in Structures Maintenance budget will reduce the capacity of work that can be delivered, which may have longer term effects where the remaining useful life of structures may be reduced which will mean renewals having to be delivered in advance of current forward works programming, adding further pressure to the already reducing budgets.

A budget reduction in the Environmental Maintenance work category is ill timed as Council are now being required to maintain additional vegetation where the Christchurch Southern Motorway intersections, and new roads associated with the construction, are now being vested to Council. Due to budget constraints this could mean a reduction of frequency of current vegetation control which will subsequently deliver a reduced level of service to the district. This category also covers the winter maintenance element of works which although we have not experienced big snow events over the last few years, the frequency of icy conditions has increased costs in this area.

The reduction of funding in the Network Services Maintenance category is less of a concern as our costs for power for streetlighting should now be reducing given the LED streetlight conversions that are nearing completion which should offer savings in this area which could negate the reduction.

Similarly to structural maintenance budget reductions, reducing the ability to deliver the Structural Component Replacement requirements of an increasingly ageing bridge stock will likely influence remaining useful life of the structures and could mean delays to renewing structural components, which could result in earlier renewals being required or result in structural failures occurring.

Noting there may also need to be a review of intervention levels, e.g. an increased use of temporary repairs being incorporated and extended response times to reactive maintenance requests received by Council as there may need to be a reduction in reactive maintenance crews.

Walking and Cycling

The major reduction in funding to footpath and cycleway (shared use path) maintenance and renewals will create a lower level of service due to a reduced frequency of renewals, which may lead to assets then exceeding their useful life. The reduction in renewals funding will likely present challenges with additional reactive maintenance, an area of the budget which has also seen a significant reduction. This may also lead to an increased possibility of isolated failures, causing hazards to pedestrians/cyclists. Reducing the frequency of renewals could also create a bow wave of future renewal requirements.

Council has budgeted an additional $1 million per year in the LTP for catchup renewals in 2024-27. This unsubsidised fund can be partially allocated to meet the shortfall in the revised budget for footpath and cycleway maintenance and renewals.

Bridge Renewals

The funding requested is to replace a single structure, Whitecliffs Bridge, which is now at the ‘end of life’. A reduction in funding to this category may prevent the renewal being delivered given it is a single project and not the usual combination of projects. It has been identified through previous Engineering Reports that the failure to replace the bridge could lead to failure during flood events, with the alternative access route, i.e. Riversleigh Road ford, also being compromised in poor weather. This could isolate the community from road access in such an event.

NZTA funding advisors have indicated that additional funding may become available for this category. Further cost scope adjustment will be sought, if necessary, after we have obtained detailed cost estimate for the bridge. If funding shortfall remains, a report seeking additional funding will be brought to Council for consideration.

Road Safety

The significant shift in priority and change in methodology around delivery of road safety in the Government Policy Statement (GPS) is reflected in the NZTA shared allocation for road safety promotion, with a reduction of 65% from the requested amount of $1,270,000.

Road safety staff have concerns that the current allocation will significantly impact the delivery of road safety programs within Selwyn, primarily iBike, theory and practical license support for new drivers, +65 drivers and road safety events. Retaining local LTP share should allow current level of safety programs to be maintained.

The GPS also states that the National Land Transport Fund (NLTF) can no longer be used for advertising purposes. This will have significant impact on the manner in which road safety is promoted through local channels. Council is still able to use the additional local share to deliver appropriate road safety messages.

Road safety advertising is to be managed from a national perspective by NZTA. Creative material and national level advertising will be conducted by NZTA with local RCA able to share this content.

NZTA has indicated they will engage in a work project with local RCAs to identify local issues that may require advertising and develop a programme of works to address common risks. These will then primarily be promoted through nationally available channels such as radio, tv, online advertising. Should any local messaging be required in papers, billboards, other publications this will need to be funded through local share only.

Staff are working through other mechanisms to deliver road safety messaging without relying on advertising as the impact of advertising is often hard to measure.

Budget saved through advertising reductions would be utilized for the development of two new initiatives, the Corporate Road Safety Charter and a Road Safety license education programme in schools.

Initial assessment of the Road Safety Promotion programmes, based on alternatives described, would likely see the below impacts on the delivery of road safety in Selwyn. These alternatives correspond to options described in the following section.

Road Safety Risk/Intervention	**Alternative 1 – Total $839,257**	**Alternative 2 - $442,000**	**Alternative 3 - $1,252,728**
Intersections, Speed, Impairment, Winter Driving, Distractions, Restraints, Fatigue.	• Child car seat clinic. • Support of other stakeholder initiatives. • Fatigue coffee stops. • Limited advertising including merchandise for licensed premises and ice scrapers.	• Child car seat clinic. • Support of other stakeholder initiatives.	• Child car seat clinic. • Fatigue coffee stops. • Support of other stakeholder initiatives. • Advertising of local risks through local media channels. • Advertising merchandise through licensed premises, seasonal opportunities and events.
Corporate Road Safety Charter	• Develop and implement a corporate road safety charter for local businesses, which includes tiered recognition for levels of road safety achieved. • Incorporate a corporate road safety event, conference, guest speaker, awards.	• Develop and implement a corporate road safety charter for local businesses, which includes tiered recognition for levels of road safety achieved.	• Develop and implement a corporate road safety charter for local businesses, which includes tiered recognition for levels of road safety achieved. • Incorporate a corporate road safety event, conference, guest speaker, awards.
Motorcycling	• Ride forever subsidy provided for Selwyn residents. • Singular Kickstart or other motorcycle safety event.	• Ride forever subsidy provided for Selwyn residents.	• Ride forever subsidy provided for Selwyn residents. • Kickstart and other motorcycle safety events maintained. • Provide motorcycle safety advertising and merchandise at events.

Road Safety Risk/Intervention	**Alternative 1 – Total $839,257**	**Alternative 2 - $442,000**	**Alternative 3 - $1,252,728**
Driver license Support Young and New Drivers Over 65 Drivers	• Maintain practical subsidy for 65+ driver refresher. • Maintain other driver license support programs. E.g. SADD, RYDA, CDMP. • **Maintain current** delivery of theory and practical driver license support for new and young drivers.	• Maintain practical subsidy for 65+ driver refresher. • Maintain other driver license support programs. E.g. SADD, RYDA, CDMP. • **Limited** delivery of theory and practical driver license support for new and young drivers.	• Maintain practical subsidy for 65+ driver refresher. • Maintain other driver license support programs. E.g. SADD, RYDA, CDMP. • **Expand** delivery of theory and practical driver license support for new and young drivers.
Walking and Cycling	• **Maintain current** iBike delivery of grade 1 throughout Selwyn schools. • **Expand** the implementation to include a practical instruction component with the road safety license system for students to be incorporated through Selwyn schools. • Develop a program for adults to safely use cycles, ebikes and escooters.	• **Reduced** iBike delivery, 2 terms per year of grade 1 only. • Develop and implement a road safety license system for students to be incorporated through Selwyn schools.	• **Expand** iBike delivery, throughout Selwyn schools to cover grade 1 & 2. • **Expand** the implementation to include a practical instruction component with the road safety license system for students to be incorporated through Selwyn schools. • Develop a program for adults to safely use cycles, ebikes and escooters.

7. OPTIONS

The options before the Council are as follows:

1) That Council commits the budgeted local share portion of the Continuous Programme budget for 2024-27 as proposed in the 2024-34 LTP to council's respective activities in the 2024-27 **and** approves that the Council's Continuous Programmes in 2024-27 will be adjusted based on the revised budget consisting of:

   - the committed local share above; **and**
   - NZTA subsidies based on NZTA approved allocations.

   This is the **recommended** option.

OR

2) That Council reduce the Maintenance, Operations and Renewals and Road Safety Promotion Transportation budget totals for financial years 2024/25 – 2026/27 to the levels confirmed in the NLTP allocated funding (with local share of 49% of reduced programmes).

OR

3) That Council increase local funding for the total Maintenance, Operations and Renewals and Road Safety Promotion for 2024-27 so the amount available for programme delivery is the same as in the LTP budget. This would increase local funding beyond LTP levels.

Option 1 enables the combination of NLTP indicative funding and committed local funding to be maximised. This would enable Council to achieve the greatest value for money within the indicative NLTP co-funding, while ensuring compliance with the LTP, and delivering the highest programme achievable within consulted and budgeted local funding.

This would also enable Council to continue walking and cycling activities and many of the road safety programmes in place, albeit at moderately reduced but manageable levels.

8. VIEWS OF THOSE AFFECTED / CONSULTATION

Views of those affected

Consultation on the programme was undertaken as part of the Long Term Plan 2024-2034. Feedback on the level of funding and programmes was received amongst consultation comments.

Consultation

No further community or wider consultation is required, however changes to the programme of works will be communicated in the Annual Report as well as informing the Annual Plans for financial years 2025/26 and 2026/27.

Māori implications

Engagement with mana whenua was undertaken as part of the LTP 2024-2034 development and consultation. There are no identified Māori implications of this report's decision.

Climate Change considerations

As the funding window in relation to this report is 3 years, the main climate change consideration relates to the potential reduction in walking and cycling activities due to significant reduction of government co-funding for this activity class. Council's commitment of local shares in the LTP budget and making additional allocation from the unsubsidised catchup renewal funds can alleviate this concern.

9. FUNDING IMPLICATIONS

Should Council be minded to adopt option 1, fully utilising available NZTA share and committed local funding, there are no financial implications of the decision on Council funding.

It is acknowledged that the reduced NZTA funding will result in a reduced programme.



Yuwei Li
TRANSPORTATION ASSET PLANNING MANAGER



Elaine McLaren
ACTING HEAD OF OPERATION DELIVERY
WATER, ROADING & RESOURCE RECOVERY

Endorsed For Agenda



Tim Mason
EXECUTIVE DIRECTOR OF
INFRASTRUCTURE AND PROPERTY



Murray England
HEAD OF ASSET MANAGEMENT

REPORT

TO: Chief Executive

FOR: Council Meeting – 13 November 2024

FROM: Yuwei Li, Transportation Asset Planning Manager

DATE: 7 November 2024

SUBJECT: **ADJUSTED COUNCIL 2024-27 TRANSPORT IMPROVEMENT PROGRAMME**

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1. RECOMMENDATIONS

'That Council:

a) Acknowledge the reduced 2024-27 National Land Transport Programme funding for Council's Transport Improvement Programme, including major capital projects and Low Cost Low Risk projects;

b) Commits the Councils 2024-27 budgeted local share portion of the Transport Improvement Programme, as provided in the 2024-34 Long Term Plan, to undertake Council's transport improvement activities in 2024-27;

c) Approves the updated 2024-27 Transport Improvement Program and budgets as detailed in this report; and

d) Acknowledges the likely need for further programme adjustments and funding considerations to manage the deliverability and affordability of the Transport Improvement Programme through future Annual and Long Term Plans processes.

2. PURPOSE

The purpose of this report is to:

a) advise the availability of co-funding for Council's Transport Improvement Programme, including major capital projects and Low Cost Low Risk (LCLR) projects for the 2024-27 period, following release of the 2024-27 National Land Transport Programme (NLTP) allocations;

b) seek Council's confirmation of local share funding allocated in the 2024-34 Long Term Plan (LTP) for the Improvement Programme for use on the updated Improvement Programme for 2024-2027 contained in this report;

c) seek Council's approval of the updated Improvement Programme for projects in the LTP that were scheduled for delivery in 2024-27; and

d) advise Council regarding the likely need for further programme adjustments and funding considerations to manage the deliverability and affordability of the Transport Improvement Programme during future Annual and Long Term plans.

3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The issue that is the subject of this reports recommendation has been assessed against the Council's Significance and Engagement Policy. The level of significance attached to the recommendation of this Report is **low**, in consideration of the following:

- Impact on budgeted programmes detailed in the LTP
- Ability to deliver level of service improvements set in the LTP
- Level of community interest
- Consistency with LTP
- Impact on ability to achieve the objectives of the LTP and Financial Strategy 2024-34
- Inclusion of transportation network as a strategic asset
- Impact to maintain the condition of infrastructural assets

While the outcome of this decision will have an impact on the consulted programme and timing of level of service improvements defined in the Long Term Plan 2024-2034 (LTP), consultation on the LTP confirmed the basis of the programme as being provisional on the approved co-funding from the NLTP. For this reason, the assessment considers that no further engagement is required should Council be minded to maintain the current level of committed local share.

Should Council seek to increase the local share to the full extent of the proposed programme, this may require further consultation, through Annual Plan and/or Long Term Plan Amendment.

Notwithstanding the above, variances can be reported in the Annual Reports. Projects which are no longer proposed to be funded within the 2024-2027 period will be reassessed for appropriateness for included in the next funding bid (2027-2030).

4. HISTORY/BACKGROUND

In the 2024-27 programme, approximately 60% of Council's Transportation Improvement Programme was submitted to NZTA for consideration for inclusion in the NLTP and for co-funding at its Financial Assistance Rate (FAR) of 51%. The projects submitted included major capital Projects (over $2 million) and LCLR (under $2 million) projects.

The request for funding Council's Improvement Programme under NLTP was made to NZTA on 31 August 2023. Final bids for improvement programmes were submitted in December 2023. In recognition of the significant changes in the Government Policy Statement on Land Transport (GPS) released in March 2024, Council was invited to rebalance funding requests by 5 April 2024.

Final decisions on the NLTP allocation were sent to the Council on 3 September 2024. This completed the process of funding allocations for the 2024-27 transport programme by the NZTA. Council's Continuous Transportation Programme which includes Maintenance, Operations and Renewals (MOR) and Road Safety Promotion (RSP) were advised on 6 June, 2 August and confirmed on 3 September 2024. The Continuous Programme is the subject of a separate report.

Council's 2024-34 LTP budgets, using information from the Transportation Asset Management Plan and Infrastructure Strategy, were established including an assumption of NZTA co-funding being provided at 51% FAR for eligible projects. Funding uncertainty was noted at the time as to the level of national funding availability, pending NLTP allocations. It is noted that minor differences between LTP budgeted and NLTP requested values resulted from applying inflation factors in LTP.

Confirmed co-funding allocations (2024-27) were provided by NZTA on 3 September, for improvement programmes contained in the following categories:

Category	Requested	Allocated
Major improvements (excluding business cases)	$38,000,000 (9 projects)	$6,000,000 (2 projects)
LCLR Improvements (New)	$20,560,000	ZERO
TOTAL	**$58,560,000**	**$6,000,000**

An additional $1,258,111 was requested as carry forwards for two LCLR projects from 2021-24 and that has been approved. This will not be included in the following discussions regarding 2024-27 improvement projects.

Council's original NLTP Transport Improvement Programme request relying on 51% FAR is detailed in the following table, including the committed local share, compared to that approved by the NZTA:

Project			2024-2027 Budget in LTP	2024-2027 Approved NZTA Subsidy	2024-2027 SDC LTP Local Share Assumed
Major Projects					
Dunns Crossing & Burnham School Rd Traffic Signals	Growth	24/25	$4.0m	$0	**$1.960m**
Selwyn & Springston Rolleston Rd Roundabout	Growth	25/26	$6.0m	$0	**$2.940m**
Walkers Rd & Two Chain Rd Roundabout	Growth	25/26	$2.5m	Probable at 51%	**$1.225m**
Hoskyns Rd Widening Stage 1	Growth	25/26	$3.5m	$0	**$1.715m**
Springs & Hamptons Rd Roundabout	Growth	25/26	$5.0m	$0	**$2.450m**
Selwyn & Dunns Crossing Roundabout	Growth	26/27	$6.0m	$0	**$2.940m**
Jones & Two Chain Rds Realignment	Growth	26/27	$3.5m	Probable at 51%	**$1.715m**
Gerald St & Vernon Dr Traffic Signals	Growth	26/27	$3.5m	$0	**$1.715m**
Lincoln 'Park N Ride'	Growth	26/27	$4.0m	$0	**$1.960m**
Low Cost Low Risk					
Goulds & Ellesmere Junction Rd Intersection Safety Upgrade	LOS	24/25	$210,000	$0	**$102,900**
Levi Rd Widening	Growth	24/25	$600,000	$0	**$294,000**
Mathias St Level Crossing Upgrade	Growth	24/25	$300,000	$0	**$147,000**
Waimakariri Gorge Rd Guard Rail Stg 2	LOS	24/25	$200,000	$0	**$98,000**
Weedons Ross Rd Seal Widening Stg 2	Growth	24/25	$450,000	$0	**$220,500**
Bealey & Telegraph Rd Intersection RIAWS Safety Upgrade	LOS	24/25	$400,000	$0	**$196,000**
Travel Demand Management Package	LOS	24 – 26	$350,000	$0	**$350,000**
Speed Management Plan Implementation	LOS	24 – 27	$1,010,000	$0	**$494,900**
School Safety Infrastructure Upgrades	Growth	24 – 27	$1,410,000	$0	**$690,900**
Birchs Rd Intersections Cycle Safety Upgrade	Growth	25/26	$750,000	$0	**$367,500**

Project			2024-2027 Budget in LTP	2024-2027 Approved NZTA Subsidy	2024-2027 SDC LTP Local Share Assumed
Ellesmere Rd Arterial Intersections Safety Upgrades	Growth	25/26	$2,000,000	$0	**$980,000**
Maddisons & Curraghs Rd Intersection RIAWS Safety Upgrade	LOS	25/26	$250,000	$0	**$122,500**
Springston Rolleston & Waterholes Rd Intersection RIAWS Safety Upgrade	LOS	25/26	$225,000	$0	**$110,250**
Two Chain Rd Widening Stg 1	Growth	25/26	$1,500,000	$0	**$735,000**
Hoskyns Rd Arterial Intersections Safety Upgrades	Growth	25/26	$1,200,000	$0	**$588,000**
Hamptons Rd Widening	Growth	25/26	$750,000	$0	**$367,500**
Shands & Boundary Rd Intersection RIAWS Safety Upgrade	LOS	26/27	$225,000	$0	**$110,250**
Selwyn & Robinsons Rd Intersection RIAWS Safety Upgrade	LOS	26/27	$225,000	$0	**$110,250**
SH1 Dunns Crossing Rd Cycle Underpass Pathways	Growth	26/27	$1,500,000	$0	**$735,000**
Dunns Crossing Rd Widening Stg 1	Growth	26/27	$300,000	$0	**$147,000**
Brookside Rd & Rolleston Dr Roundabout	Growth	26/27	$1,500,000	$0	**$735,000**
Prebbleton to City Cycle Link	Growth	26/27	$1,500,000	$0	**$735,000**
Rural Rd Intersection Safety Programme	LOS	Annual	$1,200,000	$0	**$588,000**
Intersection Sealback Safety Programme	LOS	Annual	$1,125,000	$0	**$551,250**
Greater Christchurch Bus Stop Improvement Programme	LOS	Annual	$540,000	$0	**$264,600**
Township Footpath and Crossings Programme	LOS	Annual	$900,000	$0	**$441,000**
TOTAL for Major and LCLR Projects			**$58,620,000**		**$28,902,300**

There is a significant reduction in the level of co-funding, with the only two major projects being confirmed for “probable” co-funding being:

1. Walkers Road and Two Chain Road Roundabout: 2025/26: $2,500,000
2. Jones Road and Two Chain Road Realignment: 2026/27: $3,500,000

Both local road projects are associated with the SH1 Rolleston upgrades being progressed by NZTA in the 2024-27 period. Surprisingly others in the same package of local works were not funded.

The remaining seven major capital projects and the entire LCLR programme have not obtained co-funding through the NLTP. This results in a major lack of funding for capital improvements planned in Years 1-3 of the LTP.

Outside of the funding bid allocations, the NLTP has established a new $100m national fund for LCLR projects that are targeted at delivering on the strategic priorities of economic growth and productivity, increased resilience and value for money. This new fund is being made available to LCLR projects that deliver on these priorities and are assessed by NZTA as having a high GPS

alignment or high net present value. Limited information is available about this fund at this time. Staff will explore the potential for additional funding with the NZTA Investment Advisor and return to Council to confirm project selection. However, considering the limited national size of the fund it cannot be counted on with any confidence.

NLTP requested projects that have not been co-funded sums up to $52.62m (noninflated), for which Council's 49% local share is $25.78m which is budgeted in the LTP.

For those capital projects not included in the NLTP request, all except one have been originally assumed to be fully funded by Council at 100% in the LTP. The total cost sums up to $37.45m (noninflated and excluding carry forwards) as detailed in the LTP.

Project	**Year**	**Uninflated Total Cost**
Lincoln South Public Car Parks	2024/25	$1,600,000
Gerald Street Eastern End Upgrade	2024/25	$7,350,000
East Maddisons Road Upgrade	2024/25	$300,000
Ellesmere Road Seal Widening	2024/25	$3,000,000
Birchs Road Kakaha Park Safety Upgrades	2024/25	$300,000
PT Futures Selwyn Infrastructure Business Case	2024/25	$75,000
Rolleston Access Local Road Upgrades Business Case	2024/25	$75,000
Lowes Rd/ Levi Dr/ Masefield Dr/Lincoln Rolleston Rd Traffic Signals	2024/25	$2,104,000
Lincoln North Public Car Parks	2025/26	$1,550,000
Meijer Drive Extension	2025/26	$3,500,000
Rolleston Public Carpark 4 & Service Lane	2025/26	$1,100,000
Public Carpark and Walkways Light Renewal to LED	2025/26	$250,000
Castle Hill Dark Sky Street Lighting Controls	2025/26	$50,000
Asset Management Data Standard Implementation*	2025/26	$150,000
District and Township Signage Implementation	2026/27	$700,000
Tennyson & Moore Street Roundabout	2026/27	$2,500,000
Moore Street Extension	2026/27	$1,800,000
Gerald Street Transitional Section Upgrade	2026/27	$7,500,000
Coes Ford Upgrade Feasibility Study	2026/27	$50,000
Coleridge Tail Race Bridge Replacement Contribution	2026/27	$500,000
Transport renewal and improvement activities	2024-27	$3,000,000
TOTAL		**$37,454,000**

Note: * The AMDS Implementation Project is expected to be co-funded by NZTA outside the NLTP process.

Other than the Continuous Programme (MOR & RSP) detailed in a separate report and the Improvement Programme listed above, the following set of projects are also included in Council's Transportation Programme in the 2024-34 LTP as shown below. They are mostly operational and are needed on an annual basis, but are considered to be part of the Improvement Programme for the purpose of this report.

Project	Year	Total Uninflated Cost
Non-Sub Street Cleaning Share	2024-27	$ 750,000
Project Forward Planning	2024-27	$ 300,000
BOF Cycle Feasibility Study	2024/25	$ 90,000
Bus Stop Maintenance and Renewal	2024-27	$ 135,000
Developer Coordinated Works	2024-27	$ 450,000
Entranceways	2024-27	$ 600,000
Co-share of Emergency Works	2024-27	$ 3,000,000
Road Renewals Backlog Funding	2024-27	$ 3,000,000
TOTAL		**$8,325,000**

The only project above for which NZTA co-funding is requested is Bus Stop Maintenance and Renewal. The co-funding has been approved at the level expected in the LTP.

Based on the above, the amount of local share funding Council already has budgeted in the LTP for the 2024-27 NLTP period (excluding carry forwards) are as follows:

FY	2024/25	2025/26	2026/27	3-Year Total
SDC Share for 2024-27 Transportation Improvement Programme	$11,609,050	$21,319,050	$33,208,850	$66,136,950

Project cost estimates are continually revised as they progress through the project development cycle. Section 9 of the report provides itemised amendments to the predicted project costs where these have changed through refined project scope and cost estimates. The Improvement Programme has been updated so that the expected SDC share of the total cost, for each year within the 2024-27 NLTP period, matches the overall SDC local share committed in the LTP for the Improvement Programme. Further value engineering will be applied to the programme going forward.

5. OPTIONS

Budgets are currently allocated in the LTP for Council's originally adopted Transport Improvement Programme. This includes Council's local share (49%) of requested NLTP co-funded projects and full share (100%) of Council's other projects. As the NLTP has only confirmed two projects for co-funding valued at $6m, Council must consider how to use local share committed in the LTP to reprioritise the 2024-27 transport improvement programme to get the best value for money and outcomes with the remaining funding it has available.

It is also acknowledged whatever option is considered Council will need to carefully compile and plan its transport improvement programme for the 2027-37 Long Term Plan to adjust to changes in priorities, costs and commitments hereon in. This includes utilising any subsequent Annual Plan processes if warranted and available.

The options before the Council are as follows:

1) That Council confirms its commitment to the currently budgeted LTP 2024-27 local share portion of the Transport Improvement Programme budget and approves its use to undertake the revised and reprioritised updated Transport Improvement Programme to complete some but not all the original projects in 2024-2027 without further funding increases.

   The updated Transport Improvement Programme is detailed in the attachment.

   This is the recommended option as the updated programme provides a balance of what is achievable and needed to meet commitments whilst providing value for money and better coordinated outcomes expected by the community

OR

2) That Council postpones all transport projects that were requested for inclusion in the NLTP but did not receive NLTP co-funding, except those confirmed in the NLTP being:

   i) Walkers Road and Two Chain Road Roundabout: 2025/26: $2,500,000
   ii) Jones Road and Two Chain Road Realignment: 2026/27: $3,500,000

   and proceeds with all 100% funded projects as currently identified in the LTP. The $25.78m of local share related to the transport projects that did not receive co-funding could be reallocated in accordance with council's other priorities outside of the transport activity.

   This option is not recommended as it produces an unbalanced transport improvement programme which results in a loss of synergy to achieve network outcomes that are equitable. Funding should remain in the transport activity as currently allocated.

OR

3) That Council increase local funding for the total Improvement Programme for financial years 2024-27 as detailed in the 2024-34 LTP regardless of allocated subsidy levels, based on:

   - 49% local share to the total of approved two projects; **and**
   - Fully fund the balance of the total Improvement Programme.

   This option is not recommended due to needing a further $30m or more in funding that is not currently budgeted for the 2024-27 period and would exceed debt funding limits beyond agreed LTP levels.

   It is noted that the LTP did identify the uncertainty of co-funding, with Council resolving that some Improvement Projects, such as the planned public transport 'Park N Ride' would only proceed if Council receives co-funding from NZTA.

6. OPERATIONAL IMPACT

Reprioritisation and Project Alignment

Projects included in the LTP and the NLTP were identified, and prioritised as part of budget development, with efficiencies and project alignments prioritised. This included considering the framework identified in Council's Transportation Asset Management Plan. Part of this includes responding to current and projected growth requirements, and the need to align with planned development and other stakeholder projects e.g. Rolleston SH1 Road of Regional Significance.

The revaluation of budgets also included ensuring value engineering to optimise funding and outcomes. This included maintaining complementary packages of works for economies of scale and coordinated delivery e.g. Lincoln Town Centre – Gerald Street Upgrade.

It is noted that short term measures may be used in lieu of capital project upgrades such as the use of improved signage, marking and speed management where intersection safety improvements were proposed but have not attracted NZTA funding.

Council has budgeted an additional $1 million per year in the LTP for transportation renewal and improvement activities which can be partially allocated to further compensate for significantly reduced subsidies in the Improvement Programme.

Development Contributions

Development Contributions are collected in accordance with Council's Development Contributions Policy, subject to the provisions of the Local Government Act 2002, for identified growth related capital projects within the Transportation activity in the LTP where these are eligible. Should growth-related project not proceed where development contributions have been collected, Council will need to consider any implications. Where projects are cancelled, rather than deferred within the LTP period, this may require the contributions to be repaid.

Procurement

Procurement of Transportation works must be undertaken in accordance with Council's Procurement Strategy, endorsed by the NZTA. This requires compliance with NZTA's Procurement Manual and rules, for all activities funded through the NLTP Programme.

Based on the confirmation that Council's Improvement Programme is largely outside of the NLTP and not subject to NZTA procurement requirements, there may be value in exploring options for Council's Procurement Strategy to exclude works fully funded by Council from these standards. This could result in streamlined procurement and reduced compliance costs for projects solely funded by Council.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

Views of those affected

Public consultation on the programme was undertaken as part of the Long Term Plan 2024-34. Feedback on the level of funding and programmes was received from submissions. Council's programme was also included in the 2024-34 Canterbury Regional Land Transport Plan

Consultation

The extent of changes to the consulted programme and/or funding requirement, including debt levels, may necessitate further consultation in accordance with the requirements of the Local Government Act 2002. However, it is considered that by adopting Option 1 in Section 5 of this report further consultation would not be required on the basis that no additional funding is being requested at this time from that currently allocated in the LTP.

Māori implications

Engagement with mana whenua was undertaken as part of the LTP 2024-34 development and consultation. There are no identified Māori implications of this report's decision.

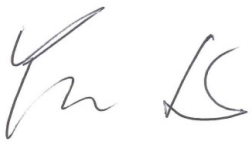
Climate Change considerations

As the funding window in relation to this report is 3 years, the main climate change consideration relates to the potential reduction in public transport, walking and cycling activities due to lack of co-funding for improvements. To mitigate the impact, the updated Improvement Programme keeps the full extent of the footpath extension programme in the LTP. Council will also install shelters at bus stops using flatpacks already purchased in 2023-24. Some funding is also retained for Travel Demand Management activities.

8. **FUNDING IMPLICATIONS**

In relation to the recommended Option 1 above, that only utilises existing budgeted local share in the LTP for the updated improvement programme, further implications will be mostly limited to cost increases from atypical inflation and other project related escalations during project development. This is intrinsic to any project however it is funded. Councils Development Contribution Policy will need to be checked and amended to reflect any changes through formal policy review processes.

Further adjustments to the Improvement Programme and associated funding and project timing can be considered through future Annual Plan and Long Term Plan processes, should this be required.



Yuwei Li
TRANSPORTATION ASSET PLANNING MANAGER



Andrew Mazey
STRATEGIC TRANSPORT LEAD

Endorsed For Agenda



Tim Mason
EXECUTIVE DIRECTOR – INFRASTRUCTURE AND PROPERTY



Murray England
HEAD OF ASSET MANAGEMENT

9. ATTACHMENTS

9.1 Updated Improvement Programme - Projects for which NLTP co-funding have been requested

Program	LTP Budget	Annual Programme	Budget Adjustment	Option 1	Updated Budget	24/25	25/26	26/27	27/28	28/29
Major Projects-NLTP Funding Requested										
Dunns Crossing & Burnham School Road Traffic Signals (SNP)	$ 4,000,000		$2,000,000		$ 6,000,000	$ 300,000	$ 5,100,000	$ 600,000		
Selwyn & Springston Rolleston Road Roundabout (SNP)	$ 6,000,000		$0		$ 6,000,000	$ 100,000		$ 5,900,000		
Walkers Road & Two Chain Road Roundabout	$ 2,500,000		$2,500,000		$ 5,000,000	$ 100,000	$ 100,000	$ 4,800,000		
Hoskyns Road Widening Stage 1	$ 3,500,000		$1,750,000		$ 5,250,000	$ 250,000	$ 4,400,000	$ 600,000		
Springs & Hamptons Road Roundabout	$ 5,000,000		$0	Defer	$ 5,000,000		$ 100,000		$ 2,000,000	$ 2,900,000
Selwyn & Dunns Crossing Roundabout (SNP)	$ 6,000,000		$0	Defer	$ 6,000,000			$ 50,000	$ 150,000	$ 5,800,000
Jones Road & Two Chain Road Realignment	$ 3,500,000		$1,750,000		$ 5,250,000	$ 250,000	$ 1,000,000	$ 4,000,000		
Gerald Street & Vernon Drive Traffic Signals (SNP)	$ 3,500,000		$0		$ 3,500,000	$ 50,000	$ 150,000	$ 3,200,000	$ 100,000	$ -
Lincoln 'Park N Ride'	$ 4,000,000		$0	Defer	$ 4,000,000			$ 50,000	$ 150,000	$ 3,800,000
LCLR Projects-NLTP Funding Requested										
Goulds & Ellesmere Junction Road Intersection Safety Upgrade	$ 210,000		$0		$ 210,000	$ 210,000		$ -	$ -	$ -
Levi Road Widening	$ 600,000		-$60,000		$ 540,000	$ 540,000	$ -	$ -	$ -	$ -
Mathias Street Level Crossing Upgrade	$ 300,000		$0	Defer	$ 300,000				$ 300,000	$ -
Waimakariri Gorge Rd Guard Rail Stage 2	$ 200,000		-$92,000		$ 108,000	$ 108,000	$ -	$ -	$ -	$ -
Weedons Ross Rd Seal Widening Stage 2	$ 450,000		$0		$ 450,000		$ 450,000	$ -	$ -	$ -
Bealey & Telegraph Road Intersection RIAWS Safety Upgrade	$ 400,000		$0	Defer	$ 400,000				$ 400,000	$ -
TDM Package	$ 350,000		-$260,000		$ 90,000	$ 30,000	$ 30,000	$ 30,000		
Speed Management Plan Implementation	$ 1,010,000		$0	Defer	$ 1,010,000				$ 510,000	$ 500,000
School Safety Infrastructure Upgrades	$ 1,410,000		-$719,100		$ 690,900	$ 230,300	$ 230,300	$ 230,300		
Birchs Road Intersections Cycle Safety Upgrade	$ 750,000		$0	Defer	$ 750,000			$ -	$ 750,000	$ -
Ellesmere Road Arterial Intersections Safety Upgrades	$ 2,000,000		$0	Rescope	$ 2,000,000	$ -	$ 300,000			$ 1,700,000
Maddisons & Curraghs Road Intersection RIAWS Safety Upgrade	$ 250,000		$0	Defer	$ 250,000			$ -	$ 250,000	$ -
Springston Rolleston & Waterholes Road Intersection RIAWS Safety Upgrade	$ 225,000		$0	Defer	$ 225,000			$ -	$ 225,000	$ -
Two Chain Road Widening Stage 1	$ 1,500,000		$750,000		$ 2,250,000	$ 750,000	$ 1,400,000	$ 100,000		
Hoskyns Road Arterial Intersections Safety Upgrades	$ 1,200,000		$600,000		$ 1,800,000	$ 100,000	$ 400,000	$ 1,300,000		
Hamptons Road Widening	$ 750,000		$0		$ 750,000	$ 50,000	$ 700,000			
Shands & Boundary Road Intersection RIAWS Safety Upgrade	$ 225,000		$0	Defer	$ 225,000			$ -	$ -	$ 225,000
Selwyn & Robinsons Road Intersection RIAWS Safety Upgrade	$ 225,000		$0	Defer	$ 225,000			$ -	$ -	$ 225,000
SH1 Dunns Crossing Road Cycle Underpass Pathways	$ 1,500,000		-$765,000		$ 735,000			$ 735,000		
Dunns Crossing Road widening Stage 1	$ 300,000		$150,000		$ 450,000			$ 450,000		
Brookside Road & Rolleston Drive Roundabout	$ 1,500,000		$0	Defer	$ 1,500,000			$ 50,000	$ 150,000	$ 1,300,000
Prebbleton to City Cycle Link	$ 1,500,000		$0	Defer	$ 1,500,000				$ 200,000	$ 1,300,000
Rural Road Intersection Safety Programme	$ 1,200,000	YES	$0		$ 1,200,000	$ 400,000	$ 400,000	$ 400,000	$ -	$ -
Intersection Sealback Safety Programme	$ 1,125,000	YES	-$573,750		$ 551,250	$ 183,750	$ 183,750	$ 183,750		
Greater Christchurch Bus Stop Improvement Programme	$ 540,000	YES	$0	Defer	$ 540,000				$ 270,000	$ 270,000
Township Footpath and Crossings Programme	$ 900,000	YES	$0		$ 900,000	$ 300,000	$ 300,000	$ 300,000	$ -	$ -

Budget adjustments, where required, have been applied to all projects recommended for delivery in 2024-27. For Projects listed above that recommends delivery in 2024-27 (i.e. not deferred), the combined updated budget of $43,725,150 represents a 19% increase over the combined LTP budget of $36,695,000. While the costs have increased for individual projects, the increases have been accommodated within the overall allocated 2024-27 budget.

9.2 Updated Improvement Programme - Others

Program	LTP Budget	Annual Programme	Budget Adjustment	Option 1	Updated Budget	24/25	25/26	26/27	27/28	28/29
SDC-Only Improvement Projects										
Lincoln South Public Car Parks	$ 1,600,000		$0		$ 1,600,000	$ 91,400	$ 1,508,600		$ -	$ -
Gerald Street Eastern End Upgrade	$ 7,350,000		$0		$ 7,350,000	$ -	$ 1,000,000	$ 2,500,000	$ 2,500,000	$ 1,350,000
East Maddisons Road Upgrade	$ 300,000		$0		$ 300,000	$ 300,000	$ -	$ -	$ -	$ -
Ellesmere Road Seal Widening	$ 3,000,000		$0	Rescope	$ 3,000,000	$ 600,000		$ 2,400,000		
Birchs Road Kakaha Park Safety Upgrades	$ 300,000		$0	Defer	$ 300,000				$ 300,000	$ -
PT Futures Selwyn Infrastructure Business Case	$ 75,000		$0		$ 75,000	$ 75,000	$ -		$ -	$ -
Rolleston Access Local Road Upgrades Business Case	$ 75,000		$0		$ 75,000	$ 75,000	$ -		$ -	$ -
Lowes Rd/ Levi Dr/ Masefield Dr/Lincoln Rolleston Rd Traffic Signals	$ 2,104,000		$0		$ 2,104,000	$ 1,904,000	$ 200,000		$ -	$ -
Lincoln North Public Car Parks	$ 1,550,000		$0		$ 1,550,000	$ 1,550,000				
Meijer Drive Extension	$ 3,500,000		$0		$ 3,500,000	$ -	$ 700,000	$ 2,700,000	$ 100,000	
Rolleston Public Carpark 4 & Service Lane	$ 1,100,000		$0	Defer	$ 1,100,000	$ 100,000		$ -		$ 1,000,000
Public Carpark and Walkways Light Renewal to LED	$ 250,000		$0	Defer	$ 250,000			$ -	$ 250,000	$ -
Castle Hill Dark Sky Street Lighting Controls	$ 50,000		$0		$ 50,000		$ 50,000	$ -		$ -
Asset Management Data Standard Implementation	$ 150,000		$0		$ 150,000	$ 50,000	$ 100,000	$ -		$ -
District and Township Signage Implementation	$ 700,000		$0	Defer	$ 700,000	$ 6,000		$ -	$ -	$ 694,000
Tennyson & Moore Street Roundabout	$ 2,500,000		$0	Defer	$ 2,500,000			$ 50,000	$ 150,000	$ 2,300,000
Moore Street Extension	$ 1,800,000		$0	Defer	$ 1,800,000			$ 50,000	$ 150,000	$ 1,600,000
Gerald Street Transitional Section Upgrade	$ 7,500,000		$0		$ 7,500,000	$ 50,000	$ 150,000	$ 3,600,000	$ 3,000,000	$ 700,000
Coes Ford Upgrade Feasibility Study	$ 50,000		$0	Defer	$ 50,000			$ -	$ -	$ 50,000
Coleridge Tail Race Bridge Replacement Contribution	$ 500,000		$0	Defer	$ 500,000			$ -	$ -	$ 500,000
Transport renewal and improvement activities	$ 3,000,000	YES	-$2,000,350		$ 999,650	$ 50,000	$ 256,350	$ 693,300		
Other Projects-Mostly Operational										
Non Sub Street Cleaning Share	$ 750,000	YES	$0		$ 750,000	$ 250,000	$ 250,000	$ 250,000	$ -	$ -
Project Forward Planning	$ 300,000	YES	$0		$ 300,000	$ 100,000	$ 100,000	$ 100,000	$ -	$ -
BOF Cycle Feasibiliy Study	$ 90,000		$0		$ 90,000	$ 90,000	$ -	$ -	$ -	$ -
Bus Stop Maintenance and Renewal	$ 135,000	YES	$0		$ 135,000	$ 40,000	$ 45,000	$ 50,000		
Developer Coordinated Works	$ 450,000	YES	$0		$ 450,000	$ 150,000	$ 150,000	$ 150,000	$ -	$ -
Entranceways	$ 600,000	YES	$0		$ 600,000	$ 200,000	$ 200,000	$ 200,000	$ -	$ -
Co-share of Emergency Works	$ 3,000,000	YES	$0		$ 3,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ -	$ -
Road Renewals Backlog Funding	$ 3,000,000	YES	$0		$ 3,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ -	$ -
Brought Forward										
Broadlands Drive Stage 3 Extension -Conceptual Design	$ -		$100,000		$ 100,000	$ 100,000				
Broadlands & Branthwaite Drive Roundabout - Conceptual Design	$ -		$100,000		$ 100,000	$ 100,000				

Broadlands & Branthwaite Drive Roundabout and Broadlands Drive Extension are currently scheduled for 2033/34 in the LTP. These are expected to be brought forward to 2026/27 to align with proposed Outline Development Plan and Emergency Management Hub requirements in the area. This will be subject to a separate approval process once further details have been identified. For now, $200k has been allocated in the Updated Improvement Programme for investigation and design processes to inform future decisions and planning work.

LTP budgets for Ellesmere Road Seal Widening and Ellesmere Intersection Safety Upgrades (in Section 9.1) are for the first stage of this project. It is expected that further stages of this project will be reintroduced for the 2027-37 Long Term Plan. For projects listed above that Option 1 recommends delivery in 2024-27 (i.e. not deferred), the combined updated budget of $36,778,650 represents a 5% decrease over the combined LTP budget of $38,579,000.

REPORT

TO: Council

FOR: Council Meeting – 13 November 2024

FROM: Tim Harris- Executive Director Enabling Services and Sharon Mason – Chief Executive Officer

DATE: 6 November 2024

SUBJECT: **Annual Plan 2025/26 Variances and Consultation Options**

RECOMMENDATIONS

'That Council:

a) *Receives the report Annual Plan 2025/26 Variances and Consultation Options.*

b) *Resolves to deliver an amended work programme for year 2 of the Long-Term Plan 2024 -2034 as set out in Attachment A to this report*

c) *Notes that the amended work programme does not invoke a requirement to amend the Long Term 2024- 2034.*

d) *Resolves to not undertake consultation in respect of the Annual Plan for 2025 as any changes from Year Two of the Long-Term Plan are not significant or material.'*

1. PURPOSE

The purpose of this report is to present Council with two viable options in respect of the 2025/26 Annual Plan. The paper will set out the options, benefits and risks of the options and will ultimately enable Council to decide:

1) The scale of variances to Year 2 of the Long-term Plan (**LTP**) and if Council wishes to make significant changes to the LTP for FY 25/26.

2) The nature of the consultation required to meet the Local Government Act requirements.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

Significance, as determined under Council's Significance and Engagement Policy, is discussed in detail in this report within the assessment of the two options.

Depending upon the option chosen, Council may be required to undertake a Special Consultative Procedure.

3. HISTORY/BACKGROUND

Once every three years, Council is required to adopt a Long-term Plan (LTP) and in the two intervening years Annual Plans to set out the service levels and budgets for the coming year and provide the basis for Council striking the rates.

Our 2024-2034 LTP consultation attracted a record number of submissions from our community, with over 1500 people responding with written feedback, compared to just over 600 for the 2021-2031 plan.

The financial year 2025/26 is year 2 of the LTP 2024-2034, requiring an Annual Plan to be prepared, by Council before 30 June 2025.

Where there are no significant or material differences from the content of Year 2 of the LTP 2024-2034, the Council is not legally required to consult during the development of the Annual Plan but must present the plan for adoption.

4. DISCUSSION OF OPTIONS

DECISION ONE: CHANGES TO YEAR TWO OF THE LONG-TERM PLAN

As noted above, Council has adopted its 2024/34 LTP in early July. Within this consultation, Council communicated the issue with the timing of the announcement from NZTA / Waka Kotahi regarding the National Land Transport Programme funding. On 3 September 2024, Council was informed that only a small portion of transport improvement projects that were requested for NLTP inclusion would be co-funded, while 88% of the requested Continuous Programmes (Maintenance, Operations, and Renewals and Road Safety Promotion) would be co-funded. The funding impact is provided in detail within the reports 'Adjusted Council 2024-27 Transport Improvement Programme' and '2024-2027 National Land Transport Fund Allocation – Continuous Programmes' both presented at today's Council meeting.

Options for approach to change to Year Two of the Long-Term Plan

Option One: Deliver full LTP Programme

Deliver the full programme of capital works, levying the 10.9 million shortfall in funding from NZTA Waka Kotahi via increases to the general rate.

The Council when adopting its 2024/2034 LTP set an average rate increase to ratepayers of 14.2% in year 2 of its LTP and set a ceiling of 16% for the average rate increase per year for the next ten years. If this option is pursued, then the 14.2% would need to increase (unless there were significant cuts in other areas) and the ceiling of 16% could well be challenged. The rates in this year's LTP are high when compared to previous LTP cycles and a further rate increase would place a significant financial burden on some households, especially those with fixed or low incomes, such as pensioners and low-income families. Furthermore, a rate increase could trigger an

amendment to our Long-term Plan requiring a consultation process. For these reasons this option is not favored.

Option Two: Minor changes to Year 2 of LTP (Preferred Option)

Execute Year 2 of the LTP utilising the 2024 LTP funding envelope provided in line with the consulted LTP, and the actual level of funding provided by Waka Kotahi while also avoiding significant variances to Year 2 of the LTP.

Effectively this option allows the Council to continue to fund the local share portion of both the continuous and improvement programmes and phase projects to match the revise budget allocations. This option provides a balance of what is achievable and needed to meet commitments whilst providing value for money and better coordinated outcomes expected by the community.

Council staff have reviewed programmes of work and budgets included in Year 2 of the LTP which are set out in Attachment A to this document for Council.

Proposed variances are summarised in the table below:

Activity Group	Variance/Works	Operating Expenditure	Capital Expenditure
Transport	Roading projects		Down $11.5m
Water	Water/Wastewater	Up $0.6m	
Reserve	Various projects	Up $0.1m	Up $0.5m

- Water and Wastewater, updated to Opex budgets (Scheduled, Reactive and Cost Recoverable cost centres for both waters)

- Reserves - minor amendments are proposed to the capital program including: Castle Hill Carparking, Courtenay Domain Water Supply, Memorial refurbishment, cricket facilities upgrade and the opex program including maintenance of artificial and natural turf and pitches, and public toilet maintenance.

- Transportation - these changes are aligned to the NLTP Funding Allocation papers that Council also receiving today. Changes largely reflecting budgets having been adjusted to reflect prior year actuals, and the adjustment of the transportation programme indicated in the LTP 2024-2034 following the confirmation of NZTA funding allocations.

Changes to programmes have been identified following the reprioritisation and adjusted scheduling of works to ensure that the intended programme for the first three years LTP 2024-2034 can be delivered, while operating within the confirmed funding and not having a impact on the level of rates . It is

acknowledged that there may be the need to for future cost and budget adjustments through future LTP's.

Levels of Service

In relation to the capital improvement programme, the current level of service will be maintained with improvements to the level of service needing to be phased over a number of years to ensure budgets are balanced.

Recommendation Decision One: Option Two

It is considered that Option Two is the most pragmatic solution to progress with for year 2 of the Long-term Plan. Overall, this option will not result in changes to levels of service and the proposed Annual Plan budgets, under this option, will be within the Council's overall rates and debt caps as outlined in its Financial Strategy.

DECISION TWO: CONSULTATION

Determining Legal Requirement to Consult

Officers have considered each recommended change or variance from the LTP 2024-2034 against the statutory tests including materiality, significance and engagement, to provide guidance to Council on its decision on whether, legally, an LTP Amendment or consultation on the 2025/26 Annual Plan is required.

The conclusion to both assessments is that there is no legal requirement for LTP amendment or consultation. The rationale is expanded below.

Long Term Plan – Triggers for compulsory LTP Amendment and Special Consultative Procedure

An LTP amendment is only required to be made and consulted on using a Special Consultative Procedure if any decisions are made which differ from the position consulted on in the LTP which:

- Significantly alter the intended level of service provisions for any significant activity (including to commence or cease); OR
- Transfer the ownership or control of a strategic asset (buy or sell)

The minimum scale of changes recommended by management to be contained in the Annual Plan, do not trigger an LTP amendment and therefore no requirement to use a Special Consultative Procedure.

Annual Plan – Material or Significant Variances

Consultation is not legally required for an Annual Plan unless the changes are significantly or materially different from the LTP OR changes trigger any specific provisions in the LGA which otherwise require consultation.

Significance and Materiality

There is a legal test of significance contained in the Local Government Act which sets out criteria and directs consideration of Council's Significance and Engagement Policy.

Management have systematically assessed each of the proposed changes against each of the elements of significance and engagement policy to determine an overall level of significance of each of the changes. Refer to Attachment A for the detailed assessment.

This assessment concluded that none of the changes proposed have a high level of significance or materiality for the community. Specifically, the changes have either been previously consulted on or (cumulatively or individually) do not have high:

importance to the Selwyn District
- community interest
- mana whenua involvement
- Inconsistency with existing policy and strategy
- Impact on Council finances, capacity and capability (including impact on delivery of service)

It was also assessed that the changes are not material in terms of its influence on the decision making of the Selwyn District community (in accordance with s 95). This is on the basis the changes are not having a significant impact and there are no other additional factors which we otherwise would expect to increase materiality.

Other trigger for mandatory consultation

Finally, no changes proposed affect policies which automatically trigger consultation (irrespective of significance or materiality) under the Local Government Act.

The reasonably practicable options available to Council, noting the intended work plan for Council over the next six months, are as follows.

Option 1: No consultation – engage and inform (preferred)

Council resolves to not undertake any formal consultation, and that the community will be engaged and informed about this process using other means.

While formal consultation would not be undertaken, Council can undertake other forms of communication and engagement with the community to describe the Annual Plan to them.

This would include transparency of the process steps for adoption, the explanation for deciding not to consult, and the reason as to why we do not need to consult. Attention would be given to widely communicating Council meetings on the matter, and once adopted reconfirming with our communities the direction of travel, as previously agreed within the 2024-2034 LTP process.

The benefit of this approach is being able to confirm to our community that through the substantive consultation process we undertook within the 2024-2034 Long Term Plan, we have appropriately planned and managed the work programme to ensure no changes, despite challenges form central government.

This should provide our community with assurances and increase trust around decision making processes.

It is important to note that within this option, the community will be appropriately communicated with regarding the Annual Plan but will not be specifically asked for feedback. The LTNZ/ Waka Kotahi funding challenges were planned for within the LTP, and were consulted on as part of this process, as such the community has already been made aware of the potential impacts. The specific outcomes from the funding shortfall will be communicated within this option.

Option 2: Undertake a Consultative Process

While not legally required, Council may exercise its discretion to undertake consultation, and historically SDC has consulted on the Annual Plan immediately preceding an LTP.

As well as the communications efforts described in Option 1, there would need to be a period of consultation that complies with the requirements of section 82 of the Local Government Act. Key questions regarding the already agreed LTP Year 2 work programme would need to be put to the community and their feedback sought, considered and responded to by Council Staff. Council would then need to make decisions on the feedback before finalising its Annual Plan for adoption, through a full hearings and deliberations process.

The main impact of this approach would be on redirecting staff productivity into this workstream at the expense of other work programmes and business as usual activity. There would also be expected feedback from the community regarding the cost and necessity of consultation, considering decisions were made in the LTP less than a year ago.

With the most recent LTP attracting over 1500 submissions, and our Representation Review receiving over 600 submissions we could expect similar volumes of submissions and associated impact on resources.

The following is an indicative timeframe for the continuation of the Annual Plan should consultation be included:

e.g.:

Consultation Items agreed	11 December 24
Draft Consultation Document	26 March 25
Extraordinary Council meeting to adopt Consultation Document	2 April 25
Consultation Period	7 April -2 May 25
Hearings (if required)	19-23 May 25
Deliberations	2-6 June 25
Changes to draft Annual Plan (if required)	9-18 June25
Adopt Annual Plan	25 June 25
Rates Strike	1 July 25

It should be noted that if the above timeframes are not met then we would not be able to allow for rates to be struck in time for the first quarter.

Management Recommendation: Option One

If there were no legal requirements to undertake a special consultative process determined in the Annual Plan, then the recommendation would be to engage and inform the community of this Annual Plan without formal consultation. This would serve to give our community confidence in our processes, decision making ability and the deliverability of what we'd already agreed with them in the LTP.

4. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

The Council adopted the 2024-2034 LTP following extensive public consultation and a public process of submissions and hearings. As part of this consultation, the Council received a record 1,509 submissions, and held hundreds of hearings before the LTP was finalised to reflect Council's deliberations on submissions.

Consultation included the conversation around central government funding uncertainty, and decisions were made around planning accordingly within the 2024-2034 LTP. As such the community is believed to already be aware of the challenges of central government funding and likely anticipating changes as required, particularly in the roading space where decisions around what to pause or reprioritise have already been allowed for within the 2024-2034 LTP.

Our community has been vocal around wanting Council to do the basics well. We have received community feedback around volume of consultation activity and perception around revisiting decision making. There are also national conversations around confidence in local government planning and decision-making processes. Given this community voice, the risk associated with community sentiment around consultation without clear reasoning or legislative need is considered to be negative.

(a) Māori and Treaty implications

Mana whenua were engaged with, as guided by the principles of the Māori Contribution to Council Decision-Making Processes Policy, as part of the development of the Long-term Plan 2024-2034.

As no significant variances have been identified, further formalised engagement is not intended. This does not preclude Council from engaging with mana whenua partners to discuss the development of the Annual Plan.

(b) Climate Change considerations

Council actively considered the potential effects of climate change on its assets and activities during the LTP process. The variances to the Year 2 programme being included in the Annual Plan for 2025/26 are considered to have low climate change implications.

5. FUNDING IMPLICATIONS

When drafted, the Annual Plan document will set out the financial implications, including details for the rates to be set for that year.



Tim Harris
EXECUTIVE DIRECTOR ENABLING SERVICES

Endorsed For Agenda



Sharon Mason
CHIEF EXECUTIVE

Project / Activity Planned	Brief description of change	Change/difference from LTP: Time	Scope	Cost	Does this involve a Significant Activity of Council, if so what?	Will it have a significant impact on intended level of service associated with that Activity, if so what	Conclusion as to LTP Amendment	Assessment Criteria and Evaluation - degree of impact: Importance to the Selwyn District	Community Interest	Mana Whenua	Consistency with Existing Policy and Strategy	Impact on Council finances, capacity and capability (including impact on delivery of	Climate Change	Any other material factors to be considered	Overall significance	Conclusion Significance
Guidance		Any change	Any change	Positive $1M or Greater	No	No	No LTP Amendment Required						Yes, Medium or High			Significance assessed as Low Significance already consulted on possibility of change, only affecting a small number of people in a minor way
Cultural Matters																
Fees and Charges increases in line with CPI increases	During the LTP process council resolved to increase Fees and Charges in line with CPI increases	No change	No change	CPI uplift on all fees and charges	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Already consulted on	Low Significance	Low significance as in line with what was consulted on under LTP
Rod increasing rates above level indicated in LTP (14.3%)	This will result in more borrowing but we will stay within our Financial Policy and borrowing limits as outlined in LTP for Y2	No change	No change	No change re rates / cost higher debt funding	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Already consulted on	Low Significance	Low significance as in line with what was consulted on under LTP
Water and Wastewater Opex Cost Increase	Increasing cost of $612K across 6 budget lines triggered off delivery of CORDE contract. No Y2 impact on rates/ servicing.	No change	No change	$612K increase in OPEX	Yes	No	No LTP Amendment Required	Medium Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Low significance, as no impact on rates, material change to service levels below that consulted on in LTP, stay within debt limits in line with financing policies.
Reserves OPEX and CAPEX	Increasing OPEX $100K and CAPEX by $500K. No changes to DC HUE, any changes to be held over until full review of DC policy.	No change	No change	OPEX increase of approximately $100K and CAPEX of $500K.	Yes	No	No LTP Amendment Required	Medium Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Low significance, as no impact on rates, material change to service levels below that consulted on in LTP, stay within debt limits in line with financing policies.
Financial Impact Statement	Minor change to FIS to reflect a decrease of $13.9 million in funding from NZTA, borrowing for these projects will also decrease and offset. No impact on rates in Year 2. Any impact on rates in Year 3 and on will be mirrable and capable of being offset by operational savings or reduction of other work streams without impacting levels of service	No change	No change	As described	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Low significance as no long term impact on rates and remaining within existing financial policies. Service levels maintained.
Changes to projects planned in Year 2 of LTP	**Cumulative effect of changes outlined below**	**As outlined on project basis below**	**Changes in scope aligned to reprioritised projects as summarised below.**	**No change in Council's use of local share. Less debt funding drawn down in Y2.**	**Yes**	**No**	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Total indicated programme is still proposed to be delivered within three years - Reprioritisation of projects consulted on.	Low Significance	Low significance, as LTP expressly notes projects will be reprioritised if NZTA funding is not recieved. No changes to service levels. All projects still contained with LTP, stay within debt limits. Nil impact on rates and maintain compliance with all key priorities.
Dunns Crossing & Burnham School Road Traffic Signals (SNP)	No NZTA Subsidy. Expected Cost increase. Will move from Y1 to LTP to Y2	From 24/25 to 25/26	No change	$4.0m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Selwyn & Springston Rolleston Road Roundabout (SNP)	No NZTA Subsidy. Pushed from Year 2 to Year 3	From 25/26 to 26/27	No change	$3.0m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Weedons Road & Two Chain Road Roundabout	Expected Cost increase. NZTA subsidy will be applied. Pushed to Year 2 from Year 3.	From 25/26 to 26/27	No change	$1.2m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Hoskyns Road Widening Stage 1	No NZTA Subsidy. Expected Cost increase. Continuing.	No change	No change	$3.5m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Coopers & Ellesmere Junction Road Intersection Safety Upgrade	No NZTA Subsidy. Going ahead in Year 1 and will continue through in Year 2 (small proportion in Year 2).		No change	$0.1m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Methven Street Level Crossing Upgrade	No NZTA Subsidy. Pushed beyond Year 3.	Postpone to 27-29	No change	$0.1m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Weedons Ross Rd Seal Widening Stage 2	No NZTA Subsidy. Pushed from Y1 to Y2	From 24/25 to 25/26	No change	$0.2m increase in expected SDC cost			No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Rasley & Telegraph Road Intersection RAWS Safety Upgrade	No NZTA Subsidy. Pushed beyond initial 3 years of LTP.	Postpone to 27-29	No change	$0.2m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Travel Demand Menamagment Package	No NZTA Subsidy, Reccope of work.	No change	Scope reduced	$0.1m decrease in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Speed Management Plan Implementation	No NZTA Subsidy. Government cancelled programme, Selwyn has deferred as a contigent project. Pushed to next three year period.	Postpone to 27-29	No change	$0.5m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
School Safety Infrastructure Upgrades	No NZTA Subsidy. Three year programme. Programme commenced in Year 1. Reduced scope to keep within indicated local share.	No change	Scope reduced	No change	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Birchs Road Intersections Cycle Safety Upgrade	No NZTA Subsidy. Pushed beyond initial three years of LTP. Originally Year 2.	Postpone to 27-29	No change	$0.3m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Ellesmere Road Arterial Intersections Safety Upgrades	No NZTA Subsidy. Expected Cost increase. One intersection in Year 2 (instead of six. Remaining five intersection planned deferred into Year 6.	Reprioritisation of programme	Scope reduced	$1.0m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Maddisons & Curraghs Road intersection RAWS Safety Upgrade	No NZTA Subsidy. Pushed beyond first three years of LTP. Originally in Year 2.	Postpone to 27-29	No change	$0.1m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Springston Rolleston & Waterholes Road Intersection RAWS Safety Upgrade	No NZTA Subsidy. Pushed beyond first three years of LTP. Pushed beyond first three years of LTP. Originally in Year 2.	Postpone to 27-29	No change	$0.1m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Two Chain Road Widening Stage 1	No NZTA Subsidy. Expected Cost increase. Doing in Year 2 as consulted.	No change	No change	$3.5m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Hoskyns Road Arterial Intersections Safety Upgrades	No NZTA Subsidy. Expected Cost increase. Pushed to Year 3 from Year 2.	From 25/26 to 26/27	No change	$6.2m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Hampstead Road Widening	No NZTA Subsidy. Going ahead in Year 2, was originally planned for Year 2 so no change, except funding full cost	No change	No change	$0.3m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Pural Road Intersection Safety Programme	No NZTA Subsidy. No change to programe, Council will fully fund. Staging in Year 1 to 3	No change	No change	$0.6m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Intersection Swallrack Safety Programme	No NZTA Subsidy. Reduction in scope with less intersection seal backs. Deliver programme scope in fit within originally indicated Council budget. No timing change.	No change	Scope reduced	No change	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Greater Christchurch Bus Stop Improvement Programme	No NZTA Subsidy. Postponement already consulted on as Big Decision One.	Postponed beyond Year 3 of LTP, Per LTP	No change	$0.2m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
Township Footpath and Crossings Programme	No NZTA Subsidy. No change to programe, Council will fully fund. Staging in Year 1 to 3.	No change	No change	$0.4m increase in expected SDC cost	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	N/A	Low Significance	Overall reprioritisation is of low significance, and individual project also of low significance.
OTHER TRANSPORTATION PROJECTS																
Birchs Road Kaitaha Park Safety Upgrades	Initially was Y1 pushed beyond first three years of LTP	Postpone to 27-29	No change	No change	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Still proposed to be delivered within 10 year LTP period	Low Significance	No change to programme still proposed to be delivered in three year
Public Carpark and Walkways Light Renewal to LED	Initially was Y2 pushed beyond first three years of LTP	Postpone to 27-29	No change	No change	No	No	No LTP Amendment Required	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Low Impact	Still proposed to be delivered within 10 year LTP period	Low Significance	No change to programme still proposed to be delivered in three year
~~Castle Hill Dark Sky Street Lighting Controls~~	~~Initially was Y2 pushed beyond first three years of LTP~~	~~Postpone to 27-29~~	~~No change~~	~~No change~~	~~No~~	~~No~~	~~No LTP Amendment Required~~	~~Low Impact~~	~~Low Impact~~	~~Low Impact~~	~~Low Impact~~	~~Low Impact~~	~~Low Impact~~	~~Still proposed to be delivered within 10 year LTP period~~	~~Low Significance~~	~~No change to programme still proposed to be delivered in three year~~

Link to SAC Policy for reference

Importance to the Selwyn District
High impact decisions may significantly increase rates; Council borrowing or user charges; may limit access to community facilities; or reduce levels of core services.

Community Interest
High impact decisions may include material changes to how services are delivered or access to community facilities if they are likely to significantly affect community well-being

Mana Whenua
High impact decisions might include matters relating to water infrastructure and its effect on freshwater.

Consistency with Existing Policy and Strategy
High impact would be a proposal inconsistent with previously resolved decisions or strategic direction, and/or contrary to existing adopted Council policies
Low Impact would be a proposal that aligns with existing policies, strategies, and previous Council Resolutions

Impact on Council finances, capacity and capability
High impact decisions might reduce Council's ability to deliver its core functions, levels of service, or to fulfil previously adopted Plans and Strategies or resolved commitments. It could impact the financial position of the Co

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 13 November 2024

FROM: Executive Director Infrastructure and Property – Tim Mason

DATE: 8 November 2024

SUBJECT: **CCO IMPLEMENTATION**

RECOMMENDATION

'That Council:

(a) agrees to progress with and fund preliminary investigations and steps toward the establishment of a Council Controlled Organisation for water services with an expectation that the model is consulted on next year and decision paper brought to Council post consultation.
(b) notes the requirements for Selwyn District Council from Local Water Done Well legislation, including delivery of a Water Services Delivery Plan and changes to requirements for water services delivery
(c) agrees to fund the development of the Water Services Delivery Plan and proposed establishment of the CCO up to $2 million in line with this paper, as required by legislation;
(d) agrees to delegate oversight of the activities referred to in (a) and (b) to the Local Water Done Well subcommittee; and
(e) agrees that Council can hire a CCO establishment Board chair.

1. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The decision before the Council is whether to establish a water services CCO in accordance with section 58(a)(i)(A) of the Local Government (Water Services Preliminary Arrangements) Act 2024 (WSPAA) and section 56 of the Local Government Act 2002 (LGA).

The issue and decision that is the subject of this report has been assessed against the Significance and Engagement Policy (Policy) and consideration has been given to criteria set out in the Policy including:

- the extent to which matters impact on the people of Selwyn now and in the future (assessed as higher degree of impact);
- the extent to which individuals, organisations, businesses, groups, communities, and sectors within the community are particularly affected by, or are interested in, the matter (assessed as higher degree of impact);
- the extent to which decisions relate to mana whenua and the impact on mana whenua relationship with land (including tapatapa and development on Māori

land), water, culture and traditions with ancestral sites, wāhi tapu (and wāhi taoka), valued flora and fauna, and other taoka (assessed as higher degree of impact);
- the extent to which the matter is consistent with the Council's community outcomes, existing strategies, and policies (assessed as lower degree of impact);
- the impact of the decision on the ability to achieve the objectives set out in the Council's 2024-2034 Long-Term Plan (LTP) and Financial Strategy (assessed as higher degree of impact); and
- the extent to which a decision, proposal, matter, impacts on climate mitigation and adaption initiatives (assessed as lower degree of impact).

In summary, the overall significance of the issue and decision that is the subject of this report is considered to be of **high significance**. For the purposes of decision making and consultation on this issue and decision:

- the Council will be able to rely on the alternative requirements specified in sections 61 to 64 of the WSPAA; and
- for the avoidance of doubt, pursuant to section 60(2) of the WSPAA, all other relevant requirements in the LGA will continue to apply (including the requirements in sections 77(1)(c), 81 and 82).

2. PURPOSE

This paper seeks Council approval to progress with the establishment of a Council Controlled Organisation (CCO) to enhance the delivery and financial sustainability of water services in the Selwyn District. This approach is aligned with the "Local Water Done Well" (LWDW) legislation.

The Water Services Delivery Plan (WSDP) is a legislative requirement under LWDW that requires Councils to submit a WSDP by September 2025.

To support establishment of a CCO and submission of the WSDP, this paper is seeking from Council:

- **Approval to progress with the development of a CCO model:** As outlined in this paper, we seek approval to move forward with the development of a water services CCO.
- **Approval of funding:** Secure Council approval for up to $2M in funding to support the proposed establishment of the CCO and development of WSDP. This funding will cover initial setup costs, including legal, financial, and operational preparations. It also includes the additional resources to develop the WSDP on behalf of Selwyn District Council.
- **Delegation of approval of key items to a Water Services subcommittee:** Per legislation, a CCO will require a constitution, a statement of expectations from the Selwyn District Council and a water services strategy from the CCO. There will be a range of other approvals needed during the establishment, which will require an agile delegation approach. We seek approval for the Water Services subcommittee to provide guidance and oversight in line with this paper regarding preliminary steps towards establishment of CCO, and WSDP development and consultation. A final decision regarding adoption of WSDP and

establishment of the CCO will be referred to Council following consultation, subject to endorsement via this subcommittee.
- **Consultation of the CCO model:** Engage in a public consultation process (early 2025) on establishment of a water services CCO via the alternative streamlined consultation requirements specified in sections 61 to 64 of the WSPAA. This will ensure community input and support for the proposed changes.

3. HISTORY/BACKGROUND

Historically, water services in New Zealand have faced significant challenges, including aging infrastructure, underinvestment, and varying levels of service quality across different regions. These challenges led the Crown to initiate comprehensive reforms aimed at improving the management and delivery of water services nationwide.

The Local Water Done Well (LWDW) legislation drives an increased focus on the investment in and delivery of water services and their long-term water financial sustainability

LWDW is being implemented in three stages, each with its own piece of legislation. The first Bill (enacted February 2024) repealed the previous water services legislation.

The second Bill (enacted September 2024) outlines the LWDW framework including requirements for councils to develop WSDPs. As per the second Bill, councils must develop WSDPs by September 2024. The act requires that:

- WSDPs outline future water services delivery arrangements, and that councils commit to an implementation plan.
- WSDPs include baseline information from councils about their water services operations, assets, revenue, expenditure, pricing, and projected capital expenditure, as well as necessary financing arrangements, as a first step towards future economic regulation.

The Bill also streamlines consultation and decision-making processes for establishing CCOs.

The third Bill (to be introduced December 2024) will provide the enduring settings for water services.

While not yet finalised, the guidance released by the Department of Internal Affairs (DIA) outlines new delivery models for water service delivery that councils can choose to adopt and outlines the minimum requirements that will apply for water services. Requirements are likely to state that water service providers:

- Will be subject to economic, environmental and water quality regulation
- Will be subject to a new planning and accountability framework for water services, including the need to produce stand-alone financial statements for water supply, wastewater, and stormwater
- Must be financially sustainable
- Must act consistently with statutory objectives
- Will be subject to restrictions against privatisation.

The reform will also include the new economic regulatory regime administered by the Commerce Commission, as well as new financing options available through the New Zealand Local Government Funding Agency (LGFA) to support water services.

The Government is developing models to enable increased investment which should support councils to deliver more for our communities

To support councils in meeting these new requirements, DIA has outlined a range of illustrative water service delivery models designed to ensure that communities receive enhanced water services without placing undue financial pressure on ratepayers. They are intended to have the flexibility to be financially independent from Council's credit rating.

Table 1: Overview of illustrative service delivery models[1]:

Service delivery model	
Internal business unit or division	• Status quo for many councils • Minimum requirements for water service providers will apply • New financial sustainability, ringfencing rules, and economic regulation will apply
Single council-owned water organisation	• New company established, 100% owned by the council • Financial sustainability rules will apply, but retains a financial link to the council • Councils with existing water council-controlled organisations will be required to meet minimum requirements
Multi-council owned water organisation	• New company established with multi-council ownership • Appointment of a Board through shareholder council (or similar body) is advisable but not a statutory requirement • Option to access LGFA finance with the provision of parent support or to create a more financially independent organisation
Mixed council/consumer trust owned	• Consumer trust established to own majority of shares • Mixed ownership, with one or more councils owning minority of shares • Structure enables financially independent organisation to be established while retaining minority council ownership
Consumer Trust owned	• Council transfers assets to consumer trust owned organisation • Consumers elect trustees to represent their interests in the organisation • Most financially independent of the available models

DIA have also released requirements for establishing a CCO, including:

- Current council staff and elected members cannot be appointed to boards
- Water organisations must be companies
- Activities of water organisations will be limited to the provision of water services and directly-related activities
- Only councils or consumer trusts can be shareholders
- Board appointments must be competency-based and have the appropriate mix of skills, knowledge, and experience
- There will be a range of protections against privatisation

[1] DIA, Water service delivery models: Guidance for local authorities, August 2024

The policy landscape is continuing to evolve, including in regards to economic regulation, and there may be significant changes to the LWDW landscape that arise in the upcoming months. However, in order to meet the proposed legislative timelines we are progressing with a 'no regrets' proposal.

4. PROPOSAL

The LWDW legislation acknowledges the historical underfunding of water infrastructure within councils and aims to address this by enabling greater levels of direct borrowing for necessary infrastructure improvements. While Selwyn has invested heavily in its water assets, we believe that the incoming regulation will mean we will still need to consider new delivery models to ensure that water services are managed effectively and sustainably.

Under our current delivery model, we continue to be limited by budget constraints and competing priorities under our current borrowing limits. By providing better access to funding tools and financing mechanisms, we believe these models will allow us to invest more in our water infrastructure, supporting both current and future long term needs. Our models show a short term debt limitation for the CCO model.

Partnering with other councils is not mandatory under the new legislation, however, we believe it is an inevitable step in the long-term

Collaborating with other councils can lead to greater efficiency, standardisation, knowledge sharing and ultimately lower costs for consumers. We have worked with other South Island councils to explore opportunities to partner. Given the differing levels of investment by councils to date, the varying water prices for consumers, and various growth and level of service requirements, we do not anticipate such partnerships will happen quickly, particularly given the proposed reform timelines. However, we believe that any water delivery model we adopt must be flexible and ready to adapt to future partnerships and regional collaboration to support future strategic planning and to optimise water delivery costs over time.

A new water services delivery model is underpinned by Selwyn's new fit-for-future strategic approach, ensuring the region grows in a way that benefits everyone for generations to come

Selwyn is the fastest-growing district in the country, with a 29% increase in population between 2018 and 2023, and projections indicate that the population could reach 140,000 by 2050[2]. Our long-term strategic initiative, Future Selwyn aims to improve the social, environmental, economic, and cultural well-being of Selwyn, aiding in strategic planning and coordination of public and private investment.

While we have invested in water and invested more than many other councils, we need to deliver more investment to support this continued growth and changing regulation. Continuing to ring-fence water and being able to access additional investment through a new model enables us to invest with greater certainty in Selwyn's future communities.

We believe that change in our water delivery model is inevitable. We are proud to be a Council that considers the best long term options for our communities. Being proactive

[2] Stats NZ, 2023 Census

in considering our water services delivery model is in line with our Future Selwyn strategy. It will help set a clear direction for water services delivery, enable us to consider investment beyond that in our 30 Year Infrastructure Strategy, provide a sustainable intergenerational price path for water and provide certainty for our staff and communities who have experienced significant disruption following nearly 5-years of central government water reform policy development.

To meet our immediate needs, new regulation and our long-term strategy, we are proposing establishment of a Selwyn water CCO

We have considered the range of options available to Selwyn to deliver water. Our assessment is that a Selwyn water CCO would provide greater financial flexibility in the medium to long term, more effective management of economic and water quality regulations, and enhanced resilience in the face of rapid growth. This model enables us to be able to respond to the legislative change immediately, while simultaneously positioning us to maximise partnering and efficiency opportunities as they arise.

Establishing a CCO ensures that water services are managed separately from other council operations, providing a focused and sustainable approach to managing water infrastructure. Given the complexities of our stormwater delivery and the interface of these with other core council assets, we propose that initially the CCO will be established to provide services for drinking water and wastewater, with stormwater responsibility continuing to sit with the core Council in the short to medium term. This includes land drainage and water races.

The CCO model is one of the core options of the LWDW policy and is designed to be enduring and adaptable over time. This model offers numerous benefits for the Selwyn community, including:

- **Enhanced Funding and Investment:** Improved access to funding and financing tools ensures we can upgrade our water and wastewater systems to meet increasing demand without placing undue pressure on rates.
- **Improved Water Quality and Services:** Increased investment will directly translate into improved water quality and service reliability for our residents.
- **Enhanced Resilience:** A CCO will enhance our resilience in the face of rapid population growth, ensuring our water infrastructure can handle increased demand.
- **Certainty and Stability:** Establishing a CCO provides immediate certainty for our Council staff and Selwyn residents, allowing us to move past the period of uncertainty that has surrounded water services.
- **Futureproofing:** The CCO model is designed to be adaptable, future-proofing our water services for regional collaboration and increased efficiency in the future.

Next steps to progress with establishing a CCO

There is no prescribed timeline for Selwyn to establish a CCO for water services delivery. However, there are several factors that mean we would like to progress this option in the current financial year with a target establishment date for ‘minimal viable product’ structure of 1 July 2025 (subject to consultation):

- Under the legislation, Selwyn will need to deliver a Water Services Delivery Plan by September 2025. It is important that the CCO, who will ultimately deliver this

WSDP is able to input into and endorse the approach that is proposed in this plan.

- A new Water Services CCO can access the different borrowing levels via LGFA. We would like to ensure we have this option available to us as soon as possible, so we can look to smooth our funding costs over time with this finance. This may also provide borrowing headroom for Selwyn to invest further in other services.
- Our staff have faced significant disruption and uncertainty. Providing a clear pathway forward is important.

As there are several areas of detail needed in the WSDP's that will determine how the CCO needs to operate in the medium-long term, we propose to set the CCO up to mirror the current service and operational structures. This means that initially the CCO may have agreements in place with Council to provide services and systems. This approach minimises the level of risk, effort and cost to establish the CCO and means the CCO can make operating decisions in a timely manner.

Our focus over the period to entity establishment will be to ensure the right service agreements are in place and that there is no disruption to service levels. We will also focus on the governance arrangements for the entity to ensure the structure is fit for the future and delivers to the needs of our Selwyn community.

Development of the WSDP: The WSDP documents are substantive and require us to consider not only how we deliver water services now, but how we will look to deliver, fund and finance these in the future. To complete these plans, we will need to allocate resources which will require additional contractor/consultant support to ensure we have no loss of service during this process.

In the event there is a policy shift before consultation early next year, we will incorporate implications and any revised analysis into the consultation material. We are progressing with the CCO establishment on a 'no regrets' basis with the expectation that work will underpin future water services delivery and submission of the WSDP.

5. OPTIONS

Determining the best option for Selwyn is not straightforward, particularly given uncertainty around economic regulation, water financing prudential requirements, and where partnering arrangements between councils will ultimately land.

The analysis of options that was completed in advance of this paper, was based on LWDW legislation and policy guidance available as of 1 September 2024. Recent policy announcements that have been factored into the analysis include:

- Water Services Preliminary Arrangements Bill
- Guidance on Water Service Delivery Plans and financial sustainability metrics
- Policy announcement for water organisation financing mechanisms, including potential for LGFA lending to water organisations.

In addition, Selwyn explored the potential for joint water services delivery arrangements with other South Island councils. At the time of preparing this paper information has been received from Buller, Clutha, Central Otago, and Waitaki district councils, in addition to Selwyn's own Long-term Plan forecasts.

Longlist options

Five long list options were identified for Selwyn water services delivery under the LWDW legislation. These are outlined in the table below.

Table 2: Longlist options overview

Longlist options	
Option 1 - Council delivered services (baseline)	Water service delivery remains integrated into SDC operations, but water revenue and expenditure will be ring-fenced internally to comply with financial sustainability requirements and economic regulation.
Option 2 - Selwyn CCO	A Selwyn-only (100% owned) CCO is established, with ownership of two water assets transferred with stormwater being delivered internally by Council.
Option 3 - Joint CCO	Selwyn establishes / joins a joint CCO arrangement with multiple councils, and owns a portion of the CCOs on an agreed basis (e.g. value of assets or revenues contributed).
Option 4 - Consumer trust	Establish a trust to deliver water services. This includes both a 100% consumer trust owned entity or majority owned consumer trust (minority Council ownership).
Option 5 - Shared delivery model	Regional shared delivery model established.

Longlist options assessment

An initial analysis was completed on the longlist options and two options were discounted and not progressed for additional analysis:

Consumer Trust: this was discounted because, while operationally similar to establishing a new CCO (from a governance perspective), the financial structure would differ significantly. A trust would have to borrow independently from the Council(s), unlike a CCO where the Council provides financial support or guarantees. Consequently:

- A trust would not have access to the LWDW financing tools, including the ability to borrow from the LGFA at higher gearing than other council assets, which is crucial for funding the entity's required investment pathway.
- A trust would need to secure financing from alternative sources, such as banks and capital markets, which is typically more expensive and would likely necessitate an investment-grade credit rating.
- A trust model is more complex and costly to administer.

Shared Service Delivery Model: Akin to Wellington Water, this model assumes a shared services delivery model with assets retained by the Council. Given the lack of partnering opportunities in the region and the uncertainty of how this could achieve efficiencies, this model was discounted, noting it does not preclude shared services being part of an operating model within a CCO.

Shortlist options

Following the initial analysis, the shortlist options were further defined to allow for a more granular analysis.

Table 3: Shortlist option descriptions

Shortlist options	Description
Option 1 - Council delivered services (baseline)	Selwyn continues to deliver all water services for the district. Water service delivery remains integrated into council operations, but water revenue and expenditure will be ring-fenced internally to comply with financial sustainability requirements and economic regulation. Borrowing will be undertaken by the council (e.g. via LGFA in most cases) and allocated specifically to the relevant water service.
Option 2 - Selwyn CCO	A Selwyn-only (100% owned) CCO is established, with ownership of two water assets transferred with stormwater being delivered internally by Council. The entity's governance framework will set the parameters under which the CCO will operate, with direction from Council coming via the Statement of Expectations. The CCO would borrow directly from the LGFA, up to an indicative 500% debt-revenue limit. Selwyn would provide a financial guarantee to enable the CCO to borrow.
Option 3 - Joint CCO	Selwyn establishes / joins a joint CCO arrangement with multiple councils, and owns a portion of the CCOs on an agreed basis (e.g. value of assets or revenues contributed). The option progressed for analysis involves councils that have collaborated with Selwyn on a joint scenario so far, including Central Otago, Buller, Waitaki and Clutha.

Shortlist options assessment

The shortlist options were assessed based on governance, shareholding and financial sustainability objectives. Key evaluation criteria are included in the table below.

Table 4: Evaluation approach and criteria

Element	Key criteria	How to evaluate
Governance arrangements	• Selwyn can continue to influence water outcomes for the district (but not necessarily have full control). • Enable effective community and iwi participation and be highly responsive to local needs. • Enable Selwyn to have influence on any future changes to arrangements.	✓ *or* ✗
Shareholding structure	• Ensure Selwyn's historical and planned investment in water infrastructure & services is fairly reflected in shareholding arrangements (economic shareholding).	

	• Model provides structural longevity and adaptability.	
Risk	• **Understand and minimise implementation risk** as part of any change in water service delivery arrangements. • **Understand and minimise long-term risk** associated with water delivery arrangements (e.g. disparity in pricing / service levels between districts, asset data quality of partner districts).	• Implementation risk and long-term risk. 

Financial sustainability and affordability	• To deliver water services that are as financially affordable as possible for the Selwyn community.
	• Meets all financial sustainability requirements under LWDW legislation:
	  ○ **Revenue sufficiency** - is there sufficient revenue to cover costs (including servicing debt) of water services delivery?
	  ○ **Investment sufficiency** - is the projected level of investment sufficient to meet regulatory requirements and provide for growth?
	  ○ **Financing sufficiency** - are funding and financing arrangements sufficient to meet investment requirements?
		• Commentary on likely water pricing impact.
		• Assessment of ability to meet financial sustainability requirements.

A summary of the shortlist options assessment is included in Table 5 below. Detailed option scoring and rationale is included in Appendix 2.

Table 5: Shortlist options assessment summary

		Option 1 - Council delivered services	Option 2 - Selwyn CCO	Option 3 - Joint CCO
Meets governance objectives		✓	✓	✓ Yes, but reduced influence
Meets shareholding requirements		May not provide longevity and adaptability.	✓	✓
Implementation risk profile				
Long-term risk profile				
Financial sustainability requirements	**Revenue sufficiency**	✓	✓	? Marginal at baseline price path, may require more revenue or efficiencies.
	Investment sufficiency	✓	✓	? Some uncertainty around partner council investment sufficiency.
	Financing sufficiency	? Will depend on the economic regulatory approach. Initial financial sustainability metrics show the model may require more revenue to be sustainable.	? Will depend on the economic regulatory approach. Initial financial sustainability metrics show it may have a price benefit in the medium term from financing and assuming operating model efficiency.	✗ Insufficient revenue at baseline price path, likely to require more revenue.
Pricing impact (vs current proposed price path)		Unlikely to lower the cost of water services over the long-term.	May provide lower pricing over the medium-long term with commercial focus on water services and long term financing.	The high level analysis showed financial sustainability was challenging in the absence of significant efficiencies or operating model changes. Other partnering combinations could result in a different outcome. Detailed operating model work would be required to validate this.
Credit rating considerations		Water services continue to be 'on balance sheet' for Selwyn.	Water services continue to be 'on balance sheet' for Selwyn.	Water services are likely to be a contingent liability for Selwyn. Potentially improves Council's credit position / headroom for other investments over time.

Recommended option: Selwyn CCO

We recommend a Selwyn owned CCO as the preferred water services delivery option. While there is the option of services remaining within core council as currently delivered, we feel the CCO offers the following benefits that cannot be obtained via the status quo delivery model:

- *Better access to funding tools and financing to support growth without undue rate hikes*
- *Improved water quality and services (in line with dedicated water CCO Board)*
- *Resilience in the face of growth (in line with dedicated water CCO Board)*
- *Greater certainty for our people and our community*
- *Futureproofing for regional collaboration*
- *Water assets and services are retained within the council family*

6. VIEWS OF THOSE AFFECTED / CONSULTATION

Views of those affected

Consultation on the proposed model expected early 2025 at which point the views of those affected / consulted will be understood. Alternative streamlined consultation requirements are specified in sections 61 to 64 of the WSPAA.

Māori implications

Te Taumutu Rūnanga representative McKay has actively participated in Council workshops to determine an appropriate response to the Government's Local Water Done Well legislation. She has also been appointed as a member of the newly established Local Water Done Well committee, which has the authority to oversee the establishment of the Council-Controlled Organisation (CCO). However, that does not negate the need to engage with mana whenua directly. We intend to engage with Te Taumutu Rūnanga and Te Ngāi Tūāhuriri Rūnanga to determine levels of engagement on this kaupapa moving forward.

7. FUNDING IMPLICATIONS

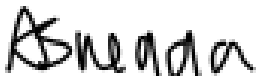
Estimated costs to establish the CCO, and submit the WSDP per legislation, up to $2M. Level of costs in the following indicative estimate are variable depending on the level of activities that can be completed by the CCO, at their own costs, after establishment.

Cost breakdown	Estimate
Costs for to develop the WSDP, CCO principles and preliminary operating model, establishment programme management (including temporary programme director)	$900k - $1.3M
Direct legal, tax and compliance costs for establishment	$200k - $500k
New CCO costs including the CCO Board and Chief Executive costs, any legal or wider advice	$100k - $200k

These costs would be treated as a long-term internal loan between SDC and the CCO.

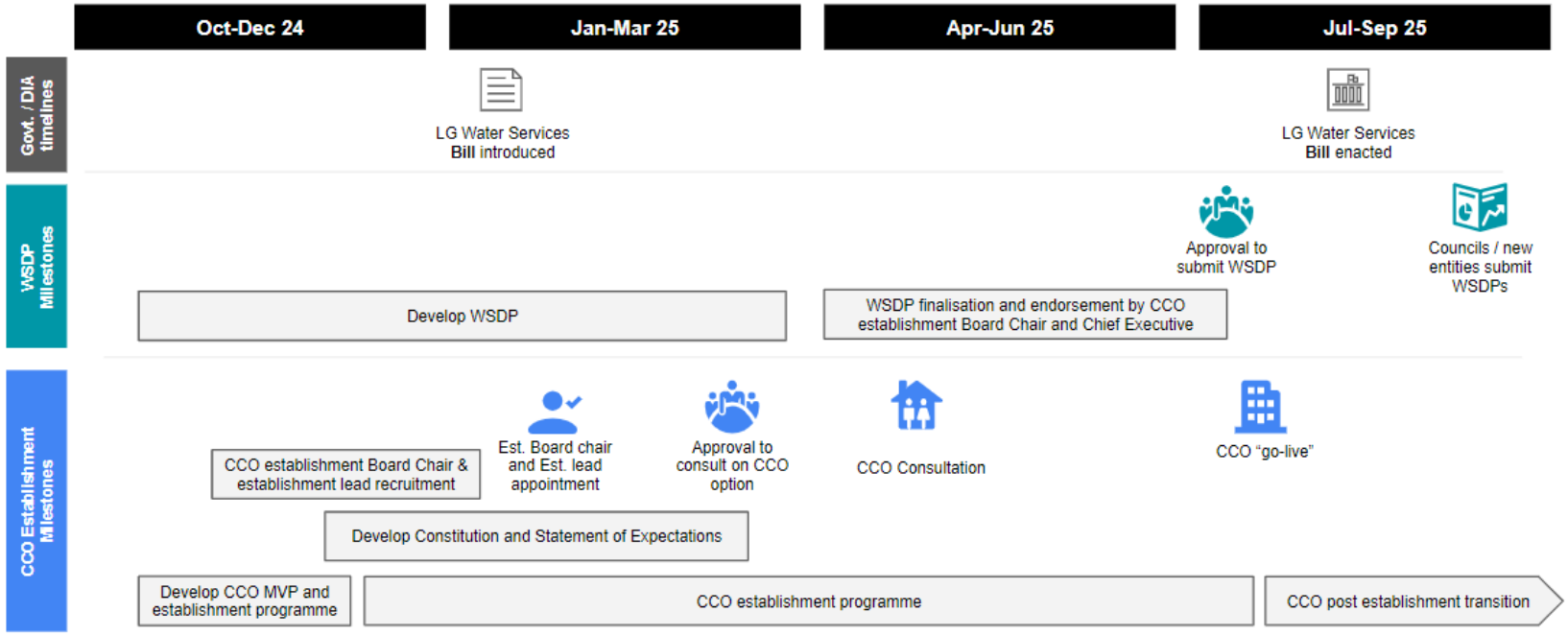


Tim Mason
EXECUTIVE DIRECTOR INFRASTRUCTURE AND PROPERTY



Allison Sneddon
CHIEF FINANCIAL OFFICER

APPENDIX 1: LWDW AND SELWYN CCO ESTABLISHMENT INDICATIVE TIMELINE



APPENDIX 2: SHORTLIST OPTIONS ASSESSMENT AND RATIONALE

Option 1 - Council delivered services (baseline)

Objective		Rationale
Governance ✓		• Water services are delivered by an internal business unit / division which is directly accountable to elected members, and subject to Council's governance oversight and monitoring processes. • Selwyn prepares the district's water services strategy, and continues to have control of water decision making within regulatory parameters and economic regulation requirements (reduced flexibility relative to the status quo). • Selwyn has autonomy around future changes to the district's water services arrangements such as forming or joining a CCO.
Shareholding -		• Selwyn continues to directly own the district's water assets, reflecting the communities historical investment in infrastructure. • Structure provides limited adaptability and does not easily enable Selwyn to enter a joint water services arrangements in the future, or have full control of shareholding terms if joining a CCO in the future.
Implementation risk profile 		• Low risk associated with implementation as there is no requirement to integrate with other districts or make organisational changes. • However, this option may require changes to internal operations and processes to support economic regulation, and demonstrate that water related costs and revenues are ring-fenced.
Long term risk profile 		• Water services would not specifically be set up to enable integration with other districts in the future. • Low flexibility to provide for future investment and less opportunity to deliver more efficient water services in the future (relative to a CCO). • Selwyn would need to implement any future changes to regulatory standards rather than sharing compliance requirements across a wider service area, and respond to potential events using its balance sheet (e.g. severe weather / climate change related).
Financial sustainability requirements	**Revenue sufficiency** ✓	• Council has sufficient operating cash relative to operating costs; therefore, we expect it is likely to meet the revenue sufficiency test.
	Investment sufficiency ✓	• Over the 10-year LTP period Selwyn is planning significantly more investment than the current rate of asset depreciation, reflecting the significant growth and improvements to level of service planned over the period. This results in an asset investment ratio of well over 100%.

	Financing sufficiency ?	• The Council (including water services) meets the financing sufficiency test under the current and new LGFA covenant threshold, indicating Selwyn is generating sufficient revenue from its assets to cover debt obligations during the LTP. • The preliminary cash flow / leverage assessment indicates that water services are operating at a "highly leveraged" risk profile until it stabilises in FY34. We are uncertain whether this will meet financial sufficiency requirements; despite the Council's overall financial position being sufficient, there may be an immediate need to increase revenue to reduce leverage and achieve a lower-risk position by 2028 when financial sustainability must be met.
Pricing impact		• Unlikely to lower the cost of water services over the long-term.
Credit rating considerations		• Given water services will be delivered within Council, the debt will be treated as part of council's tax-supported debt by S&P ("on balance sheet"). • We expect S&P will continue to assess water services using the Local Government Methodology.

Option 2 - Selwyn CCO

Objective	Rationale
Governance ✓	• Board appointments will be competency-based. Current council staff and elected members cannot be appointed to boards. • The board and management has autonomy for operational and financial decision-making, including setting the price path. • The development of a governance framework will support Board approval of key documents (SoE, Asset Management Plan, Funding Plan). • CCO will act consistently with local authority land use, growth and development plans and strategies. • The CCO will have a direct relationship with customers. Provisions will be in place to ensure that consumer voice is heard though consumer panel and/or advocacy council, disputes resolution process, consultation requirements.
Shareholding ✓	• The Council will own 100% of shares in CCO, with the CCO owning the water assets. Stormwater will continue to be delivered by Selwyn, with the option to transfer to the CCO at a future date. • Local authorities will hold shares in the CCO, but these shares will have limited voting rights, primarily restricted to decisions on privatisation and merger proposals. • Council's influence in the governance of the CCO is via the Statement of Expectations and the LTP requirements.

Implementation risk profile  		• We estimate the initial legal and establishment costs of this option to be between $500k and $1m. • The CCO can utilise and build upon existing Council processes. However, forming a new company will require additional resourcing, time, and costs to determine staffing changes, establish new resourcing models, and execute setup tasks (e.g. SLAs for the initial period).
Long term risk profile  		• Flexibility to provide for future investment and / or commercial opportunities. • Ringfenced and separate operations from a regulatory and risk perspective. • The structure and governance enables more districts to join the CCO in the future (subject to council approvals).
Financial sustainability requirements	**Revenue sufficiency** ✓	• Similar to the baseline Council delivered services scenario, both the Council and the CCO present a positive operating cash ratio, which grows over the LTP period. • The CCO has forecast sufficient cash generated from operations to cover its operating cash expenses.
	Investment sufficiency ✓	• Over the 10-year LTP period Selwyn is planning significantly more investment than the current rate of asset depreciation, reflecting the significant growth and improvements to level of service planned over the period. This results in an asset investment ratio of well over 100%.
	Financing sufficiency ?	• The impact of forming a separate CCO is that water and wastewater services need to borrow within the LGFA covenant threshold for water organisations and be financially sustainable. These two waters are the most highly geared of the water services. As a result of this higher leverage, our analysis suggests this option will likely require a price increase for the CCO to be covenant compliant and continue to borrow from the LGFA.
Pricing impact		• May provide lower pricing over the medium-long term with commercial focus on water services and long term financing.
Credit rating considerations		• Selwyn will be 100% shareholder of the CCO, therefore credit rating agencies will view the Council as having a high level of control over the CCO as well as a moral obligation to intervene should the CCO need financial support. • The Selwyn CCO will be treated as part of council's tax-supported debt or “on balance sheet” by credit rating agencies.

Option 3 - Joint CCO

Objective	Rationale

Governance ✓		• Selwyn appoints one position on the CCO board, and has [20%] of voting rights. • Selwyn is able to continue to plan and consult publicly through the LTP process, noting that an iterative planning approach is likely to be needed between councils and the CCO to ensure LTPs reflect the balance of strategic / investment priorities. • The Council continues to set strategic priorities for the district. • Selwyn can influence pricing through its planning processes; however, pricing would ultimately be driven by investment requirements for the district as well as measures set out by the economic regulator. • Levels of service could potentially be influenced by the Council; however, there may be benefits or requirements for the CCO to standardise levels of service between districts over time.
Shareholding (if optimised) ✓		• Council's water assets would be transferred to, and owned by, the CCO, with each council holding economic shares. Each Council's shareholding would be based on an agreed shareholding basis, such as net assets contributed, population, or equal shareholding.. • The shareholding structure will enable additional districts to join the CCO in the future (subject to council approvals). • Stormwater continues to be delivered by Selwyn, with the option to transfer to the CCO at a future date.
Implementation risk profile  		• We estimate the initial legal and establishment costs of this option to be between $500k and $1m. • The CCO can utilise and build upon existing processes. However, forming a new company will require additional resourcing, time, and costs to determine staffing changes, establish new resourcing models, and execute setup tasks (e.g. SLAs for the initial period). Additionally, a joint company will bring higher risks in aligning resourcing and processes across multiple districts.
Long term risk profile  		• The structure and governance of the CCO can be set up to enable more districts to join the CCO in the future, subject to council approvals. Geographic expansion of the service area has the potential to enhance future investment and commercial opportunities. • However, the benefits of partnering depend heavily on the assets and performance of the shareholding councils. Non-contiguous arrangements carry higher risks due to the added complexity of cost-sharing between communities. This can influence the extent to which economic efficiencies can be realised and affect the ability to achieve price harmonisation and cross-subsidisation.
Financial sustainability requirements	**Revenue sufficiency** ?	• The outcome for the Council is the same as the Selwyn CCO, with a small deterioration in the operating cash ratio when excluding two waters from Council. • The joint CCO's operating balance deteriorates over the forecast period compared to the Selwyn CCO. However the entity's forecast operating cash ratio position remains positive and steadily improves to FY34.
	Investment sufficiency ?	• There is uncertainty around partner council investment sufficiency.
	Financing X	• Based on a grouping of councils that have provided data so far (Selwyn, Central Otago, Buller, Waitaki and

	sufficiency	Clutha), excluding Selwyn stormwater, the joint CCO will not meet financial sustainability requirements under baseline assumptions.
Pricing impact		● The high level analysis showed financial sustainability was challenging in the absence of significant efficiencies or operating model changes. Other partnering combinations could result in a different outcome. Detailed operating model work would be required to validate this.
Credit rating considerations		● CCO debt would likely be treated as a contingent liability of councils by S&P, but not impinge on councils' credit quality until it becomes significant. Policy, commercial and financial structuring decisions will be considered holistically, as collectively they will affect how control is viewed and balance sheet impacts recognised.

REPORT

TO: Chief Executive

FOR: Council Meeting – 13 November 2024

FROM: Kamal Narang - Head of Capital Works

Andrew Mazey - Strategic Transport Lead

DATE: 7 November 2024

SUBJECT: **Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail Feasibility Study**

RECOMMENDATIONS

'That Council:

a) Receives the Feasibility Study;

and,

b) Notes the next steps in the project to establish;

- *A Governance Model*
- *Development Priorities*
- *A dedicated Project Manager*

1. PURPOSE

The purpose of this report is to:

1) Present to Council on the results of the Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail Feasibility Study (Feasibility Study) that includes both the summary and full versions; and

2) Discuss with Council plans to advance the trails following the completion of the Feasibility Study and in relation to what is currently accommodated in the 2024-34 Long Term Plan (LTP).

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The decision and matters of this Report have been assessed against the Council's Significance and Engagement Policy 2024. The level of significance attached to the subject of this Report is **medium to high**, in consideration of the following:

- **Importance to the Selwyn District:** The extent to which matters impact on the people of Selwyn now and in the future. It is viewed that these trails will provide the district new opportunities for transport, recreation, tourism, business and community development centred around this new west – east 'spine' for walking and cycling across the district.

- **Community interest:** The extent to which individuals, organisations, businesses, groups, communities, and sectors within the community are particularly affected by, or are interested in, the matter. As experienced already there is a high level of community interest as became evident through the LTP, previous LGOIMA requests, and articles appearing in the media.

- **Mana whenua:** The extent to which decisions related to mana whenua and the impact on mana whenua relationship with land (including tapatapa and development on Māori land), water, culture and traditions with ancestral sites, wāhi tapu (and wāhi taoka), valued flora and fauna, and other taoka. As identified in the Feasibility Study the development and implementation of these trails will benefit greatly from the input and guidance of Mana whenua which involves a number of related groups with an interest. Further engagement and communications will be required to be conducted through the correct channels as planning proceeds.

- **Consistency with existing policy and strategy:** The extent to which the matter is consistent with the Council's community outcomes, existing strategies, and policies. The proposed trials align with Councils aspirations for Waikirikiri Future Selwyn over a wide range of its Outcomes and Directions. In addition, key elements are already referenced in Councils Walking and Cycling Strategy relating to township interconnectivity.

- **Impact on the Council's finances, capacity, and capability:** The impact of the decision on the ability to achieve the objectives set out in the Council's LTP and Financial Strategy. The construction cost of the trails is significant, but in most part, this is offset by the economic return. Council will need to consider other governance, delivery and funding models to reduce the impact on its finances, resources and ratepayers.

- **Climate change:** The extent to which a decision, proposal, matter, impacts on climate mitigation and adaptation initiatives. The trails, in particular the Plains Section that links Malvern townships with a cycleway to Councils existing eastern cycleway network starting at West Melton, will provide Malvern residents an alternative active transport option other than private vehicles which will help in the reduction of emissions.

3. HISTORY/BACKGROUND

A long-held and well supported idea locally to establish a cycleway connecting "mountains to sea" starting at Arthurs Pass and ending on the east coast near Christchurch started to gain momentum around mid-2000s in Selwyn. In 2009 Environment Canterbury, along with Selwyn Council input, submitted a proposal to the Ministry of Tourism to fund a feasibility study to investigate this further. The concept was that people and tourists could catch the TranzAlpine train service to Arthurs Pass and then bike or hike down through the High Country, across the Plains to then follow the Waimakariri River out to the east coast. That funding application was not successful.

Post earthquakes, Selwyn Council resurrected the idea for a “mountains to sea” cycleway and in 2018 submitted to the Ministry of Business, Innovation and Employment for funding from Tourism Infrastructure Fund to undertake a feasibility study. Disappointingly this was also declined.

Around this time Councils latest Walking and Cycling Strategy identified a proposed network of cycleways linking its key townships together. This followed on from the Christchurch to Little River Rail Trail that has eventually seen a wider network provided linking Prebbleton, Lincoln, Rolleston and West Melton to together. Plans included connecting Springfield, Sheffield, Waddington, Darfield, Kirwee to West Melton. This intention started to appear in recent LTPs, but well into the future.

Compared to the 2009 idea to follow the Waimakariri River out of the district to the coast, Council saw enormous potential to link the new trail through these Malvern townships to its existing cycling network, and to the Rail Trail which could be extended locally to alongside Lake Ellesmere and the coast. The Waihora Ellesmere Trust (WET) has already started to investigate pathways around the Te Waihora – Lake Ellesmere.

Through the then Governments Better Off Funding Scheme associated with the Three Waters Reforms, funding was granted to Council for a feasibility study. This report presents the eventuating feasibility study that has been undertaken by a specialist consultant, Frame Group Ltd, that has considerable experience across the country in investigating and implementing cycleways of this nature. They have also been supported by other specialists associated with economics and planning.

A Project Management Group was formed to assist and guide the development the Feasibility Study with Council staff including Puamiria Parata – Goodall Executive Cultural Advisor, the Mayor and selected Councillors, and WET representatives. This group reviewed the key information being identified such possible cycleway routes and other parameters that would benefit from Council and local input and knowledge. Workshops were held on the 31 October 2023, 25 January 2024 and 17 May 2024 where information was presented and was discussed to inform the development of the Feasibility Study.

Up to 4 drafts of the Feasibility Study were reviewed by Council staff, until the final version was issued in October 2024 that now forms part of this report. This includes a “Short Report” (summary) and a “Long Report” (full) versions.

The Feasibility Study had four key Objectives:

- Access and determine the both the technical and economic viability of the proposed cycle trails
- Optimise the intended outcomes and benefits (including route, experiences, infrastructure, marketing, and governance)
- Assess and optimise the environmental, cultural, historical, and social impacts
- Enable the development of funding business case for the design and construction of the cycle trails

The overall purpose and scope of the Feasibility Study was:

"*Council is committed to enhancing cycling opportunities within the District, including recreation and cycle tourism. Recognising the landscape, historic, and cultural value of Selwyn, Council intends to undertake a feasibility study of two cycle trails – from Arthur's Pass to Te Waihora (Mountains to the Sea), and around Te Waihora (Around the Lake). The feasibility study will consider the options and practicalities of the cycle trails, and identify the necessary supporting infrastructure and services aligned with potential cycle trails. The feasibility study, and subsequent implementation (if viable) will be undertaken through co-design with rūnanga. There will be a requirement of collaboration with NZTA Waka Kotahi, Waimakariri District Council, Department of Conservation / Forest & Bird, ECan, and local communities and their boards.*"

4. MAIN FEASIBILITY STUDY FINDINGS

The Feasibility Study covers two proposed main cycle trails in Selwyn and is divided into sections due to their distinct features:

- Waikirikiri Alpine to Sea Trail:
  - High-Country section (108km Arthurs Pass to Springfield)
  - Plains section (80km Springfield to West Melton, existing network from West Melton to Lincoln/Rail Trail)

- Te Waihora Lakeside Trail:
  - East Side section (52km circuit Lincoln/Rail Trail to Selwyn Huts/lakeside and return to Lincoln)
  - West Side section (31km Selwyn Huts/East Side Trail to Taumutu/lakeside)

  The Rail Trail from Motukarara provides a connection to the seacoast via Birdlings Flat, and then beyond to Little River and Cooptown. The Rail Trail can also provide links north from Lincoln and Prebbleton to the city cycling network and from Rolleston and Templeton to the planned Southern Express Cycleway to the City.

Figure 1: Waikirikiri Alpine to Sea Trail.

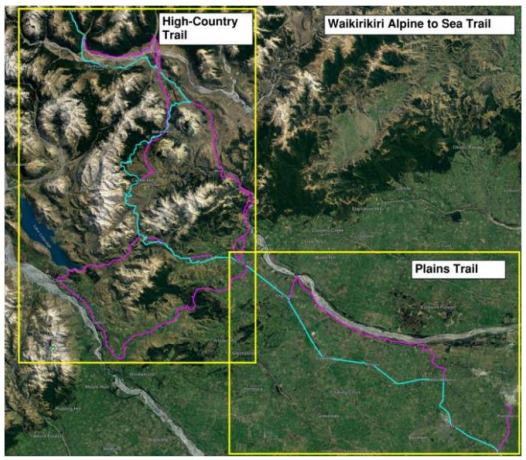


Figure 2: Te Waihora Lakeside Trail.



Indicative Costs and Economics

From the Feasibility Study, the indicative cost estimates for the proposed preferred routes for the two main trails are identified in Table 1.

Table 1: Cost Estimates for Waikirikiri Alpine to Sea Trail, and Te Waihora Lakeside Trail (as per Feasibility Study).

Trail sections:	Construction Cost	Annual Maintenance Cost
Waikirikiri Alpine to Sea Trail		
High-Country Trail	$30,843,000	$323,238
Plains Trail – sealed option (preferred)* *- 2.0m wide asphalt/concrete trail*	$16,344,840	$158,730
Plains Trail – unsealed option *- 3.0m wide gravel trail*	$7,961,000	> $158,730
Waikirikiri Alpine to Sea Trail (with preferred sealed Plains Trail)	**$47,187,840**	**$481,968**
Te Waihora Lakeside Trail		
East Side Trail	$7,461,100	$95,649
West Side Trail	$4,314,600	$94,665
Te Waihora Lakeside Trails	**$11,755,700**	**$190,314**
Total Cost (for both Trails)	**$58,963,540**	**$672,282**

*a sealed surface is the preferred level of service as this is consistent with Councils other cycleways between its townships used for walking and cycling for transportation rather than just recreation

Table 2 displays the summary of Economic Data for each of the cycle trails. Refer to the full Feasibility Study Report for more information on both aspects.

Table 2: Economics Data for the Cycle Trails.

	Waikirikiri Alpine to Sea Trail			Te Waihora Lakeside Trail	
	High-Country	Plains		East	West
		~~Gravel Option (3m wide)~~	Sealed Option (2m wide)		
Benefit:Cost Ratio	3.9	~~2.0~~	1.1	2.1	0.5
Build Cost	$30.8m	~~$8.0m~~	$16.3m	$7.5m	$4.3m
Maintenance Cost	$323k/yr	~~> $158k/yr~~	$158k/yr	$95.6k/yr	$94.6k/yr
New Jobs (for Construction)	200	105		48	28
Ongoing Jobs	366	34		11	6
Net Regional Economic Benefits	$42.1m	~~$9.4m~~	$1.4m	$5.1m	($0.9m)

It has been assumed for the High Country and Lakes Sections 50% of funding would be locally derived, with remainer funded from regional, national or other sources. For the Plains section the intention is that this would be co-funded by the NZTA if possible,

relating to the more inherent transport benefits this section has. This however would depend on the funding priorities and allocations as maybe available in the National Land Transport Programme (NLTP) at the time based on Government transport priorities.

The following Figures 3 - 6 are from the Feasibility Study that summarises the main details of each trail section onto one page each for reference.

Figure 3: Waikirikiri Alpine to Sea Trail - High-Country Trail Summary.

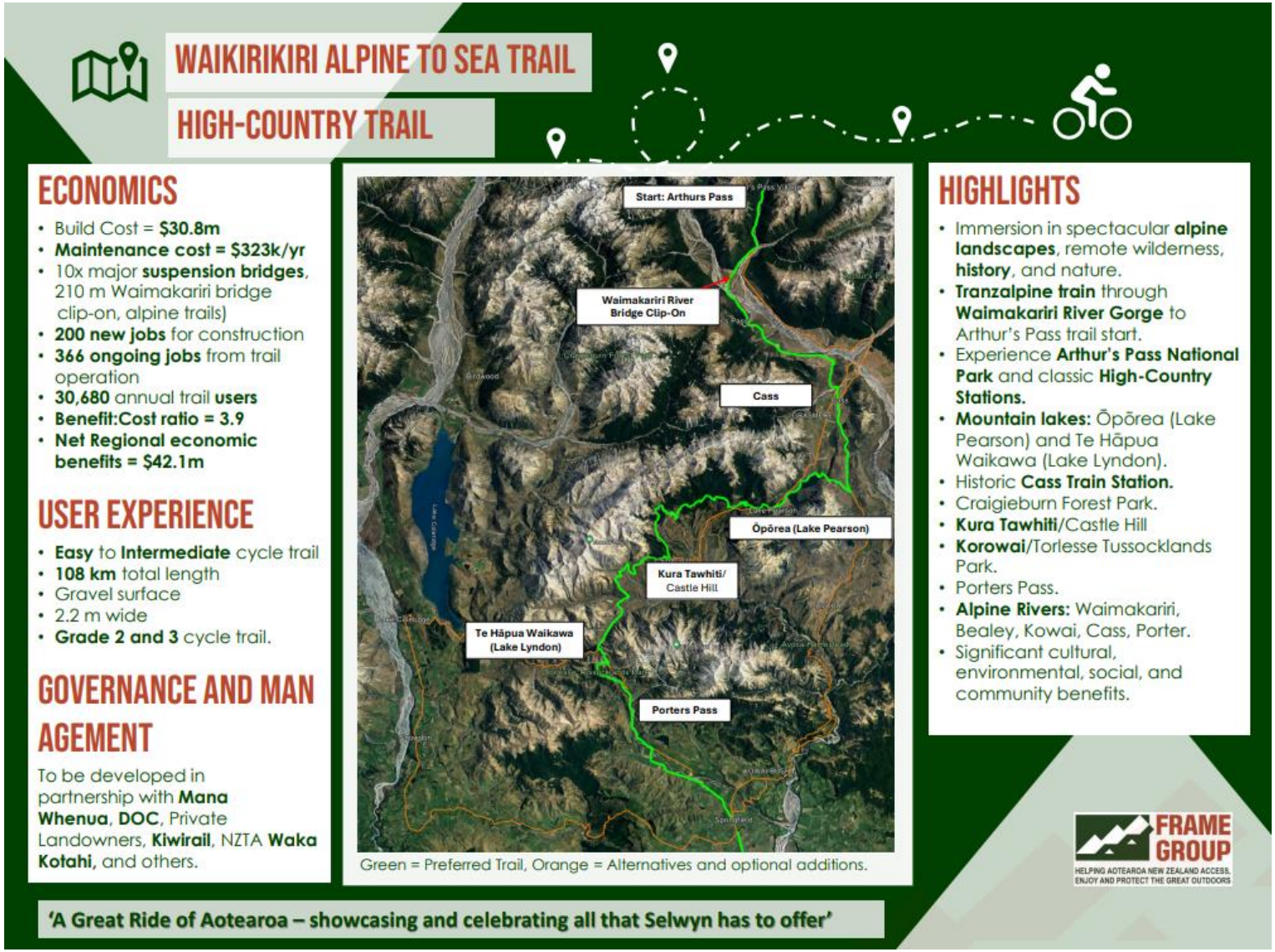


Figure 4: Waikirikiri Alpine to Sea Trail - Plains Trail Summary.

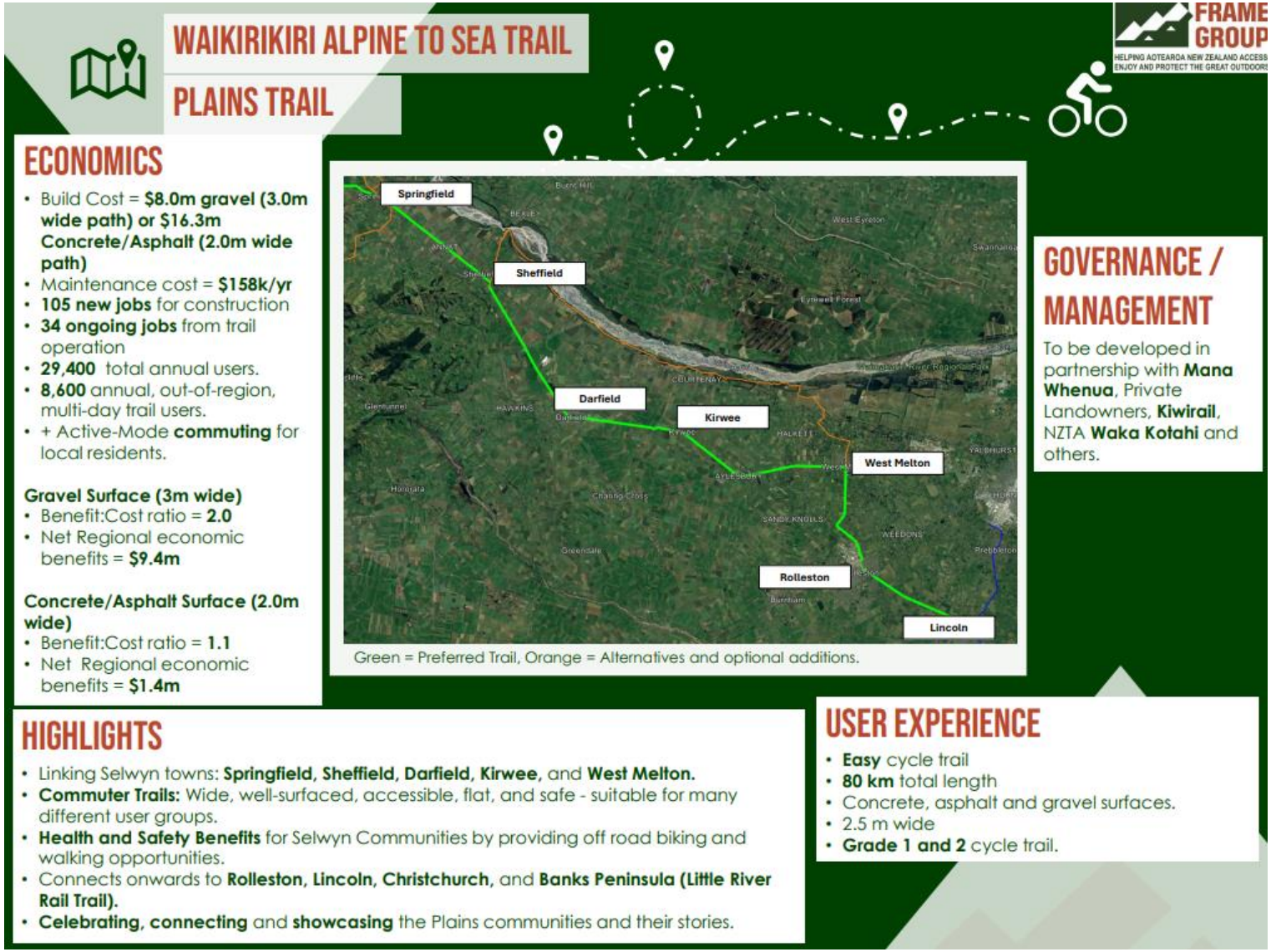


Figure 5: Te Waihora Lakeside Trail - East Side Trail Summary.

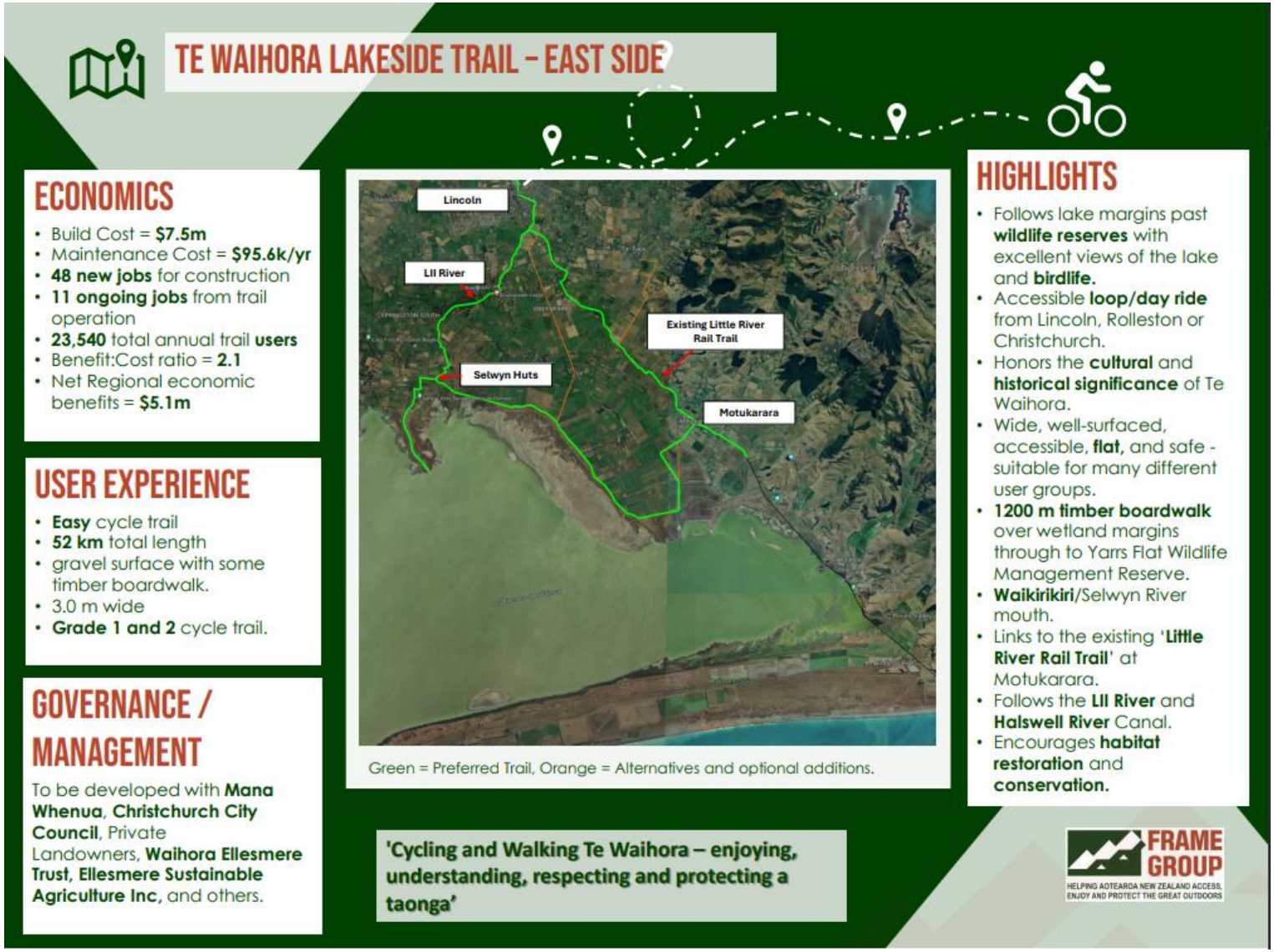
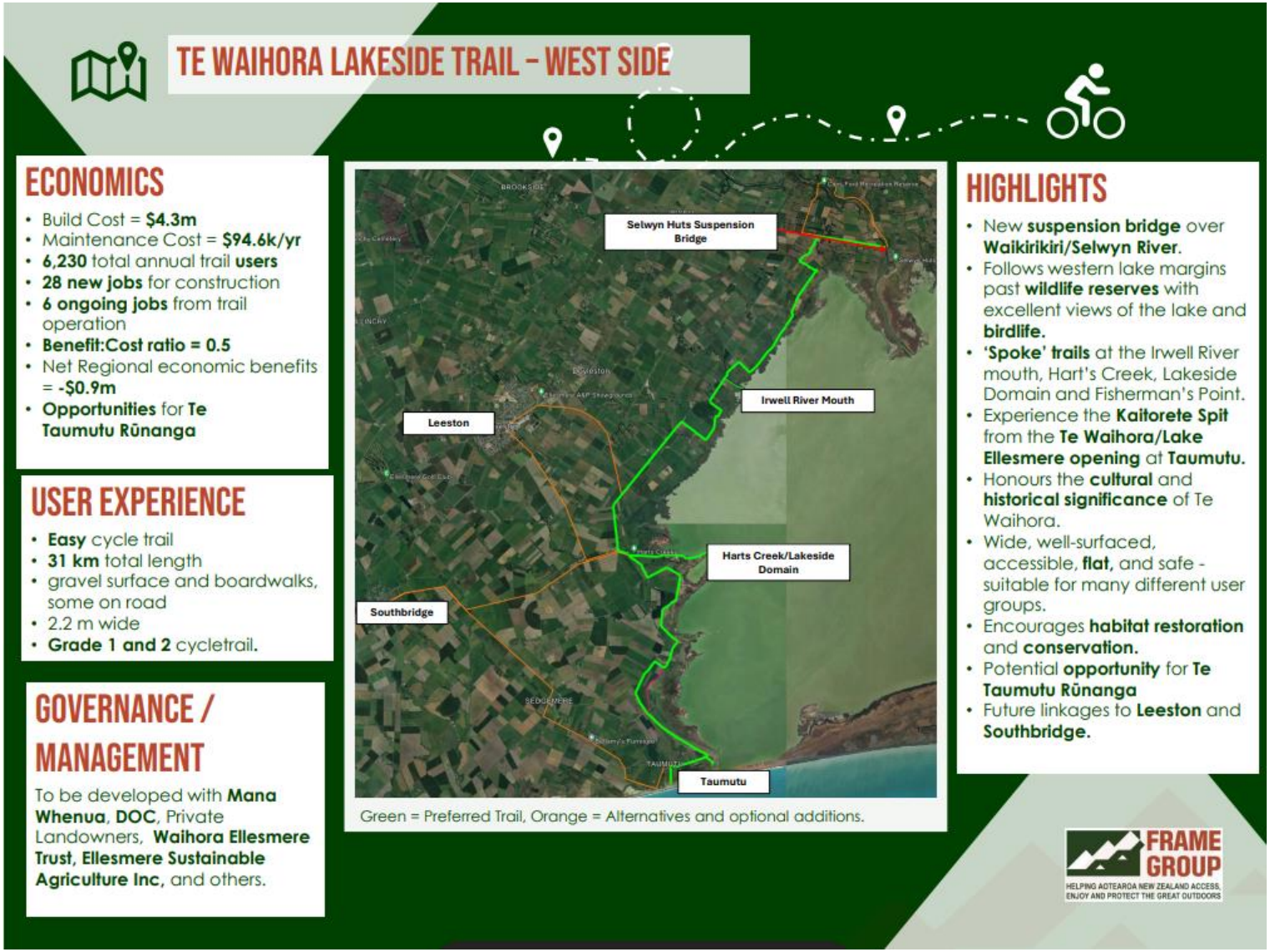


Figure 6: Te Waihora Lakeside Trail - West Side Trail Summary.



5. IMPLEMENTATION NEXT STEPS

There is several ways Council could move forward with the progressing the trails, but this needs to be achievable and affordable. This will be a long-term project that will be particularly intricate in places and will depend on the cooperation of many stakeholders, landowners and others to achieve it. Before any planning or construction can be contemplated three main aspects need to be considered and put in place as follows;

- Governance Model – how to structure responsibilities and delivery
- Development Priorities – what actions and trail sections need to be prioritised
- Dedicated Project Manager – establish a project manager to advance the trails

A Governance Model is needed to establish how to best manage and deliver the various trail sections. Each section has its own challenges, and a tailored approach needs to be provided. It is envisaged that Council is best placed to deliver the Plains section as this is a similar situation to other inter-township cycleways it has successfully provided in the eastern and other parts of the district. WET are already working in the area around the Lake that has a high cultural element and are enthusiastic to make progress. The High-Country section is technically challenging with expensive infrastructure needed such as bridges, and pathways – that literally need to be carved out of the landscape. There is also a high level of engagement needed with the Department of Conservation, High-Country Station and other landowners and agencies like KiwiRail and the NZTA in this area.

Development Priorities – there will be both issues and opportunities that inform how each section of the trail is prioritised going forward. In the LTP Council has already provided $10m of funding towards the Plains section of the trail however this is dependent on obtaining NZTA co-funding which may never eventuate. However Council could progress the planning and design of this section to have “plans in the draw” for when construction funding may become available through further LTP and/or from the NLTP. As WET has currently started investigations around the lake then funding to support the continuation of these endeavours could be considered by Council. While the High-Country section is considered the most iconic section of the trail, its complexities will mean that it will take longer to work through all the aspects of its planning so should be started and funded as early as possible. $5m had been provided in the LTP for possible co-funding opportunities and potentially to advance further investigation, and related planning work.

Dedicated Project Manager – out of all the initial actions Council should be considering, facilitating a Project Manager is seen as critical to coordinate the planning and delivery of all the sections of the trail through the various parties involved. This would utilise a resource that has had experience and skills with the implementation of similar trails elsewhere in the country.

From the Feasibility Study, Figure 7 below identifies the recommended development next steps. Table 3 and Table 4 provides a high-level detail of the actions associated with the next steps, and further details can be found in the full Feasibility Study Report.

This does not suggest at this point a commitment to these timelines by Council but indicates the type of steps and more detailed actions that will be needed over time, subject to resourcing and funding availability at the direction of Council. The proposed Project Manager would have the role to develop and refine these types of steps further.

Figure 7: Recommended Development Next Steps.

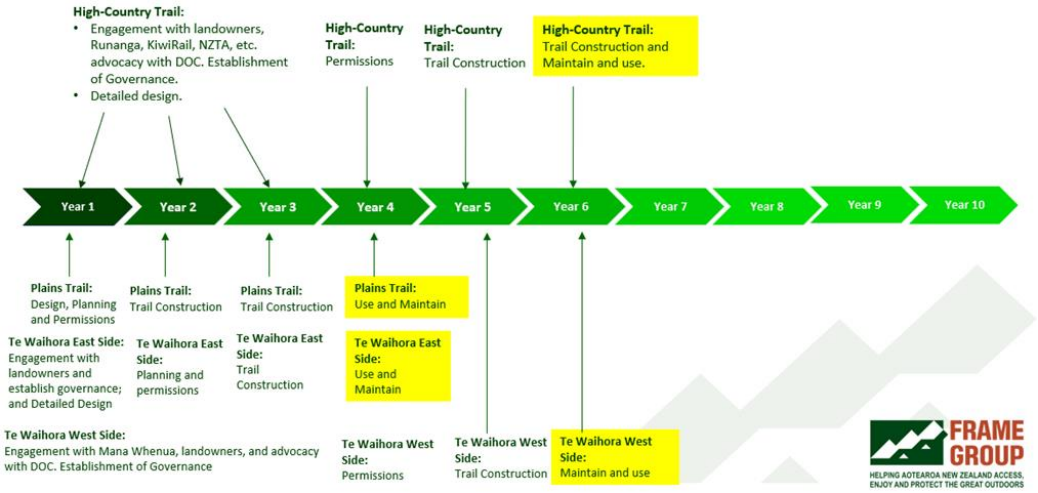


Table 3: High-level Breakdown of a Possible 10-year Development Programme for the Waikirikiri Alpine to Sea Trail.

Year	High-Country Trail	Plains Trail
0	Appoint a Project Manager and Trail Sponsor to oversee development. Establish trail governance.	Appoint a Project Manager and Trail Sponsor. Establish trail governance.
1	Engage mana whenua, landowners, and community. Coordinate with DOC for required approvals. Begin design and studies.	Engage mana whenua, landowners, and community. Coordinate with DOC and KiwiRail. Begin detailed design and specialist studies.
2	Concept designs for difficult sections and major structures. Continue studies and engagement.	Coordinate with KiwiRail for rail crossings. Continue design and engagement.
3	Secure corridor access permissions (except Conservation Land). Begin detailed trail design.	Secure corridor access permissions. Apply for necessary consents.
4	Coordinate with KiwiRail. Continue detailed design, including trails and structures.	Begin trail construction. Develop promotional materials and branding.
5	Finalise Conservation Land access and design, including major structures. Begin Bealey Bridge design.	Continue trail construction. Finalise promotion and marketing.
6	Apply for consents. Start construction in stages. Establish a Trail Operations Manager.	Continue construction in stages. Establish a Trail Operations Manager.
7-10	Continue construction in stages, with ongoing operation and maintenance.	Continue construction in stages, with ongoing operation and maintenance.

Table 4: High-level Breakdown of a Possible 10-year Development Programme for the Te Waihora Lakeside Trail.

Year	East Side Trail	West Side Trail
0	Appoint Project Manager and Trail Sponsor. Establish trail governance.	Appoint Project Manager and Trail Sponsor. Establish trail governance.

Year	East Side Trail	West Side Trail
1	Conduct flood risk assessments. Begin engagement with mana whenua, landowners, and community. Start concept designs.	Continue engagement with mana whenua, landowners, and community.
2	Confirm DRMP compliance. Finalise corridor access and detailed design, including Yarrs Flat Boardwalk.	Continue engagement. Confirm corridor access and start detailed trail and engineering design.
3	Finalise Te Waihora Joint Management Plan. Apply for consents.	Confirm corridor access, finalise detailed design, and complete specialist studies.
4	Begin trail construction and promotion	Apply for consents. Finalise Te Waihora Joint Management Plan.
5	Continue trail construction and promotion.	Continue trail construction, including Waikirikiri River Suspension Bridge. Continue promotion.
6	Operate trail, establish Trail Operations Manager.	Continue trail construction. Operate trail and establish Trail Operations Manager.
7-10	Ongoing operation and maintenance.	Operate and maintain trail, continue promoting and overseeing development.

6. OPTIONS

The Feasibly Study refers to numerous possible options and requirements to progress the trials. These will be investigated further by Council and others in advancing the trails.

The following sets out the high-level options for Council in terms of taking the all or part of the trails forward at this point on the premise the Feasibility Study is accepted and forms the basis of more detailed decision making.

Option 1

Council does not proceed with implementing or facilitating any or all of the sections of the trails.

This option is not recommended as there is already a high community expectation around the trails, while the components of the Plains section have already been identified in Councils own Walking and Cycling Strategy and funded in LTPs. $15M has already been included in the current LTP. WET has also started to explore the lake sections which has been supported by Council to date. In most instances the economics are beneficial to the region and provide a nationally recognised cycleway for transport, recreation and tourism.

Option 2

Council agrees to fund and implement all sections of the trail

This option is not recommended as Council does not have the necessary resources and skills to undertake some of the more difficult and intricate sections such as the High Country and the Lakeside sections. It is also considered it is too much of a

financial burden on Council and its ratepayers at an estimated total capital cost of $60m plus annual maintenance of $.7m per annum. Instead, the development of a Governance Model that can utilise Trusts (such as WET for the Lakeside sections) is a better option as such entities have access to resources and funding sources that are not available to Council.

Option 3

Council takes a pragmatic approach to determine how it and others can collaborate to fund and implement the sections of the trail along the basis outlined in the Feasibility Study that involves both Council and Trusts to tackle the trail sections.

This is the recommended option that builds on the existing funding provided in the LTP and starts off with the establishing the following as explained previously:

- Governance Model – how to structure responsibilities and delivery
- Development Priorities – what actions and trail sections need to be prioritised
- Dedicated Project Manager – establish a project manager to advance the trails

This approach will utilise and channel the right skills, resources and available funding utilising local, regional and national funding sources as maybe able to be collectively provided by Council, Trusts and/or from other regional and national funding sources.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected and Consultation

As part of the Feasibility Study development, some initial engagement with various key stakeholders and landowners on the proposed preferred routes has occurred for both trails. This included the Department of Conservation, Environment Canterbury, KiwiRail, and NZTA.

KiwiRail has also been involved relating to the intended collaboration on how their TranzApline Rail service can coordinate with the Alps to Sea Trail to provide a joined-up experience and for tourists and others connecting at Arthurs Pass and elsewhere along the Midland rail line through the district. This reflects the type of outcomes established in the recent MOU between Council and KiwiRail to work together on key projects and initiatives like this one.

Frame Group utilised a local person on the Councils recommendation that had considerable knowledge and contacts throughout the Craigieburn Range and High-Country to help liaise with High-Country Station and other major landowners in this area to help establish possible routes and other issues and opportunities.

The Project Management Group was also keenly aware of the sensitives around these aspects and sought to ensure this engagement was undertaken wherever practicable. In addition, the Feasibility Study noted that "*further efforts are needed to advance the trail. This includes engaging with mana whenua and key communities …*"

Council has sent a copy of the Feasibility Study Short Report to those key stakeholders and landowners etc that it had been dealing with in advance to this Council report, so they had some warning of its content beforehand.

(b) Māori and Treaty implications

Both trails hold significant cultural and historical importance for mana whenua, as they encompass key places and landscapes of interest to local rūnanga, hapū, and iwi. In some instances, mana whenua has statutory rights over parts of the proposed routes.

The development of these trails will be guided by a strong partnership with mana whenua, aiming to uphold and protect cultural narratives, values, and guardianship, while also creating opportunities for mana whenua involvement.

While mana whenua was contacted during the Feasibility Study, constraints related to time and availability limited the depth of this engagement. It is anticipated that formal and comprehensive involvement of mana whenua will be a key aspect of future discussions concerning these trails. For more information, refer to Section 1.4: *Mana Whenua Considerations* in the Full Feasibility Study Report.

(c) Climate Change considerations

The decisions and matters of this report are assessed to have low climate change implications.

As part of the Feasibility Study, considerations were made around climate change:

- Trail design considers climate change impacts and resilience
- The trails have distinct local benefits including providing active modes of transport and commuting opportunities between townships on the Plains section. This reduces reliance on cars, fosters independence and choice, and helps to reduce emissions to address climate change.
- Flood hazards are the primary risk affecting structures on the Te Waihora Lakeside Trail. These risks are due to the fluctuating lake levels, the large catchment area, the region's history of flooding (including both the lake and its tributary rivers), the impact of nearby land use and lack of vegetation, and the anticipated future effects of climate change. Proper trail positioning and design can mitigate damage to the trail.

8. FUNDING IMPLICATIONS

In the LTP the following funding has been provided, based on the information available at that time relating to possible costs for the trails and through the LTP Submission Deliberation processes held between the 22-24 May 2024

$10m (2030/31) for Plains Section (subject to NZTA co-funding at 51%)
$5m (2029/30) for the High-Country section for co-funding opportunities and advancing further.

The Councils Chief Finical Officer has advised she is comfortable that the $5m could be brought forward in portions as needed to fund activities to advance securing

resources, investigation and planning if this was carefully managed within the bounds of Councils financial envelopes.

The total of $15m obviously does not represent the full cost of the trails as presented in this report, as the final confirmed information from the Feasibility Study was not available at that time nor did Council had the confidence to commit further funds until further information from the Feasibility Study could inform funding conversations expected for future Long Term Plans.

Trail sections:	Construction Cost	Annual Maintenance Cost
Waikirikiri Alpine to Sea Trail		
High-Country Trail	$30,843,000	$323,238
Plains Trail – sealed option (preferred)	$16,344,840	$158,730
Waikirikiri Alpine to Sea Trail	**$47,187,840**	**$481,968**

Te Waihora Lakeside Trail		
East Side Trail	$7,461,100	$95,649
West Side Trail	$4,314,600	$94,665
Te Waihora Lakeside Trails	**$11,755,700**	**$190,314**

Total Cost (for both Trails)	**$58,963,540**	**$672,282**

For both trails at a total cost of nearly $60M this is very large cost of which only $15M has currently been budgeted for in support of the Plains and High-Country sections respectively.

The proposed funding model in the Feasibility Study assumes that 50% could be locally funded and the remainer by other sources such as through regional and national funding sources (including from the NLTP). Even at a minimum total local share level of $30m this will create a significant impact on Council rating and borrowing, if Council agreed it wished to fund all sections to the minimum contribution level, while relying somehow on the other 50% being obtained from other sources that avoided ratepayer funding.

This funding could be from regional development funds, or other government avenues that assisted regional development and tourism etc. To assist in such discussions and advocacy, the Feasibility Study has assessed the regional benefits and benefit cost ratios of the respective sections as follows:

Trail Section	Cost	Benefit to Cost Ratio	Net Regional Economic Benefit
High- Country	$30.8m	3.9	$42.1m
Plains	$16.3m (sealed)	1.1	$1.4m
Lakeside - East	$7.5m	2.1	$5.1m
Lakeside – West	$4.3m	0.5	-0.9m

While the High-Country section has the highest cost, it attracts the most use and therefore benefits. However the Lakeside West section while the least expensive has the lowest level of use. Benefits have been assessed and monetarised over a 15-year period.

One of the advantages of a Governance Model that utilises Trusts to plan and deliver parts of the trail like the High Country and Lakeside sections, is that it can raise funds

itself and use other funding sources e.g. Lotto grants, NZ Great Rides funding, that are not available directly to Council.

Whilst there is a significant hurdle to overcome to raise the capital funds to construct the trails, there is then the ongoing commitment to annual maintenance costs. At a total of around $.7m annually this would also be a significant commitment for Council to take on. In addition, with the propensity for more extreme weather events, Council would also be faced with significant costs to reinstate sections of the trail particularly in the High-Country and around the lake as well. Should there be a significant Southern Alps earthquake event in the region, this could significantly damage pathways and bridges in the High-Country at some considerable cost to reinstate.





Kamal Narang
HEAD OF CAPITAL WORKS

Andrew Mazey
STRATEGIC TRANSPORT LEAD

Endorsed For Agenda



Tim Mason
EXECUTIVE DIRECTOR INFRASTRUCTURE AND PROPERTY

REPORT TO COUNCIL

TO:	Council
FOR:	Council Meeting, 13 November 2024
FROM:	James Richmond, Head of Sport and Recreation Denise Kidd, Executive Director of Community Facilities and Services
DATE:	4 November 2024
SUBJECT:	**SHEFFIELD MEMORIAL POOL CONSULTATION WITH COMMUNITY**

RECOMMENDATIONS

'It is recommended that the Council:

1. ***adopt** the Statement of Proposal[1] for public consultation on the Sheffield Memorial Pool, using the special consultative procedure in section 83 of the Local Government Act 2002. The questions to be consulted on are:*
    1. *Do you support the transition of the Sheffield Memorial Pool asset from Council ownership and operation to a community-run legal entity?*
        a. *Yes/No*
        b. *Please add your comments*
    2. *Are you aware of a community-run legal entity that you consider suitable to own and operate the Sheffield Memorial Pool?*
        a. *Yes/no*
        b. *Please add your comments*
    3. *Are you interested in helping this group with the ongoing operation of this facility?*
        a. *Yes/no*
        b. *Please add your comments*
    4. *Do you have any other comments about the Sheffield Memorial Pool?*
        a. *Please add your comments*

2. ***endorse** the proposed process for public consultation, as set out in Appendix 1, which will take place between 22 November 2024 and 14 February 2025.*

3. ***appoint** the elected members to a Hearings Panel for oral submissions to be heard between the 26-27 February 2025'.*

1. PURPOSE

The purpose of this report is to seek the adoption of the Statement of Proposal to be

[1] The Statement of Proposal is covered in Section 3 of this report.

consulted on with the community for the transfer of the Sheffield Memorial Pool to a community entity.

The Statement of Proposal is a requirement of the Special Consultative Procedure detailed in the section 83 of the Local Government Act 2002 and the Council's Significance and Engagement Policy (pg.352 of the Long-Term Plan 2024-2034)

The report also asks Council to endorse the proposed process for public consultation and to appoint elected members to a hearing panel for oral submissions on the proposal.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The decisions and matters of this report are assessed as of **high** significance in accordance with the Council's Significance and Engagement Policy.

Pools (which includes Sheffield Memorial Pool) are listed as strategic assets in the Council's Long-Term Plan 2024-2034 (pg. 352) and as such require the use of a Special Consultative Procedure detailed in section 83 of the Local Government Act 2002 and in the Council's Significance and Engagement Policy.

There is also a high level of interest in this matter from the community, and in particular the residents of Sheffield and the neighbouring township of Springfield. This matter was the subject of consultation as part of the Council's Long-Term Plan 2024-2034.

3. HISTORY/BACKGROUND

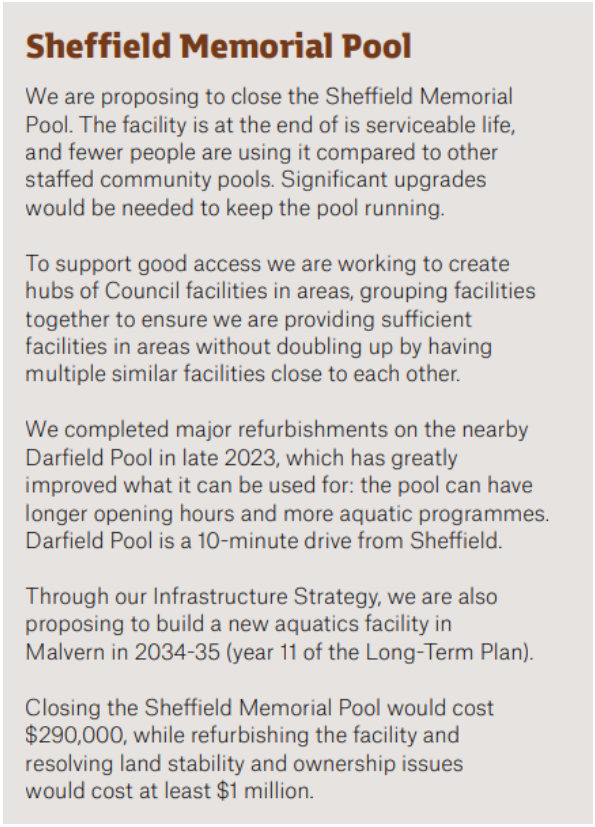
Sheffield Memorial Pool was opened on 7 November 1953. The pool was a commemorative project run by the Sheffield War Memorial Committee following World War 2 (WW2). The site is not listed as a heritage site, nor is it protected under the District Plan. Commemorations of the names of fallen soldiers in WW2 are on the Sheffield War Memorial on State Highway 73.

Over the last few years, the Selwyn District Council have discussed the long-term future of the Sheffield Memorial Pool. The pool is an aging asset, requires significant renewal, and has a low user rate compared to other pools. The proximity to the renewed Darfield Pool has also been a key consideration. During this time, a variety of alternative options were explored, with community and government agencies.

COUNCIL SOUGHT COMMUNITY GUIDANCE IN THE LONG-TERM PLAN 2024-2034 CONSULTATION

The Council sought community guidance on the closure of Sheffield Memorial Pool as part of the 2024-2034 Long-Term Plan consultation. The following proposal and rational[2] was put to the community to inform their feedback.

[2] Selwyn District Council Long Term Plan 2024-2034 Consultation Document, page 41.



Sheffield Memorial Pool

We are proposing to close the Sheffield Memorial Pool. The facility is at the end of is serviceable life, and fewer people are using it compared to other staffed community pools. Significant upgrades would be needed to keep the pool running.

To support good access we are working to create hubs of Council facilities in areas, grouping facilities together to ensure we are providing sufficient facilities in areas without doubling up by having multiple similar facilities close to each other.

We completed major refurbishments on the nearby Darfield Pool in late 2023, which has greatly improved what it can be used for: the pool can have longer opening hours and more aquatic programmes. Darfield Pool is a 10-minute drive from Sheffield.

Through our Infrastructure Strategy, we are also proposing to build a new aquatics facility in Malvern in 2034-35 (year 11 of the Long-Term Plan).

Closing the Sheffield Memorial Pool would cost $290,000, while refurbishing the facility and resolving land stability and ownership issues would cost at least $1 million.

Submitters to the draft Long-Term Plan 2024-2034 were asked, *Do you support the closure of the Sheffield Pool? Yes / No.*

Almost 1,000 people responded to this question with 61% of those supporting the pool closure.

These key themes, from the 327 submissions with comments on the proposal to close the pool, were presented to Council as part of the deliberations pack:

In support of pool closure:

- Costly to continue to run for a small amount of people.
- Proximity to other council run pools, other communities have to drive to pools.
- Facility just down the road has been upgraded.
- Large cost for a facility with such low usage. Makes financial sense / anything to decrease rates.
- Commentary about Council needing to start saying no to things especially when there are other options in the area.

Opposing pool closure:

- Transition the pool to a community-led legal entity of some sort to operate the facility.
- Council and community should work together to get the work done cheaply and run the pool.
- Memorial status of the pool should see it continue and be retained.

- Lack of maintenance by council has led to proposed closure.
- Existing pool is the hub of the community.

Neutral comments:

- More targeted, local consultation.
- Some commentary that this facility should be funded though user fees.

Other comments:

- Some comments around rates would be better towards a pool that could be used year-round somewhere in the area.
- The dangerous access into and out of the facility site is a concern.
- Support closure with public transport provision for locals to travel to Darfield.

COUNCIL'S DECISION

During the submission deliberations on 22-24 May 2024, the Council agreed to[3]:

1. Begin targeted consultation with the community around potential divestment of the facility to a community-run legal entity.
2. Keep the Sheffield Pool open and operational for the 2024/25 season to allow time for consultation and necessary arrangements to be put in place.
3. Proceed with demolition if no arrangement is able to be satisfactorily negotiated before 30 June 2025.
4. Hold the demolition costs budget[4] so that it can be utilised should operation by the community not commence or continue.

The decision published in the Council's Long-Term Plan 2024-2034 document (pg.31) says: "We agreed to keep the pool open for the 2024-2025 swim season, and during that time, begin targeted consultation with the community about the potential divestment of the facility to a community-run legal entity. If no arrangement can be agreed with the community by 30 June 2025, Council will proceed with permanent closure/demolition of the pool."

DISCUSSIONS WITH KEY STAKEHOLDERS

During October 2024, the Council were involved in discussions with key stakeholders on the likelihood that a community group could take over the Sheffield Memorial Pool. Council staff engaged with representatives from the following groups: Malvern Community Board, Sheffield Sports Society, Sheffield School Board of Trustees, The Locals Club and Returned Services Association.

The Sheffield Sports Society expressed interest in taking over the Sheffield Memorial Pool from the Council to run as a community pool. Other groups have shown interest in assisting with facility operations.

[3] Minutes of the Selwyn District Council Draft Long-Term Plan 2024-2034 Submission Deliberations held in the Council Chamber, Rolleston on Wednesday 22-24 May 2024.
[4] During the deliberations Council were informed by staff that "The budget in the LTP for closing the Sheffield Memorial Pool is for asset write-off, legal fees, and demolition costs. This money would not be available for transfer to the community as proposed by some submitters because all these costs would be incurred in a transfer or decommissioning."

MINIMUM CRITERIA FOR TRANSFERING THE SHEFFIELD MEMORIAL POOL TO A COMMUNITY-RUN LEGAL ENTITY

If the public consultation leads to clear support from the community for the transfer of the Sheffield Memorial Pool to a community-run legal entity, and such an entity is identified, the Council needs to be assured that the entity is well-prepared and capable of operating the asset. The entity also needs to be fully aware of the risk they are taking on; risk which is currently held by Council as the owner/occupier.

Therefore, it is essential that due diligence is completed by the Council and the proposed entity includes consideration of minimum criteria before transfer of the asset is finalised. These minimum criteria are set as:

- A registered legal entity such as an incorporated society or charitable trust.
- A well-structured financial plan demonstrating the organisation's ability to manage the asset, including operational costs.

THE STATEMENT OF PROPOSAL

Sheffield Memorial Pool was opened on 7 November 1953. The pool was a commemorative project run by the Sheffield War Memorial Committee following World War 2 (WW2). The site is not listed as a heritage site, nor is it protected under the District Plan. Commemorations of the names of fallen soldiers in WW2 are on the Sheffield War Memorial on State Highway 73.

Over the last few years, the Selwyn District Council have discussed the long-term future of the Sheffield Memorial Pool. The pool is an aging asset, requires significant renewal, and has a low user rate compared to other pools. The proximity to the renewed Darfield Pool has also been a key consideration. During this time, a variety of alternative options were explored, with community and government agencies.

The 2024-2034 Long-Term Plan requested feedback on a proposal to close the pool. 61% of respondents supported the closure. The Council agreed to keep the pool open for the 2024-2025 swim season and during that time, begin targeted consultation with the community about the potential divestment of the facility to a community-run legal entity. If no arrangement can be agreed upon with the community by 30 June 2025, the Council will proceed with the permanent closure/demolition of the pool.

During October 2024, the Council were involved in discussions with key stakeholders on the likelihood that a community group could take over the Sheffield Memorial Pool.

Transferring to a community-run legal entity

What we're consulting on

If the public consultation leads to clear support from the community for the transfer of the Sheffield Memorial Pool to a community-run legal entity, and such an entity is identified, the Council needs to be assured that the entity is well-prepared and capable of operating the asset. The entity also needs to be fully aware of the risk they are taking on; risk which is currently held by Council as the owner/occupier.

Therefore, it is essential that due diligence is completed by the Council and the proposed entity includes consideration of minimum criteria before transfer of the asset is finalised. These minimum criteria are set as:

- A registered legal entity such as an incorporated society or charitable trust.
- A well-structured financial plan demonstrating the organisation's ability to manage the asset, including operational costs.

We want to know:

- If you support the transition of the Sheffield Memorial Pool asset from Council ownership and operation to a community-run legal entity.
- If you are aware of a community-run legal entity that you consider suitable to own and operate the Sheffield Memorial Pool.
- If you are interested in helping this group with the ongoing operation of this facility.
- If you have any other comments about the Sheffield Memorial Pool.

Questions

1. Do you support the transition of the Sheffield Memorial Pool asset from Council ownership and operation to a community-run legal entity?
   a. Yes/No
   b. Please add your comments
2. Are you aware of a community-run legal entity that you consider suitable to own and operate the Sheffield Memorial Pool?
   a. Yes/no
   b. Please add your comments
3. Are you interested in helping this group with the ongoing operation of this facility?
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   b. Please add your comments
4. Do you have any other comments about the Sheffield Memorial Pool?
   a. Please add your comments

Timeline

- **1 October 2024:** Pre consultation period with key stakeholders
- **16 November:** Pool opens for the season
- **22 November:** Consultation opens
- **14 February 2025:** Consultation closes
- **26 and 27 February:** Council hearing of submissions
- **16 March:** Pool closes for the season
- **19 March:** Council deliberations on submissions
- **16 April:** Council meeting
- **30 June:** Council makes final decision

COMMUNICATION ACTIVITIES DURING CONSULTATION

Community can have their say by completing the online submission form at selwyn.govt.nz/sheffieldpool or printed submission form available at Sheffield and Darfield Pools, Sheffield and Springfield Schools, Darfield Library, and SDC service centres.

The consultation will be advertised in the Selwyn Times, Malvern News, Sheffield and Springfield school newsletters and through social media.

Councillors and stall will also visit Sheffield during the consultation period to talk with people and answer questions. Details of these drop-in sessions will be advertised on social media and the Council website.

Table of communication activities

19 November 2024	- Media release sent to internal front facing staff with FAQs.
22 November	- Printed submission forms available at Sheffield and Darfield Pools, Sheffield and Springfield Schools, Darfield Library, and SDC service centres. - Activation station at Sheffield Memorial Pool - Posters in Sheffield and Springfield township - Media release sent out - Article on Te Pātaka (internal staff) - yoursay.selwyn.govt.nz is live - selwyn.govt.nz website updated - Facebook post
26 November	- Mailbox drop in Sheffield (including Waddington), Springfield, and Darfield.
27 November	- Advert in Selwyn Times (quarter page)
29 November	- Advert in Malvern News (full page) - Advert in the Sheffield School newsletter - Advert in the Springfield School newsletter
End of January (TBC)	- Advert in the Sheffield School newsletter - Advert in the Springfield School newsletter
5 February 2025	- Advert in Selwyn Times (quarter page) - Facebook post
7 February	- Advert in Malvern News (full page)

4. PROPOSAL

That Council receives this report and adopts the proposed Statement of Proposal for the Sheffield Memorial Pool and the associated public consultation process which is set out in Appendix 1.

5. OPTIONS

Council has three options:

Option 1: Adopt the proposed Statement of Proposal for public consultation on the Sheffield Memorial Pool, using the special consultative procedure in section 83 of the Local Government Act 2002.

Option 2: Adopt the proposed Statement of Proposal for public consultation on the Sheffield Memorial Pool, using the special consultative procedure in section 83 of the Local Government Act 2002 with changes to the content of the proposed Statement of Proposal.

Option 3: Do not adopt the Statement of Proposal for public consultation on the Sheffield Memorial Pool.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected and consultation
The views of the community were sought in the consultation on the 2024-2034 Long-Term Plan. The consultation proposed in this report will further the opportunity for community input.

(b) Māori and Treaty implications
The views of Māori were not sought as this matter does not specifically affect Māori and the land and asset are not identified as sites or areas of cultural significance.

(c) Climate Change considerations
One of the minimum criteria that a group taking on the ownership and operation of the pool is that they commit to maintaining environmental standards and sustainability.

7. FUNDING IMPLICATIONS

There are no additional funding implications further to those approved by Council in the 2024-2034 Long Term Plan deliberations.



James Richmond
HEAD OF SPORT AND RECREATION



Denise Kidd
EXECUTIVE DIRECTOR, COMMUNITY SERVICES AND FACILITIES

Appendix 1: Public Consultation Process and Plan



Consultation Document

November 2024 - February 2025

Selwyn DISTRICT COUNCIL

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Setting the scene

Sheffield Memorial Pool was opened on 7 November 1953. The pool was a commemorative project run by the Sheffield War Memorial Committee following World War 2 (WW2). The site is not listed as a heritage site, nor is it protected under the District Plan. Commemorations of the names of fallen soldiers in WW2 are on the Sheffield War Memorial on State Highway 73.

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The 2024-2034 Long-Term Plan requested feedback on a proposal to close the pool. 61% of respondents supported the closure. The Council agreed to keep the pool open for the 2024-2025 swim season and during that time, begin targeted consultation with the community about the potential divestment of the facility to a community-run legal entity. If no arrangement can be agreed upon with the community by 30 June 2025, the Council will proceed with the permanent closure/demolition of the pool.

During October 2024, the Council were involved in discussions with key stakeholders on the likelihood that a community group could take over the Sheffield Memorial Pool.

Transferring to a community-run legal entity

If the public consultation leads to clear support from the community for the transfer of the Sheffield Memorial Pool to a community-run legal entity, and such an entity is identified, the Council needs to be assured that the entity is well-prepared and capable of operating the asset. The entity also needs to be fully aware of the risk they are taking on; risk which is currently held by Council as the owner/occupier.

Therefore, it is essential that due diligence is completed by the Council and the proposed entity includes consideration of minimum criteria before transfer of the asset is finalised. These minimum criteria are set as:

- A registered legal entity such as an incorporated society or charitable trust.
- A well-structured financial plan demonstrating the organisation's ability to manage the asset, including operational costs.

What we're consulting on

We want to know:

- If you support the transition of the Sheffield Memorial Pool asset from Council ownership and operation to a community-run legal entity.
- If you are aware of a community-run legal entity that you consider suitable to own and operate the Sheffield Memorial Pool.
- If you are interested in helping this group with the ongoing operation of this facility.
- If you have any other comments about the Sheffield Memorial Pool.

Timeline

1 October 2024
Pre consultation period with key stakeholders

16 November 2024
Pool opens for the season

22 November 2024
Consultation opens

14 February 2025
Consultation closes

26 & 27 February 2025
Council hearing of submissions

16 March 2025
Pool closes for the season

19 March 2025
Council deliberations on submissions

16 April 2024
Council meeting

30 June 2025
The Council makes a final decision

Have your say

You can provide feedback on this consultation by:

- Visiting **selwyn.govt.nz/sheffieldpool** on your computer or mobile device and answering the questions on the Sheffield Memorial Pool submission form.
- Completing the submission form on the back of this document and dropping it off at Sheffield Memorial Pool, Darfield Pool, or with our Customer Service Teams at:
  - **Council Rolleston Offices** 2 Norman Kirk Drive, Rolleston
  - **Te Ara Ātea** 56 Tennyson Street, Rolleston
  - **Darfield Library** 1 South Terrace, Darfield
  - **Leeston Library** 19 Messines Street, Leeston
  - **Lincoln Library** 22 Gerald Street, Lincoln
- Posting it to:
  - Freepost 104 653
    PO Box 90
    Rolleston 764

All posted submissions must be received by Council by 5pm, 14 February 2025. Please allow time for your submission to be delivered by this deadline.

- Scanning and emailing it to **sheffieldpool@selwyn.govt.nz**

For more information, **visit selwyn.govt.nz/sheffieldpool**

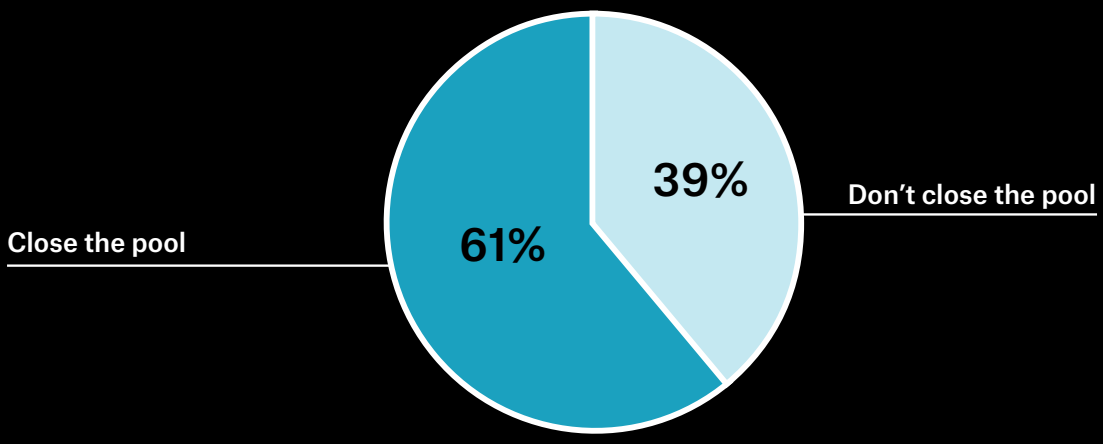
Councillors and staff will be visiting Sheffield during the consultation period, where you can speak to them and ask questions. These drop-in sessions will be advertised on our Facebook page and on **selwyn.govt.nz/sheffieldpool**

Scan the QR code below to go direct to our Events listing on Facebook.

[insert QR Code]







The 2024-2034 Long-Term Plan requested feedback on a proposal to close the pool.

61% of respondents supported the closure.

Your submission

Selwyn District Council is conducting a public consultation on the future of the Sheffield Memorial Pool.

Selwyn District Council is conducting a public consultation on the divestment of Sheffield Memorial Pool to a community-run legal entity.

Please read the consultation document and information available online at **selwyn.govt.nz/sheffieldpool** before completing and dropping off this form at a Council Library or Service Centre by 5pm, 14 February 2025.

You can make a submission using this form, or by completing the online submission form at **selwyn.govt.nz/sheffieldpool**

Submitter details

Please note: all fields marked with an asterisk (*) are compulsory. These details will be used for the purpose of contacting you about this consultation.

First name*

Last name*

Address*

Town*

Postcode*

Contact number*

Email address*

Are you submitting on behalf of an organisation?*

☐ Yes ☐ No

If yes, please state the name of the organisation*

Do you wish to attend a hearing to present your submission in person?*

☐ Yes ☐ No

If yes, someone will be in contact with you to arrange the date and time.

If you need extra space for your submission, use additional paper and attach it to this form. Please include your first and last name on the additional paper.

Anyone can make a submission. Submissions will only be used for the purpose of this consultation process. All submissions will be considered by Council before making a decision.

Privacy statement

Submissions are part of the public consultation process and are a public record. Submissions will be made publicly available on the Council website and in official documents. We will remove any contact details.

Questions

1. Do you support the transition of the Sheffield Memorial Pool asset from Council ownership and operation to a community-run legal entity?

☐ Yes ☐ No

Please add your comments

2. Are you aware of a community-run legal entity that you consider suitable to own and operate the Sheffield Memorial Pool?

☐ Yes ☐ No

Please add your comments

3. Are you interested in helping this group with the ongoing operation of this facility?

☐ Yes ☐ No

Please add your comments

_____

_____

_____

_____

_____

_____

4. Do you have any other comments about the Sheffield Memorial Pool?

_____

_____

_____

_____

_____

_____

Return this submission form by:

- Dropping it off at Sheffield Memorial Pool, Darfield Pool, or with our Customer Service Teams at:
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  - **Darfield Library** 1 South Terrace, Darfield
  - **Leeston Library** 19 Messines Street, Leeston
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    Rolleston 7643

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REPORT

TO: Chief Executive

FOR: Council – 13 November 2024

FROM: Susan Atherton - Head of Regulatory

DATE: 5 November 2024

SUBJECT: **REVIEW OF THE DOG CONTROL BYLAW AND POLICY 2012**

RECOMMENDATION

'That Council resolves to retain the existing Dog Control Bylaw 2012 without amendment'

1. PURPOSE

The purpose of this report is to seek Councils approval to retain the existing Dog Control Bylaw 2012 without amendment and in doing so ensure that Council meets its obligations under the Dog Control Act 1996.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

As this report proposess to retain the existing Dog Control Bylaw 2012 without ammendment, it is not considered to be significant in the context of Council's Significance Policy.

3. HISTORY/BACKGROUND

It is the duty of every Territorial Authority to adopt a policy in respect of dogs which shall specify the nature and application of any bylaw made in accordance with Section 20 of the Dog Control Act 1996.

Selwyn District Council adopted the Dog Control Bylaw in 1997, followed by the Dog Control Bylaw 2006, and then the Dog Control Bylaw 2012 which was affixed the common seal with resolution made by the Council on 1 December 2012.

In accordance with S160A of the Local Government Act 2002 if a bylaw is not reviewed within 2 years of the date on which the bylaw should have been reviewed it is revoked. If not retained, this bylaw will be considered revoked on 1 December 2024.

The Dog Control Bylaw 2012 has been reviewed and it is considered to be suitable and fit for purpose.

There have been recent changes to the operational staff who administer and apply this bylaw and it is planned that a further review with consultation will occur by 2026.

Attached is a copy of the Dog Control Bylaw and Policy 2012.

4. PROPOSAL

That Council resolves to retain the existing Dog Control Bylaw 2012 without amendment'

5. OPTIONS

The options available to Council are to:

(a) To approve the recommendation of this report, or
(b) To decline the recommendation of this report

Please note that declining the recommendation would mean that Council would be without a Dog Control Bylaw and in breach of S10 of the Dog Control Act 1996.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

Not applicable

(b) Consultation

Not applicable

(c) Māori implications

No material implications for Maori have been identified.

(d) Climate Change considerations

There are no known climate change implications.

7. FUNDING IMPLICATIONS

There are no budget considerations associated with the recommendations of this report.



Susan Atherton
HEAD OF REGULATORY

Endorsed For Agenda



Robert Love
EXECUTIVE DIRECTOR GROWTH AND DEVELOPMENT

The title of this Bylaw shall be the Selwyn District Council Dog Control Bylaw 2012.

DOG CONTROL BYLAW 2012

1. PRELIMINARY MATTERS

i. SHORT TITLE
ii. COMMENCEMENT

This Bylaw shall come into force on the 1st December 2012

iii. REPEAL

a) As from the date this Bylaw comes into force, any previous Bylaws and their amendments, purporting to control dogs within the Selwyn District shall be repealed.

b) All approvals, permits and other acts of authority which originated under the Dog Control Bylaw 1997 or the Dog Control Bylaw 2006, and all applications, shall for the purpose of this Bylaw continue as if they had originated under this Bylaw.

c) The revocation of the Dog Control Bylaw 2006 shall not prevent any legal proceedings, criminal or civil, being taken to enforce those bylaws and such proceedings shall continue to be dealt with and completed as if the bylaws had not been revoked.

iv. APPLICATION OF BYLAW

a) This Bylaw shall apply to the Selwyn District Council.

b) This Bylaw does not apply to land administered by the Department of Conservation. The Reserves Act 1977. The Reserves Act 1977, the National Parks Act 1980 and the Conservation Act 1987 have their own Dog Control provisions.

c) In the event of any inconsistency between this Bylaw and the Dog Control Act 1996, the provisions of the Act shall prevail.

v. PURPOSE

The purpose of the Bylaw is to give effect to the Selwyn District Council's Dog Control Policy and to provide for matters set out in the Dog Control Act 1996.

2. INTERPRETATION

i. **"ABSENTEE CONTROL"** means a dog kept securely tied up or otherwise effectively confined (in the absence of the owner) so as to prevent it being a nuisance or annoyance.

ii. **"APPROVED"** means approved by the Council or by any Officer thereof appointed for that purpose.

iii. **"COUNCIL"** means the Selwyn District Council or Delegated Authority.

iv. **"DANGEROUS DOG**" means a dog classified as dangerous under section 31 of the Dog Control Act 1996.

v. **"DISABILITY ASSIST DOG"** has the meaning set out in Section 2 of the Dog Control Act 1996.

vi. **"DISTRICT"** means the Selwyn District as defined in the Local Government Reorganisation (Canterbury Region) Order 1989 and delineated on Survey Office Plan No. 18064 deposited with the Chief Surveyors of the Canterbury Land District.

vii. **"DOG CONTROL OFFICER"** is as defined in section 2 of the Dog Control Act 1996.

viii. **"DOG RANGER"** is as defined in section 2 of the Dog Control Act 1996.

ix. **"LEASH"** means a lead of durable material or chain which may be extendable but is capable of retracting and locking at a maximum length of 1 metre.

x. **"LICENCE"** means a written confirmation from the Council, approving the keeping of more than the permitted number of dogs on the applicant's property and setting out the required conditions to be met.

xi. "**NEUTERED DOG**" is as defined in section 2 of the Dog Control Act 1996.

xii. **"OWNER"** is as defined in section 2 of the Dog Control Act 1996.

xiii. **"POUND**" means a facility designated for the custody of dogs as required under Section 67 of the Dog Control Act 1996.

xiv. **"PUBLIC EVENT"** means an organised recreation, sporting or social activity occurring within a defined area and a defined timeframe.

xv. **"PUBLIC PLACE"** is as defined in section 2 of the Dog Control Act 1996.

xvi. "**RESTRICTED SPEED ZONES"** means public places within and adjoining Township Zones where speed limit restrictions apply using the speed limit sign to define these areas.

xvii. "**TOWNSHIP ZONE"** means the Township Zones as described in the Selwyn District Plan and includes Roads and Footpaths within the Township Zones.

xviii. "**UNDER CONTROL"** means that the dog is not causing a nuisance or danger and that the person in charge of the dog is able to obtain an immediate and desired response from the dog by use of a leash, voice commands, hand signals, whistles or other effective means.

xix. **"WORKING DOG"** is as defined in section 2 of the Dog Control Act 1996

3. OBLIGATIONS OF DOG OWNER

3.1. Every owner shall ensure that:

a) The dog is kept from prohibited areas as specified in clause 4.
b) The dog is kept under control at all times.
c) The dog receives proper care and attention and is supplied with proper and sufficient food, water and shelter.
d) The dog receives adequate exercise.
e) The dog does not create a nuisance or health hazard.
f) No more than the maximum number of dogs permitted under this Bylaw are kept on the owner's property.
g) Access to the owner's dwelling house is unhindered by dogs.
h) The dog is adequately controlled when in or on a vehicle.
i) Faeces deposited by the dog are removed immediately.
j) All dogs are registered in accordance with the Dog Control Act 1996.

4. PROHIBITED AREAS FOR DOGS – PUBLIC PLACES

4.1 Except for dogs listed in clause 4.2 below, dogs are prohibited from the following areas:

a) All children's playgrounds in public places (including a five (5) metre perimeter of those areas and any playground equipment);
b) All schools specified in Appendix 2 to this Bylaw;
c) All hard-court recreation areas in public places such as netball or tennis courts (including a five (5) metre perimeter of those areas);
d) All golf courses on Council Reserves as specified in Appendix 2 to this Bylaw;
e) All marked playing or sports fields in Council Reserves (including a five (5) metre perimeter); at times when the marked playing or sports field is in use for an organised public event;
f) Council Reserves at times when the Reserve is in use for an organised Public Event; (except when the use is only of a marked playing or sports field, in which case paragraph (e) above applies);
g) All Council skate parks as specified in Appendix 2 to this Bylaw.
h) The Arthurs Pass National Park under the National Park Act 1980

4.2 The following working dogs are not prohibited from the areas listed in clause 4.1 as long as the dogs are carrying out their function as working dogs:

a) Disability assist dogs as defined in section 2 of the Dog Control Act 1996;
b) Specialist rescue dogs; and
c) Any dog kept by the Police or any Constable, the Customs Department or the Ministry of Defence, any Security Officer or any Officer or Employee of any such Department of State solely for the purposes of carrying out the functions, powers, and duties of the Police or the Department of State or that Constable, Officer or Employee.

5. DOG EXERCISE AREAS

5.1 The areas specified in Appendix 3 to this Bylaw are designated as dog exercise areas where dogs may be exercised at large. Dogs in those areas must be kept under control at all times.

6. DOG ON-LEASH AREAS

6.1. The following public places are areas where dogs are permitted, but must be controlled on a leash fixed to the collar of the dog at all times:

a) “Restricted Speed Zones” or “Township Zones” including roads and footpaths; and
b) Public parks and Council reserves or other public places not otherwise designated as dog prohibited areas under clause 4 of this Bylaw or dog exercise areas under clause 5 of this Bylaw.

7. CONTROL OF DOGS

7.1. Every owner shall –

a) Ensure that in all public places the dog is kept under control at all times.
b) Ensure that the dog, if not under control, is tied up or otherwise confined to the owner's property.
c) Ensure adequate absentee control of the dog.

7.2. Every owner shall in accordance with section 52 of the Dog Control Act 1996 –

Ensure that any dog under their control is not permitted to roam or be at large on any land or premises without the consent (express or implied) of the occupier or person in charge of that land or premises.

7.3. Where in the opinion of –

i. The occupier of any land or premises, or of any other person acting with the authority of such occupier (whether express or implied) or
ii. Any person in any public place,

a dog is likely to cause annoyance or distress to any person or animal or damage to any property on the land or premises or in any public place, the occupier or person may seize the dog and cause the dog to be returned to its owner, or to be delivered into the custody of a Dog Control Officer or Dog Ranger.

7.4. Where a dog is delivered into the custody of a Dog Control Officer or Dog Ranger under this section, the dog control officer or dog ranger may cause the dog to be returned to its owner or impounded.

7.5. The occupier of any premises whereon any kennel or enclosures in which dogs are kept or housed shall maintain and keep them in a clean condition.

7.6. The owner or occupier of any premises whereon any dog or dogs are customarily kept shall take adequate precautions to prevent the keeping of such dogs from becoming a nuisance or injurious to health.

7.7. If the Dog Control Officer is of the opinion that the keeping of dogs on any premises is or likely to become a nuisance or injurious to health, he or she may by way of notice to the occupier of those premises prohibit the keeping of dogs on those premises.

7.8. Dogs shall not be tethered in any public place within five (5) metres of any commercial premises (except for dogs confined by leash or chain on open trays of vehicles), unless the circumstances are such that the dog does not create a nuisance or health hazard as defined in clauses 9.2 and 9.3 below.

8. DOGS AT NIGHT

8.1. During the period from half an hour after sunset to half an hour before sunrise, all dogs must be kept:

- On a leash held by such owner and securely attached to the collar or harness on such dog, or similarly secured so that the dog is under control;
- Tied up fast by a leash or chain which is securely attached to the collar on such dog;
- Confined on the owner's property by fencing or in a fully enclosed yard so that such dog cannot escape; or
- Confined in a kennel, shed or other building so that such dog cannot escape.

This sub-clause shall not apply to dogs in any dog exercise area or any dog registered as a working dog that is under control and working.

8.2. During the period specified in clause 8.1 the owner of a dog, while it is kept under proper control, shall ensure that such dog is provided with adequate shelter and that no unnecessary suffering is caused to such dog by the manner in which such proper control is exercised.

8.3. Any dog found at large in any public place or private way in contravention of clause 8.1, may be impounded under the provisions of Section 52 of the Dog Control Act 1996.

9. NUISANCES AND HEALTH HAZARDS

9.1. The owner of every dog shall ensure that the dog does not create a nuisance or health hazard.

9.2. For the purposes of clause 9.1 a dog creates a nuisance when:

a) The dog obstructs the lawful passage of a person in public places; or

b) The dog rushes at or frightens any person in a public place, or any person who is lawfully present on private property; or

c) The dog destroys, tears or otherwise interferes with any refuse receptacle container or bag whether the container is on private property or in a public place.

d) The dog disrupts the recreational enjoyment of persons in public places and/or urinates/defecates on a person's belongings in these areas.

e) The dog emits persistent and loud barking or howling.

9.3. For the purpose of clause 9.1 a health hazard means where a dog is kept in circumstances which are offensive, or likely to be injurious to the public health.

9.4. The owner of every bitch in season shall keep it continuously confined on their property whilst the bitch is in that condition. Where the bitch in season must be taken from the owner’s property, the bitch shall be confined at all times.

10. LIMITATION ON NUMBER OF DOGS

10.1. No person

a) shall keep more than two (2) dogs on any property of less than four hectares in size, regardless of the zoning, without holding a licence issued from the Council for that purpose.

b) shall keep more than four (4) dogs on any property of a greater size than four hectares regardless of the zoning, without holding a licence issued from the Council for that purpose (except where such dogs are working dogs used by farmers, shepherds or musterers for bona fide farming practices).

10.2. Persons who wish to obtain a licence to keep more than the specified number of dogs in clause 10.1 above may apply to the Council, in writing, and such application shall be accompanied by an appropriate application fee as set by the Council resolution.

10.3. A licence issued by Council may be subject to such terms, conditions and restrictions as the Council considers appropriate.

10.4. An application made in accordance with clause 10.2 above shall state the number of dogs to be kept, the breed of dogs, and acknowledgement that all conditions of any licence issued by the Council will be complied with and include the signed written views of all adjoining neighbours.

10.5. The granting of a licence will be in the Council's absolute discretion. In considering whether consent should be granted, the Council shall have regard to:

a) The adequacy of the housing, exercising and fencing control that will be provided.
b) The likelihood of noise, waste or other nuisance being created by keeping of the additional animals.
c) The views of other persons affected.
d) The past history of adequacy of the owner or person in charge of the dogs to prevent nuisances occurring. This shall include any history of complaint or noise, faecal deposit, wandering or threatening behaviour of dogs previously kept by the owner, including any impounding records.
e) The need or otherwise of additional dogs to be kept.
f) Whether the property subject to the application is in the Council’s view of sufficient size to keep the breed of dogs and/or the number being applied for.
g) Whether the granting of the licence may compromise neighbourhood amenity.

10.6. A license may be reviewed and/or cancelled by Council for breach of its terms, conditions or restrictions or following receipt by the Council of two substantiated complaints.

10.7. Any owner holding a licence who wishes to increase the number of dogs permitted on the property under the licence must make a fresh application to the Council for the total number of dogs to be kept on the property.

11. MENACING DOGS Section 33A Dog Control Act 1996 menacing by deed and section 33C Dog Control Act 1996 menacing by Breed

11.1. Dogs classified as menacing under Section 33A of the Dog Control Act 1996 may be required to be neutered. In exercising

this discretion the Council will take into account the likely effectiveness of neutering in reducing the dogs aggressive behaviour. Every owner of a dog which is required to be neutered under this section must within one (1) month after the receipt of a notice confirming the requirement, produce to the Council a certificate issued by a veterinarian certifying that the dog has been neutered.

11.2. Every owner of a dog classified as menacing under section 33C must, if required by the Council (or an Animal Control Officer on behalf of the Council), within one (1) month after the receipt of notice of the classification, produce to the Council a certificate issued by a veterinarian certifying that the dog has been neutered.

12. DOGS IN VEHICLES

12.1. No person shall keep or leave any dog in a motor vehicle unless the dog is securely confined within that vehicle so as not to constitute a nuisance or endanger any person.

12.2. A dog kept or left in a motor vehicle shall be provided with adequate ventilation.

12.3. No person shall allow any dog to ride or remain on the open tray of a vehicle unless it is under tight control by a chain, rope, or other device, to prevent the dog from falling from the vehicle. The dog shall be adequately secured to prevent it from being a nuisance or endangering any person.

12.4. Clauses 12.2 and 12.3 shall not apply where any dog is adequately confined on the rear of a vehicle by means of a wire cage or similar device.

13. APPLICATION FOR REGISTRATION / DOG CONTROL FEES

13.1. Dog owners must register their dogs annually not later than the first day of August of each year.

13.2. Where a dog is less than three months of age, an application to register the dog shall be made before the dog attains the age of three months.

13.3. Subject to clause 13.2, where an unregistered dog is purchased or otherwise acquired, the new owner must make an application to register the dog forthwith.

13.4. Dog control fees shall be fixed annually by resolution of the Council, in accordance with the Dog Control Act 1996.

13.5. No registration fee will be payable for Disability Assist Dogs.

14. REMOVAL OF FAECES

14.1. The owner of any dog that defecates in a public place or on land or premises other than that occupied by the owner shall immediately remove the faeces from that place and dispose of it in a sanitary manner into a suitable receptacle.

14.2. The owner or person in charge of a dog in any public place must carry a suitable receptacle for the removal of any faeces defecated by that dog.

14.3. Failure of the dog owner to comply with clauses 14.1 or 14.2 is an offence and may result in enforcement action being taken by a dog control officer or dog ranger.

15. HOSPITAL OR BOARDING FACILITIES

15.1. No person shall establish or maintain, without a licence, any hospital home or boarding facility for dogs within the district, except to the extent that these activities are provided for under the District Plan or have been granted a Resource Consent under the Resource Management Act 1991 or have existing use rights under that Act. Any Resource Consent may be subject to conditions of approval.

16. OFFENCES AND BREACHES

16.1. Every person who breaches this Bylaw commits an offence and is liable on summary conviction to the penalty provisions outlined in Section 242(4) of the Local Government Act 2002.

Section 242(4) states *“a person who is convicted of an offence against a bylaw is liable to a fine not exceeding $20,000.”*

16.2. Any breach of this bylaw also amounts to an infringement offence under Section 65(1) of the Dog Control Act 1996 which may result in the issuing of an infringement notice requiring payment of an infringement fee of up to $750, refer Appendix 1.

The **COMMON SEAL** of the)
SELWYN DISTRICT COUNCIL) was
hereunto affixed, in accordance) with the
Resolution made by the) Council on XX
XXXX 2012) in the presence of:)

_____ **Mayor**

_____ **Chief Executive**

APPENDIX 1 OF DOG CONTROL BYLAW 2012

EXTRACT FROM THE DOG CONTROL ACT 1996

FIRST SCHEDULE
Section 65 (1)

Infringement Offences and Fees

Section	Brief Description of Offence	Infringement Fee
18	Wilful obstruction of Dog Control Officer or Dog Ranger	$750
19(2)	Failure or refusal to supply information or wilfully providing false particulars	$750
19A(2)	Failure to supply information or wilfully providing false particulars about dog	$750
20(5)	Failure to comply with any bylaw authorised by the section 20 of this Act	$300
23A(2)	Failure to undertake dog owner education programme or dog obedience course (or both)	$300
24	Failure to comply with obligations of probationary owner	$750
28(5)	Failure to comply with effects of disqualification	$750
32(2)	Failure to comply with effects of classification of dog as dangerous dog	$300
32(4)	Fraudulent sale or transfer of dangerous dog	$500
33EC(1)	Failure to comply with effects of classification of dog as menacing dog	$300

33F(3)	Failure to advise person of muzzle and leashing requirements	$100
36A(6)	Failure to implant microchip transponder in Dog	$300
41	False statement relating to dog registration	$750
41A	Falsely notifying death of dog	$750
42	Failure to register dog	$300
46(4)	Fraudulent procurement or attempt to procure replacement dog registration label or disc	$500
48(3)	Failure to advise change of dog ownership	$100
49(4)	Failure to advise change of address	$100
51(1)	Removal, swapping, or counterfeiting of registration label or disc	$500
52A	Failure to keep dog controlled or confined	$200
53(1)	Failure to keep dog under control	$200
54(2)	Failure to provide proper care and attention, to supply proper and sufficient food, water and shelter and to provide adequate exercise	$300
54A	Failure to carry leash in public	$100
55(7)	Failure to comply with barking dog abatement notice.	$200
62 (4)	Allowing dog known to be dangerous to be at large unmuzzled or unleashed	$300
62(5)	Failure to advise of muzzle and leashing requirements	$100

72(2)	Releasing dog from custody	$750

APPENDIX 2 OF DOG CONTROL BYLAW 2012

Prohibited Areas – Schools

Except for days such as pet days or similar or specific days for events such as dog obedience training or trials designated by the School Principal, the following schools are prohibited to dogs:

Secondary Schools

Ellesmere College, Darfield High, Lincoln High, Rolleston College

Primary Schools

Ararira Springs, Broadfield, Burnham, Clearview, Darfield, Dunsandel, Glentunnel, Greendale, Hororata, Kirwee, Ladbrooks, Leeston, Lemonwood Grove, Lincoln, Prebbleton, Rolleston, Rolleston Christian School, Sheffield, Southbridge, Springfield, Springston, Tai Tapu, Te Rōhutu Whio, Weedons, West Rolleston, West Melton, Windwhistle.

Prohibited Areas – Golf Course on Council Reserves

The Ellesmere, Greendale, Hororata, Tai Tapu and Weedons Golf courses.

Prohibited Areas – Skate parks

The Darfield, Leeston, Prebbleton and Rolleston Skate Parks.

Prohibited Areas – Council Reserves

Springston South Domain (R3048 and R4349)

APPENDIX 3 OF DOG CONTROL BYLAW 2012

Subject to the dog prohibited areas listed in Clause 4 and Appendix 2 of this Bylaw, the following areas are designated as dog exercise areas where dogs may be exercised off leash but must be kept under control at all times.

Council parks and reserves

- Brookside Park (Rolleston)
- Castle Hill Recreation Reserve
- Chamberlains Ford Recreation Reserve
- Coalgate Recreation Reserve – walking track through the pine plantation and the sports oval when stock are not grazing.
- Coes Ford Recreation Reserve
- Darfield Domain
- Dunsandel Domain
- Dryden Reserve (Rolleston)
- Edendale Reserve
- Foster Park (Rolleston) (not including grazed area and hockey turf)
- Glentunnel Domain
- Greendale Recreation Reserve
- Greenpark Memorial Park
- Hororata Reserve (not including picnic area, main gate to and including playground, tennis court ***and*** lake area)
- Kakaha Park (Prebbleton)
- Kirwee Recreation Reserve
- Kowai Pass Domain
- Leeston Dog Exercise Area
- Leeston Park
- Lincoln Domain
- Mead Reserve
- Osborne Park (Doyleston)
- Prebbleton Domain
- Rakaia Huts Recreation Reserve
- Rhodes Park (Tai Tapu)
- Foster Park Dog Exercise Area
- Rolleston Recreation Reserve
- Sheffield Domain
- Southbridge Park
- Springston Recreation Reserve
- Waihora Domain (Motukarara)
- Weedons Reserve
- Westview Park (Darfield)
- West Melton Domain
- Whitecliffs Domain

REPORT

TO: Chief Executive

FOR: Council Meeting – 13 November 2024

FROM: Animal Control Team Leader – Matt Van Keulen

DATE: 21 October 2024

SUBJECT: DOG CONTROL POLICY AND PRACTICES REPORT 1 JULY 2023 to 30 JUNE 2024

RECOMMENDATION (BOLD AND CAPITALS)

That the Council:

i) Receives and adopts this report covering 'The Dog Control Policy and Practices Report' for the period 1 July 2023 to 30 June 2024;
ii) That the report is notified in the Council Call (Selwyn Times); and
iii) Resolves to send this report to the Secretary for Local Government within one month of adoption.

1. PURPOSE

The report is being presented for the Council's consideration to meet the reporting requirements on dog control activities contained in the Dog Control Act 1996.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This has been assessed against the Significance Policy and the following is noted:

The matter does not:

- Affect all or a large portion of the community in a way that is not inconsequential,
- Have a potential impact or consequence on the affected persons (being a number of persons) that is substantial,
- Have financial implications on the Council's resources that would be substantial, and
- Is likely to generate a high degree of controversy.

Accordingly, the matter is of low significance in terms of the Council's Significance Policy.

3. HISTORY/BACKGROUND

The Dog Control Act 1996 requires Territorial Authorities to publicly report each financial year on:

- The administration of its Dog Control Policy and Dog Control Practices Section 10 A(1); and
- A variety of dog control related statistics Section 10A(2).

In accordance with:

- Section 10A(3) the Territorial Authority must give public notice of the report in:
    - One or more daily newspapers circulating in the Territorial Authority District.
    - One or more other newspapers that have at least an equivalent circulation in that district to the daily newspapers circulating in that district and
    - By any means that the Territorial Authority thinks desirable in the circumstances.
- Section 10A(4) the Council must send a copy of the report to the Secretary for Local Government within one month of adoption.

The report which follows contains information and statistics on the Council's dog control activities for the year 1 July 2023 to 30 June 2024.

4. **PROPOSAL**

Annual Report on Dog Control Policy and Practices for the year ending - 30 June 2024

Dog Control activities in the Selwyn District are undertaken by the Animal Control Team. During the reporting period of 1 July 2023 to 30 June 2024, the Animal Control Team consisted of four Animal Control Officers and two Animal Control Administrators.

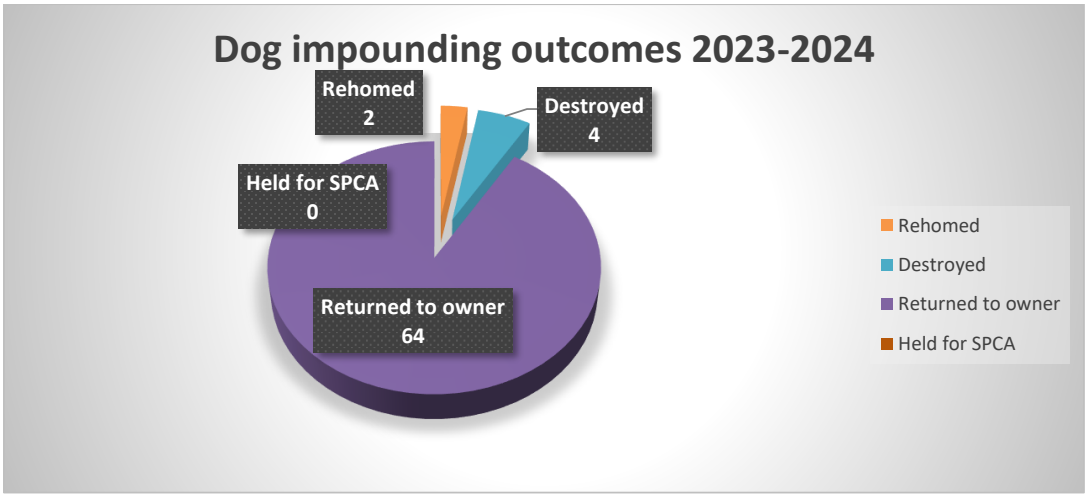
The Animal Control Team operates a 7-day, 24-hour service and reports to the Head of Regulatory.

The Animal Control Team also works closely with Dog Watch and other animal welfare agencies to rehome dogs.

Dog awareness presentations have been delivered to Council staff and three schools throughout the district to improve safety and awareness of dogs.

Dog Pound
The Animal Control Team operates a Council owned dog pound facility.

During the reporting period 69 dogs were impounded. The number of dogs impounded is low when compared to the number of dogs microchipped which was 14,285 by the end of the reporting period.



Dog Control Enforcement Practices

During the reporting period the Council has dealt with 1,782 complaints and issued 1,119 Infringement Notices for a variety of offences under the Dog Control Act. A breakdown of the Infringement Notices issued and complaints dealt with can be found in Figure 1, and Tables 1 and 2 below.

Table 1. List of Infringement offence issued during 2023-2024

Serial	Offence	Section of The Act	Number	Fine
1	Failure to register a dog	Section 42	1090	$300
2	Failure to advise change of address	Section 49(4)	0	$100
3	Failure to keep a dog controlled or confined	Section 52A & 53(1)	24	$200
4	Failure to implant a microchip transponder in a dog	Section 36(A)(6)	0	$300
5	Failure to advise change of dog ownership	Section 48(3)	0	$100
6	Failure or refusal to supply information or wilfully providing false particulars	Section 19(2)	0	$750
7	Failure to comply with menacing classification	Section 33EC(1)	0	$300
8	Failure to comply with dangerous classification	Section 32(2)	2	$300
9	False statement relating to registration	Section 41	0	$750
10	Falsely notifying the death of dog	Section 41(A)	0	$750
11	Wilful obstruction of a Dog Control Officer	Section 18	0	$750
12	Failure to comply with any authorised bylaw	Section 20(5)	3	$300
13	Failure to comply with barking dog abatement notice	Section 55(7)	0	$200
14	Releasing dog from custody	Section 72(2)	0	$750

Dog exercise facilities

McHugh's Forest Park, Darfield, Rolleston, Prebbleton and Leeston Dog Park are extremely popular with dog owners. The Council Reserves and Domains are also a popular option for those not wishing to use the Dog Parks. Environmental Canterbury (ECan) also has a dog park at 'The Willows'.

Dog registration and other fees

The Council's dog registration and other associated fees are published on the Council's website. All revenue received is allocated to the Dog Control account.

Dog registration fees for 2023-2024 were $60 for the first dog and $45 for each subsequent dog with a discounted fee during July of $45 for the first dog and $35 for each subsequent dog.

Dog education and dog obedience courses

The Selwyn District Council has not required any owners to undergo dog education or obedience courses.

Disqualified and probationary dog owners

There have been no disqualified or probationary dog owners during this reporting period.

Menacing and dangerous dogs

Selwyn District Council has 80 dogs classified as menacing and 12 dogs classified as dangerous at the end of the reporting period.

Other information

17,043 dog were registered within the district, we had 169 that were not compliant, this equates to 99% registration achieved.

The Council provides a monthly microchipping service which is free for dogs that are legally required to be microchipped.

A total of 14,976 dogs are recorded as being microchipped. The remaining dogs are either working dogs or new records awaiting microchipping.

Table 2 – Statistical Information

Category	**For Period 01 July 2023 – 30 June 2024**
Total no. Registered Dogs	17,043
Total no. Dog Owners	11,743
Total no. Probationary Owners	0
Total no. Disqualified Owners	1
Dangerous dogs • By owner convictions under s31(1)(a) • By sworn evidence s31(1)(b) • By owner admittance in writing s31(1)(c) • Total number	12
Menacing dogs • Under s33A(1)(b)(i) i.e. by deed • Under s33A(1)(b)(ii) by breed characteristics • Under s33C(1) by Schedule 4 breed • Total number	80
Total no. Infringement Notices	1,119
Total no. Complaints Received	1,782
* Wandering/Pick up	327
* Barking	237
* Attack	91
* Rushing/aggressive	74
* Found	233
Prosecutions	0

5. **OPTIONS**

This report contains the information required by Section 10A of the Dog Control Act 1996. Therefore, it is recommended that Council adopt this report.

6. **VIEWS OF THOSE AFFECTED / CONSULTATION**

No consultation was required.



Matt Van Keulen
ANIMAL CONTROL TEAM LEADER



Robert Love
EXECUTIVE DIRECTOR DEVELOPMENT AND GROWTH

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 13 November 2024

FROM: Michelle Flay – Senior Policy Planner

DATE: 21 October 2024

SUBJECT: **COUNCIL SUBMISSION ON THE EXPOSURE DRAFT OF REGULATIONS FOR NATURAL HAZARD INFORMATION IN LAND INFORMATION MEMORANDA (LIMs)**

RECOMMENDATION

'That Council:

(a) Receives this report and;

(b) Endorses the attached submission on exposure draft of regulations for natural hazard information in land information memoranda (LIMs).'

1. PURPOSE:

The purpose of this report is to seek Council approval of the attached Council submission on the exposure draft of regulations for natural hazard information in land information memoranda (LIMs).

2. SIGNIFICANCE ASSESSMENT / COMPLIANCE STATEMENT

The submission and decision that is the subject of this report has been assessed against the Significance and Engagement Policy. The degree of significance attached to this is considered low, as the Council is submitting on the regulations proposed by the Department of Internal Affairs (DIA).

3. HISTORY / BACKGROUND

The Local Government and Official Information and Meetings Act (LGOIMA) was amended in 2023 to improve natural hazard information disclosure in LIMs and will come into effect on 1 July 2025.

The amendments aimed to address three key issues:

a. National inconsistencies in the natural hazard information provided in LIMS or omission of known information,

b. LIM information is not presented in a way that is easily located or understood by purchasers; and

c. Councils have concerns about legal liability which may inhibit full disclosure of natural hazards information.

The 2023 LGOIMA amendments have provided the basis for developing the proposed regulations the DIA are now consulting on.

4. PROPOSAL

That the Council receives and endorses the Council's submission as attached.

The proposed regulations aim to:

- Ensure that LIMs share information about natural hazards in a way that's clear, concise, easy to understand, and more consistent across the country and;
- Give councils greater certainty about the changes and reduce their legal risk.

The key points raised by Councils submission on the proposed regulations include:

- Council supports the overall intent and approach to developing the regulations
- Council will need time to implement the changes posed by the regulations, rather than have them apply from the date they come into force
- Council supports clarifying the obligations of territorial authorities and regional councils with respect to LIMs
- Council requests changes to the proposed 'Content of Natural Hazards' section of a LIM
- Council discretion needs to be balanced against the desire for improved national consistency
- Council have identified a contradiction between the LGOIMA and the proposed regulation to include district plan content in a LIM
- Plain language summaries as proposed by the regulations introduce new risks.

5. OPTIONS

The Council has two options:
Option One (Recommended) – receive and endorse the submission.
Option Two – not support the submission and seek that it be withdrawn.

Councils' submission provides useful content and information that may improve the ability for Council to implement the final regulations. Councils' submission was lodged with the DIA ahead of the consultation closing date of 28th October 2024. If Council

decides not to endorse the submission, staff will need to approach the DIA to withdraw it. If the submission is withdrawn, the consultation will not benefit from the opinions of the Council and may elevate the risk of poorly crafted regulations that are difficult to implement. Therefore, Option One has been recommended.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected.

Feedback on the proposed regulations was sought from relevant Council staff including the Resource Consents, Building and Information Services teams and has been incorporated in the final submission. The Geospatial team were also informed of the proposed regulations and submission preparation.

An overview of the proposed regulations and a preliminary draft submission was circulated to Councillors and the Executive Leadership Team on 02 October 2024 with feedback due on Friday 18 October 2024. No feedback was received.

(b) Consultation

No external consultation was undertaken in preparing this submission.

Council staff have worked with the Canterbury Mayoral Forum in the preparation of that submission. Councils' submission is well aligned, however proposes a different approach to the "Content of natural hazard section" regulation. Council staff are of the view that it makes sense to align the natural hazard headings within the LIM with the definition for natural hazard provided for within the Resource Management Act.

(c) Māori and Treaty implications

No liaison with mana whenua was undertaking in preparing this submission. Due to the procedural nature of the consultation, there have been no identified implications to Māori, or the treaty, arising from this submission.

(d) Climate Change Considerations

As this submission is a procedural matter, there is no direct climate change considerations. The proposed regulations will standardise the way LIMs provide natural hazard information, including information on hazards arising from the impacts of climate change.

7. FUNDING IMPLICATIONS

There are no funding impacts that arise from responding to the proposed regulations.

Once the regulations come into effect, internal systems and processes for preparing LIMs will need to be updated. It is likely that there will be costs associated with making these changes, however these costs have not been quantified. It is not possible to be able to quantify these costs without certainty of the detail of the proposed regulations.



Michelle Flay
SENIOR POLICY PLANNER

Endorsed For Agenda



Robert Love
EXECUTIVE DIRECTOR DEVELOPMENT AND GROWTH

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 13 November 2024

FROM: Head of Acquisitions Disposals & Leasing and Acquisitions Disposals and Leasing Officer

DATE: 21 October 2024

SUBJECT: **AUTHORITY TO GRANT LEASES OVER RECREATION RESERVES PURSUANT TO SECTION 54(1) OF THE RESERVES ACT 1977**

RECOMMENDATION

'That Council in accordance with the delegation of powers dated 27 June 2013 conferred on it by the Minister of Conservation in relation to Section 54(1) of the Reserves Act 1977, agrees to the granting of leases described within this Report, for the following:

Reserve	Lessee	Legal Description	Area (m^2)	Held in record of Title	Purpose	Term	Plan shown in Appendix
Weedons Recreation Reserve	Weedons Cricket Club	Part RES 2357 and Part RES1596	324	Gazette Notice 1985 p2166	Seating	10 years with two rights of renewal of 10 years each	A
Kirwee Recreation Reserve	Kirwee Players	Part Reserve 2416	115		Existing Building and Storage Container	10 years with two rights of renewal of 10 years each	B

1. PURPOSE

The purpose of this Report is to seek the Council's approval to grant leases over land classified as recreation reserve in accordance with Section 54(1) of the Reserves Act 1977.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The issue and decision that is the subject of this Report has been assessed against the Significance and Engagement Policy. The decision itself is based upon the requirements of the Reserves Act 1977 and the subsequent delegation to territorial authorities from the Minister of Conservation in relation to the administering of that Act. The significance level of the issue and decision in relation to granting these leases is considered to be low.

The reason for this assessment is due to the fact that the leases will only be covering a relatively small portion of the reserve.

3. HISTORY/BACKGROUND

Legislative background

Council may grant a lease due to the requirements of the Reserves Act 1977, which provides the legislative framework for leases over recreation reserves. As these reserves are not presently governed by a Reserve Management Plan under Section 41 of the Reserves Act 1977, then requirements of public notification and Ministerial approval are required (refer section 54(1A) (c) and 54(2A)(a) and 73 of the same Act).

Public notification has been conducted and is detailed in Section 6 of this Report. There were no objections received.

We note that Section 54 of the Reserves Act 1977 govern leasing powers in respect of recreation reserves. It allows the administering body of a reserve to exercise its function to grant a lease of part of the reserve for the erection of buildings and structures associated with the use of the reserve for outdoor sports.

However, by Instrument of Delegation dated 27 June 2013 (enclosed as Appendix C), power is conferred on Council by the Minister of Conservation to make the decision under Sections 54 of the Reserves Act 1977 as to whether to grant the leases that are the subject of this Report. That delegation does not, however, extend to Officer level, thus necessitating a decision from full Council in lieu of a decision from the Minister.

4. PROPOSAL

It is proposed that the Council resolve to grant the leases pursuant to the Reserves Act 1977.

5. OPTIONS

Option 1 – approve the Recommendation tabled in this Report and grant the leases.

- This is the recommended option because it will ensure that the leasing relationship between Council and the Lessees are relevant, and will allow staff the opportunity to ensure the leasing documentation is up-to-date and

valid.

Option 2 – do nothing.

- This option is not recommended as it is best practice to enter into a lease to provide both the Lessor and Lessee with a framework under which to manage any occupation. Council can withhold consent for the lessee's proposed improvements but there doesn't seem any rationale for this given that there have been no objections received during public consultation notice period.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

The terms of the proposed lease have been sent to the lessees by the Acquisitions Disposals & Leasing Team. Negotiations over terms have commenced. Pending a response from the Council to this Report, staff will continue to discuss terms of the lease and come up with a suitable final document for execution.

(b) Consultation

Public notification across a one (1) month period is required under the Reserves Act 1977 before the proposed lease can be granted. Notices were published in the Selwyn Times and on the Public Notices section of the Selwyn District Council Website. No submissions were received.

(c) Māori implications

Māori implications are not specifically applicable in the set of circumstances involved in this Report, as it refers to a contractual relationship between Council and the Lessees.

(d) Climate change considerations

Recreation reserves provide the community with a greenspace for years to come. There are few direct climate change considerations with regard to the granting of these leases, as it is largely an administrative process.

7. FUNDING IMPLICATIONS

The ongoing management of any building and its improvements will be the responsibility of the Lessee, the details of which will be stipulated in the lease documentation.

Any annual licence fee and/or rental will be charged in accordance with Council's Reserve Charging Policy.



Kelly Bisset
ACQUISITIONS DISPOSALS & LEASING OFFICER



Rob Allen
HEAD OF ACQUISITIONS DISPOSALS & LEASING

Endorsed For Agenda



Tim Harris
EXECUTIVE DIRECTOR – ENABLING SERVICES

APPENDIX A

LEASE PLAN- WEEDONS CRICKET CLUB - CHAIRS

Lease area shown shaded in red on the plan below.



APPENDIX B

LEASE PLAN – KIRWEE PLAYERS – EXSISTING
Lease area shown edged red on the plan below



APPENDIX C

Covering Letter of Minister's Delegation

Our Ref:
Your Ref:

27 June 2013

Chief Executives
Territorial Local Authorities

Dear Sir/Madam

Revised Delegation of Powers under the Reserves Act 1977

The Hon Dr Nick Smith, the Minister of Conservation has recently approved new delegations to local authorities, including regional councils, under the Reserves Act 1977 to enable them to better perform their role as the administering body of reserves.

A copy of the instrument of delegation, signed by the Minister of Conservation on 12 June 2013, is attached and updates the one currently incorporated in the *Reserves Act Guide*.

These delegations extend the scope of the existing powers, by removing the previous limitations and conditions and they include some additional delegations. It is envisaged they will better enable local authorities to make decisions affecting reserves and are in accordance with the spirit of the changes taking place within the Department of Conservation with an emphasis on conservation with communities.

Local authorities will now be able to make certain decisions that previously had to be referred to the Department of Conservation for the approval of the Minister or the Minister's delegate.

One of the most significant changes now means that councils can process their own MOC consents for the granting of leases, licences or easements over council vested reserves.

An appropriate record of any decision made under the delegations must be retained and it is suggested this should be in the form of a separate submission or component of a submission to the decision maker with clear recommendations and provision for the formal approval to be recorded.

As a guide to assist local authorities with preparing their own submissions, a suggested template is attached, which could be used as the base format for such submissions. Also attached for your information is an example of one of the more common submissions for an easement that previously required MOC consent from the Department. This example is intended to provide guidance for the information that local authorities should be providing to their decision maker.

Dunedin Service Centre
PO Box 5244, Moray Place, Dunedin 9058, New Zealand
Telephone 03-477 0677, Fax 03-477 8626

In exercising the new delegations local authorities must, of course, still act in accordance with the requirements of the Reserves Act. The processes set out in the Act, such as those dealing with public consultation, must still be complied with.

There will be an expectation to maintain a distinction between council's role as the administering body of a reserve and their role as a delegate of the Minister.

Councils should note however, the delegations do not provide the power to sub delegate and any decisions made under these delegations should be exercised by the Council itself and not by council staff.

It should also be noted that the power to revoke a reservation has not been delegated to ensure that such a significant step would remain subject to consideration by the Minister or the Ministers departmental delegate.

There are some actions that the Department will still need to be notified of to enable the maintenance of national reserve records. Such actions would include changes to classification or any action that requires a gazette notice. Please ensure that a system is put in place whereby such notification is undertaken.

The Minister is confident that the delegations will be exercised responsibly and the department will be able to provide any necessary guidance to help make sure that would be the case.

Your staff can contact the following Department of Conservation staff should they have any queries or need to seek advice and guidance regarding these delegation changes.

Department of Conservation Contacts:

Service Centre	Name	Phone	Email
Hamilton	Anna Ginnaw	(07) 858 1000	aginnaw@doc.govt.nz
Christchurch	SLM Christchurch	(03) 371 3700	slmchristchurch@doc.govt.nz
Hokitika	Ron Hazeldine	(03) 756 9168	rhazeldine@doc.govt.nz
Dunedin	David Griffin	(03) 474 6921	dgriffin@doc.govt.nz

Please do not hesitate to contact the above staff for advice.

Yours faithfully

Dave Johnstone
Manager Permissions/SLM

Dunedin Service Centre
PO Box 5244, Moray Place, Dunedin 9058, New Zealand
Telephone 03-477 0677, Fax 03-477 8626

Instrument of Delegation

RESERVES ACT 1977

INSTRUMENT OF DELEGATION FOR TERRITORIAL AUTHORITIES

1. PURSUANT to section 10 of the Reserves Act 1977 I, NICK SMITH Minister of Conservation, DELEGATE to all territorial authorities (as defined in this Instrument of Delegation) such of my powers, functions and duties under the Reserves Act 1977 as are set out in the following Schedule subject to the Limitation of Powers in the Schedule and to the conditions in paragraph 2 of this Instrument.

2. The delegations in this Instrument apply only where the territorial authority is the administering body of the relevant reserve (i.e. affected by the decision to be made) by virtue of a vesting or an appointment to control and manage.

3 This Instrument replaces the previous Instrument of Delegation dated 10 March 2004, which is hereby revoked.

Definitions:

"Administering body" – means an administering body under the Reserves Act 1977.

"Territorial authority" – means a local authority and a unitary authority as defined in section 5 Local Government Act 2002.

"Vested reserve" – means a reserve vested in a territorial authority (not in the Crown).

Relevant Provisions of Delegation

54(1)	Give or decline to give prior consent to administering body, in the case of a recreation reserve vested in it, to grant leases for any of the purposes specified in paragraphs (a), (b), (c) and to grant a lease or licence for any of the purposes specified in paragraph (d) and to exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.54(1)(a), (b), (c) and (d).
	Give or decline prior consent to administering body permitting, in a lease, the erection of buildings and structures for sports, games or public recreation not directly associated with outdoor recreation.
	Consent or decline consent to variations or amendments to leases and consent to the carrying out of any other necessary actions arising out of the leases consistent with the First Schedule, Reserves Act.

73(1)	Consent or decline prior consent to an administering body granting a lease of recreation reserve in the circumstances specified in s.73(1), where the reserve is vested in the administering body, and consent or decline prior consent to an administering body granting a lease in the circumstances specified in section 73(1) in all other cases. Exercise all powers of the Minister referred to in the First Schedule that pertain to leases under s.73(1).

RESOLUTION TO EXCLUDE THE PUBLIC

'That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Date information can be released
1	Minutes	*Good reason to withhold exists under Section 7*	*Section 48(1)(a)*	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1 & 2	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
1 & 2	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or	Section 7(2)(i)

that appropriate officers remain to provide advice to the Committee.'

Unuhia, unuhia	Remove, uplift
Te pou, te pou	The posts
Kia wātea, kia wātea	In order to be free
Āe, kua wātea	Yes, it has been cleared

Waikirikiri Alpine to Sea Trail
and
Te Waihora Lakeside Trail

Cycle Trails - Feasibility Study

Prepared for
Selwyn District Council

Rev E
October 2024



FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

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Job Details

Waikirikiri Alpine to Sea Trail
and
Te Waihora Lakeside Trail

Cycle Trails - Feasibility Study

Frame Group Job Number: 23/034

Document Control Record

Revision	Date	Revision Details / Status	Initials and Signature		
			Prepared by	Reviewed by	Approved by
1	5 April 2024	Draft Report 1	GW/RS	JP/DK	JP
2	11 June 2024	Final Report – Rev A	GW/RS	JP/DK	JP
3	19 August 2024	Final Report – Rev B	GW/RS	JP/DK	JP
4	20 August 2024	Final Report – Rev C	GW/RS	JP/DK	JP
5	20 September 2024	Final Report – Rev D	GW/RS	JP/DK	JP
6	18 October 2024	Final Report – Rev E	GW/RS	JP/DK	JP

Key

Initials	Name	Title
GW	Geoffrey Wigley	Senior Engineer / Project Manager (CPEng)
JP	Jonathan Pringle	Managing Director
DK	Drew Kenny	General Manager, Senior Designer / Project Manager
RS	Rowan Sapsford	Senior Consultant

This Feasibility Study Report (the Report) has been prepared by Frame Group Limited (**Frame Group**), with input from Roam Consulting Limited (**Roam Consulting**) and Martin Jenkins Limited (**MartinJenkins**). The Report presents a Feasibility Study and Business Case for the development of the proposed Waikirikiri Alpine to Sea and the Te Waihora Lakeside Cycle Trails.

Disclaimer

This Feasibility Study Report has been prepared for Selwyn District Council (SDC).

It is based on preliminary investigations and designs intended solely to evaluate the feasibility of various trail options. The findings and contents of the Study are preliminary, and subject to further consultation and engagement with the community, including mana whenua and other relevant parties. The purpose of the Report is to provide a foundation for ongoing, meaningful discussions about the proposed trails. As such, the content may be subject to interpretation and modification.

While mana whenua were contacted during the Feasibility Study, constraints related to time and availability limited the depth of this engagement. It is anticipated that formal and comprehensive involvement of mana whenua will be a key aspect of future discussions concerning these trails.

The authors of this Report acknowledge the significance of its contents to the people and environment of the Selwyn District. We humbly offer it as a resource to support the community in shaping their vision for the trails.





Acknowledgements

Ka ū ki mata Nuku

Ka ū ki mata Rangi

Ka ū ki tēnei whenua

Hei whenua, hei kai mau te ate o te tauhou

Hold fast to the land

Hold fast to the sky

Hold fast to this land

Lest it may be treasured by others in time

Executive Summary

The following Short Report has been prepared as an Executive Summary and supporting document for this Feasibility Study. The Short Report may be useful for stakeholder and community engagement, and as a quick reference to the Study findings and results.

Waikirikiri Alpine to Sea Trail
and
Te Waihora Lakeside Trail



Cycle Trails – Feasibility Study

October 2024 – Short Report - Rev D

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

DISCLAIMER

This Short Report has been prepared as an Executive Summary for the main 'Feasibility Study Report, Rev E, October 2024, Ref: 23/034', prepared by **Frame Group** Ltd, and **Roam Consulting** Limited, with input from **MartinJenkins** Limited for **Selwyn District Council** (SDC).

This report is based on preliminary investigations to assess the feasibility of various trail options and serves as a foundation for future discussions. The findings are subject to further consultation with the community, including mana whenua. While mana whenua were contacted, deeper engagement is expected in the future. The report is offered as a resource to help the community shape their vision for the trails, with content open to interpretation and modification. The authors of this Report acknowledge the significance of its contents to the people and environment of the Selwyn District. We humbly offer it as a resource to support the community in shaping their vision for the trails.

Technical studies undertaken that underpin this business case include:

- Waikirikiri Cycle Trail Cost Benefit Analysis, dated 25 May 2024, by MartinJenkins Ltd.

ACKNOWLEDGEMENT

Ka ū ki mata Nuku

Ka ū ki mata Rangi

Ka ū ki tēnei whenua

Hei whenua, hei kai mau te ate o te tauhou

Hold fast to the land

Hold fast to the sky

Hold fast to this land

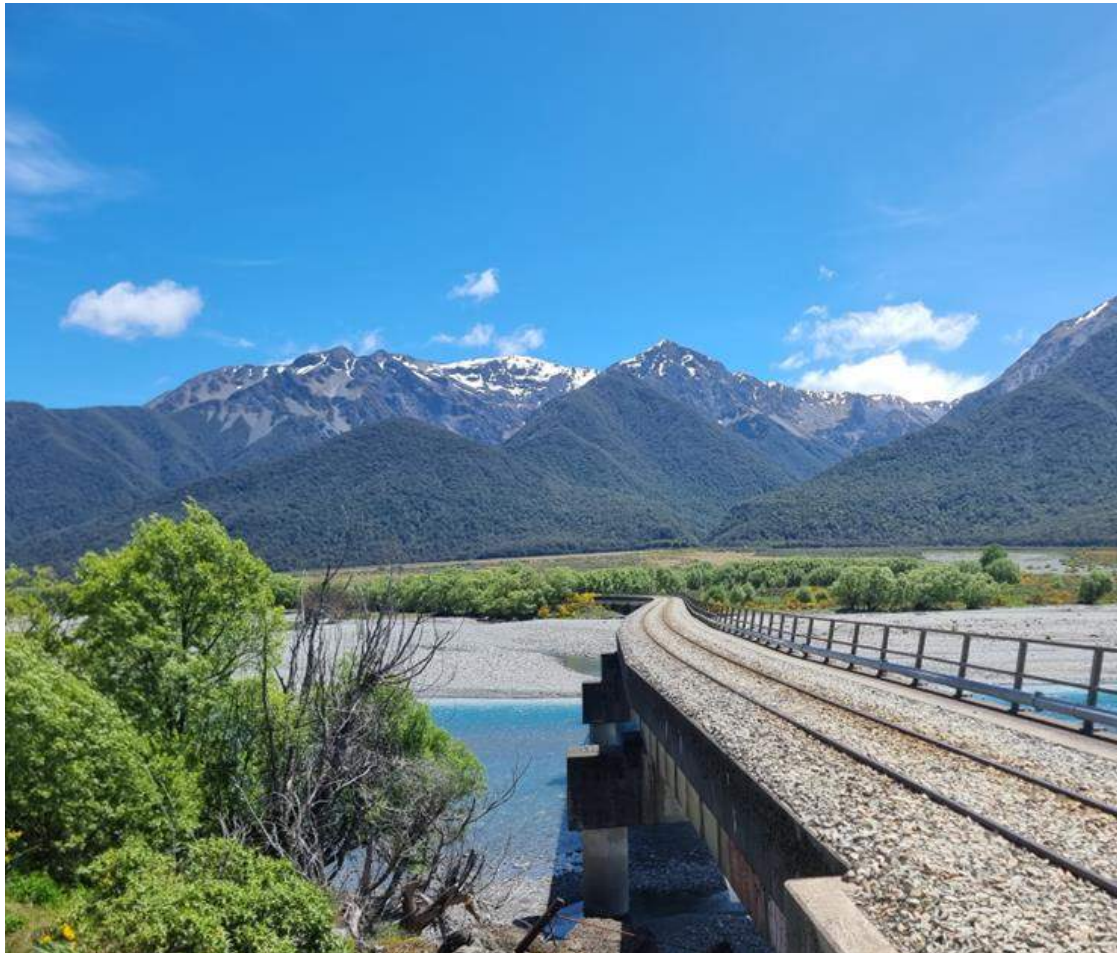
Lest it may be treasured by others in time



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FRAME GROUP



1. Introduction

This Feasibility Study has been commissioned by Selwyn District Council (SDC) and covers the following two proposed cycle trails in the Selwyn District, Central Canterbury:

- **Waikirikiri Alpine to Sea Trail** (Mountains to the Sea); and
- **Te Waihora Lakeside Trail** (Around the Lake).

1.1 Waikirikiri Alpine to Sea Trail – Overview

The proposed Waikirikiri Alpine to Sea Trail is a remarkable journey that begins in the Southern Alps and extends to Rolleston and Lincoln, where it connects with the Little River Rail Trail, eventually reaching the Pacific Ocean. This trail offers a rich exploration of Selwyn's iconic landscapes, passing through Arthur's Pass, Cass Railway Station, Lake Pearson/Ōpōrea, Craigieburn Forest Park, Castle Hill/Kura Tawhiti, Lake Lyndon/Te Hāpua Waikawa, Porters Pass before running parallel to the Waimakariri and the Selwyn River/Waikirikiri. It winds through townships like Springfield, Darfield, and Rolleston, showcasing the region's diverse geography and cultural heritage.

Significant to mana whenua, the trail follows ancient travel routes and encompasses areas of historical importance, including traditional encampments and Mahinga Kai sites. The trail's name, "Waikirikiri," meaning "water flowing through gravel," is named after the Selwyn River/Waikirikiri and symbolises the natural flow of water across the landscape, reflecting both the physical and metaphorical journey that the trail represents. This Study mainly considered the Preferred Trail route shown in blue in Figure 1.

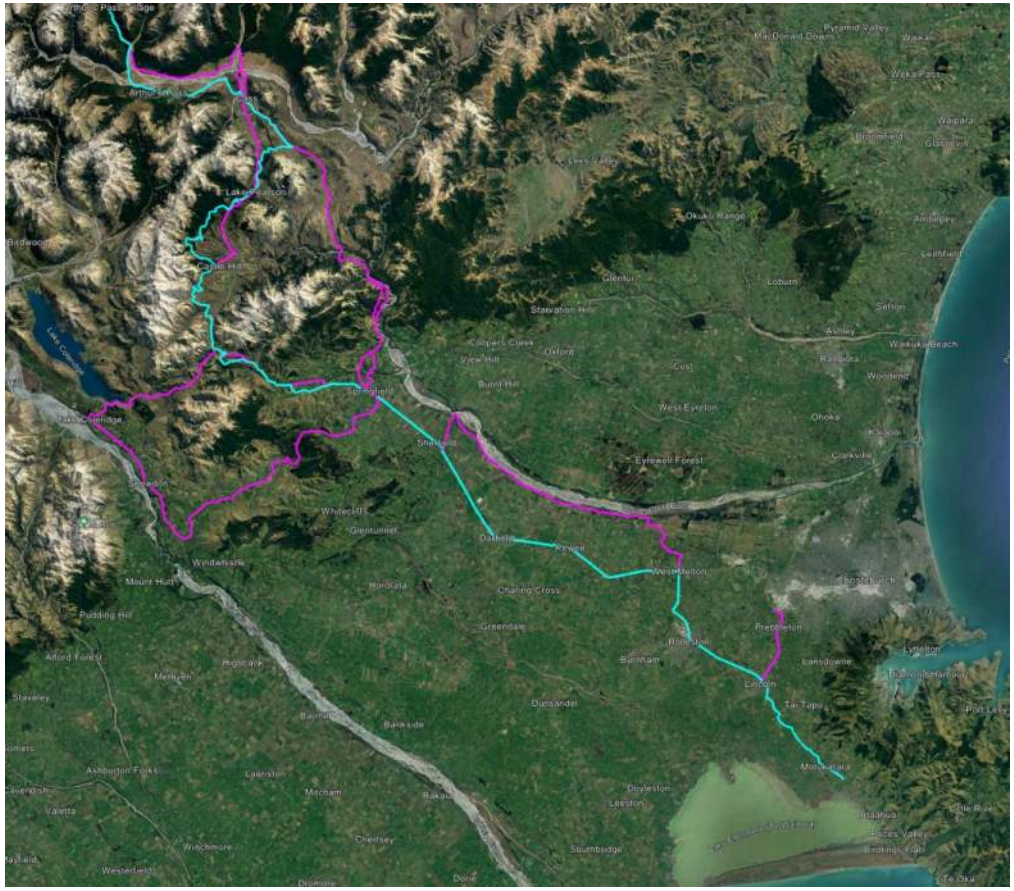


Figure 1 Overview of the proposed Waikirikiri Alpine to Sea Trail. Blue = preferred trail alignment, Pink = alternative route options considered in the Feasibility Study.



Figure 2 Overview of the proposed Te Waihora Lakeside Trail. Blue = preferred trail alignment, pink/yellow = alternative route options considered.

1.2 Te Waihora Lakeside Trail – Overview

The Te Waihora Lakeside Trail is a significant route surrounding Te Waihora (Lake Ellesmere), located near Rolleston and Christchurch. As the largest lake in Canterbury/Waitaha, Te Waihora plays a crucial role in the chain of coastal lagoons along the South Island's east coast. For Ngāi Tahu, the lake is a major mahinga kai (food resource) and a tribal taonga, historically known as Te Kete Ika o Rākaihautū (The Fish Basket of Rākaihautū), highlighting its importance as a key tribal resource. The lakebed is owned by Te Rūnanga o Ngāi Tahu, as established by the Ngāi Tahu Claims Settlement Act 1998, with Te Taumutu Rūnanga and other Papatipu Rūnanga actively involved in its management and protection.

The trail is divided into two main sections: the 'East Side Trail' and the 'West Side Trail.' The proposed 'East Side Trail' offers a loop route featuring lakeside paths, boardwalks, and a riverside trail along the Ararira/LII River, with connections to the Little River Rail Trail and Lincoln township. The 'West Side Trail' crosses the Waikirikiri/Selwyn River at its mouth and follows the lake's edge through wildlife reserves and wetlands, extending to Taumutu at the Te Waihora opening, near Kaitorete Spit. This Study mainly considered the Preferred Trail route shown in blue in Figure 2.

The Te Waihora Lakeside Trail aims to enhance public understanding of the lake's rich ecological, cultural, and historical significance while promoting conservation and rejuvenation efforts. It provides sustainable access to the lake, fostering collaboration with mana whenua and various stakeholders, including private landowners, conservation groups, and the wider community. The trail also highlights Te Waihora's value as one of New Zealand's most important wetland habitats, supporting a diverse range of migratory birds, threatened species, and Indigenous fish.

1.3 Naming Conventions

This Feasibility Study uses the names Waikirikiri Alpine to Sea Trail (Mountains to the Sea) and Te Waihora Lakeside Trail (Around the Lake) as placeholders. These names may change based on stakeholder feedback and mana whenua input to ensure they are unique. The trails are divided into sub-sections due to their distinct features:

- **Waikirikiri Alpine to Sea Trail**
  - High-Country Trail
  - Plains Trail
- **Te Waihora Lakeside Trail**
  - East Side Trail
  - West Side Trail

2. Feasibility Study Objectives

The following objectives are addressed for both trails in this Feasibility Study:

Assess and determine both the **technical and economic viability** of the proposed Cycle Trails - documented at a detailed level

Optimise the intended **outcomes** and **benefits** Including through the route design, experiences and itinerary design, supporting infrastructure, branding/marketing, and trail governance model

Assess and optimise the **environmental, cultural, historical** and **social impacts**

Enable the development and submission of a **funding business case** for design and construction of the Cycle Trails

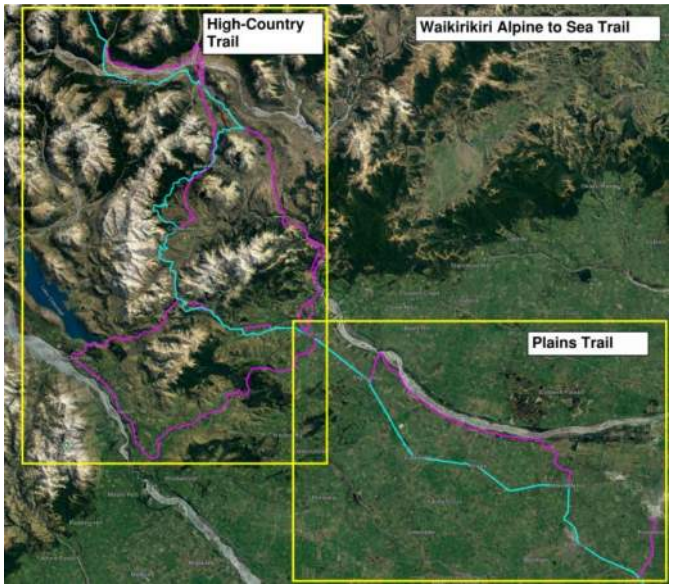


Figure 3 Naming conventions used for this Feasibility Study for the Waikirikiri Alpine to Sea Trail.



Figure 4 Naming conventions used for this Feasibility Study for the Te Waihora Lakeside Trail.

2.1 Mana Whenua Considerations

Both trails are culturally and historically important to mana whenua, covering key places and landscapes of interest. Six Papatipu Rūnanga, shown in Figure 5, have mana whenua and statutory rights over parts of the proposed Trails. Developing these trails will require a strong partnership with mana whenua to promote and protect cultural narratives, values, and kaitiakitanga, and provide opportunities for their involvement. While mana whenua were contacted during the Feasibility Study, constraints related to time and availability limited the depth of this engagement. However, formal, comprehensive involvement will be essential moving forward. The following matters are anticipated to be of interest and importance to mana whenua:

- Protect and enhance cultural values;
- Highlight and protect taonga;
- Route selection;
- Incorporating or excluding significant areas;
- Wayfinding, signage, and branding;
- Representation on management and governance groups.
- Naming of routes, trails, and destinations.
- Protect and enhance the taiao (natural world);
- Meet infrastructure needs;
- Story-telling narratives;
- Align with treaty settlement processes and decisions;
- Align with habitat restoration and pest management objectives;
- Provide iwi with employment/economic and social development opportunities; and
- Build the capacity of iwi to participate in these opportunities.

Their participation may extend to design, marketing, employment and economic development, management, shared partnership, governance, construction, and operation, etc. SDC are strongly committed to ensuring that this partnership with mana whenua is fully developed and honoured.

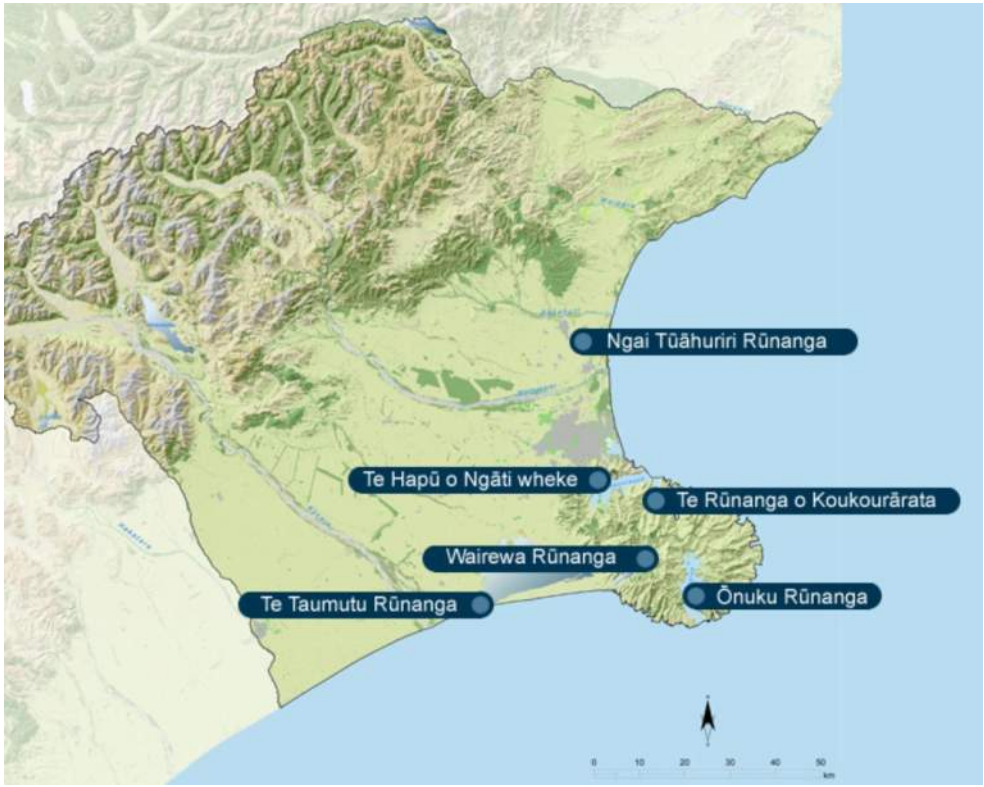


Figure 5 The six Papatipu Rūnanga that represent the hapū who hold manawhenua rights over lands and waters associated with the proposed trails (image from Mahaanui Kurataiao Ltd).

3 Feasibility Study Approach

This Feasibility Study is comprised of the following key assessments for each of the proposed cycle trails:

1. **Strategic Vision and Rationale**
    - Vision
    - Objectives and Measures of Success
    - Fit with Regional and National Cycleway Network
    - Fit with Regional and National Tourism Strategy
    - Target Market and Market Assessment Overview
2. **Route Options and Trail Experience**
    - Detailed Route Descriptions and Maps
    - Intended Trail Itinerary
    - Key intended Experiences
    - Route Design Parameters
    - Overview of Proposed Route Options and Technical Feasibility
    - Overview of Trail Specifications
    - Overview of Major Access Structures Required
    - Itinerary by User Group
3. **Trail Costing Overview**
    - Design
    - Construction
    - Maintenance
4. **Supporting Infrastructure Assessment**
    - Required Infrastructure
    - Ownership and Delivery Models
5. **Land Tenure and Engagement**
6. **Impact Assessment**
    - Environmental
    - Cultural
    - Historical
    - Social
7. **Trail Governance and Management**
    - Proposed Governance Models
    - Ongoing Management Options
8. **Detailed Economic Assessment and Cost Benefit Analysis**
9. **Significant Issues, Risks and Assumptions**
    - Significant Issues to Resolve
    - Significant Risks to Manage
    - Major Assumptions
10. **Recommended Development Stages/Next Steps**



3.1 Strategic Vision and Rationale

Cycle trails are seen as strong regional investments because they align with national, regional, and local strategies that promote growth and wellbeing. The proposed trails are in line with these strategies, shown in Table 1. Properly implemented, trails can boost regional economies by attracting visitors, creating business opportunities, and supporting employment. In 2019, around 290,000 international visitors were interested in cycling in Aotearoa, with some focused on cycle touring. Aligning the trail projects with existing strategies will help ensure a smoother approval process.

3.1.1 Great Ride Status

Ngā Haerenga Great Rides of New Zealand are prestigious cycle trails that meet strict standards for design, construction, and maintenance. Achieving Great Ride Status offers significant marketing and funding benefits. The proposed High-Country section of the Waikirikiri Alpine to Sea Trail aligns with the objectives of Ngā Haerenga, such as job creation, tourism development, and regional economic growth. Although NZCT is not currently adding new Great Rides, the High-Country Trail has the potential to become a premier trail in New Zealand. It is recommended that SDC seeks Great Ride status for this trail. The Plains and Te Waihora trails could also be considered as Heartland Rides, offering regional connections and experiences.

Table 1 National, regional and local strategic documents related to the proposed trails.

Strategy	Proposed Cycle Trails Alignment with these Strategies
Tourism 2025 and Beyond	Aligns with sustainable tourism and community benefits.
The Tiaki Promise	Supports conservation and cultural respect.
DOC Heritage and Visitor Strategy 2021	Aligns with protecting and connecting visitors to heritage.
DOC Conservation General Policy 2005	Amendments needed for trail sections through PCL.
NZ Cycle Trail Design Guide (2019)	Designed to meet NZ Cycle Trail standards.
National Adaptation Plan for Climate Change	Design considers climate change impacts and resilience.
Te Wai Pounamu - South Island Destination Management Plan 2021-2030	Supports off-road cycle trails.
Canterbury Regional Land Transport Plan (2024-2034)	The Waikirikiri Alpine to Sea Trail has been identified in the Plan as a 'Regional Significant Improvement' and a regional priority for public and active transport network development.
Ōtautahi Christchurch Waitaha Canterbury Destination Management Plan (2023-2030)	Mentions the trail and supports regional connections.
Selwyn Long Term Plan 2024-2034	Includes support and funding for preliminary work on these trails i.e. $10m for the Plains Trail, and $5m to continue the initial stages for the High-Country and Lakeside Trails.
Te Waihora Co-Governance Group - Strategy Action Plan (2021)	Aligns with restoration and co-governance goals.

4 Proposed Itineraries

Potential itineraries for each trail support market assessment and infrastructure planning. They cater to cyclists on day or multi-day rides, considering daily travel distances, terrain, and trail features. The itineraries assume a multi-day experience with overnight stops at existing on-trail accommodations, with some days potentially shortened by using shuttles to transport riders to accommodation.

4.1 Waikirikiri Alpine to Sea Trail – Proposed Itinerary

The preferred route and itinerary for the 4-day Waikirikiri Alpine to Sea Trail is as follows:

- **Day 1:** Arthur's Pass to Cass - 28 km (Assumes journey to start by train or shuttle from Christchurch or Greymouth)
- **Day 2:** Cass to Castle Hill - 41 km
- **Day 3:** Castle Hill to Springfield - 40 km
- **Day 4:** Springfield to Rolleston (Plains Trail) - 53 km (May end in Rolleston, Lincoln, or Christchurch)



4.1.1 Waikirikiri Alpine to Sea Trail – Day 1

Table 2 Itinerary summary for Day 1 of the Waikirikiri Alpine to Sea Trail.

Waikirikiri Alpine to Sea Trail Day 1: Arthur's Pass to Cass	
Highlights	**Constraints**
TranzAlpine train journey through the Waimakariri River Gorge to the trailhead at Arthur's Pass. Tranquil mountainous native beech forest through **Arthur's Pass National Park.** Traversing above the Bealey River. Massive **270 m long Bealey Bridge clip-on bridge** over the Waimakariri River. Rewarding steady climb up over Mt Horrible and the **Waimakariri River Bluffs** to the saddle with breath-taking views up the Waimakariri River, Hawden River, and South to Lake Pearson (Moana Rua). End the day at Historic **Cass train station.** The subject of an iconic New Zealand painting by Rita Angus in 1936.	Steady **190 m climb** from SH73 up over Mt Horrible saddle. Bealey Bridge Clip-On over the Waimakariri River – **270 m clip-on structure:** High cost, engineering challenges, uncertainty over bridges future remaining service life, feasibility uncertainty, vulnerability to an Alpine Fault earthquake etc. Obtaining **corridor access** through **Arthur's Pass National Park** (using old SH73 public road corridor) and associated native vegetation clearance. Obtaining corridor access through **Mt Horrible Conservation Area** and Wilderness Lodge private land. Managing speeds down the **Mt Horrible descent.**

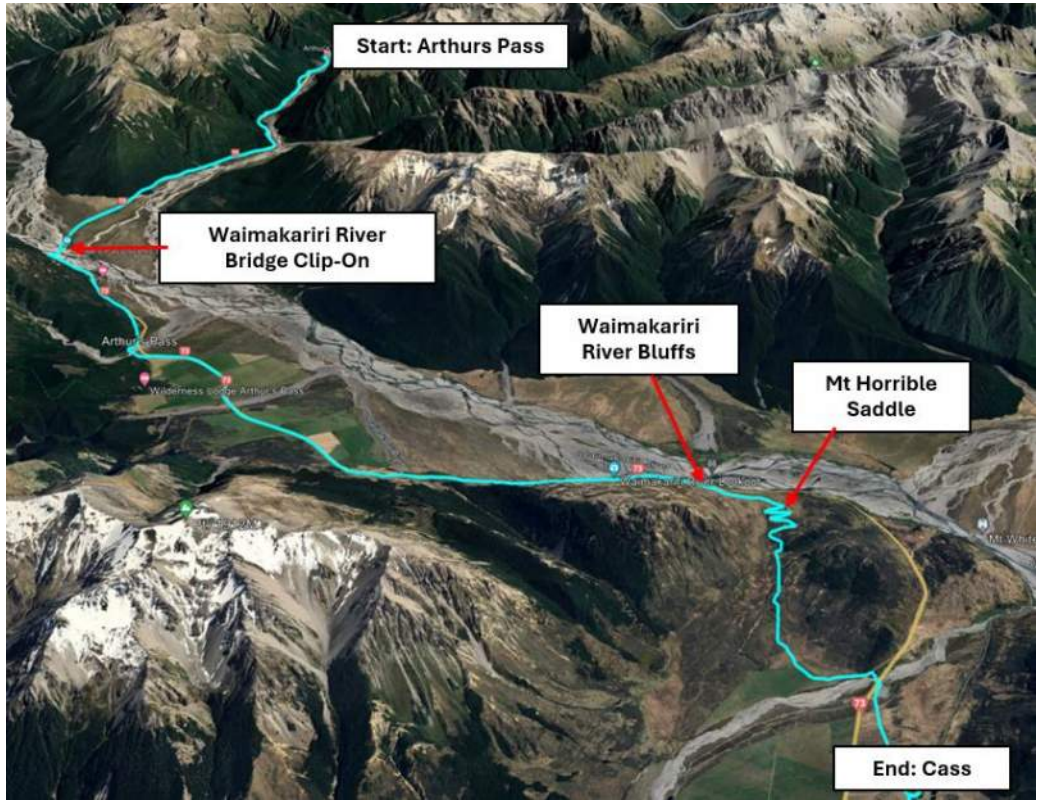


Figure 6 Proposed High-Country Trail (Day 1).



Figure 7 View of the Bealey river and SH73 near Arthur's Pass Village.

4.1.2 Waikirikiri Alpine to Sea Trail – Day 2

Table 3 Itinerary summary for Day 2 of the Waikirikiri Alpine to Sea Trail.

Waikirikiri Alpine to Sea Trail Day 2: Cass to Castle Hill	
Highlights	**Constraints**
High-Country experience along Craigieburn Road featuring **Lake Sarah**, tussock grasslands, Canterbury University Cass Mountain Research Area (**Cass Field station**), TranzAlpine railway track, and active sheep and high-country farming operations. Crossing the foothills of **Purple Hill** with views of alpine scree slopes above. Sidling the tranquil high-country **Lake Pearson/Moana rua** (aka Ōpōrea) which is a wildlife refuge and traditional mahinga kai site for mana whenua. A new Grade 2 cycle trail through the **Craigieburn Forest Park**, combining with existing MTB tracks in the Park. Finishing the day in the comfortable, well-established and growing Castle Hill Village.	Obtaining **corridor access** through Lake Pearson Moana Rua **Conservation Area** around the lake side. Steady **440 m climb** from Lake Pearson/Moana Rua up through Craigieburn Forest Park (over 23 km). Creating a separated/fenced cycle path through **active farming operations** over the Purple Hill foothills through Grasmere Station, in cooperation with landowners. **Crossing underneath SH73** with an underpass to access the Craigieburn Forest Conservation Area and avoid over-crowding Flock Hill Lodges (on request from the landowner).

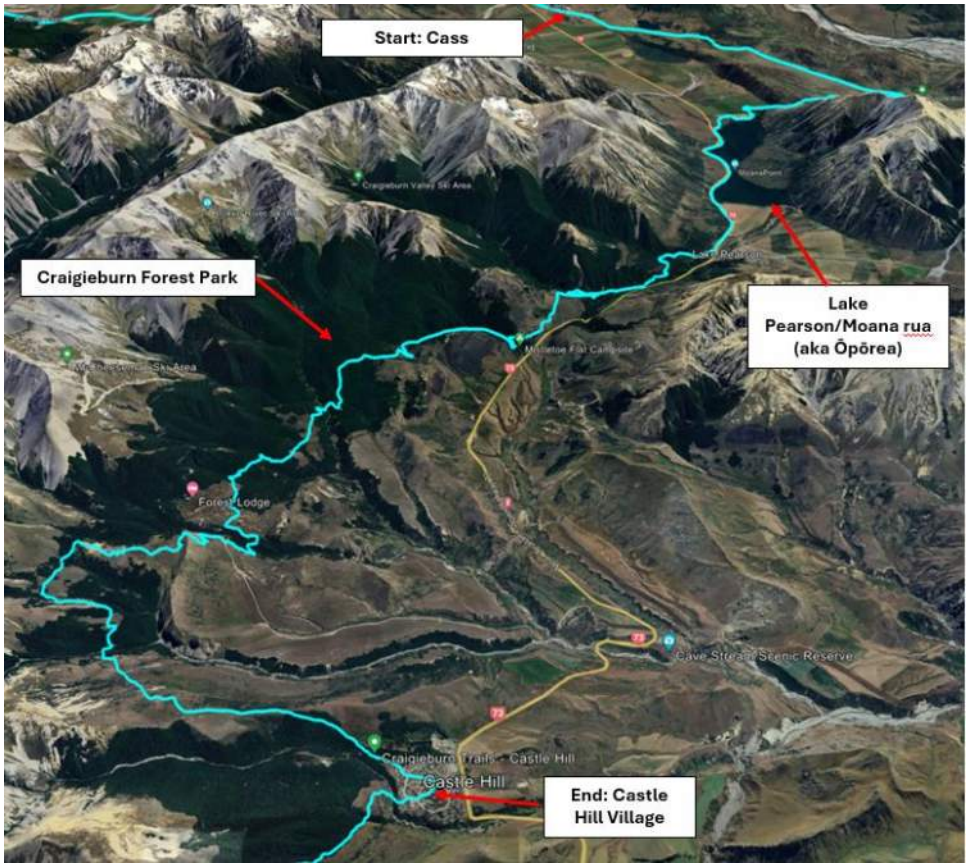


Figure 8 Proposed High-Country Trail (Day 2).



Figure 9 View of SH73 and Lake Pearson/Moana rua (aka Ōpōrea) from Purple Hill.

4.1.3 Waikirikiri Alpine to Sea Trail – Day 3

Table 4 Itinerary summary for Day 3 of the Waikirikiri Alpine to Sea Trail.

Waikirikiri Alpine to Sea Trail Day 3: Castle Hill to Springfield	
Highlights	**Constraints**
High-country experience in the foothills of Mt Enys in the back blocks of **Castle Hill Station**. Experience active farming operations below. Unique views of **Kura Tawhiti Conservation Area** from elevated ground. Multiple alpine river crossings including the steep **Porters River** gorge. Rest stop at **Lake Lyndon/Te Hāpua Waikawa** alpine lake. Climb high over **Porters Pass** through **Korowai / Torlesse Tussocklands Park** with panoramic views of the Plains. Thrilling descent down to the **Kowai braided river** and along to **Springfield.**	**Semi-isolated** in Castle Hill Station to be separated from active livestock operations **e.g. fencing.** **Steep 315 m climb** from Lake Lyndon/ Te Hāpua Waikawa to **Porters Pass** high-point (over 2.7 km). Obtaining **corridor access** through Korowai/Torlesse Tussocklands Park.

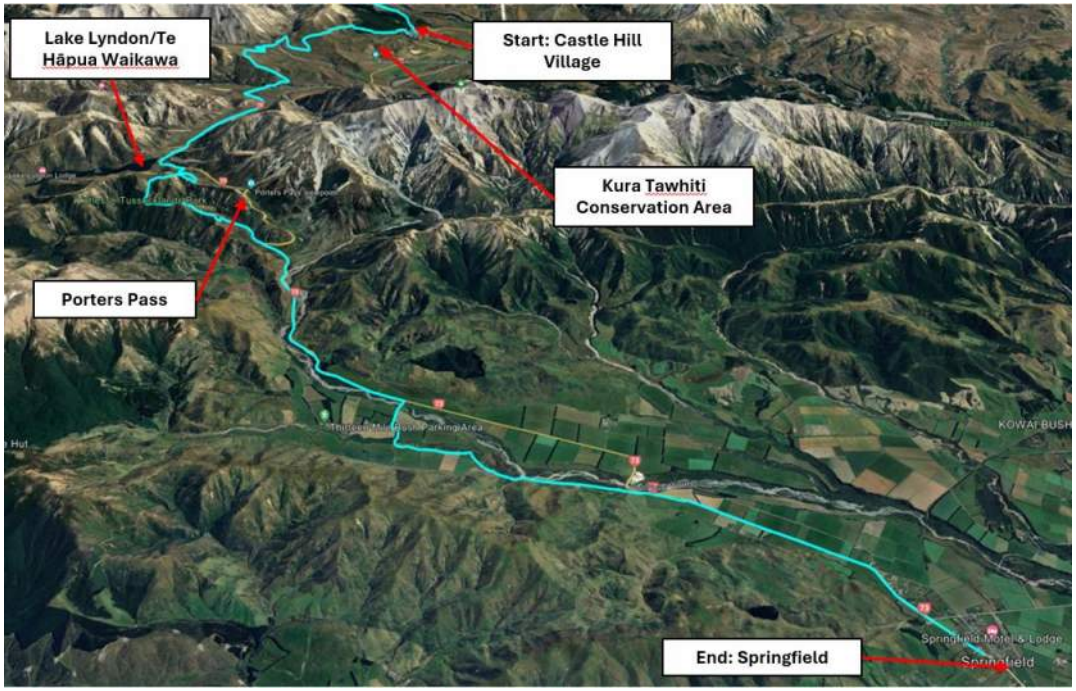


Figure 10 Proposed High-Country Trail (Day 3).



4.1.4 Waikirikiri Alpine to Sea Trail – Day 4

Table 5 Itinerary summary for Day 4 of the Waikirikiri Alpine to Sea Trail.

Waikirikiri Alpine to Sea Trail Day 4: Springfield to Rolleston	
Highlights	**Constraints**
Selwyn towns: **Springfield, Sheffield, Darfield, Kirwee, West Melton, and Rolleston.** Wide and **well-surfaced** trail suitable for many different user groups. **Separation** from road and rail traffic for a safe and relaxed ride experience. Gently sloping trail from West to East with a **prevailing Nor'Wester wind**. **Existing trail connections** to Christchurch including the International Airport or the Little River Rail Trail. Side trip options to the **Waimakariri River**. Can be ridden bi-directionally or as short trips/commutes between towns.	Multiple **railway crossings** requiring Kiwirail approval. **High traffic and rail volumes**. Sufficient separation from rail line and state highway required. Minimum clearance distances apply. **Limited views** due to **flat topography**. **Limited existing vegetation** cover and shelter available between townships reduces the natural environmental appeal of the trail.

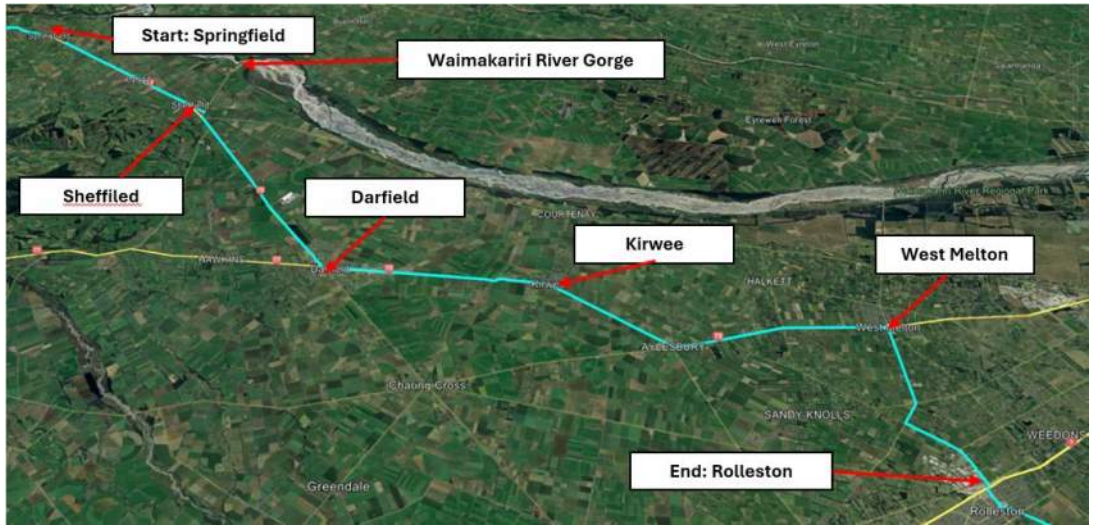


Figure 11 Proposed Plains Trail (Day 4).



Figure 12 Typical view of the Plains Trail featuring State Highway, rail crossing, and grassed shoulder.

4.2 Te Waihora Lakeside Trail – Proposed Itinerary

The preferred route and itinerary for the 2-day Te Waihora Lakeside Trail is as follows:

- **Day 1:** East Side Trail - 52 km (Lincoln Loop — Lincoln, Motukarara to Selwyn Huts and return to Lincoln via Ararira/L Il River)

- **Day 2:** West Side Trail - 31 km (Selwyn Huts to Taumutu)



4.2.1 Te Waihora Lakeside Trail – Day 1

Table 6 Itinerary summary for Day 1 of the Te Waihora Lakeside Trail.

Te Waihora Lakeside Trail Day 1: East Side	
Highlights	**Constraints**
Links to the existing **'Little River Rail Trail'** at **Motukārara** which can be taken beyond to Kaituna Lagoon, Te Roto o Wairewa/Lake Forsyth, and Horomaka/Te Pātaka-a-Rākaihautū (Banks Peninsula). Follow the tranquil **Halswell River Canal** towards the lake. Follow the **lake margins** past **wildlife reserves** with excellent views of the lake and birdlife. **'Spoke' trail** at Embankment Road with interpretive panels and a viewing mound for elevated views. Extensive **raised timber boardwalk** over wetland margins through to **Yarrs Flat Wildlife Management Reserve** rest area. Stop in at the intriguing settlement of Selwyn Huts with a 'spoke' trail to **Waikirikiri/Selwyn River mouth**. Follow the meandering **Ararira/LII River**, through **Tārerekautuku/Yarrs Lagoon Reserve** and link back onto the existing 'Little River Rail Trail' at Lincoln.	**Low user numbers** (especially international) expected compared to the Waikirikiri Alpine to Sea Trail making the economic case more tenuous. Very **limited services** available along the trail length e.g. shops, accommodation etc. Multiple land use and ownership types currently along the Ararira/LII River that need to be negotiated for access (an alternative road corridor does exist, if required). Current contention around the Greenpark Huts and Selwyn Huts settlements. Must navigate around the Waihora Clay Target Club near the Halswell River. **Flat topography** meaning it is difficult to obtain views of the lake from any elevated ground.

Highlights	**Constraints**
Forms a complete loop, ideal for a **day trip** to the lake from Christchurch, Lincoln, Rolleston or beyond. Particularly flat with easy, well-surfaced, wide trails suitable for many different user groups. Increased interaction with the lake encouraging **habitat restoration, education** and **conservation** efforts along the trail. Existing public land and road reserve exist along the majority of the route providing **easy tenure** for trail access. Provides access for environmental restoration and education projects (lakeside and river margins).	**Lakeside flooding** to be avoided including the ongoing effects of **climate change.** Construction of trails and boardwalk in **sensitive wetland, lakeside, and riparian environments** to be managed sustainably. Managing **multiple user types** e.g. duck shooters, fishing, bird-watchers etc.

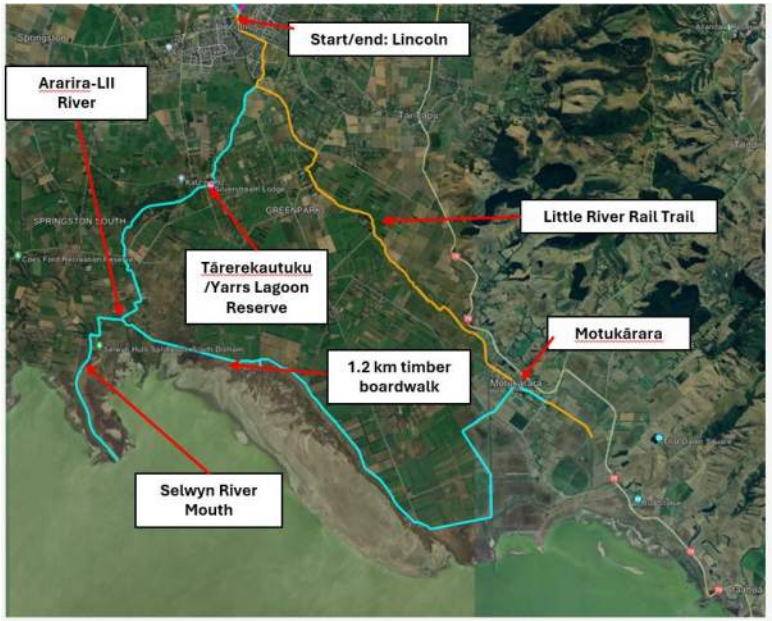


Figure 13 Proposed East Side Trail (Day 1). Blue = Proposed Preferred Route, Orange = Existing Trail.

4.2.2 Te Waihora Lakeside Trail – Day 2

Table 7 Itinerary summary for Day 2 of the Te Waihora Lakeside Trail.

Te Waihora Lakeside Trail Day 2: West Side	
Highlights	**Constraints**
Cross the new suspension bridge over the **Waikirikiri/Selwyn River** at Selwyn Huts. Traverse the Western lake margins through **Wildlife Reserves** with excellent views of the lake and **birdlife** at this location. 'Spoke' trails at the **Irwell River mouth**, **Hart's Creek**, **Lakeside Domain** and **Fisherman's Point** with interpretive panels and viewing opportunities. Experience the **Kaitorete Spit** from the Te Waihora/Lake Ellesmere opening at **Taumutu**. Watch the lake being opened periodically with mechanical equipment to control the lake level. End in Taumutu - Te Taumutu Rūnanga to determine the key intended experiences at Taumutu. Particularly **flat** with easy, **well-surfaces**, wide trails suitable for many different user groups.	Very limited existing public road parcels/**access** on the West Side of the lake which may make alignment access difficult. Trail traverses many Wildlife Reserves and private land/active farm boundaries. Any trail has to manage sustainable management and protection of Reserves and habitats; and the rights and operations of landowners. Lake levels fluctuate a lot and the West Side lake margins are particularly prone to **flooding** and **wet ground** that would be unsuitable to support a track formation. Any trail has to be far enough from the lake margins to avoid wet areas, but close enough to maintain meaningful views and interaction with the lake. **Very low user numbers** expected compared to the Waikirikiri Alpine to Sea Trail, and the East Side Trail, making the economic case even more tenuous. The West Side is far from major population centres of Rolleston, Christchurch and Lincoln. Does not form a clear loop track to a major population center making **logistics** more difficult for some users.

Highlights	Constraints
Increased **interaction** with the lake encouraging **habitat restoration** and **conservation** efforts along the trail. **Interaction** and appreciation of Lakeside reserves and habitats.	Very **limited services** available along the trail length e.g. shops, accommodation etc. Flat topography meaning it is difficult to obtain views of the lake from any elevated ground. Construction of trails in **sensitive wetland, lakeside, and riparian environments** to be managed sustainably. Managing multiple user types e.g. duck shooters, fishing, bird-watchers etc.

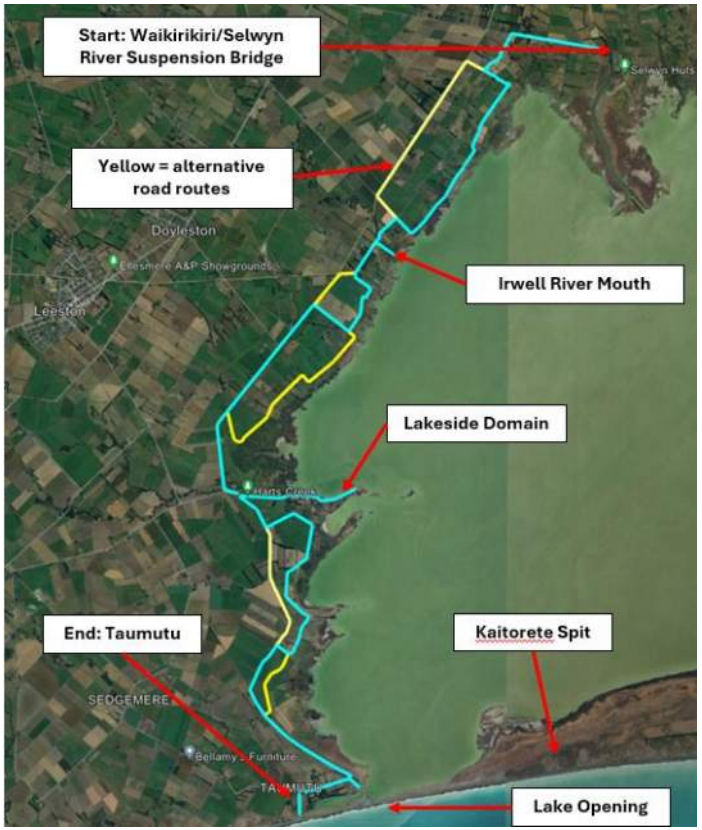


Figure 14 Proposed East Side Trail (Day 2). Blue = Proposed Preferred Route, Yellow = Optional alignments available for the preferred route.

4.3 Alternative Routes Considered

The Feasibility Study considered Alternative Route options to explore all potential opportunities for each Trail. On the maps (Figure 15 and Figure 16), for the High-Country and Plains Sections, blue represents the Preferred Route trail alignment, while pink indicates the Alternative Routes considered.

The Study examined these Alternative Routes through ground-truthing, desktop studies, community liaison, trail scheduling, costing, and design, with additional feedback from workshops. The pros and cons of each Alternative Route were compared to the corresponding Preferred Route. The final reasoning for selecting the Preferred Route is also summarised. Although Alternative Routes may be considered for future developments, such as additions to the Preferred alignments, they are not further addressed in this Feasibility Study, which focuses on Preferred Route options. Detailed descriptions, designs, and costing information for all options are provided in Appendix B - Detailed Route schedules of the Feasibility Study Report, which may be used in future design stages for these alternative trail sections.

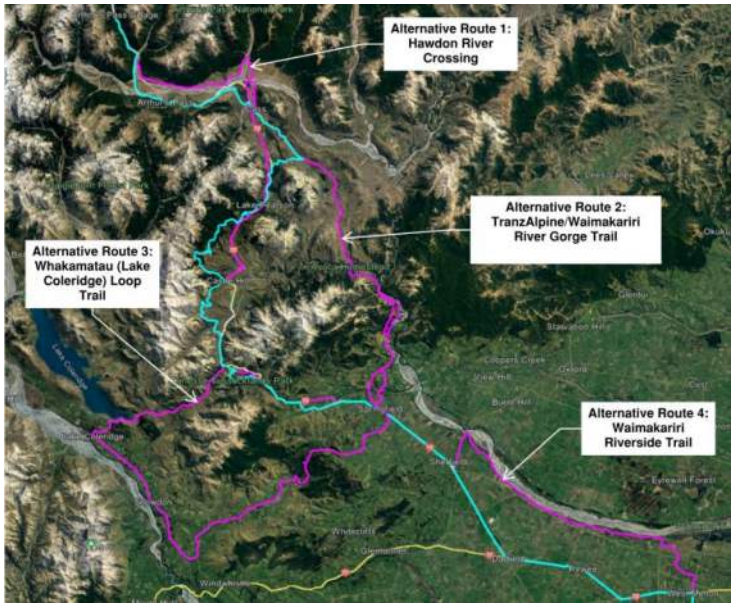


Figure 15 Alternative Route options considered for the Waikirikiri Alpine to Sea Trail.

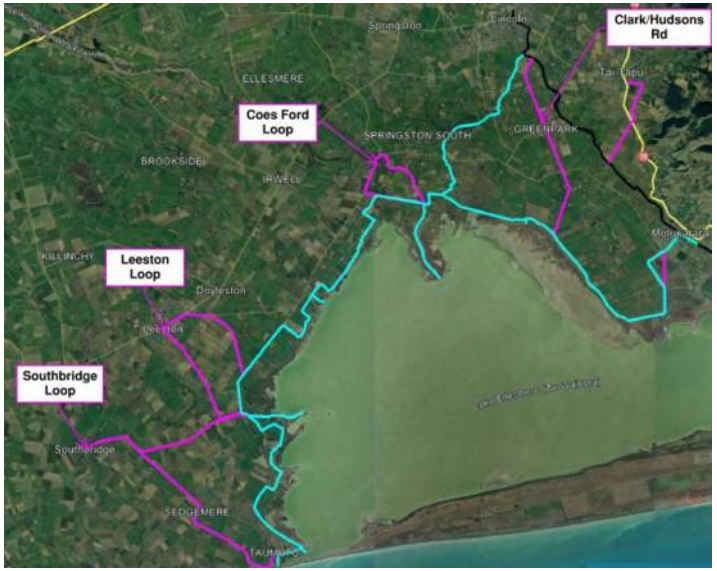


Figure 16 Alternative Route options considered for the Te Waihora Lakeside Trail.

4.4 Major Structures Required

This section outlines the major structures needed for each trail, which significantly impact construction costs and influence preferred route options. These structures will define key trail features and could become focal points. They also present risks, opportunities, and costs during development. All structures are new and require detailed design and construction. Estimated costs include design, consents, construction, and specialist studies (archaeology, ecology, hydrology, geotechnical). Costs are based on Frame Group's experience and May 2024 industry rates, excluding GST but including a 20% contingency.

4.4.1 Waikirikiri Alpine to Sea Trail – Major Structures

Most major structures are located in the High-Country section of the Waikirikiri Alpine to Sea Trail due to the challenging alpine terrain, which includes rivers, streams, rockslides, and other geological formations that require substantial spans and heights. The harsh weather conditions, such as snow, ice, and heavy rainfall, further necessitate robust structures.

Additionally, the region faces significant hydrological and geotechnical hazards, including floods, wash-outs, and earthquakes, all of which must be considered in the design. Generally, existing road bridges can't be used as the trail must be separate from vehicle traffic. Figure 18 shows the locations of these major structures.

In contrast, no major structures are needed for the Plains trails.

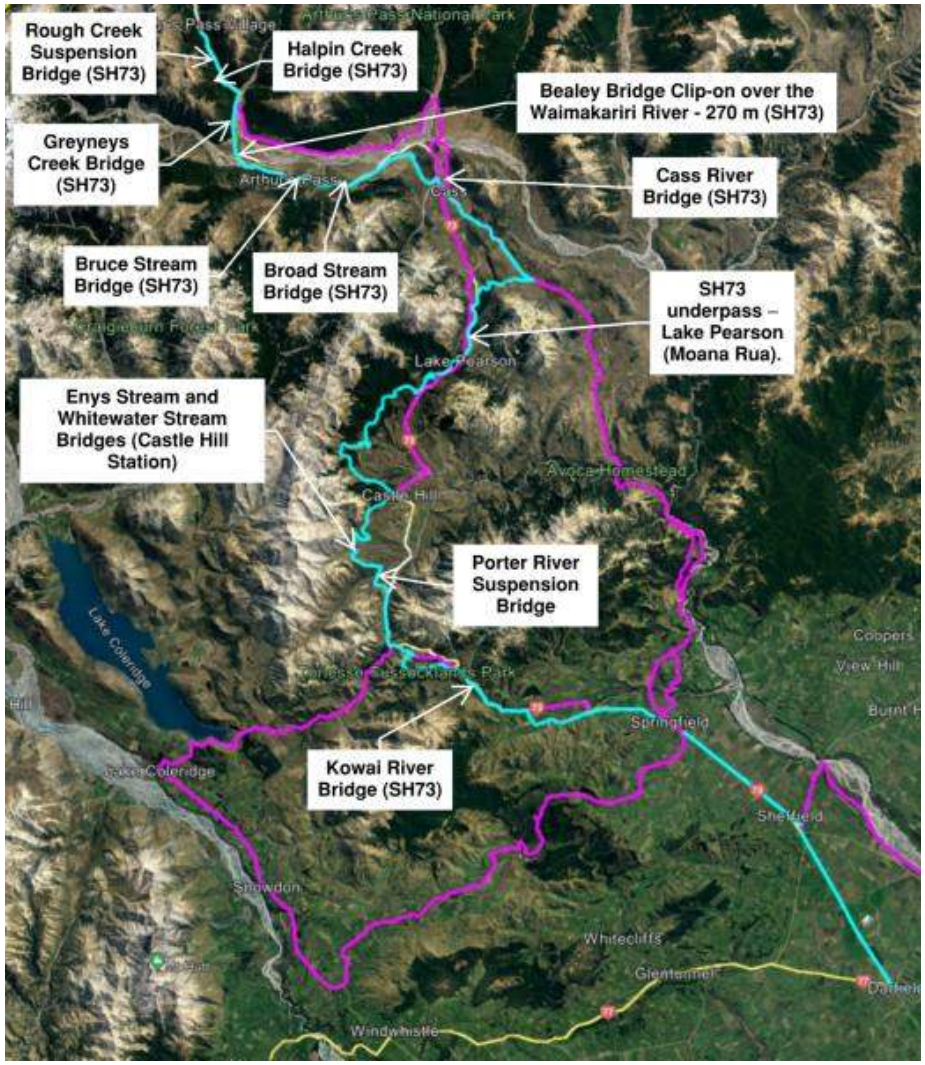


Figure 17 Approximate location of Major Structures required for the Waikirikiri Alpine to Sea Trail. Note that Major Structures for the Waikirikiri Alpine to Sea Trail are situated in the High-Country section of the trail.

4.4.2 Te Waihora Lakeside Trail – Major Structures

Major structures are generally unnecessary for the Te Waihora Lakeside Trail due to the lake's flat terrain. However, two key structures are required: a 1.2 km raised timber boardwalk at Yarrs Flat Conservation Reserve and a long-span bridge over the Waikirikiri (Selwyn) River at Selwyn Huts. Their approximate locations are shown in Figure 19, Figure 20, and Figure 21.

Small single-span bridges will be needed for smaller watercourses like the Halswell and Irwell Rivers. The primary risk for trail structures comes from flood hazards due to fluctuating lake levels, the large catchment area, past flooding, nearby land use, and potential climate change impacts.

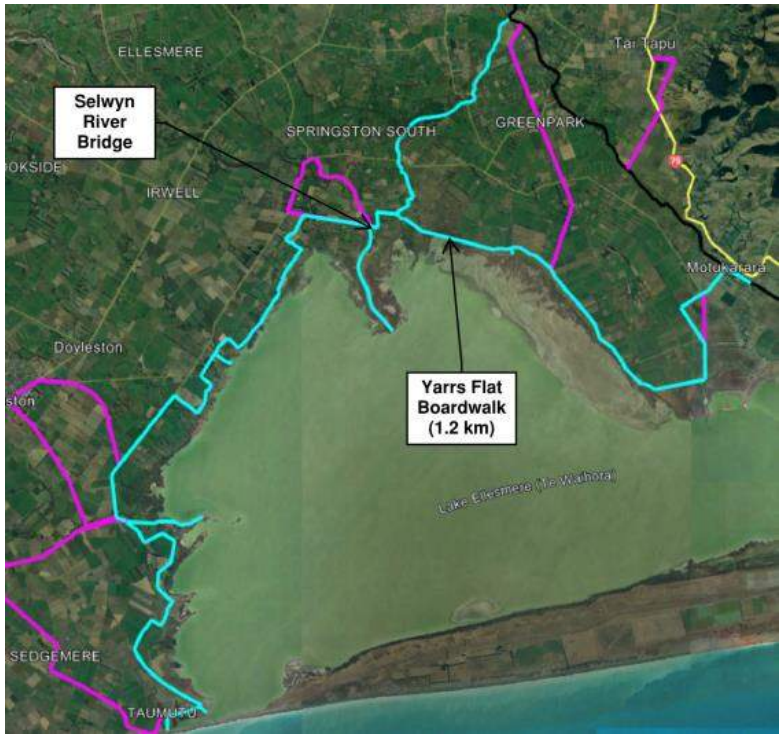


Figure 19 Approximate location of Major Structures required for the Te Waihora Lakeside Trail.



Figure 20 ***Waikirikiri (Selwyn) River Bridge:*** *Location of the proposed Waikirikiri (Selwyn) River Bridge shown in Pink.*



Figure 21 ***Yarrs Flat Boardwalk:*** *Location of timber boardwalk along border of Yarrs Flat Reserve and an example of a similar lakeside timber boardwalk (Lake Waihola – Clutha Gold Trail)*

5 Trail Costing

This section provides a Preliminary Engineer's Estimate for the Preferred Routes of the Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail. The estimates cover costs for design, consent, construction, and maintenance, including:

- Detailed design of tracks and structures
- Specialist studies (e.g., archaeology, ecology)
- Mitigating measures, stakeholder engagement, and required approvals
- Track and structure construction, project management, signage, and contingencies (20%)

Exclusions include project management oversight, council costs, branding, and ongoing operations. Full cost details and alternative routes are in Appendix B - Detailed Route schedules of the Feasibility Study Report. Estimates are based on Frame Group's experience and May 2024 rates, excluding GST. Maintenance estimates are high-level and inform economic assessments. Cost Estimate Summaries for each Trail are presented in Table 8 and Table 9.



Table 8 Cost Estimate Summary for Trail Sections for the proposed Waikirikiri Alpine to Sea Trail.

Section	Construction Cost	Annual Maintenance Cost
High-Country Trail (Total Cost)	**$30,843,000**	**$323,238**
SECTION A: Arthur's Pass Village	$1,607,000	$17,325
SECTION B: Bealey Spur	$17,506,000	$64,965
SECTION C: Cass to Ōpōrea (Lake Pearson) and Flock Hill	$1,730,000	$47,790
SECTION D: Lake Grasmere to Castle Hill Village	$2,078,000	$73,305
SECTION E: Castle Hill Village to Lake Lyndon	$3,146,000	$49,890
SECTION F: Lake Lyndon to Springfield	$4,776,000	$69,963
Plains Trail (Total Cost) - 2.0m wide asphalt/concrete trail*	**$16,344,840**	**$158,730**
SECTION G: Springfield to Sheffield	$3,880,200	$31,050
SECTION H: Sheffield to Darfield	$4,443,960	$37,710
SECTION I: Darfield to West Melton via Kirwee	$8,020,680	$65,430
SECTION J: West Melton to Rolleston	$0	$24,540
Plains Trail (Total Cost) – 3.0m wide gravel trail**	**$7,961,000**	**>$158,730**
SECTION G: Springfield to Sheffield	$1,590,000	$ 31,050.00
SECTION H: Sheffield to Darfield	$2,286,000	$ 37,710.00
SECTION I: Darfield to West Melton via Kirwee	$4,085,000	$ 65,430.00
SECTION J: West Melton to Rolleston	$0	$ 24,540.00

*Footnote: * Concrete is preferred hard-surfacing option over asphalt but becomes prohibitively expensive where concrete truck access is limited i.e. when concrete cannot be delivered to within 100m of the site. Asphalt then becomes the preferred option.*

***Gravel surfacing has been explored and presented in this report for comparison. Gravel is not considered a suitable surface due to the semi-urban nature of the Plains Trail, and its expected high user volume.*

Table 9 Cost Estimate Summary for Trail Sections for the proposed Te Waihora Lakeside Trail.

Section	Construction Cost	Annual Maintenance Cost
East Side Trail (Total Cost)	**$7,461,100**	**$95,649**
SECTION AA: Little River Trails End to Selwyn Huts	$5,680,100	$57,150
SECTION BB: Lincoln Loop 2 - L II River	$1,699,000	$27,099
SECTION CC: Selwyn Huts Side Trip	$82,000	$11,400
West Side Trail (Total Cost)	**$4,314,600**	**$94,665**
SECTION DD: Selwyn Huts to Boggy Creek Reserve	$1,971,800	$26,610
SECTION FF: Boggy Creek Reserve to Hearts Creek	$954,800	$24,855
SECTION GG: Lakeside Domain Track	$24,000	$7,560
SECTION HHH: Lakeside Reserve to Taumutu	$1,294,000	$33,690
SECTION EE: Irwell River	$70,000	$1,950





6 Supporting Infrastructure Assessment

This section outlines the infrastructure needed for the proposed cycle trails, focusing on user groups, experiences, and route itineraries. It identifies existing, proposed, and required new infrastructure.

Key "on trail" needs include accommodation, food, toilets, shelters, and signage, with off-trail services like bike hire, transport, and luggage transfer also essential, particularly for out-of-region users on the Waikirikiri Alpine to Sea Trail. The Trail's location near transport corridors and private land offers opportunities for third-party investment.

Existing accommodation options are available. While there are options along the High-Country Trail, additional catered accommodation is needed in key areas like Cass and Castle Hill.

Third-party interest in infrastructure investment is expected to increase with confirmed trail development, with KiwiRail and local operators already showing interest in providing transport, accommodation, and services, especially electric bike hire.

6.1 Other Structures and Facilities

At the start/finish points for each day on the Preferred Route, proposed trailheads will include:

- An information hub with maps, signs, and safety details
- Toilets nearby
- Water stations for bike washing and refills
- Parking for shuttles and private vehicles
- Bike stands

Trailheads should be easily recognisable and visible, with some featuring gateway structures. Secondary trailheads with information and toilets may be added at key points along the trail. Supporting infrastructure like wayfinding signage, trail counters, and power supply for charging devices should also be considered.

6.2 Interpretation and Storytelling

An interpretation and storytelling plan is needed to develop information and signage along the trail, enhancing the user experience by sharing natural, cultural, and historical stories. This is particularly valuable for mana whenua, allowing them to share important narratives meaningfully. Interpretation can include signage, pou, sculptures, and digital or off-trail storytelling.

6.3 Supporting Infrastructure Ownership and Delivery Models

Supporting infrastructure like toilets, signage, seats, and shelters is essential for user experience and safety. Core elements like signage and toilets should be prioritised, with other features added later. Ongoing maintenance should be managed by the trail's governance entity—likely a Trust for the High-Country Trail and the Lake Side Trails; and directly by Selwyn District Council (SDC) for the Plains Trail. Collaboration with landowners and community groups, as seen on other trails, could help manage and maintain infrastructure efficiently.

7 Land Tenure and Engagement

This section outlines the land tenure for the proposed Preferred Routes of both cycle trails and provides advice on securing access and managing ongoing use. The trails cross multiple tenures, each with unique constraints and expectations.

Initial engagement with key landowners, supported by Selwyn District Council (SDC), has occurred, but not all potentially affected landowners have been identified and contacted. Mana whenua have not yet been engaged, and this is required to further progress. Discussions with KiwiRail, DOC, and NZTA Waka Kotahi have started, but permissions from DOC, especially for the High-Country and Te Waihora Trails, pose a significant risk due to current restrictions. The Plains section primarily involves public land from SDC, NZTA, and KiwiRail.

7.1 Trail Corridor Tenure Summary

Selwyn District Council: The Preferred Trail routes mostly use council land, particularly road reserves. While road reserves support the trail's purpose, some are used by adjacent farmers, requiring engagement before development.

Department of Conservation: Parts of the trail cross Public Conservation Land, but current restrictions in the Canterbury Conservation Management Strategy prevent immediate use. A Management Agreement with the Department is needed for long-term access.

NZ Transport Agency (Waka Kotahi): The proposed route requires NZTA approval, particularly where it intersects with State Highways. The agency is open to the trail using its corridor if developed safely and with easy maintenance.

KiwiRail: Initial discussions indicate support for the trail, but detailed designs and agreements are necessary, including addressing safety, fencing, and asset protection. Securing permissions can take time, with costs for applications, engineering assessments, and ongoing fees.

Private Landowners: The trails rely on several private landholdings, especially in pinch points like Bealey to Cass and around Te Waihora. While most landowners are supportive, concerns about safety, fire risk, and behavior need addressing. All affected landowners, including surrounding landowners, need to be identified and engaged with. Engagement with landowners will be prioritised to secure leases or access agreements, ensuring minimal impact on their property.

7.2 Securing Long-Term Access

To secure long-term access for the trails, agreements should cover at least 20 years, providing stability for funders and businesses. These agreements should guarantee access for both trail users and maintenance teams. The specifics of each agreement will vary based on land tenure.

8 Impact Assessment

This high-level impact assessment evaluates the environmental, cultural, social, and historical impacts of both proposed trails. The trails are designed to avoid sensitive areas, but further engagement with mana whenua and communities, along with technical assessments, is needed to refine the plans. These assessments will help secure necessary permissions and may require adjustments to the routes or design. The trails offer significant benefits, including additional environmental, social, and cultural advantages beyond those outlined in the Market Assessment.

8.1 Resource Management Act

Trail development will require earthworks and new structures, leading to varying environmental impacts. Therefore, multiple Resource Consents under the Resource Management Act will be needed from Selwyn District Council and Environment Canterbury. The process involves significant time, cost, and sectional consenting due to the sensitive nature of the areas involved, particularly the High-Country and Te Waihora Lakeside Trails, which will likely need "non-complying" consents. A summary of the expected Resource Consent status for each trail section from both Selwyn District Council and Environment Canterbury is presented in Table 10.

Key assessments include cultural, ecological, landscape, geotechnical, and detailed design plans. Public submissions may be required, and early engagement with mana whenua and other stakeholders is crucial to minimise risks and ensure compliance.

Table 10 Expected Resource Consent status for each trail section from both Selwyn District Council and Environment Canterbury.

	Proposed Selwyn District Plan (2023)	Canterbury Regional Plan (2015)
Waikirirkiri Alpine to Sea Trail – High-Country Trail	Non-Complying Activity	Discretionary Activity
Waikirirkiri Alpine to Sea Trail – Plains Trail	Permitted Activity	Permitted Activity
Te Waihora Lakeside Trail	Non-Complying Activity (Lincoln Loop is potentially Discretionary)	Discretionary Activity

8.2 Conservation Act (1987) and the National Parks Act (1980)

The High-Country and Te Waihora Lakeside Trail sections will cross several parcels of Public Conservation Land (PCL) managed by DOC, requiring a management agreement or concession. DOC will evaluate the trails against key statutory documents, including the Canterbury Conservation Management Strategy (CMS) and Arthur's Pass National Park Management Plan. Bikes are only allowed on designated trails, and if the proposed areas are not listed, the CMS and plans will need to be amended, a process that can take several years.

The proposed trail affects 25 PCL parcels, including Conservation Areas and Wildlife Reserves. Only Craigieburn Forest Park and Korowai/Torlesse Tussocklands Pass Conservation Area are currently designated for biking. Amending the CMS and obtaining a concession will require technical assessments and early engagement with mana whenua. DOC is reviewing its process, but the Canterbury CMS is not currently flexible for trail approval, so amendments are needed.



9 Trail Governance and Management

The proposed governance model for the trails emphasises a sustainable approach involving key stakeholders. For the High-Country Trail, a Trust-based model with representation from SDC, landowners, mana whenua, and tourism experts is recommended. The Plains Trail will be managed by SDC as a public asset. The Te Waihora Lakeside Trail should also follow a Trust-based model, with SDC leading the East Side Trail development and potentially another entity, like the Waihora Ellesmere Trust, managing the West Side Trail.

SDC plays a crucial role in facilitating governance, providing resources, and establishing a dedicated Trail Manager. Effective governance requires strong relationships with mana whenua, landowners, local communities, and government entities.

9.1 Branding, Marketing, and Promotion

Establishing strong trail branding is crucial for visibility in the competitive South Island market, especially among Grade 2–3 trails. The trails need unique names that highlight their distinctive features, like the rail connection to Arthur's Pass, and should avoid generic names that could cause confusion. The branding for the Arthur's Pass to Rolleston route should be separate from the Te Waihora Lakeside Trail.

Marketing should target both local and out-of-region audiences, focusing on promoting the trail experience and associated services like accommodation and food. Collaborating with Christchurch NZ, KiwiRail, and key operators is important for effective marketing. A well-maintained trail with good signage, clean facilities, and a clear online presence will encourage positive word-of-mouth promotion. A dedicated website with accurate information, maps, and links to services is essential. Annual events can also boost the trail's visibility and attract repeat visitors.

10 Economic Assessment

This Market and Economic Assessment compares the costs of developing the trails with the economic benefits, such as employment and visitor spending, for both the region and the nation. It considers investment and visitor inputs, expected outputs like visitor spending and health benefits, and overall outcomes through a social cost-benefit analysis. The assessment uses a cost-benefit analysis (CBA) by MartinJenkins, which evaluates the regional and national benefits against the costs of trail design, construction, maintenance, and operation. The full CBA report is included in Appendix C of the main report:

- Waikirikiri Cycle Trail Cost Benefit Analysis, dated 25 May 2024, by MartinJenkins Ltd.

10.1 Economic Assessment Results – Waikirikiri Alpine to Sea Trail

The Economic Assessment results for the High-Country Trail are presented in Table 11 and for the Plains Trail in Table 12.

Table 11 High-Country Trail Economic Assessment Results.

Item	Details
Build Cost	$30.8m
Maintenance cost	$323k/yr
Major structures	10x major suspension bridges, 210m Bealey Bridge clip-on, etc.
New jobs for construction	200 new jobs
Ongoing jobs from trail operation	366 ongoing jobs
Annual trail users	30,680 users
Benefit:Cost ratio	3.9
Net Regional economic benefits	$42.1m
Local Funding	50% (Trusts, fundraising, Development Contributions, Rates, Local Council)
Central Government Funding	50%

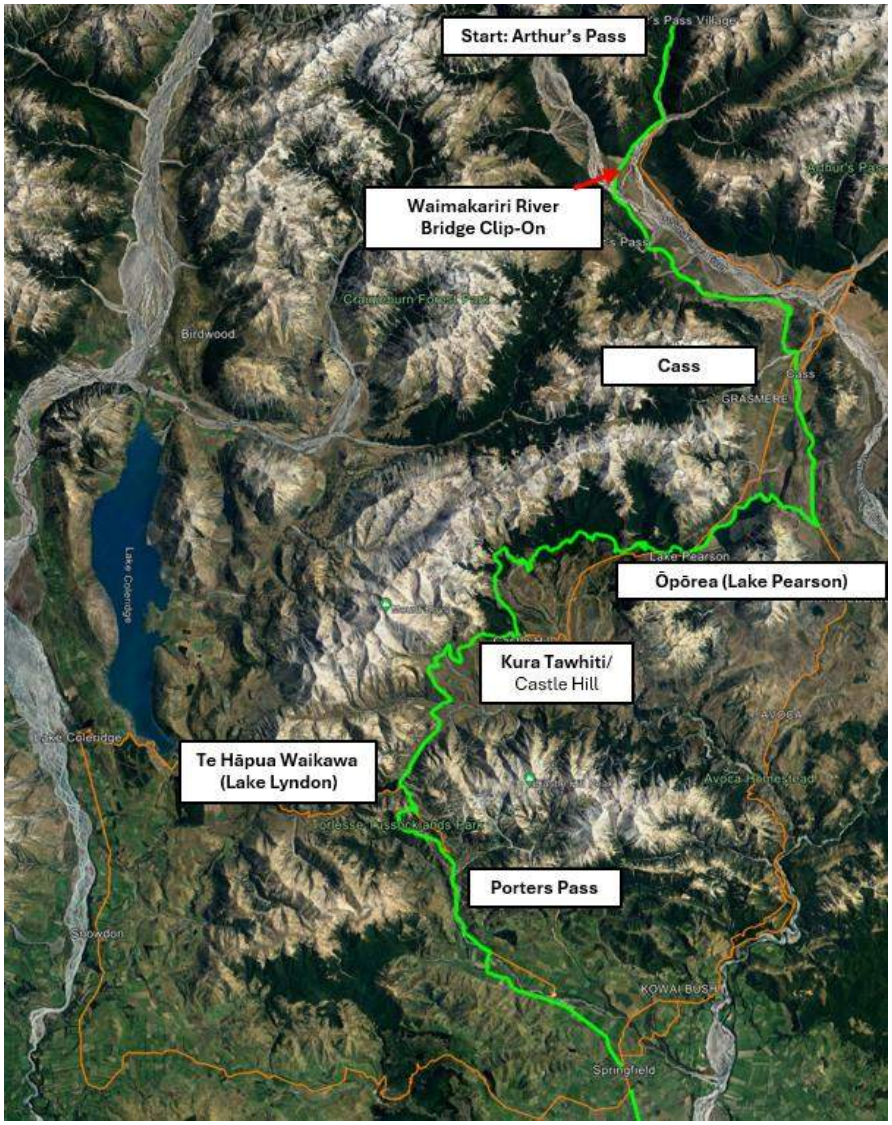


Figure 22 Proposed High-Country Trail map.

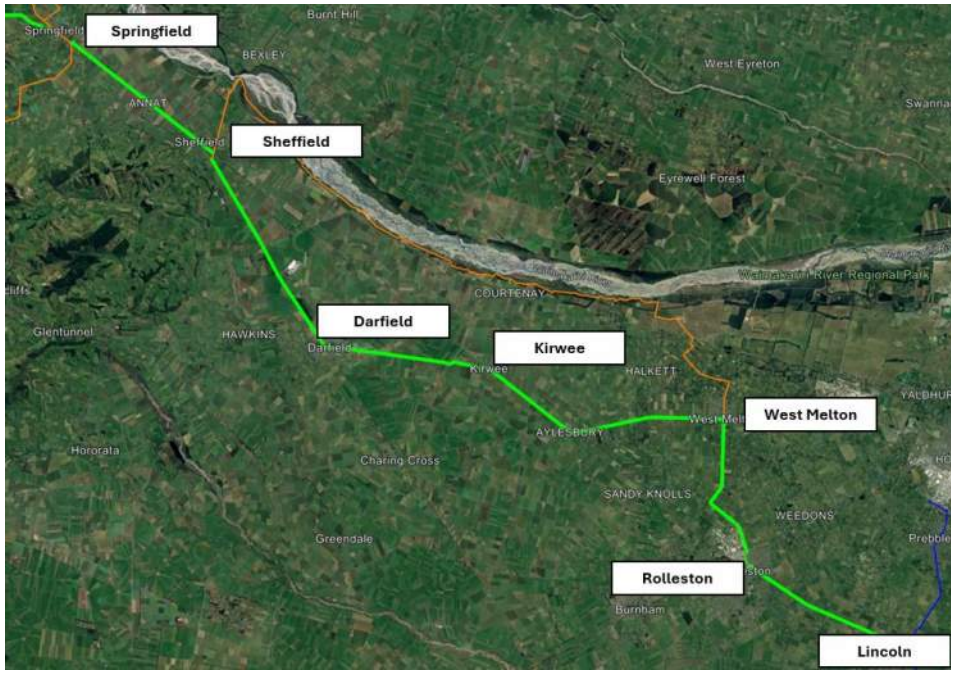


Figure 23 Proposed Plains Trail map.



Figure 24 Example of a typical concrete trail section recommended for the Plains Trail.

Table 12 Plains Trail Economic Assessment Results.

Item	Details
Build Cost	$8.0m gravel (3.0m wide path), or $16.3m Asphalt/Concrete* (2.0m wide path)
Maintenance cost	$159k/yr
New jobs for construction	105 new jobs
Ongoing jobs from trail operation	34 ongoing jobs
Total annual users	29,400 users
Out-of-region, multi-day trail users	8,600 annual users + active-Mode commuting for local residents
Gravel Surface (3m wide)	
Benefit:Cost ratio	2.0
Net Regional economic benefits	$9.4m
Asphalt/Concrete Surface (2.0m wide)	
Benefit:Cost ratio	1.1
Net Regional economic benefits	$1.4m

*Footnote: * Concrete is preferred hard-surfacing option over asphalt but becomes prohibitively expensive where concrete truck access is limited i.e. when concrete cannot be delivered to within 100m of the site. Asphalt then becomes the preferred option. Gravel surfacing has been explored and presented in this report for comparison.*

10.2 Economic Assessment Results – Te Waihora Lakeside Trail

The Economic Assessment results for the East Side Trail are presented in Table 13 and for the West Side Trail in Table 14.

Table 13 East Side Trail Economic Assessment Results.

Item	Details
Build Cost	$7.5m
Maintenance Cost	$96k/yr
New jobs for construction	48 new jobs
Ongoing jobs from trail operation	11 ongoing jobs
Total annual trail users	23,540 users
Benefit:Cost ratio	2.1
Net Regional economic benefits	$5.1m
Local Funding	50% (Trusts, fundraising, Development Contributions, Rates, Local Council)
Central Government Funding	50%

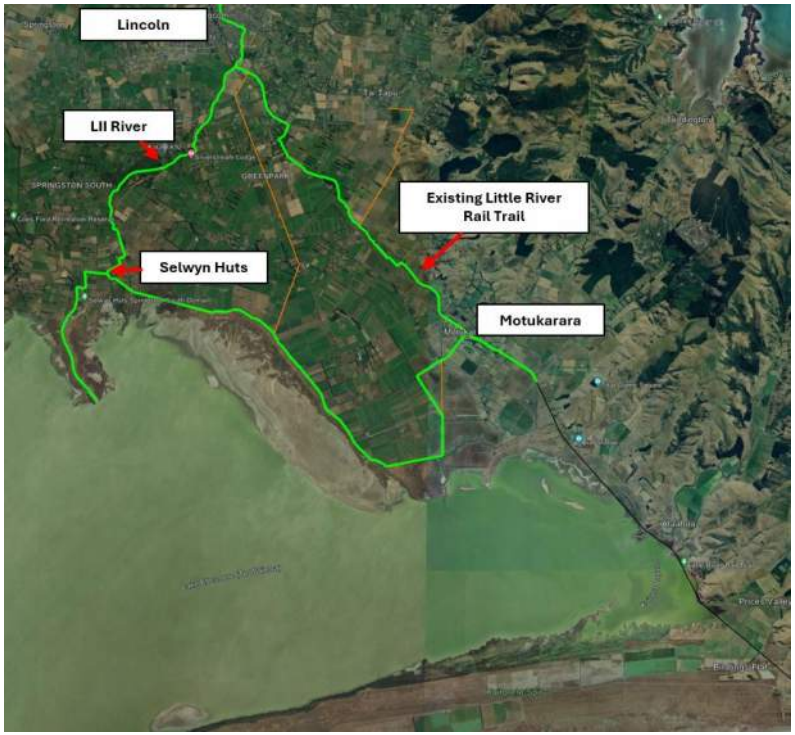


Figure 25 Proposed East Side Trail map.

Table 14 West Side Trail Economic Assessment Results.

Item	Details
Build Cost	$4.3m
Maintenance Cost	$95k/yr
Total annual trail users	6,230 users
New jobs for construction	28 new jobs
Ongoing jobs from trail operation	6 ongoing jobs
Benefit:Cost ratio	0.5
Net Regional economic benefits	-$0.9m
Local Funding	50% (Trusts, fundraising, Development Contributions, Rates, Local Council)
Central Government Funding	50%



Figure 26 Example of a typical gravel trail section recommended for the Lakeside Trails.

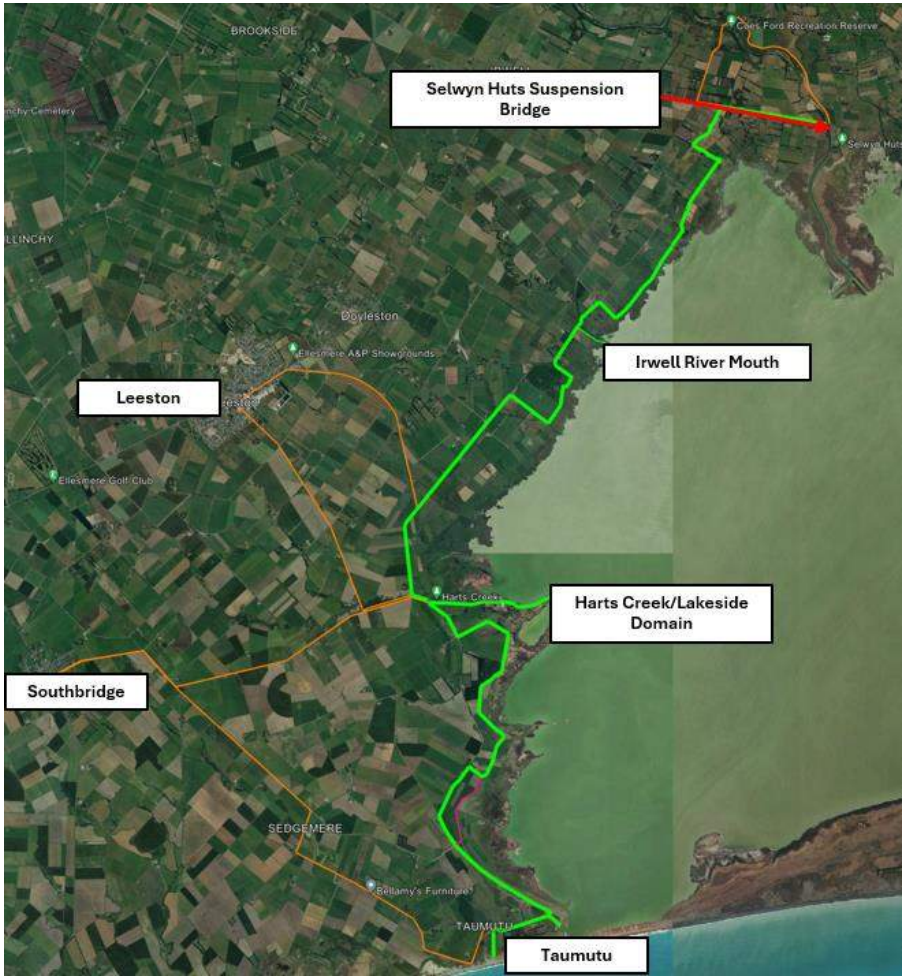


Figure 27 Proposed West Side Trail map.

11 Significant Issues, Risks and Assumptions

This section outlines the following essential considerations to be addressed for each Trail:

- Significant issues requiring resolution
- Significant risks to manage
- Major assumptions

Resolving these risks and issues is typically mandatory for the development of the associated Trails, and the recommended necessary actions to address each item are presented. It is recommended to assign a Trail Project Manager to each Trail to oversee the resolution of these issues.

11.1 Significant Issues, Risks and Assumptions – High-Country Trail

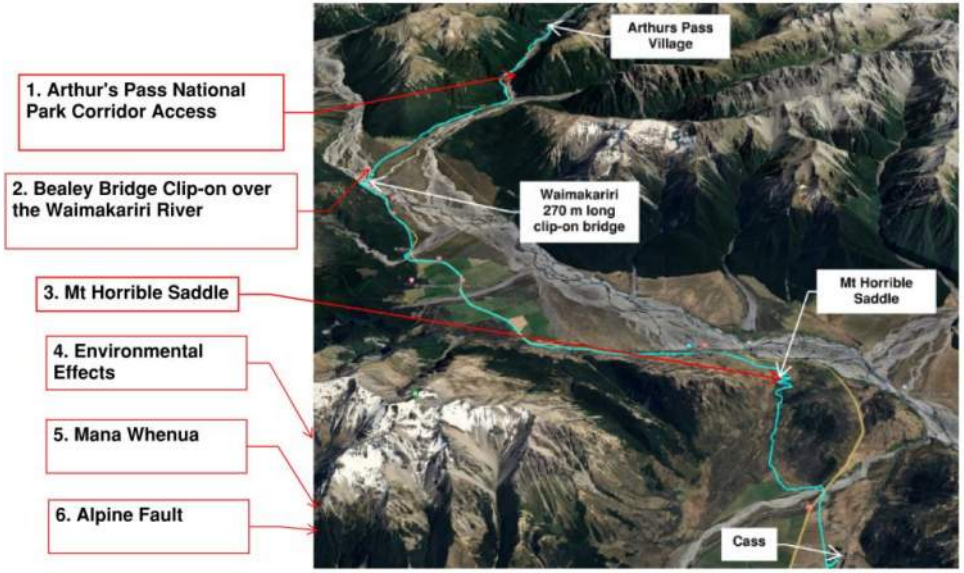


Figure 28 Overview of the Significant Issues, Risks and Assumptions for sections of the High-Country Trail.

Table 15 Overview of the Significant Issues, Risks and Assumptions for the High-Country Trail.

Risk/Issue/ Assumption	Description	Required Action
Arthur's Pass National Park Access	Access needed through Arthur's Pass National Park, using the old State Highway route. However, cycle trails are not currently allowed in the park, and vegetation has regrown.	Confirm corridor designation with DOC and NZTA Waka Kotahi. If Conservation Land, approval may require changes to the park's management plan, taking up to 5 years.
Bealey Bridge Clip-on	Critical crossing over the Waimakariri River. The existing bridge is old and may not support a clip-on structure. Natural hazards like earthquakes and floods add complexity.	**Option 1:** Build clip-on now, though its lifespan may be short. **Option 2**: Wait for NZTA Waka Kotahi to replace the bridge and incorporate the trail. Conduct a Concept Design Study to assess feasibility and coordinate with NZTA Waka Kotahi.
Mt Horrible Saddle	Steep, exposed section with geotechnical hazards. The trail crosses private land and may use a pylon access road.	Conduct engineering assessments and detailed design. Coordinate with the landowner and pylon road operator. Avoid Conservation Land if possible.
Environmental Effects	All trail sections need ecological and environmental considerations, especially in sensitive areas.	Conduct Environmental and Ecological studies. Coordinate with conservation groups and DOC during design.
Mana Whenua	Significant coordination with mana whenua is needed, especially in areas of cultural importance to Ngāi Tahu.	Establish formal partnerships with mana whenua for all trail sections.

Risk/Issue/ Assumption	Description	Required Action
KiwiRail Low-Level Crossings Safety	The trail uses two low-level railway crossings on Craigieburn Road, increasing user traffic.	Coordinate with KiwiRail and conduct Level Crossing Safety Impact Assessments (LCSIA) for increased use. Safety upgrades may be required, with each assessment costing around $15k.
Canterbury Conservation Management Strategy	The CMS 2016 currently prohibits cycle trails on most Conservation Land in Canterbury. The proposed trail crosses such land at Porters Pass and Moana Rua.	Approval for these sections requires CMS changes, which could take up to 5 years. Coordination with DOC is necessary.
Grasmere Station Corridor Access	Trail access through Grasmere Station is needed, potentially requiring a separate, fenced-off trail to avoid disrupting farm activities.	Coordinate with Grasmere Station owners to secure trail access.
Moana Rua (Lake Pearson) Corridor Access	Most of the trail uses existing tracks, but a new section requires Conservation Land access. CMS changes may be necessary.	CMS changes and DOC coordination are required for this section, which may take up to 5 years.
SH73 Underpass	A new culvert underpass is needed after Moana Rua (Lake Pearson) for safe crossing of SH73.	Coordinate with NZTA Waka Kotahi for permissions. Address flooding and drainage in the design. Construction will require lane closures and traffic control.
Craigieburn Forest Conservation Area	A new trail section is proposed through Craigieburn Forest Park, requiring a 440 m climb over 23 km.	Coordinate with DOC for access. Cycle trails are generally allowed here, so access is expected to be straightforward.
Castle Hill Station	Access through Castle Hill Station is required to avoid riding beside SH73. The trail may need to be separate from existing farm tracks to avoid disrupting farm activities.	Coordinate with Castle Hill Station owners to secure trail access.
Corridor Access		
Porters Pass	The trail requires a steep 315 m climb over 2.7 km within Conservation Land, necessitating corridor access and CMS changes.	CMS changes and DOC coordination are required for this section, which may take up to 5 years. Conduct engineering assessments and detailed design to evaluate costs, risks, and opportunities.
Environmental Effects	All trail sections require ecological and environmental considerations to minimise impacts, particularly in sensitive areas.	Conduct Environmental and Ecological studies during trail design. Coordinate with conservation groups and DOC.
Mana Whenua	Significant coordination with mana whenua is needed for trail sections, especially in areas of cultural importance to Ngāi Tahu.	Establish formal partnerships with mana whenua for trail development.
Alpine Fault	The Alpine Fault, near the High-Country Trail, has a high chance of rupturing in the next 50 years, potentially causing severe damage to the trail and structures.	Consider the affects of an Alpine Fault Earthquake in detailed design and decision making. Complete risk assessment for trail users.

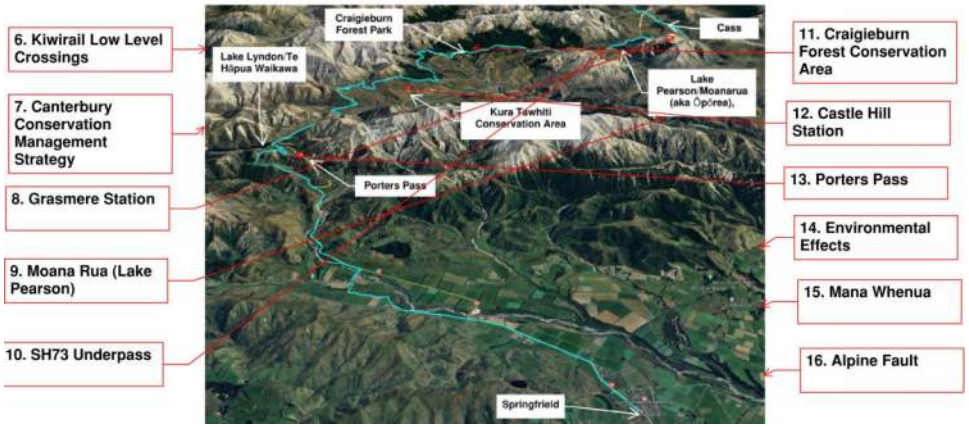


Figure 29 Overview of the Significant Issues, Risks and Assumptions for the lower High-Country Trails.

11.2 Significant Issues, Risks and Assumptions – Plains Trail

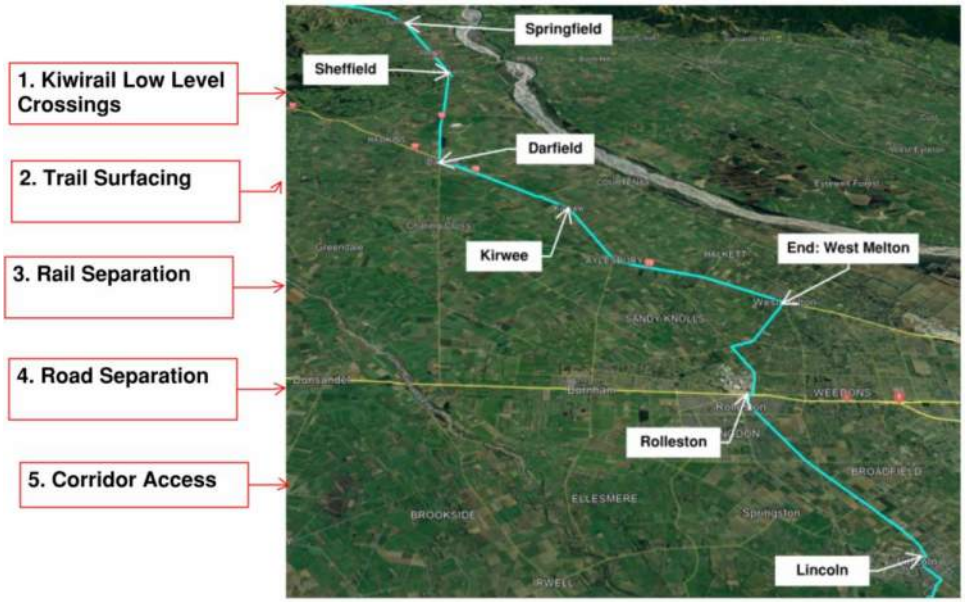


Figure 30 Overview of the Significant Issues, Risks and Assumptions for the Plains Trail.

Table 16 Overview of the Significant Issues, Risks and Assumptions for the Plains Trail.

Risk/Issue/Assumption	Description	Required Action
KiwiRail Low-Level Crossings Safety	The Plains Trail uses three low-level railway crossings, increasing user traffic.	Coordinate with KiwiRail for Level Crossing Safety Impact Assessments (LCSIA) at $15k each. Safety upgrades may be needed.
Trail Surfacing	The Plains Trail is assumed to have asphalt or concrete surfaces for durability and low maintenance. This surface is ideal due to proximity to urban areas and expected high use. Cost comparisons with gravel surfaces are in Appendix B.	Selwyn District Council to decide on surfacing option (asphalt/concrete or gravel). The report recommends asphalt/concrete, which is assumed in the Economic Assessment.
Rail Separation and Corridor Access	The trail runs close to the KiwiRail Midland Line and should be separated for safety. A minimum 10 m separation is needed, with fencing or natural barriers where closer. The trail may also cross KiwiRail land, requiring permission.	Ensure the trail design includes adequate separation, barriers, or fencing. Coordinate with KiwiRail for corridor access.
Road Separation and Safety	The trail runs near SH73 and other roads, requiring a 2 m separation for safety. Where closer, fencing or natural barriers may be needed. Safety measures are also required at road crossings. Coordination with NZTA Waka Kotahi, SDC, and private landowners is necessary.	Design the trail with adequate separation and safety measures. Coordinate with NZTA Waka Kotahi, SDC, and private landowners for access and design, especially at road crossings.



Figure 31 Typical view of the existing Plains Trail location showing State Highway, grassed shoulder, and rail corridor/crossing (Google Earth).

11.3 Significant Issues, Risks and Assumptions – Te Waihora Lakeside Trail



Figure 32 Overview of the Significant Issues, Risks and Assumptions for the East Side Trail.

Table 17 Overview of the Significant Issues, Risks and Assumptions for the East Side Trail.

Risk/Issue/Assumption	Description	Required Action
Corridor Access	The East Side Trail mainly follows public road reserves and the Little River Rail Trail, making access straightforward. It skirts Conservation Land, requiring DOC consultation. Access along the Ararira-LII River involves various land types, including private land.	Coordinate with DOC to minimise impact on reserves. Engage with private landowners for access along the Ararira-LII River and explore alternatives if needed.
Te Waihora Joint Management Plan	The trail avoids Conservation Areas by using public road reserves, but all designs should follow the Te Waihora Joint Management Plan (TWJMP).	Coordinate with DOC and mana whenua for trail sections. Ensure all trail designs align with the TWJMP.
	Some sections may need approval, which could take up to 5 years.	
Ararira/LII River	This trail section requires access through multiple land types and may need TWJMP changes. The river's condition is degraded, but restoration efforts are ongoing.	Explore access options along the Ararira-LII River. Consult with Living Water and other partnerships for potential collaboration.
Tārerekautuku Yarrs Lagoon Reserve	Yarrs Lagoon is a key wetland habitat. The Draft Reserve Management Plan (DRMP) supports public access and cycling, aligning with trail goals.	Consult the DRMP and coordinate with Living Water and other partners for trail design and access.
Flooding	Flooding is a major risk for lakeside trails due to fluctuating lake levels, climate change, and flat terrain. Proper trail positioning and design can mitigate damage.	Conduct flood risk assessments and incorporate design features like raised trails, drainage, and vegetation to improve flood resilience.
Limited Services and User Numbers	The area is isolated with few services, and the trail may attract fewer users. Developing a full loop trail could increase accessibility and user numbers.	Include rest stops and toilets in the design. Promote the trail to target users. Expect private businesses to provide additional services after completion.
Environmental Effects	All trail sections must minimise ecological impact, especially near lake and river margins. There are opportunities for conservation and restoration in collaboration with existing groups.	Conduct Environmental and Ecological studies. Coordinate with conservation groups during design.
Mana Whenua	Significant coordination with mana whenua is needed for all trails, especially given Te	Establish formal partnerships with

	Waihora's cultural importance to Ngāi Tahu.	mana whenua for trail development.
Greenpark and Selwyn Huts	Ongoing political issues affect land use and ownership in these lakeside communities.	Consider these political issues when making trail decisions.
Flat Topography	The flat terrain limits lake views, so the trail is positioned as close to the lake as possible while avoiding flood risks and sensitive areas.	Ensure the trail design balances lake views with flood risks and ecological concerns.
Yarrs Flat Boardwalk	A new 2.2 m wide raised timber boardwalk is needed along the Yarrs Flat Wildlife Reserve. It must accommodate fluctuating lake levels and minimise ecological impact. Ground conditions are poor, raising costs.	Include Ecological, Geotechnical, and Hydrological assessments in the boardwalk design. Coordinate with DOC and nearby landowne





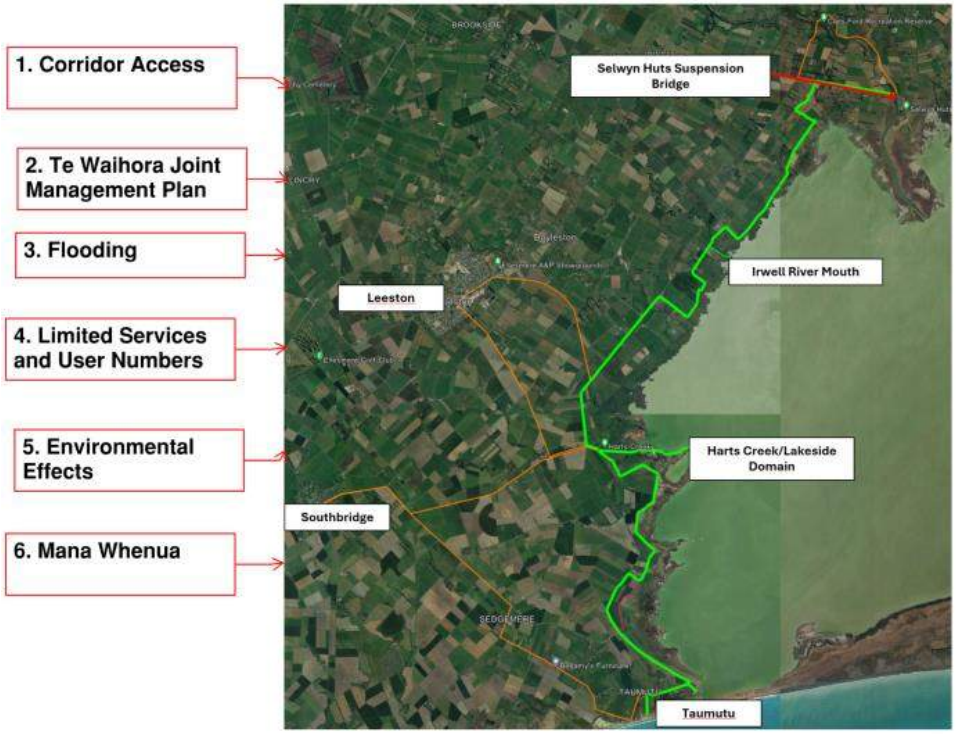


Figure 33 Overview of the Significant Issues, Risks and Assumptions for the West Side Trail.

Table 18 Overview of the Significant Issues, Risks and Assumptions for the West Side Trail.

Risk/Issue/Assumption	Description	Required Action
Corridor Access	The West Side Trail requires more private and Conservation Land access, making it more complex. Alternative routes exist but reduce the lake experience.	Coordinate with private landowners, adjacent landowners, and DOC for access and to minimise impact on Conservation Land. Ensure compliance with the Te Waihora Joint Management Plan. DOC approval may take up to 5 years.
Te Waihora Joint Management Plan	The West Side Trail needs significant access through or near Conservation Land, requiring compliance with the TWJMP. Some sections may need TWJMP changes, which could take up to 5 years.	Coordinate with DOC and mana whenua for trail development. Ensure all sections comply with the TWJMP.
Flooding	Flooding is a major risk due to fluctuating lake levels and flat terrain, worsened by climate change. Trail design should address future flood risks.	Conduct flood risk assessments for Te Waihora and the Irwell River. Design the trail with features like vegetation, raised trails, and drainage to improve flood resilience.
Limited Services and User Numbers	The West Side Trail is isolated with few services and may attract fewer users. It's harder to promote due to geographic isolation, making the economic case weaker.	Include rest stops and toilets in the design. Focus on promotion and branding to attract users. Private enterprises may offer services after completion.
Environmental Effects	All trail sections need ecological and environmental considerations, especially near lake and river margins. Opportunities for conservation and collaboration with existing groups exist.	Conduct Environmental and Ecological studies during trail design. Coordinate with conservation groups.
Mana Whenua	Significant partnership with mana whenua is essential, as Te Waihora holds deep cultural significance. Te Taumutu Rūnanga, with a marae at the end of the West Side Trail, is particularly important.	Formalise partnerships with mana whenua, especially Te Taumutu Rūnanga. Engage with other Rūnanga for approval.

12 Recommended Development Stages/Next-Steps

This section outlines a suggested 10-year development sequence for each trail, detailing key milestones like stakeholder engagement, planning, and construction. The actual timeline may vary based on funding, capacity, and planning. It recommends assigning a Cycle Trail Project Manager and Trail Sponsor to oversee progress, stakeholder coordination, and other tasks. High-level 10-year development plans for the Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail are presented in Table 19 and Table 20.



Table 19 A high-level breakdown of a possible 10-year development programme for both the High-Country and Plains sections of the Waikirikiri Alpine to Sea Trail.

Year	High-Country Trail	Plains Trail
0	Appoint a Project Manager and Trail Sponsor to oversee development. Establish trail governance.	Appoint a Project Manager and Trail Sponsor. Establish trail governance.
1	Engage mana whenua, landowners, and community. Coordinate with DOC for required approvals. Begin design and studies.	Engage mana whenua, landowners, and community. Coordinate with DOC and KiwiRail. Begin detailed design and specialist studies.
2	Concept designs for difficult sections and major structures. Continue studies and engagement.	Coordinate with KiwiRail for rail crossings. Continue design and engagement.
3	Secure corridor access permissions (except Conservation Land). Begin detailed trail design.	Secure corridor access permissions. Apply for necessary consents.
4	Coordinate with KiwiRail. Continue detailed design, including trails and structures.	Begin trail construction. Develop promotional materials and branding.
5	Finalise Conservation Land access and design, including major structures. Begin Bealey Bridge design.	Continue trail construction. Finalise promotion and marketing.
6	Apply for consents. Start construction in stages. Establish a Trail Operations Manager.	Continue construction in stages. Establish a Trail Operations Manager.
7-10	Continue construction in stages, with ongoing operation and maintenance.	Continue construction in stages, with ongoing operation and maintenance.

Table 20 A high-level breakdown of a possible 10-year development programme for both the East Side and West Side Trails of the Te Waihora Lakeside Trail.

Year	East Side Trail	West Side Trail
0	Appoint Project Manager and Trail Sponsor. Establish trail governance.	Appoint Project Manager and Trail Sponsor. Establish trail governance.
1	Conduct flood risk assessments. Begin engagement with mana whenua, landowners, and community. Start concept designs.	Continue engagement with mana whenua, landowners, and community.
2	Confirm DRMP compliance. Finalise corridor access and detailed design, including Yarrs Flat Boardwalk.	Continue engagement. Confirm corridor access and start detailed trail and engineering design.
3	Finalise Te Waihora Joint Management Plan. Apply for consents.	Confirm corridor access, finalise detailed design, and complete specialist studies.
4	Begin trail construction and promotion.	Apply for consents. Finalise Te Waihora Joint Management Plan.
5	Continue trail construction and promotion.	Continue trail construction, including Waikirikiri River Suspension Bridge. Continue promotion.
6	Operate trail, establish Trail Operations Manager.	Continue trail construction. Operate trail and establish Trail Operations Manager.
7-10	Ongoing operation and maintenance.	Operate and maintain trail, continue promoting and overseeing development.



13 Trail Summary Posters

The following Summary Posters provide a snapshot of the findings of this Feasibility Study for both Trails.

- **Waikirikiri Alpine to Sea Trail**
  - High-Country Trail
  - Plains Trail
- **Te Waihora Lakeside Trail**
  - East Side Trail
  - West Side Trail



WAIKIRIKIRI ALPINE TO SEA TRAIL

HIGH-COUNTRY TRAIL

ECONOMICS

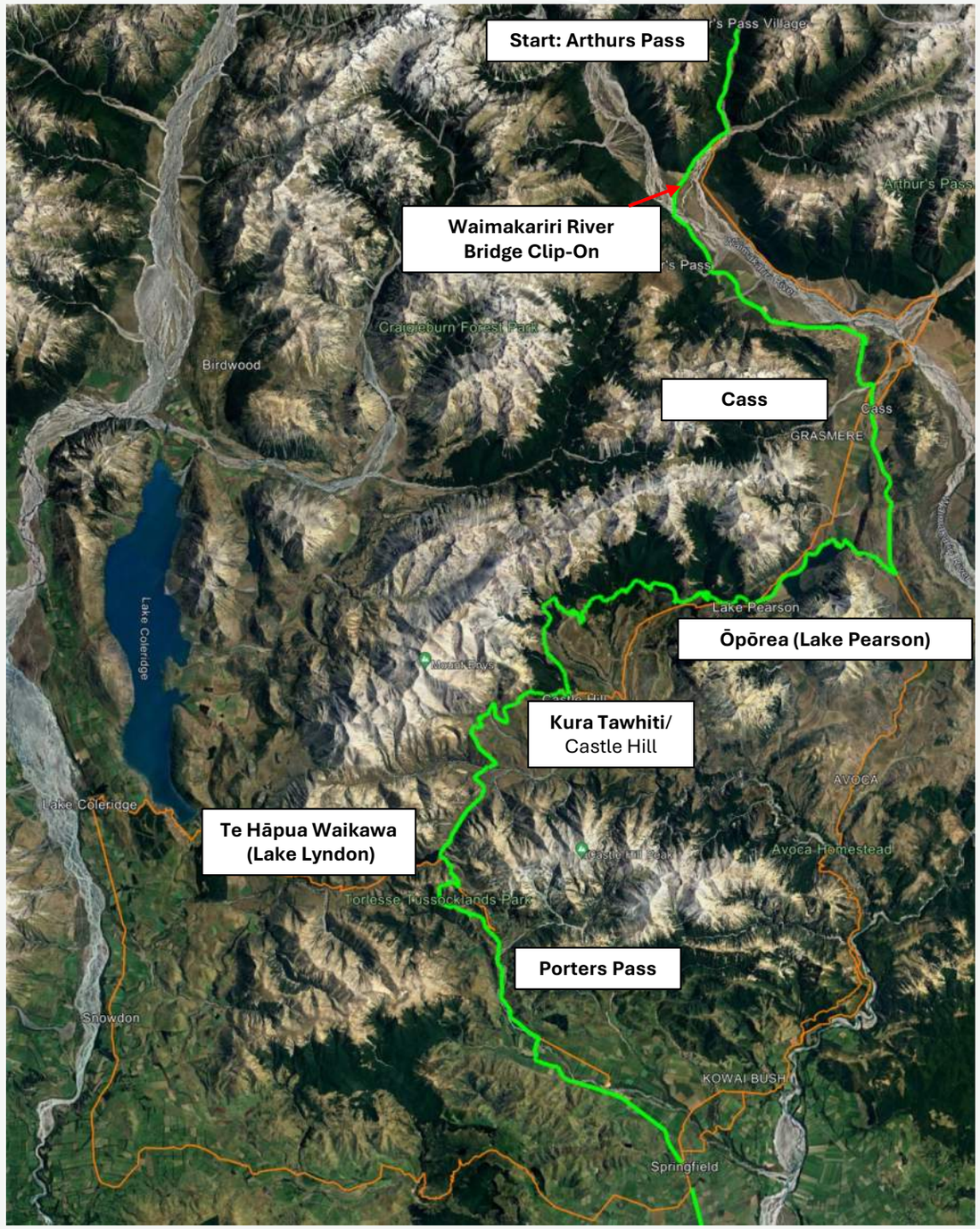
- Build Cost = **$30.8m**
- **Maintenance cost = $323k/yr**
- 10x major **suspension bridges**, 210 m Waimakariri bridge clip-on, alpine trails)
- **200 new jobs** for construction
- **366 ongoing jobs** from trail operation
- **30,680** annual trail **users**
- **Benefit:Cost ratio = 3.9**
- **Net Regional economic benefits = $42.1m**

USER EXPERIENCE

- **Easy** to **Intermediate** cycle trail
- **108 km** total length
- Gravel surface
- 2.2 m wide
- **Grade 2 and 3** cycle trail.

GOVERNANCE AND MAN AGEMENT

To be developed in partnership with **Mana Whenua**, **DOC**, Private Landowners, **Kiwirail**, NZTA **Waka Kotahi,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- Immersion in spectacular **alpine landscapes**, remote wilderness, **history**, and nature.
- **Tranzalpine train** through **Waimakariri River Gorge** to Arthur's Pass trail start.
- Experience **Arthur's Pass National Park** and classic **High-Country Stations.**
- **Mountain lakes:** Ōpōrea (Lake Pearson) and Te Hāpua Waikawa (Lake Lyndon).
- Historic **Cass Train Station.**
- Craigieburn Forest Park.
- **Kura Tawhiti**/Castle Hill
- **Korowai**/Torlesse Tussocklands Park.
- Porters Pass.
- **Alpine Rivers:** Waimakariri, Bealey, Kowai, Cass, Porter.
- Significant cultural, environmental, social, and community benefits.

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

'A Great Ride of Aotearoa showcasing and celebrating all that Selwyn has to offer'

WAIKIRIKIRI ALPINE TO SEA TRAIL

PLAINS TRAIL

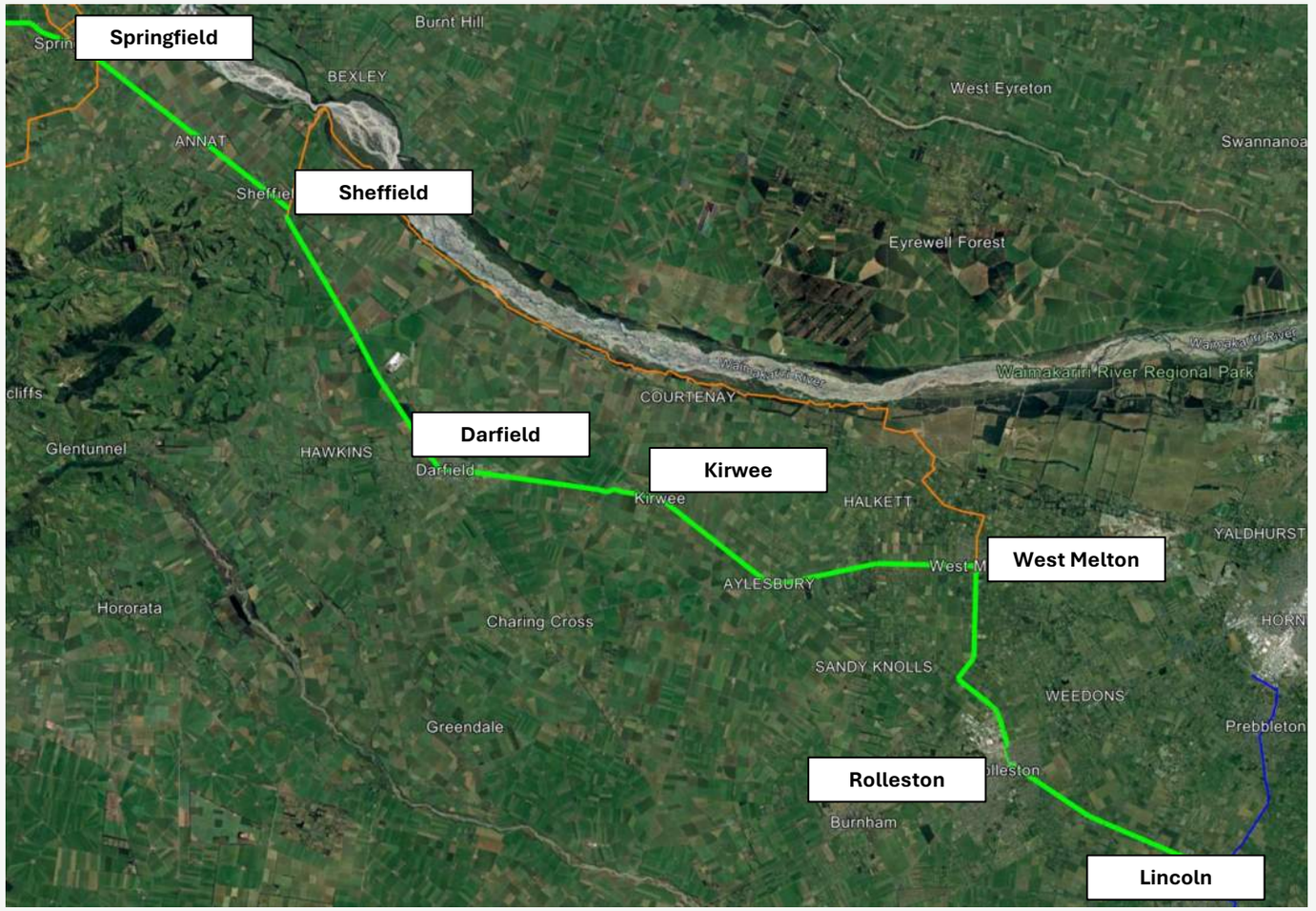
FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

ECONOMICS

- Build Cost = **$8.0m gravel (3.0m wide path) or $16.3m Concrete/Asphalt (2.0m wide path)**
- Maintenance cost = **$158k/yr**
- **105 new jobs** for construction
- **34 ongoing jobs** from trail operation
- **29,400** total annual users.
- **8,600** annual, out-of-region, multi-day trail users.
- + Active-Mode **commuting** for local residents.

Gravel Surface (3m wide)
- Benefit:Cost ratio = **2.0**
- Net Regional economic benefits = **$9.4m**

Concrete/Asphalt Surface (2.0m wide)
- Benefit:Cost ratio = **1.1**
- Net Regional economic benefits = **$1.4m**



Green = Preferred Trail, Orange = Alternatives and optional additions.

GOVERNANCE / MANAGEMENT

To be developed in partnership with **Mana Whenua**, Private Landowners, **Kiwirail**, NZTA **Waka Kotahi** and others.

HIGHLIGHTS

- Linking Selwyn towns: **Springfield, Sheffield, Darfield, Kirwee,** and **West Melton.**
- **Commuter Trails:** Wide, well-surfaced, accessible, flat, and safe - suitable for many different user groups.
- **Health and Safety Benefits** for Selwyn Communities by providing off road biking and walking opportunities.
- Connects onwards to **Rolleston, Lincoln, Christchurch,** and **Banks Peninsula (Little River Rail Trail).**
- **Celebrating, connecting** and **showcasing** the Plains communities and their stories.

USER EXPERIENCE

- **Easy** cycle trail
- **80 km** total length
- Concrete, asphalt and gravel surfaces.
- 2.5 m wide
- **Grade 1 and 2** cycle trail.

TE WAIHORA LAKESIDE TRAIL – EAST SIDE

ECONOMICS

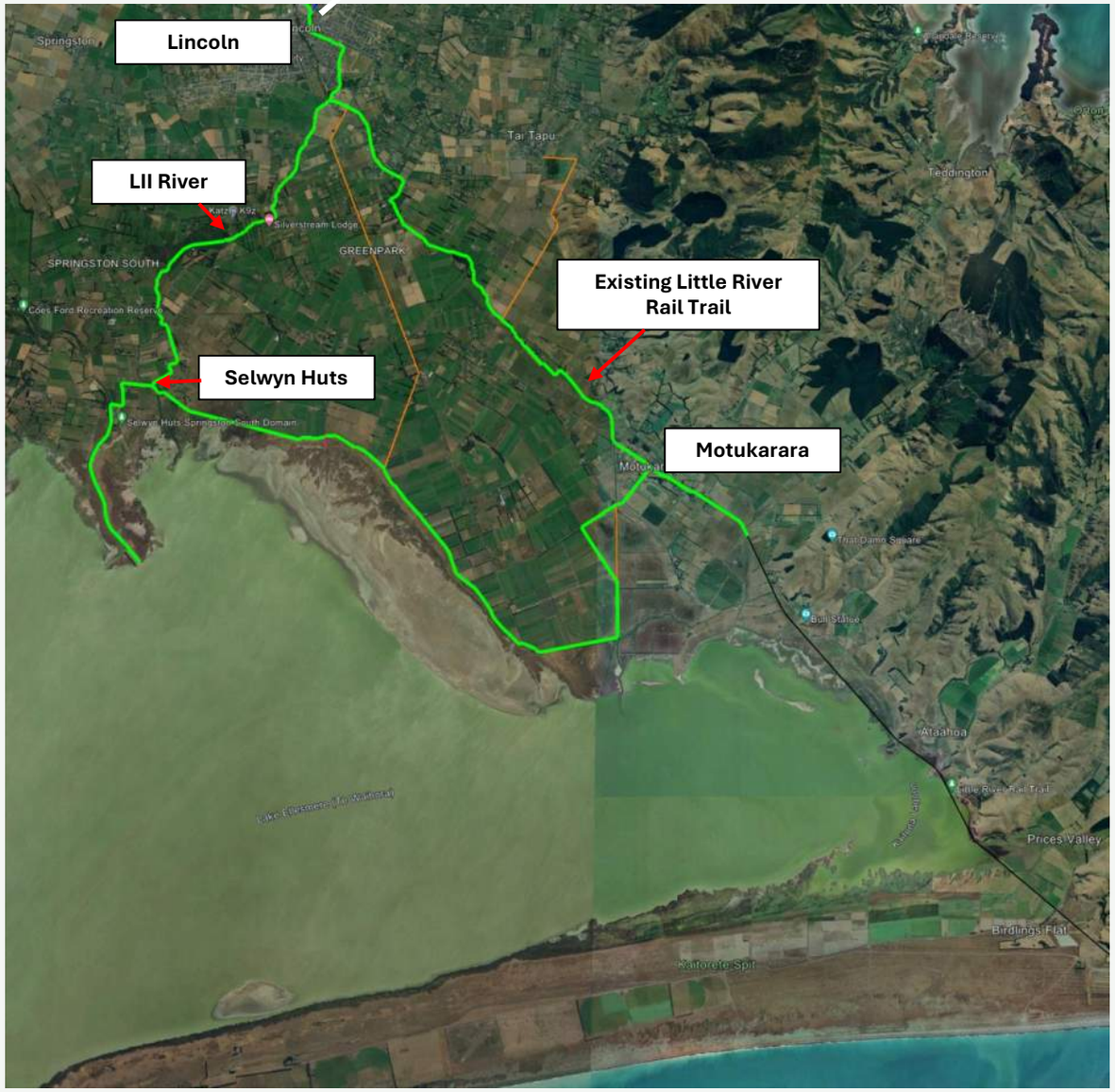
- Build Cost = **$7.5m**
- Maintenance Cost = **$95.6k/yr**
- **48 new jobs** for construction
- **11 ongoing jobs** from trail operation
- **23,540** total annual trail **users**
- Benefit:Cost ratio = **2.1**
- Net Regional economic benefits = **$5.1m**

USER EXPERIENCE

- **Easy** cycle trail
- **52 km** total length
- gravel surface with some timber boardwalk.
- 3.0 m wide
- **Grade 1 and 2** cycle trail.

GOVERNANCE / MANAGEMENT

To be developed with **Mana Whenua**, **Christchurch City Council**, Private Landowners, **Waihora Ellesmere Trust, Ellesmere Sustainable Agriculture Inc,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- Follows lake margins past **wildlife reserves** with excellent views of the lake and **birdlife.**
- Accessible **loop/day ride** from Lincoln, Rolleston or Christchurch.
- Honors the **cultural** and **historical significance** of Te Waihora.
- Wide, well-surfaced, accessible, **flat,** and safe - suitable for many different user groups.
- **1200 m timber boardwalk** over wetland margins through to Yarrs Flat Wildlife Management Reserve.
- **Waikirikiri**/Selwyn River mouth.
- Links to the existing '**Little River Rail Trail**' at Motukarara.
- Follows the **LII River** and **Halswell River** Canal.
- Encourages **habitat restoration** and **conservation.**

'Cycling and Walking T[redacted] Waihor[redacted] enjoying, understanding, respecting and protecting a taonga'

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

TE WAIHORA LAKESIDE TRAIL – WEST SIDE

ECONOMICS

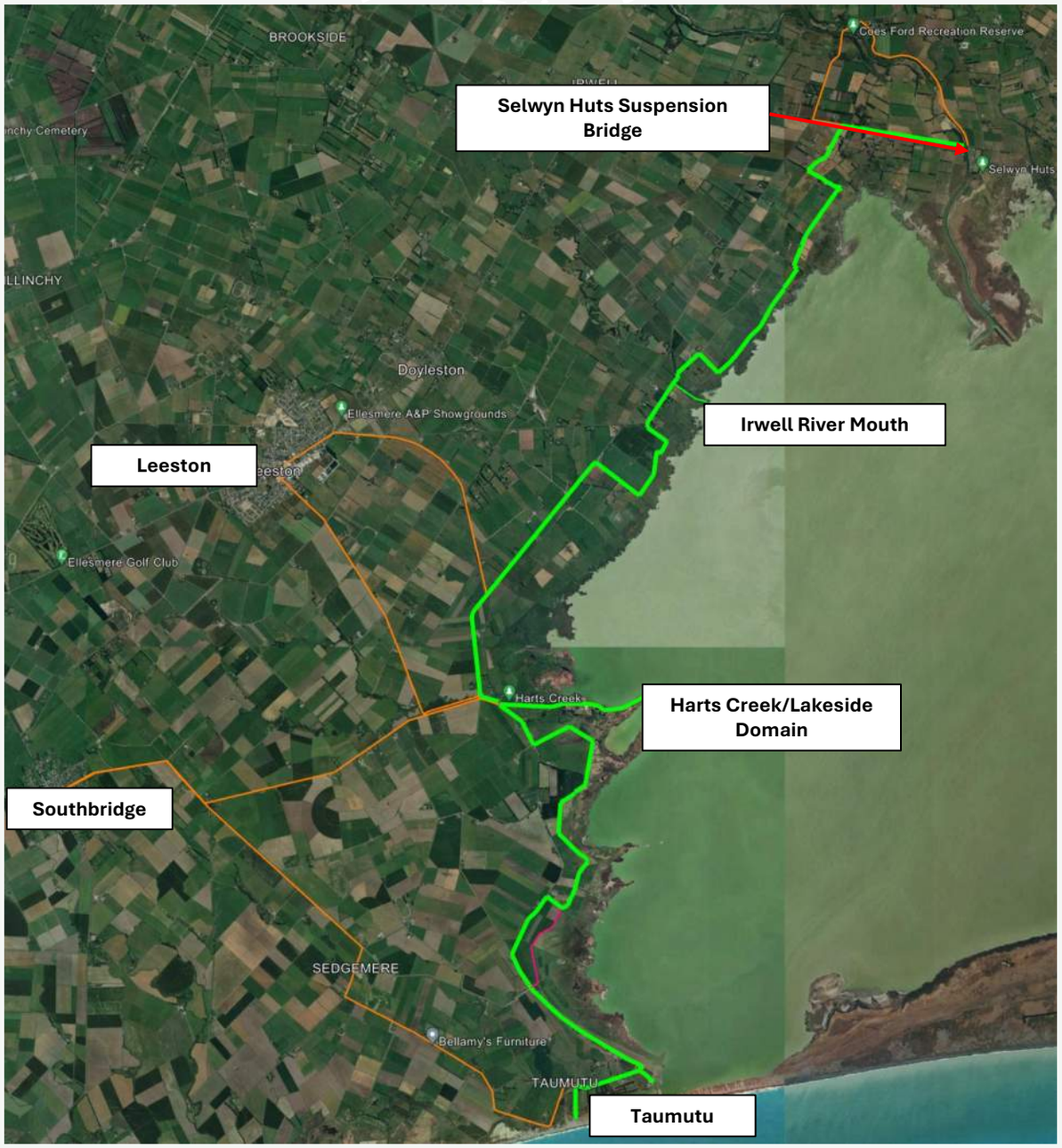
- Build Cost = **$4.3m**
- Maintenance Cost = **$94.6k/yr**
- **6,230** total annual trail **users**
- **28 new jobs** for construction
- **6 ongoing jobs** from trail operation
- **Benefit:Cost ratio = 0.5**
- Net Regional economic benefits = **-$0.9m**
- **Opportunities** for **Te Taumutu Rūnanga**

USER EXPERIENCE

- **Easy** cycle trail
- **31 km** total length
- gravel surface and boardwalks, some on road
- 2.2 m wide
- **Grade 1 and 2** cycletrail.

GOVERNANCE / MANAGEMENT

To be developed with **Mana Whenua**, **DOC**, Private Landowners, **Waihora Ellesmere Trust, Ellesmere Sustainable Agriculture Inc,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- New **suspension bridge** over **Waikirikiri/Selwyn River**.
- Follows western lake margins past **wildlife reserves** with excellent views of the lake and **birdlife.**
- **'Spoke' trails** at the Irwell River mouth, Hart's Creek, Lakeside Domain and Fisherman's Point.
- Experience the **Kaitorete Spit** from the **Te Waihora/Lake Ellesmere opening** at **Taumutu.**
- Honours the **cultural** and **historical significance** of Te Waihora.
- Wide, well-surfaced, accessible, **flat,** and safe - suitable for many different user groups.
- Encourages **habitat restoration** and **conservation.**
- Potential **opportunity** for **Te Taumutu Rūnanga**
- Future linkages to **Leeston** and **Southbridge.**

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS



FRAME GROUP

HELPING AOTEAROA NEW ZEALAND ACCESS,
ENJOY AND PROTECT THE GREAT OUTDOORS

ROAM

MARTIN JENKINS

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1. Feasibility Study Background

1.1. Introduction

This Feasibility Study covers the following two proposed cycle trails in the Selwyn District, Central Canterbury:

- **Waikirikiri Alpine to Sea Trail** (Mountains to the Sea); and
- **Te Waihora Lakeside Trail** (Around the Lake).

It has been commissioned by Selwyn District Council (**SDC**) who have dictated the following overall purpose and scope for the study:

> *"Council is committed to enhancing cycling opportunities within the District, including recreation and cycle tourism. Recognising the landscape, historic and cultural value of Selwyn, Council intends to undertake a feasibility study of two cycle trails – from Arthur's Pass to Te Waihora (Mountains to the Sea), and around Te Waihora (Around the Lake). The feasibility study will consider the options and practicalities of the cycle trails, and identify the necessary supporting infrastructure and services aligned with potential cycle trails. The feasibility study, and subsequent implementation (if viable) will be undertaken through co-design with rūnanga. There will be a requirement of collaboration with NZTA Waka Kotahi, Waimakariri District Council, Department of Conservation / Forest & Bird, ECan and local communities and their boards."*

1.2. Waikirikiri Alpine to Sea Trail - Overview

The proposed Waikirikiri Alpine to Sea Trail is an epic trail that runs from the Southern Alps/Kā Tiritiri o te Moana (the Mountains) to Rolleston township. There, it connects to existing trails to Lincoln and beyond to the existing Little River Rail Trail, which continues to the Pacific Ocean/Te Nui (the Sea). Several connections also exist to Christchurch, linking it to the International Airport, this other significant urban centre, and beyond.

The Trail showcases a unique selection of Selwyn's iconic geological, geographical, historical and cultural highlights, including a 'Mountain/High-Country Section' and a 'Plains' section, shown in Figure 1. The 'High-Country' section comprises Arthur's Pass; the Waimakariri River; Cass Railway Station; Lake Pearson/Ōpōrea; Craigieburn Forest Park; Castle Hill/Kura Tawhiti; Lake Lyndon/Te Hāpua Waikawa; Porters Pass; and the Kowai River. The 'Plains' section of the trails runs parallel to both the Selwyn River/Waikirikiri and the Waimakariri River, in the heart of Selwyn District, through the townships of Springfield, Sheffield, Darfield, Kirwee, West Melton, Rolleston, and Lincoln.

The geography associated with the trail is significant to mana whenua and includes historical travel routes, encampments, and Mahinga Kai places. The trail also has metaphorical connotations because it follows the natural flow of water through the landscape, and this is reflected in the trail's and district's namesake, 'Waikirikiri'—loosely translated to 'water

flowing through gravel'. Figure 1 shows a map of the proposed alignment for the Waikirikiri Alpine to Sea Trail.

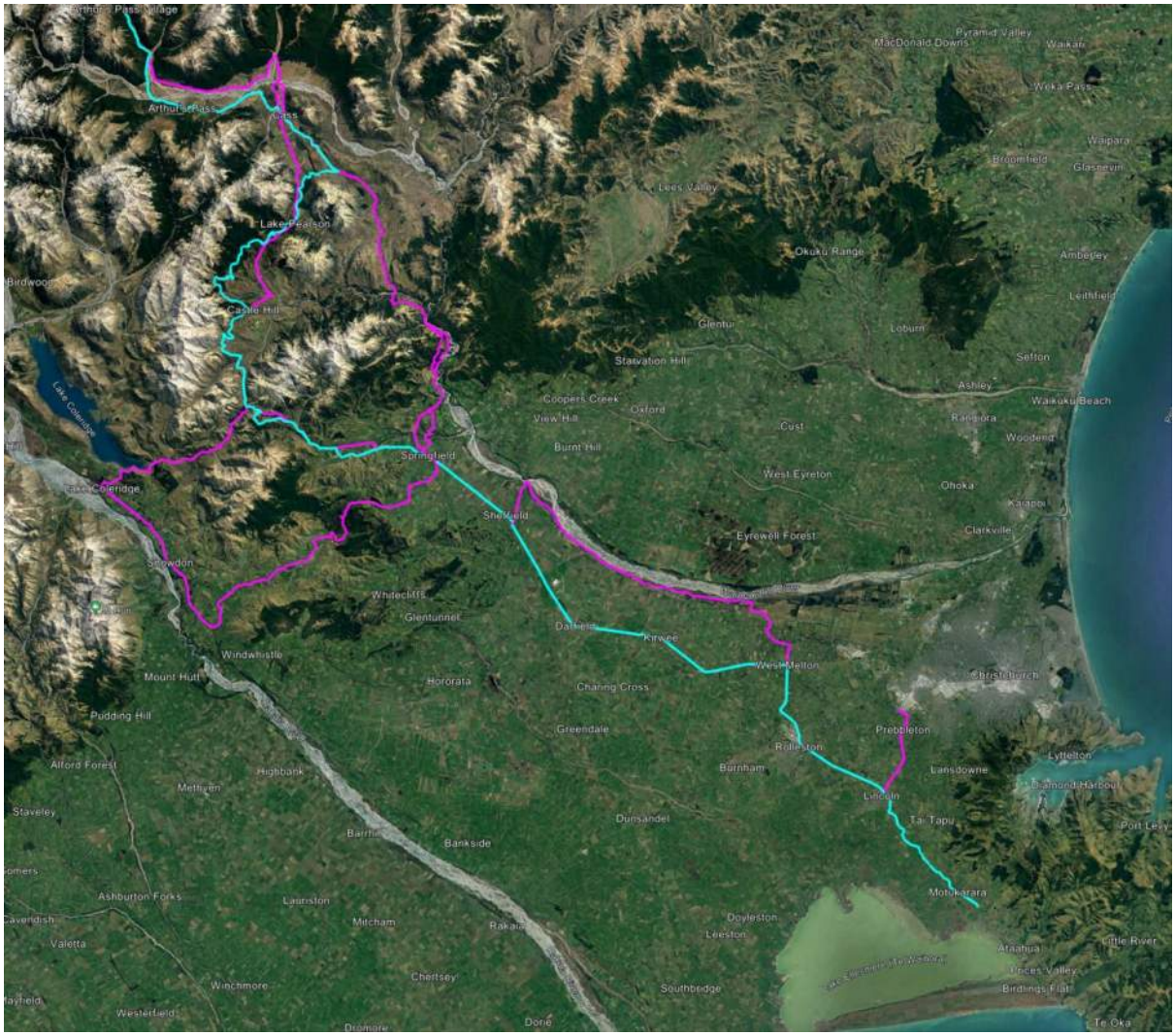


Figure 1 Overview of the proposed Waikirikiri Alpine to Sea Trail. Blue = preferred trail alignment, Pink = alternative route options considered in the Feasibility Study.

1.2.1. Prior Feasibility Studies - Waikirikiri Alpine to Sea Trail

A 'Mountains to Sea' trail in the Selwyn District has been discussed by different organisations for several years. Prior feasibility studies for the proposed trail can be found in the following preliminary scoping and funding applications that were produced by Environment Canterbury (**ECan**) in 2009:

- Concept Proposal – Southern Alpine-Pacific Cycle Trail, prepared by Environment Canterbury, dated 16 December 2009.
- New Zealand Cycleway 2009 – 2012 - Stage One – Concept Proposal Application, prepared by Environment Canterbury, dated October 2009.

These Concept Proposals were submitted as part of a funding request to the Ministry of Tourism for the 'Ngā Haerenga - New Zealand Cycleways' project. The proposals outlined a trail alignment described as "a 155km gentle downhill journey through Canterbury's Southern Alps, from Arthur's Pass to the Pacific Ocean, featuring a high-country, river, and railway cycle trail." However, this proposed alignment differed significantly from the new Waikirikiri Alpine to Sea Trail explored in this Report. The original proposal followed the TranzAlpine Railway Corridor through the mountains, then the Waimakariri River Regional Park, which is managed by ECan, and concluded north of Christchurch, outside of the Selwyn District.

The original proposals were not funded, and alternative trails, such as the 'Alps 2 Ocean Cycle Trail,' were developed for the 'Ngā Haerenga - New Zealand Cycleways' project. As a result, the proposed trail was not constructed, leaving a noticeable gap in the New Zealand cycle trail network with no Great Rides or Heartland Rides in the Selwyn District.

1.3. Te Waihora Lakeside Trail - Overview

The Te Waihora Lakeside Trail is a notable route that centres around Te Waihora (Lake Ellesmere), located near Rolleston and Christchurch. As the largest lake in Canterbury/Waitaha, straddling both the Christchurch and Selwyn Districts, Te Waihora is a crucial link in the chain of coastal lagoons and estuaries along the South Island's east coast.

For Ngāi Tahu, Te Waihora holds profound significance as a tribal taonga, symbolising a major mahinga kai (food resource) and a vital source of mana. Originally known as Te Kete Ika o Rākaihautū (The Fish Basket of Rākaihautū), the name reflects its historical importance as a key tribal resource.

The lakebed of Te Waihora is under the rangatiratanga (ownership) of Te Rūnanga o Ngāi Tahu, as established by the Ngāi Tahu Claims Settlement Act 1998. Te Taumutu Rūnanga, which has its Marae at the southern end of the lake, along with other Papatipu Rūnanga, plays a significant role in the lake's management and protection. The area surrounding the lake includes various private landholdings, primarily farms, and is frequented by diverse lake users and community groups. Additionally, it encompasses substantial Public Conservation Land, including Reserves and Wildlife areas.

Te Waihora is of immense cultural, natural, historic, recreational, and commercial value to numerous communities. It is regarded as one of New Zealand's most important wetland habitats, supporting a high diversity of migratory wader bird species, threatened Indigenous species, and numerous Indigenous fish species.

The proposed trail has been split into an 'East Side Trail' and a 'West Side Trail' as shown in Figure 2. The 'East Side Trail' is a loop route featuring lakeside paths and boardwalks, a riverside trail along the Ararira/LII River, and connections to the existing 'Little River Rail Trail' as well as Lincoln township and beyond. The 'West Side Trail' spans the Waikirikiri/Selwyn River at its mouth, traversing lakeside wildlife reserves and wetlands along the lake's edge, ultimately reaching Taumutu at the Te Waihora opening, adjacent to the Kaitorete Spit.

The Te Waihora Lakeside Trail aims to highlight and preserve the lake's significant ecological features, enhance public understanding of its natural, cultural, and historical aspects, and provide sustainable access for people. The trail will also focus on promoting conservation and rejuvenation efforts while fostering collaboration with mana whenua and other stakeholders.



Figure 2 Overview of the proposed Te Waihora Lakeside Trail. Blue = preferred trail alignment, pink/yellow = alternative route options considered.

1.3.1. Prior Feasibility Studies – Te Waihora Lakeside Trail

Te Waihora Lakeside Trail does not have any pre-existing Feasibility Studies. However, portions of this trail have been discussed by Selwyn District Council and other organisations for many years. The following organisations have historic vested interest in the development of the proposed Te Waihora Lakeside Trail (this list is not exhaustive):

- **Mana Whenua -** Te Taumutu Rūnanga and other Papatipu Rūnanga.
- **Te Waihora Co-Governance Group -** a shared commitment between Te Rūnanga o Ngāi Tahu, Canterbury Regional Council (Environment Canterbury), Selwyn District Council, Christchurch City Council and the Department of Conservation Te Papa Atawhai with responsibility to restore and rejuvenate the mauri and ecosystem health of the lake and its catchment.

- **Waihora Ellesmere Trust (WET) -** a community organisation that was formed in 2003 with membership including local farmers, conservationists, bird-watchers, iwi, fisherman, etc. The aim of the group is the improvement of the health and biodiversity of Te Waihora/Lake Ellesmere and its catchment. WET have been committing resources to exploring the concept of a trail around the lake. WET have received funding from SDC but they are a separate, independent entity.
- **Whakaora Te Waihora -** an extensive cultural and ecological restoration programme led by Ngāi Tahu and Environment Canterbury.
- **Ellesmere Sustainable Agriculture Inc. -** focused on 'enhancing and protecting the environment of Te Waihora and the ability to farm within a thriving community for generations to come.'

This Feasibility Study aims to assess the collective interest in developing cycle trails within the Selwyn District and to evaluate and integrate insights from previous studies, concepts, and designs. The proposed trails present a unique opportunity to complement the existing attractions in the district, becoming significant cycling destinations and valuable assets for the region.

1.4. Mana Whenua Considerations

Both trails hold significant cultural and historical importance for mana whenua, as they encompass key places and landscapes of interest to local rūnanga, hapū, and iwi. In some instances, mana whenua have statutory rights over parts of the proposed routes. Specifically, six Papatipu Rūnanga represent the hapū who possess mana whenua rights over lands and waters within the takiwā, extending from the Hurunui River to the Hakatere River and inland to Kā Tiritiri o Te Moana, as depicted in Figure 3. The development of these trails will be guided by a strong partnership with mana whenua, aiming to uphold and protect cultural narratives, values, and guardianship, while also creating opportunities for mana whenua involvement.

While mana whenua were contacted during the Feasibility Study, constraints related to time and availability limited the depth of this engagement. It is anticipated that formal and comprehensive involvement of mana whenua will be a key aspect of future discussions concerning these trails. This involvement of mana whenua should be established as soon as possible and all contents of the Report should be considered subject to change as part of this engagement.

The following matters are anticipated to be of interest and importance to mana whenua:

- Protect and enhance cultural values;
- Highlight and protect taonga;
- Route selection;
- Incorporating or excluding significant areas;
- Wayfinding, signage, and branding;

- Representation on management and governance groups.
- Naming of routes, trails, and destinations.
- Protect and enhance the taiao (natural world);
- Meet infrastructure needs;
- Story-telling narratives;
- Align with treaty settlement processes and decisions;
- Align with habitat restoration and pest management objectives;
- Provide iwi with employment/economic and social development opportunities; and
- Build the capacity of iwi to participate in these opportunities.

It is intended that mana whenua are invited and enabled to fully participate in different aspects of trail development for both trails, including design, marketing, employment and economic development, management, shared partnership, governance, construction, and operation, etc.

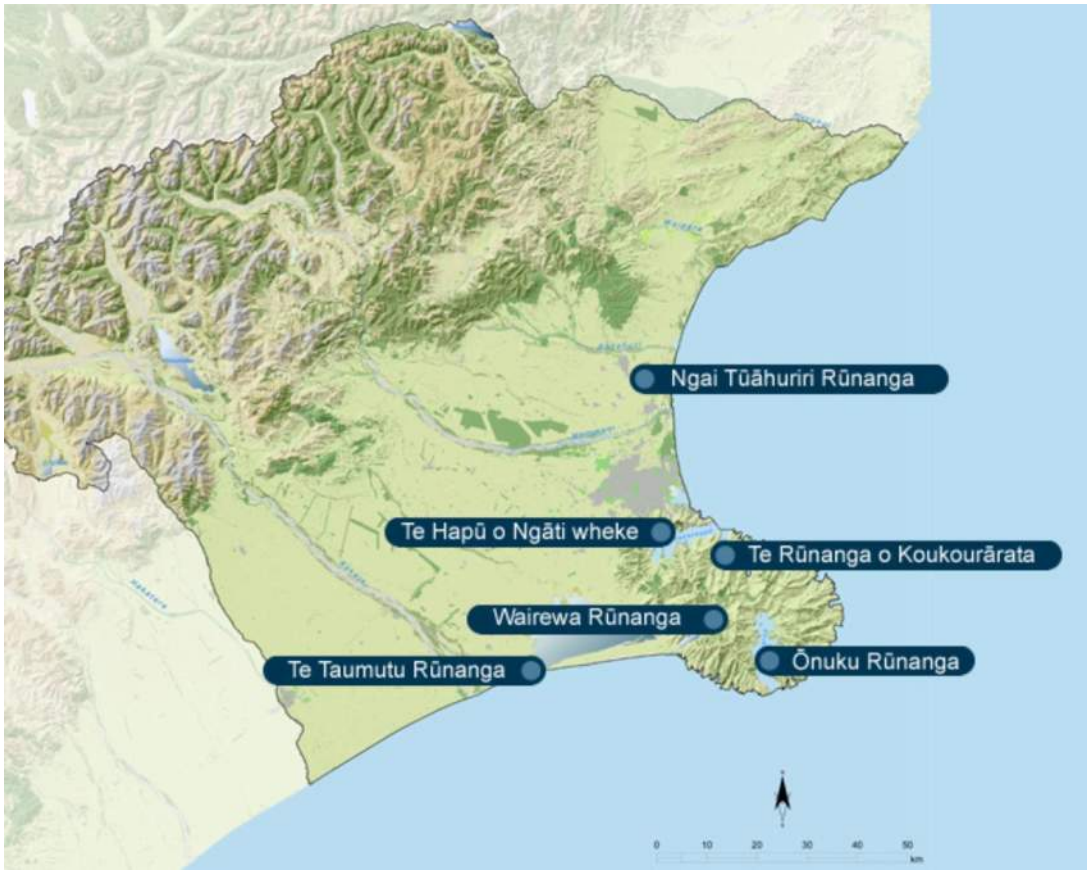


Figure 3 The six Papatipu Rūnanga that represent the hapū who hold manawhenua rights over lands and waters associated with the proposed trails (image from Mahaanui Kurataiao Ltd).

1.5. Naming Conventions

This Feasibility Study uses the naming convention **Waikirikiri Alpine to Sea Trail** (Mountains to the Sea); and **Te Waihora Lakeside Trail** (Around the Lake) for the related trails. We note that these are placeholder names, for the purpose of continuity throughout the Report, and may be subject to change at later stages of the trails' development. The final trail names

should consider stakeholder feedback and input from mana whenua and be unique and distinctive compared to other cycle trail names around the country.

Each trail has been split into the following sub-sections, shown in Figure 4 and Figure 5, due to the distinctive characteristics and experiences offered by these routes. The rationale for this segmentation, along with detailed explanations, is provided in the subsequent sections of this Report.

- **Waikirikiri Alpine to Sea Trail**
  - High-Country Trail
  - Plains Trail
- **Te Waihora Lakeside Trail**
  - East Side Trail
  - West Side Trail

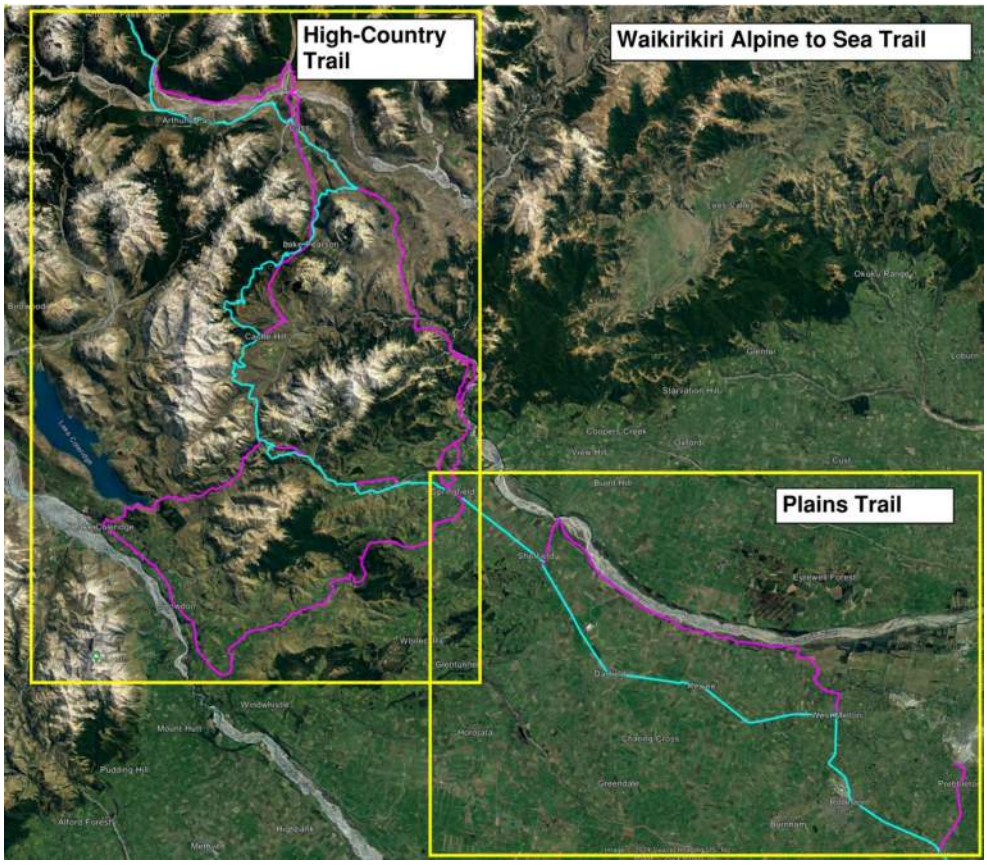


Figure 4 Naming conventions used for this Feasibility Study for the Waikirikiri Alpine to Sea Trail.



Figure 5 Naming conventions used for this Feasibility Study for the Te Waihora Lakeside Trail.

2. Feasibility Study Objectives

The purpose of the Feasibility Study is to assess options for both the Waikirikiri Alpine to Sea Trail (Mountains to the Sea); and Te Waihora Lakeside Trail (Around the Lake), on behalf of Selwyn District Council (SDC). The following objectives are addressed for both trails in this Feasibility Study:

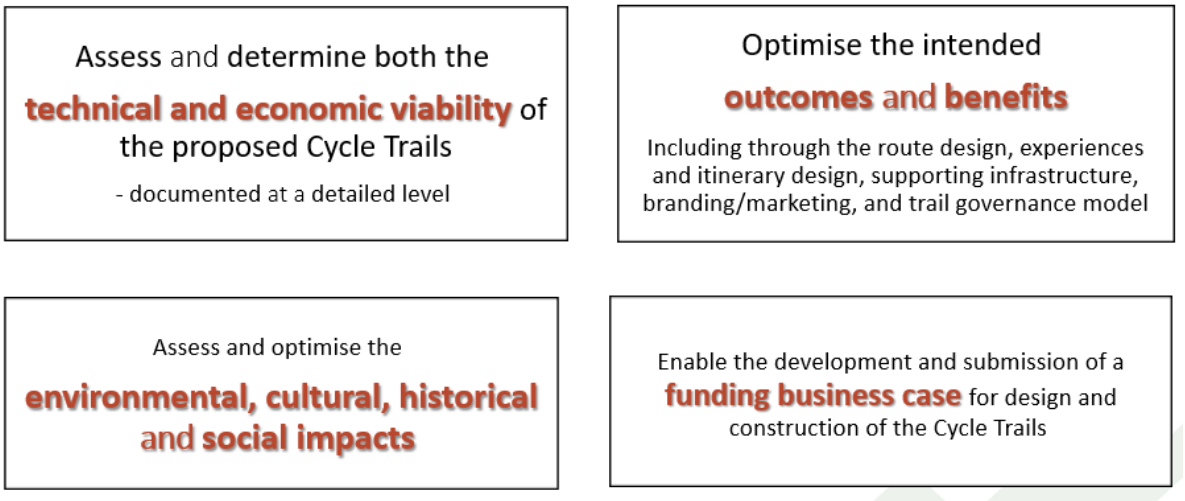


Figure 6 Feasibility Study objectives for both the Waikirikiri Alpine to Sea Trail (Mountains to the Sea); and Te Waihora Lakeside Trail (Around the Lake).

- Research existing information and background for each cycle trail. Understand and compile the **Visions, Objectives, Preferences and Key Intended Experiences** for the proposed trails.
- Assess and determine both the **technical and economic viability** of the proposed cycle trails.
- Optimise the intended **outcomes and benefits** including through the route design, experiences and itinerary design, supporting infrastructure, branding/marketing, and cycle trail governance model.
- Identify and optimise the **environmental, cultural, historical and social impacts** of each proposed cycle trail.
- Provide sufficient information to enable the development and submission of future **funding business cases** for design and construction of the proposed cycle trails.
- Recommend **development and construction phases and staging** for each proposed cycle trail.
- Identify **Significant Issues, Risks and Assumptions** for each proposed cycle trail and propose a sequence of Next Steps following this Feasibility Study.
- Produce this report report summarising the information contained in this **Feasibility Study Report**. The report will have sufficient information for decision-makers to progress the trails beyond the Feasibility Study stage, and provide comprehensive information to stakeholders, future funding and project partners, and for community engagement. The Feasibility Study may be used for future district planning documents such as Long-Term Plans, Annual Plans, Regional Land Transport Plans, Growth Management Plans, etc.

3. Feasibility Study Approach

This Feasibility Study is comprised of the following key assessments for each of the proposed cycle trails:

1. **Strategic Vision and Rationale**
    - Vision
    - Objectives and Measures of Success
    - Fit with Regional and National Cycleway Network
    - Fit with Regional and National Tourism Strategy
    - Target Market and Market Assessment Overview
2. **Route Options and Trail Experience**
    - Detailed Route Descriptions and Maps
    - Intended Trail Itinerary
    - Key intended Experiences
    - Route Design Parameters
    - Overview of Proposed Route Options and Technical Feasibility
    - Overview of Trail Specifications
    - Overview of Major Access Structures Required
    - Itinerary by User Group
3. **Trail Costing Overview**
    - Design
    - Construction
    - Maintenance
4. **Supporting Infrastructure Assessment**
    - Required Infrastructure
    - Ownership and Delivery Models
5. **Land Tenure and Engagement**
6. **Impact Assessment**
    - Environmental
    - Cultural
    - Historical
    - Social
7. **Trail Governance and Management**
    - Proposed Governance Models
    - Ongoing Management Options
8. **Detailed Economic Assessment and Cost Benefit Analysis**
9. **Significant Issues, Risks and Assumptions**
    - Significant Issues to Resolve
    - Significant Risks to Manage
    - Major Assumptions
10. **Recommended Development Stages/Next Steps**

A high-level schematic of this Feasibility Study process are shown in Figure 7.

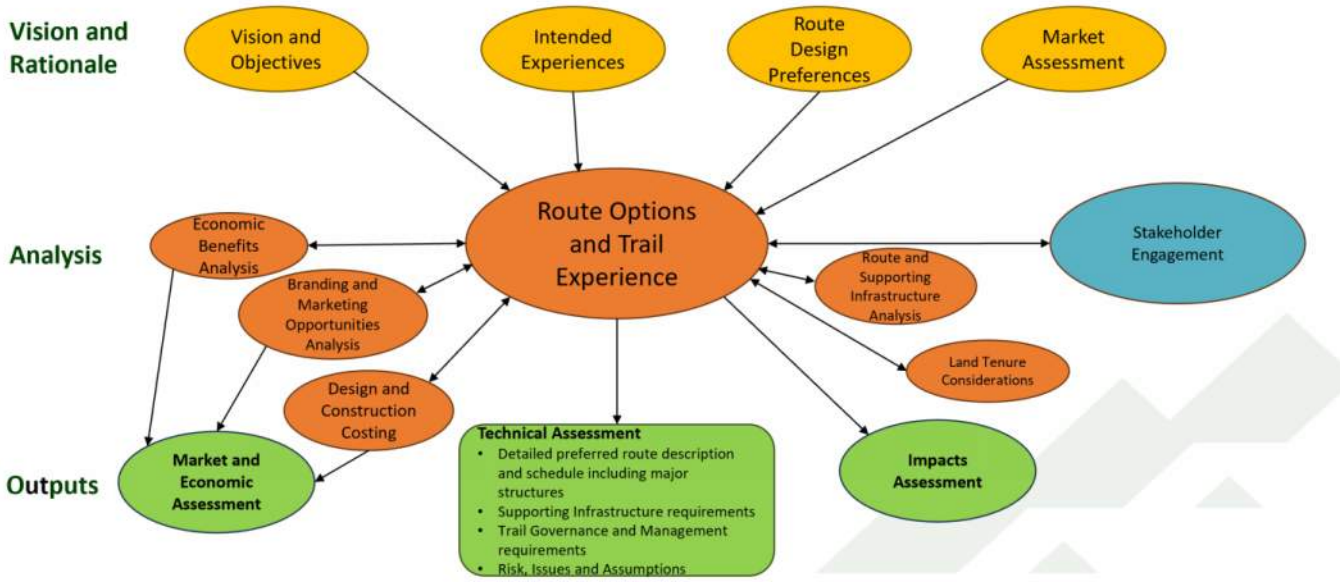


Figure 7 High-level schematic of this Feasibility Study process for both trails.

3.1. Project Stages

The following activities were carried out by the Project Team, identified in Section 3.2, as part of this Feasibility Study:

1. **Workshop 1**

- Led by the following Project Team members and carried out in-person at SDC offices in Rolleston on 31 October 2023:
    - Geoffrey Wigley (Frame Group),
    - Drew Kenny (Frame Group),
    - Jonathan Pringle (Frame Group),
    - Rowan Sapsford (Roam Consulting).
- The purpose of Workshop 1 was to meet in person and understand SDC's Vision, Objectives and Key Intended Experiences for the proposed Cycle Trails and to set the direction of the Feasibility Study. Two sessions were completed:
    - **Session A** – attendance from SDC Staff including Kamal Narang, Derek Hayes, Andrew Mazey and Grant Holland.
    - **Session B** – attendance from SDC Mayor and some selected elected representatives, and additional SDC staff.

2. **Ground-Truthing**

- Completed by the Project Team in November 2023 and involved five days in total travelling around the District.
- Ground-truthing method: Desktop mapping, Drone photography, Hiking, Driving, and Train.
- Ground-Truthing objectives were:
    - Site-proof route options.

- Utilise Frame Group's experience designing and locating resilient backcountry structures to determine suitable structure locations and to inform design.
- Engineering inspection for structures (existing and proposed).
- Collect geotechnical information at proposed major structure locations.
- Gather site information including photos and measurements.
- Site-proof desktop assessments and preliminary design.
- Identify and research experiences, itineraries, landscape, property, history, supporting infrastructure, safety considerations, risks and opportunities.

- Waikirikiri Alpine to Sea Trail – the Project Team was assisted by Tim Heine (Activities Manager, Flock Hill Lodge).
- Te Waihora Lakeside Trail – the Project Team was assisted by Sarah Barnsley (Waihora Ellesmere Trust).

3. Workshop 2 – Route Options Engagement

- Led by the following Project Team members and carried out in-person at SDC offices in Rolleston on 25 January 2024:
  - Geoffrey Wigley (Frame Group),
  - Jonathan Pringle (Frame Group),
  - Rowan Sapsford (Roam Consulting).
- The purpose of Workshop 2 was to:
  - Present the **project progress** to date including feasible routes, maps, technical aspects, cost estimates, and stakeholder engagement.
  - Collect **comments and opinions** on route options from selected elected representatives, Rūnanga representative, SDC Staff and some Stakeholders.
  - Outline the **next steps** for the Project.
- Attendance from:
  - Mayor Sam Broughton,
  - Councillor Sophie McInnes (Deputy Chair, Transport & Infrastructure Committee),
  - Councillor Nicole Reid,
  - Councillor Bob Mugford,
  - Puamiria Parata-Goodall (Pou Ahurea),
  - Tim Mason (Executive Director Infrastructure and Property),
  - Kamal Narang (Head of Capital Works),
  - Grant Holland (Consultant - Waugh Infrastructure Management Limited),
  - Jo Yeo (Consultant - Waugh Infrastructure Management Limited),
  - Andrew Mazey (Strategic Transport Lead – Strategy and Policy),
  - Derek Hayes (Strategic Open Space Lead – Strategy and Policy),
  - Nick Kirk (Chair, WET),
  - Sarah Barnsley (Project Manager, WET).

4. Workshop 3 - Final

- Led by the following Project Team members and carried out in-person at SDC offices in Rolleston on 17 May 2024:
    - Drew Kenny (Frame Group),
    - Rowan Sapsford (Roam Consulting).
- The purpose of Workshop 3 was to:
    - Present the **Final Feasibility Study** including preferred routes, maps, technical aspects, cost estimates, economic assessment results, funding and governance models, and significant risks, issues, and assumptions.
    - Collect **comments and opinions** on route options from selected elected representatives, Rūnanga representative, SDC Staff and some Stakeholders.
- Outline the **next steps** for the Project.
- Attendance from:
    - Councillor Debra Hasson (Chair, Transport & Infrastructure Committee),
    - Councillor Sophie McInnes (Deputy Chair, Transport & Infrastructure Committee),
    - Councillor Nicole Reid,
    - Councillor Bob Mugford,
    - Councillor Lydia Gliddon,
    - Puamiria Parata-Goodall (Pou Ahurea),
    - Mike Davidson (Te Rūnanga o Ngāi Tahu),
    - Grant Holland (Consultant - Waugh Infrastructure Management Limited),
    - Jo Yeo (Consultant - Waugh Infrastructure Management Limited),
    - Andrew Mazey (Strategic Transport Lead – Strategy and Policy),
    - Derek Hayes (Strategic Open Space Lead – Strategy and Policy),
    - Nick Kirk (Chair, WET),
    - Sarah Barnsley (Project Manager, WET).

5. Mana Whenua Engagement

- Local Rūnanga were invited to attend all workshops and for specific engagement meetings. Unfortunately, this did not occur due to limited availability of key representatives, and the project timeframe. Some representation was present at the Workshops and project information has been passed on to some relevant representatives.
- Formal engagement and partnership with mana whenua should be an ongoing, key component of the development of both trails.

3.2. Project Team

This Feasibility Study was carried out by the following Project Teams. The lists are not exhaustive and do not include stakeholders that were engaged for the Feasibility Study.

Table 1 Frame Group Project Team.

Project Team Members	Consultancy	Consultancy Role	Project Role
Jonathan Pringle	Frame Group	Managing Director	Project Management and Reporting
Geoffrey Wigley	Frame Group	Senior Engineer / Project Manager	Project Lead / Senior Structural Engineer
Drew Kenny	Frame Group	General Manager, Senior Designer / Project Manager	Senior Consultant - Field data collection and Review
Jenna Richards	Frame Group	Senior Draughtsperson / Technician	Desktop Analyst - Track Mapping and Scheduling Specialist
Trevor Butler	Frame Group	Principal Consultant	Principal Consultant
Rowan Sapsford	Roam Consulting	Director	Senior Consultant
David Bamford	Roam Consulting	Contractor	Consultant - Supporting Infrastructure and Market Assessment
Stephen Knuckey	MartinJenkins	Lead – Economic Development	Economic Assessment Lead
Nick Carlaw	MartinJenkins		Economic Assessment Project Director
Tim Heine	-	Activities Manager - Flock Hill Lodge	High-Country Consulting/Stakeholder Engagement

Table 2 Selwyn District Council Project and Supporting Team.

Project Partner	Organisation	Organisation Role	Project Role
Murray England	Selwyn District Council	Acting Group Manager Infrastructure & Property	Initial Council Representative/Project Sponsor
Tim Mason	Selwyn District Council	Executive Director Infrastructure and Property	Current Council Representative/Project Sponsor
Puamiria Parata-Goodall	Selwyn District Council	Pou Ahurea	Client Representative/Pou Āhurea
Kamal Narang	Selwyn District Council	Head of Capital Works	Council Representative/Project Manager
Grant Holland	Waugh Infrastructure Management	Consultant	Council Representative / Project Team Support
Jo Yeo	Waugh Infrastructure Management	Consultant	Council Representative / Project Team Support
Andrew Mazey	Selwyn District Council	Strategic Transport Lead - Strategy and Policy	Council Representative
Derek Hayes	Selwyn District Council	Strategic Open Space Lead - Strategy and Policy	Council Representative

Table 3 External Support Partners.

Project Partner	Organisation	Organisation Role	Project Role
Nick Kirk	Waihora Ellesmere Trust	Trustee (Chair)	Consultation
Sarah Barnsley	Waihora Ellesmere Trust	Project Manager	Consultation

4. Strategic Vision and Rationale

4.1. Project Vision

The following Feasibility Study trails' 'vision statements' incorporate preliminary ideas, collected primarily from SDC staff and elected representatives at project Workshop 1, for the overall project vision for each trail. The intention of these vision statements is to provide an overarching vision to guide this Feasibility Study only. They should be considered placeholder vision statements until final versions can be developed, importantly, with mana whenua.

For Waikirikiri Alpine to Sea Trail, the vision statement used for this Feasibility Study is:

'A Great Ride of Aotearoa – showcasing and celebrating all that Selwyn has to offer'

For the Te Waihora Lakeside Trail - where people are invited to experience and enjoy Te Waihora whilst respecting its cultural, historic and environmental significance - the proposed vision statement used for this Feasibility Study is:

'Exploring Te Waihora – enjoying, understanding, respecting and protecting a taonga'

4.2. Trail Objectives

Similarly to the Feasibility Study trails' vision statements, the Feasibility Study trails' 'potential objectives' for each trail were collected primarily from SDC staff and elected representatives at Workshop 1, Table 4. These objectives are useful as an overarching guide for this Feasibility Study and are suggestions to guide the Feasibility Study decisions and are not mandatory to be all satisfied by the proposed trails.

The list of potential objectives considers benefits for the Selwyn District, encompassing environmental, cultural, historical, social and economic outcomes. It should also be considered a placeholder until final trail objectives and measures of success can be developed, importantly, with mana whenua.

Table 4 Potential objectives for the proposed cycle trails collected during Workshop 1.

<table>
<tr><th colspan="2">Potential Objectives</th></tr>
<tr><th colspan="2">Shared by Both Cycle Trails</th></tr>
<tr><td colspan="2">

Be accessible to a wide range of people to activate the community e.g. young and old.
Connect communities across Selwyn with active modes of travel. Connect through high-population areas so many users can start from their homes.
Provide for people with different accessibility requirements.
Cater for both short and long-term visitors.
Provide opportunities and benefits for both local people and visitors.
Provide more active recreation opportunities for Selwyn residents.
Future-proofed - support and provide for the future growth of the Selwyn District.
Promote increased awareness and understanding of natural, cultural, and historic features of the region. Opportunity to tell the history of the land.
Promote the Selwyn District locally, nationally, and internationally.
Centre biodiversity and ecosystem restoration around the trail corridor.
Provide economic growth opportunities through increased tourism.
Opportunity for local story telling.
Create opportunities for new businesses to be created, and for existing ones to be expanded.
Trails to be economically beneficial to wide sections of the community.
Diversify economic opportunities for the rural sector and landowners.
Form strategic connections to wider recreation and commuting cycle trail networks e.g. Christchurch trails, Little River Rail Trail, West Coast Trails, Inland Scenic Route, etc.
Bring more events to the district e.g. multisport events.
Reflect Selwyn as a family orientated community in a semi-rural setting.
Tap in to current and future visitor trends e.g. Instagram photo spots, changing demographics, ageing population.
Facilitate amiable interaction between riders and local people and places where this is desired.
Foster greater positive interaction and understanding between urban and rural populations.

</td></tr>
<tr><th>Waikirikiri Alpine to Sea Trail</th><th>Te Waihora Lakeside Trail</th></tr>
<tr><td>

To develop a recreational trail that connects with Papatipu Rūnanga, landowner and trail partner needs.

</td><td>

Key cultural experiences for Te Waihora to be dictated by Rūnanga o Ngāi Tahu.
Help restore and rejuvenate the mana, mauri and ecosystem health of Te Waihora and its catchment.

</td></tr>
</table>

• The trail to be developed and managed in partnership with mana whenua, Environment Canterbury, Selwyn District Council, Christchurch City Council, and the Department of Conservation. • The trail to be classified as a Ngā Haerenga - Great Ride of New Zealand. • A trail that connects the small towns of Selwyn (Springfield etc.) as well as exploring rural – high-country areas. • Has distinct local benefits including providing active modes of transport and commuting opportunities between townships on the Plains. This reduces reliance on cars, fosters independence and choice, and helps to reduce emissions to address climate change. • Provide opportunities to explore rural and high-country areas in the District. • Tie in with the existing TranzAlpine train routes – potentially incorporating the train experience into the start of the ride. • Should have a 'Wow' factor. Particularly, in the mountain section where there are spectacular high-country landscapes. • Be a unique trail that showcases the exclusive qualities of the Selwyn District, distinct from other neighbouring cycle trails such as Alps 2 Ocean Cycle Trail. • Showcase the unique history of the district such as pre-European trade routes, development and infrastructure histories, high-country station histories etc. • Fill the current 'gap' in the Ngā Haerenga New Zealand Cycle Trails (NZCT) network for the South Island." • NZCT network for the South Island. • Integrate with existing and planned cycle trail networks. • Connect to key landmarks such as the Waimakariri River, Lake Pearson/Ōpōrea, Craigieburn Forest Park, Lake Lyndon/Te Hāpua etc. • Plains section may reflect Selwyn's significance as a food-producing province e.g. Cater for 'foodies' and wine tours.	• The trail to be developed and managed in a manner that reflects the vision and objectives of Te Waihora Co-Governance Group Agreement, Co-governance parties include Rūnanga o Ngāi Tahu, Environment Canterbury, Selwyn District Council, Christchurch City Council, and the Department of Conservation. • To develop a recreational trail around Te Waihora that connects with Papatipu Rūnanga, landowner and trail partner needs. • Support lake habitat and ecosystem rejuvenation projects by providing access for planting, maintenance etc. • Increase awareness of Te Waihora as a taonga and the environmental issues facing the lake. • Promote environmental advocacy around water quality and habitat. • Connect people to the stories and values of the lake and the rivers which feed it. • Delivers cultural, educational and recreational experiences. • Vastly increased number of users/visitors to the lake. • Highly collaborative with partners – considerate of other user needs. • Minimal ecological impact and be beneficial to the lake. • Lakeside construction wherever possible, ideally off sealed roads. • Using established tracks and trails where possible. • Minimise disturbance to birdlife while maximising lake experience, e.g. use spoke system to bird watching vantage points to avoid through-traffic. • To be resilient to climate change, changing water levels and wetland margins, and potential land use changes. • Promote the establishment of a future Dark Sky Reserve that provides a night time 'navigate the trail by the stars' experience. • Connect communities near the lake with active modes of travel and active recreation opportunities. • Connect to key landmarks such as the Selwyn River/Waikirikiri, Ararira-LII River/Te awa o Āraiara, other waterways, and Kaitōrete Spit. • Promote sustainable interaction with the lake in a way that helps to uplift, restore and rejuvenate the mana, mauri and ecosystem health of Te Waihora.

4.3. Fit with National and Regional Cycleway Network

This section demonstrates why the proposed trail is a desired investment. It sets out:

- the context within which the project sits,
- the purpose of the project,
- why the project is needed,
- what the project will deliver,
- how the project aligns to existing national and regional strategies.

4.3.1. Strategic Context

Cycle trails are generally considered to be good regional investments because they are commonly in alignment with national, regional and local strategies designed to support growth and wellbeing outcomes. The proposed development of both cycle trails is aligned to relevant strategies at a national and regional level, demonstrated in Table 5.

Trail and outdoor recreation projects, when properly scoped and implemented, can contribute to many facets of these priorities. Trails, by their nature, attract and enable activity in a physical location. The benefits tend to be within the area, or region, where the trail lies.

Recreational cycle trails can be significant contributors to regional economies, especially by supporting sustainable employment. Cycle trails attract visitors to local areas, which creates new business opportunities and supports existing businesses.

Many visitors are interested in cycling as an activity when on holiday. In 2019, it was estimated that about 290,000 international visitors would be interested in cycling while in Aotearoa. A proportion of those would come specifically with cycle touring as their main reason for visiting.

There is a range of strategies already in existence that will influence the outcome of this Feasibility Study. A snapshot of some of these existing national, regional and local strategic documents that provide important guidance for these cycle trails is presented in Table 5. It is desirable to have strong alignment with these strategies so that the approvals pathway required for the proposed trails to become a reality is smooth.

Table 5 National, regional and local strategic documents related to the proposed trails.

Strategy	Proposed Cycle Trails Alignment with these Strategies
National Strategies	
Tourism 2025 and Beyond provides a clear pathway towards a sustainable tourism industry for Aotearoa, New Zealand. It has been created by industry for industry and places the value firmly on communities, individuals, the environment, the economy and visitors. The vision for the framework is "Growing a sustainable tourism industry that benefits New Zealanders." The Framework has four key goals: • Make sure our visitors are having great experiences. • Make sure our communities are happy with and benefitting from tourism. • Make sure our environment benefits from tourism. • Bring economic success.	There is a general alignment with this strategy. Some careful consideration will need to be included in the detailed design, route finding and construction methodology to ensure that the trail respects the important environmental, cultural and social elements of the locations where the trails are to be developed.
The Tiaki Promise is a component of the overall tourism action towards a sustainable sector. It invites visitors, both domestic and international, to recognise the values of Aotearoa and to commit to: • Care for land, sea and nature. • Treading lightly and leaving no trace. • Travel safely, showing care and consideration for all. • Respect culture, travelling with an open mind.	The proposed cycle trails are an opportunity to deliver a visitor experience consistent with the Tiaki promise, specifically through enabling conservation initiatives along its length and telling cultural stories in a respectful and engaging manner.
Department of Conservation Heritage and Visitor Strategy 2021 contains the following three goals: • Protect – New Zealand's natural, cultural and historic resources are protected and restored to maintain biodiversity, cultural and historic values, ecosystem health, landscapes and natural quiet. • Connect – Visitors are enriched and better connected to New Zealand's natural, cultural and historic heritage. • Thrive – Tangata whenua, regions and communities benefit from protecting and connecting visitors with their natural, cultural and historic heritage.	While this strategy is only directly relevant to those parts of the trail on Public Conservation Land (PCL), the intent and anticipated outcomes of the proposed cycle trails align with these goals.
Department of Conservation – Conservation General Policy 2005 (CGP), and General Policy for National Parks 2005 (GPNP) require new cycle trails through Public Conservation Land to be specifically listed in relevant regional Conservation Management Strategies for them to be allowed. The relevant Conservation Management Strategy for these Trails is the Canterbury (Waitaha) Conservation Management Strategy 2016 (CCMS). The **Arthur's Pass National Park Management Plan 2004 (APNPMP)** is another statutory document providing for the management of the Park in accordance with the National Parks Act, the General Policy for National Parks (2005) and the Canterbury Conservation Management Strategy. It is relanant for Waikirikiri Alpine to Sea Trail sections in Arthur's Pass.	The proposed cycle trails are not specifically listed in the CCMS and therefore amendments to this Strategy are required to develop trail sections through PCL. Coordination with DOC is required to achieve this and the change/approval process can take up to 5 years, and is not guaranteed to be successful. DOC has been reviewing this process on a national level as it has caused issues developing cycle trails in other regions. Accordingly, DOC released a guidance document titled 'New approach for managing biking on public conservation land, Project update June 2024' that lists Conservation Management Strategies that are likely to be

	flexible for approving cycle trail development proposals without having to make amendments. Unfortunately, the CCMS was not listed as such a document, so a full or partial CMS review and amendment to allow the proposed Trails is currently required. The APNPMP does not specifically mention cycle trail development but does consider public benefit, use, and enjoyment objectives, along with concessions and other uses objectives. The High-Country trail sections will need to be reviewed against the APNPMP and amendments to the Plan may be required.
New Zealand Cycle Trail Design Guide (2019) sets out criteria for planning, designing or building cycle trails that would make up the New Zealand Cycle Trail.	Trails to be designed specifically to meet the requirements for the NZ Cycle Trail network. This will be particularly important to achieve Great Ride, Heartland Ride, or other trail status.
National Adaptation Plan for Climate Change considers the impacts of climate change now and into the future and sets out how New Zealand will adapt, minimise risk and build resilience in relation to the natural environment, places, infrastructure, communities, and the economy.	Climate change matters are considered in the trail design. These include: • the location of the trail away from lakes and waterways where possible; • the easy grade; and • the trail surface and drainage design, which will have a strong focus on moving water off the trail as soon as possible. • Prioritising boardwalks over culverts is also another key response to the risk posed to the trail by heavy rainfall events. Boardwalks will make the cycle trails more resilient to weather events. • Cycle trail resilience to allow for optimum whole-of-life cost.

Regional Strategies	
Te Wai Pounamu – South Island Destination Management Plan 2021-2030 - The destination management plan recognises cycling and mountain biking (trails and tours) as a key product strength, as their visitors are looking for 'active holidays in nature's playgrounds.'	Strongly aligned with its support of off-road cycle trails.
Canterbury Regional Land Transport Plan (2024-2034) - The Waikirikiri Alpine to Sea Trail has been identified in the Plan as a 'Regional Significant Improvement' and a regional priority for public and active transport network development. The Plan contains mode shift focused policy that aims to improve access to sustainable transport modes, including walking and cycling. The lack of cycle paths in rural areas is identified as a barrier to the uptake of cycling in these areas. The benefits associated with inter-regional cycle paths are also identified.	Explicitly included in the adopted Plan as a regional priority for public and active transport network development. Generally aligned with transport strategies in the Plan.
Ōtautahi Christchurch Waitaha Canterbury Destination Management Plan (2023-2030) is a strategic plan that sets out a vision and set of actions for the Canterbury destination. The plan introduces themes around regenerative tourism along with activating the region. These themes support the development and use of cycle trails. Section 4 of the plan contains a specific action to continue work with the Arthur's Pass to Te Waihora cycleway project as part of a desire to develop a regional trail system that connects Christchurch to surrounding areas and trail assets.	Strongly aligned with specific mention of the trail within the plan.
Local Strategies	
Selwyn Long Term Plan 2024 – 2034 is the currently adopted LTP. Preliminary funding for both trails has been explicitly included in this LTP including recognition and support generally for the community benefits associated with the Trails. The LTP considers that staged investigation and development of different trail sections should be progressed and has allocated funding for this purpose.	Explicitly aligned with the adopted LTP. The adopted LTP includes funding for preliminary work on these trails i.e. $10m for the Plains Trail, and $5m to progress the initial investigation and development stages for the High-Country and Lakeside Trails.
Te Waihora Co-Governance Group – Strategy Action Plan (2021) is a partnership agreement between Te Rūnanga o Ngāi Tahu, Environment Canterbury (ECan), Selwyn District Council (SDC), Christchurch City Council (CCC), and the Department of Conservation Te Papa Atawhai. It sets out co-governance commitments and methodologies to achieve the vision of 'To restore and rejuvenate the mana, mauri and ecosystem health of Te Waihora and its catchment'.	The Te Waihora Lakeside Trail should be designed in accordance with this document including enabling the implementation of the co-governance intentions.

Other key legislation and documents that will likely be applicable to the development of the Trails include the following:

Key legislation

- Reserves Act 1977
- Resource Management Act 1991
- Conservation Act 1986
- Ngāi Tahu Claims Settlement Act 1998 and Deed of Settlement 1997.

Planning documents, strategies and policies

- Te Rūnanga o Ngāi Tahu Freshwater Policy 2001
- Te Taumutu Rūnanga Natural Resource Management Plan 2003
- Mahaanui Iwi Management Plan 2013
- Canterbury Regional Policy Statement 2013
- Canterbury Land and Water Regional Plan
- Canterbury Regional Pest Management Plan 2018–2038
- Selwyn District Plan 2016
- Selwyn District Council Open Spaces Strategy 2015.

Operational plans and bylaws

- Te Waihora Joint Management Plan 2005
- Selwyn District Council Stormwater and Drainage Bylaw 2018
- Canterbury Regional Code of Practice for Defences Against Water and Drainage Schemes 2015.

4.3.2. Great Ride Status

Ngā Haerenga Great Rides of New Zealand are a selection of high-quality cycle trails throughout NZ that currently includes 23 trails. Great Ride Status can be obtained from New Zealand Cycle Trails Inc. (NZCT) by meeting strict design, construction, operation, and maintenance requirements, and can be difficult to obtain due to these rigorous Standards. The Great Ride Status carries particular prestige and marketing benefit and is a desirable objective for new cycle trails.

This Feasibility Study considers the proposed High-Country section of the Waikirikiri Alpine to Sea Trail to be a multiday trail experience that is consistent with the wider Ngā Haerenga Great Rides network.

Regardless of whether the High-Country Trail becomes a Great Ride or not in the near term, we consider that it has the potential to quickly become one of the premier trails in New Zealand. Therefore, it is useful to consider the proposed trail against the objectives of Ngā Haerenga - the New Zealand Cycle Trails that are stipulated by NZCT. The purpose of these objectives is to grow New Zealand through sustainable and outstanding cycling experiences –

revitalising regions through new and improved cycling infrastructure, high-value tourism and job creation, and fostering a life-long love of recreation within communities.

A longer-term objective of NZCT is to create a connected network of cycling routes throughout New Zealand made up of Great Rides, Heartland Rides and Urban Cycleways.

The High-Country Trail is consistent with the Great Rides and will take into consideration the NZCT's Cycle Trail Design Guide when planning the preferred route. The trail is aligned to NZCT's objectives[1] of:

- creating jobs through the design, building and maintenance of the cycle network
- creating a high-quality tourism asset that increases New Zealand's competitiveness as a tourism destination
- providing ongoing job and economic development opportunities for regional economies
- maximising opportunities for events, and a range of recreational and health benefits for New Zealanders.

The Proposed High-Country Trail (and wider trails) would create jobs at all phases (design, construction, maintenance). It will increase visitor spend, which will support economic activity. It will connect communities between Arthur's Pass and Te Waihora, including Christchurch.

If Great Ride Status is achieved, it will have the benefits of ongoing central government maintenance funding (currently $45k per year), international marketing through Tourism New Zealand, being part of a national body and better brand recognition.

At this stage NZCT is not looking to add any new Great Rides, however this may change in the future. The Plains and Te Waihora trails should also be considered as Heartland Rides that will provide important regional connections and local experiences. The Little River Trail is currently identified as a Heartland Ride.

It is recommended SDC approaches NZCT in respect to the High-Country Trail being granted Great Ride status.

[1] https://www.mbie.govt.nz/immigration-and-tourism/tourism/tourism-projects/nga-haerenga-the-new-zealand-cycle-trail/

5. Route Options and Trail Experience

This section provides a detailed description of both the Waikirikiri Alpine to Sea Trail and the Te Waihora Lakeside Trail. It describes the process that was undertaken to determine the final preferred routes and a summary of how alternative routes were considered and not progressed. The section also includes a detailed proposed rider itinerary and a list of major structures required for the preferred routes. The section is sequenced as follows:

- Potential Trail Experiences
- Expected User Groups
- Overview of Trail Design Specifications
- Proposed Trail Itineraries
- Alternative Routes Considered
- Overview of Major Access Structures Required
- Market Assessment Overview

5.1. Potentail Trail Experiences

The following list of potential trail experiences (presented in Table 6) incorporates preliminary ideas, collected primarily from SDC staff and elected representatives at project Workshop 1, for each trail. The intention of these potential trail experiences is to brainstorm possible opportunities to guide this Feasibility Study only. Trails are not expected to include all the potential experiences and the list should be considered a placeholder until the final version can be developed, importantly, with mana whenua.

Table 6 Potential experiences for each cycle trail, based on consultation with SDC and other stakeholders.

<table>
<tr><th colspan="2">Potential Trail Experiences</th></tr>
<tr><th colspan="2">Both Trails</th></tr>
<tr><td colspan="2">

Connection to wai/water - water is a taonga of the utmost importance, playing a central role in the culture, traditions and ongoing identity of the iwi, particularly in relation to mahinga kai. Water is a source of food and physical sustenance and is of significance with regard to mana and spiritual nourishment.
Future digital integration with apps, storytelling, and user guides.
Connections to the wider South Island cycle trails and tourist routes e.g. the 1500 km ‘Sounds To Sounds’ route.
Instagrammable experiences – provide photo spots to cater for current visitor trends and support word-of-mouth marketing for the trails.
Prevent vehicle access and use wherever possible e.g. 4WD’s and dirt bikes (except for maintenance and emergency access).
All trails to be separated from the road wherever possible for safety and a better experience.
No Dogs and Horses are to be allowed on the cycle trails.

</td></tr>
<tr><th>Waikirikiri Alpine to Sea Trail</th><th>Te Waihora Lakeside Trail</th></tr>
<tr><td>

Cycling
Walking and Hiking
Adventure – particularly in the mountains and around the National Park.
Food provenance experience – users experience local food production and produce.
Connect to the major awa/rivers in Selwyn if possible including the Waimakariri, Rakaia, and Waikirikiri/Selwyn River.
Connection to other wai/water bodies -Whakamatau/Lake Coleridge, Bealey River, Howden River, Lake Sarah, Lake Pearson/Moana rua (aka Ōpōrea), Lake Lyndon / Te Hāpua Waikawa, Kowai River etc.
Accommodation to suit different styles and budgets – high-end luxury options to camping/bike packing.
Spectacular structures – new suspension bridges and clip on bridges; and existing engineering marvels including historic railway structures: Waimakariri River Railway Bridge, Staircase Viaduct, Pattersons Creek Viaduct, Slovens Creek Viaduct, Broken River Viaduct, and stone tunnels.
Learn Māori histories – habitation, mahinga kai, and trade routes through the mountains.
Garden Tours
Farm tours
Active Farming Operations
High-country station experiences

</td><td>

Cycling
Walking
Tie-in with the existing ‘Little River Rail Trail’ and other existing trails around Christchurch and Rolleston
Bird watching
Wildlife photography
Support an official ‘Dark-Sky Reserve’ for the lake
Connection to other wai/water bodies – Halswell River, Waikirikiri/Selwyn River, Irwell River, L II River, Wood Creek, Boggy Creek, and Harts Creek
Connection to wildlife and conservation reserves while protecting the function and purpose of these reserves.
Learn Māori histories and experience the lake’s outstanding significance as a tribal taonga, representing a major mahinga kai and an important source of mana
Interact with the lake in ways that are currently prohibited due to access limitations, i.e. for views, planting, advocacy
Game bird hunting
Recreational fishing

</td></tr>
</table>

• Remote landscapes – sustainably accessing previously inaccessible mountain landscapes and views. • Combine with the TranzAlpine train • Connect to Craigieburn Trails mountain biking network • Art galleries • Stargazing • Skiing and snowboarding access • Vintage retail • Markets and fruit picking • Kura Tawhiti/Castle Hill Conservation Area – limestone rock formations, rock climbing, walking - exploring its natural, cultural, historic and recreation values • Cave Stream Scenic Reserve • Possible future 'side trips' for future extensions such as: ➢ Sheffield to Waimakariri Gorge Bridge ➢ Welt Melton to Waimakariri Riverside Reserves ➢ West Melton to Christchurch loop trail • Views – Porters Pass, Mt Horrible, Arthur's Pass Scenic Lookout, and Waimakariri River Lookout, among others • Access to Alpine Jet Boating – Waimakariri River Gorge.	• Centre and prioritise biodiversity and restoration around trail corridor.

5.2. Potential/Intended User Groups

Users of the proposed trails will be diverse, with each trail offering a wide range of unique choices and experiences for different people. A list of potential trail users has been developed through consultation with SDC and other stakeholders at Workshop 1 and is presented in Table 7. This list is not comprehensive and serves only as a guide to brainstorm potential uses for each trail.

Table 7 Potential/Intended User Groups for each trail, identified during consultation with SDC and other stakeholders.

Potential/Intended User Groups	
Waikirikiri Alpine to Sea Trail	**Te Waihora Lakeside Trail**
• Cyclists including E-bikers • Walkers • Local commuters – school children, workers • Domestic tourists • International tourists • Environmental advocates • Volunteers – planting, habitat restoration • Campers/bike packers. • Long-distance runners • Scientists and researchers • Families • Mana Whenua - Te Ngāi Tūāhuriri Rūnanga etc. • 'Foodies' • Wine tourists • Students • Adventure seekers – alpinists, hikers • Athletes – professional, competitors, recreational • Rock climbers • Luxury accommodation guests - significant accommodation lodges at Bealey Spur, Cora Lynn, Grasmere, and Flock Hill	• Cyclists including E-bikers • Selwyn residents • 'From-home' riders • Christchurch residents • Families • Mana Whenua -Te Taumutu Rūnanga etc. • Domestic tourists • International tourists • Conservationists • Volunteers – planting, habitat restoration • Bird watchers • Dark sky gazers • Students • Athletes – professional, competitors, recreational • Environmental advocates • Scientists and researchers

5.3. Overview of Trail Design Specifications

This section provides an overview of the design specifications of each trail. SDC staff and elected representatives have recommended preferred trail design specifications at project Workshop 1, which have been incorporated into this Section. The trail specifications have been determined to comply with the following design guidelines and cover requirements for trail width, average and maximum gradient, surfacing, structure requirements, etc:

- SNZ HB 8630:2004 - Tracks and outdoor visitor structures,
- the 'New Zealand Cycle Trail Design Guide (MBIE, August 2019 (5th edition)).

Different sections of the proposed cycle trails have different trail specifications, related to matters such as technical feasibility, cost, and potential/intended User Groups together with their associated itineraries.

5.3.1. Cycle Trail Grades

The Ministry of Business Innovation and Employment has prepared a New Zealand Cycle Trail Design Guide (MBIE, August 2019 (5th edition)), which is the basis for design of cycleways that form part of Nga Haerenga - New Zealand Cycle Trails. This document identifies five different trail grades (Grade 1 (Easiest) to Grade 5 (Expert)) and outlines appropriate standards for each trail grade to suit the capability and experience of various user categories. The relevant grades for cycleways for the Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail are Grade 1 (Easiest), Grade 2 (Easy) and Grade 3 (Intermediate) and the requirements for these are summarised in Table 8.

Table 8 Cycle Trail Grade descriptions (New Zealand Cycle Trail Design Guide (MBIE, August 2019 (5th edition))

Cycle Trail Grades	
Grade	**Description**
Grade 1 – Easiest 	Flat, wide, smooth, trail. Trail feels safe to ride. Ideal as a first ride for non-cyclists, and those wanting an easy gradient or experience. Trail allows for cyclists to ride two abreast most of the time, and provides a social component to the ride. Cyclists will be able to ride the total distance of the trail without dismounting for obstacles.
Grade 2 – Easy 	Some gentle climbs, smooth trail. Suitable for confident beginner riders, the trail is predictable with no surprises. Social component with riders able to ride side by side at times, but possibly large sections of single trail.
Grade 3 – Intermediate 	Narrow trail, there will be some hills to climb, obstacles may be encountered on the trail, and there may be exposure on the edge of the trail.

5.3.2. Cycle Trail Design Recommendations - Waikirikiri Alpine to Sea Trail

The following recommended trail design parameters for the Waikirikiri Alpine to Sea Trail are different for the High-Country Trail and the Plains Trail due to the distinctly different topography and trail experiences for each of these sections.

WAIKIRIKIRI ALPINE TO SEA TRAIL

RECOMMENDED DESIGN PARAMETERS - HIGH-COUNTRY

Recommended Design Parameters for Waikirikiri Alpine to Sea Trail High-Country Section (Grade 2 - Grade 3) – Easy to Intermediate Trail	
Item	**Description/Design Range**
General Trail Description	Primarily a recreation trail with some sections of long climbs and descents. Semi-remote high country experiences with expansive vistas. Similar to the Lake Dunstan Trail (Refer to Figures on this page). Generally smooth and mostly wide. However, some narrow sections are required. Sections with exposure and steep drop-offs may require retaining walls, barriers and extra protection measures. Some rockfall protection and slope stabilisation are required. The trail is mostly grade 2 (easy) with some extended hill climbs and descents, and exposed locations that push it to Grade 3 (intermediate). It is suited to riders of average fitness, although some riders may wish to push up some of the steeper climbs.
Width	Track surface width generally 2.0 to 2.2 m with some steeper sections as narrow as 1.5 m (suitable because this is primarily a one-way trail from West to East). Quad bike access is available to most sections for maintenance and extraction purposes.
Usage	Suitable for cyclists, pedestrians, and associated adaptive mobility variants. Access strictly prohibited for All-Terrain Vehicles (ATV) (except for maintenance and extraction purposes), road vehicles, horses, motorbikes, dogs etc.
Gradient	0-5 degrees (slope 1:12) for at least 90% of trail; between 5 and 7 degrees for no more than 100 metres at a time; and maximum of 10 degrees for no more than 10 m at a time (can be 11 degrees if predominantly downhill). The trail has multiple steep, prolonged climbs and descents.
Surface	**Aggregate surface:** Trail benched into weathered greywacke or formed on flat, hard ground. Basecourse not required due to existing hard surface and rock. Minimum 50mm thick imported top-course of well-graded compacted AP20 aggregate. The surface should be smooth and easy to ride in all weather conditions (surface to be well drained, dry underfoot, with no muddy areas).
Construction Method	Cut and fill benching on sloping ground where the crossfall is less than 50% or fully bench the track where the crossfall is greater than 50%, including transporting any local fill to specific areas where additional filling is required. Some benching into weathered greywacke required. Edge boards, retaining walls and barriers required on steep climbs and descents. Helicopter transport of materials and aggregate will likely be required due to access limitations.
Bridges and Boardwalks	Many new major structures are required including long-span suspension bridges, a clip-on structure, and single-span timber bridges. Structures are required to navigate over mountainous terrain and waterways; and to ensure separation from road and rail traffic (instead of using the existing bridges for these services). Multiple bridges > 90 m span required. Recommended bridge width at least 1.5 m – 2.2 m, minimum width of 1.0 m with handrail/barrier fall protection. The approach should be the same width as the structure for at least 10 metres. Structures to be designed as per SNZ HB8630:2004, the NZ Bridge Manual, for a 'Day Visitor' category User Group (DV).
Watercourses	All watercourses bridged.
Batter Slopes	Maximum cut batter slope of 1 vertical to 4 horizontal. Maximum fill batter slope of 1.5 vertical to 1 horizontal.
Drainage	Formation of a mono-slope or crowned track (as appropriate) with grade dips to control water and culverts located in streams or overland flow paths. Side drains will be required at some sections.
Vegetation	Very limited vegetation clearance required for the High-Country trail. Trail alignment to avoid clearing vegetation wherever possible. Native planting and restoration at trail margins should be encouraged to increase trail appeal.
Maintenance	Relatively demanding and high maintenance cost due to the alpine environment, harsh weather conditions, unstable geology, steep topography, and difficult access. The trail may be unusable during winter and extreme weather periods due to wind, snow, ice, or damage at high-altitude sections. Trail damage may cause intermittent closure of some high-country sections.
Separation	The high-country trail is separated from SH73 for its entire length, i.e. trails do not cross SH73 at road-level (there is an underpass at Lake Pearson and the Cass River road bridge); sections of the trail utilise grassed shoulder for physical separation from SH73; and the majority of the trail is well-away from the road for improved safety and user experience. A short sections of trail utilises Craigieburn Rd which is a low-traffic volume, gravel road. No driveway crossings are required. No level road crossings are required for crossing urban and rural roads. Interaction with rail (midland line – TranzAlpine)– 1x rail crossing required at Craigieburn Rd. Kiwirail 'Level-Crossing Safety Impact Assessments (LCSIA) and approval from KiwiRail required for change of use. Cost = Approx. $30k for one typical 'high-use' LCSIA assessment. Trail to have standard, minimum 10 m separation from rail centreline at all other times; or fencing where this distance is not achievable. No rail separation fencing is required. User access to the start of the trail at Arthur's Pass to be considered for user safety (the trail starts on the opposite side of SH73 to the TranzAlpine railway station).
Signage or Markers	Directional signage recommended at junctions. Information boards at locations of interest. Safety and warning signage are required at steep, prolonged and remote sections of the trail to advise users of potential hazards, exposure, weather conditions, expected travel times, and current trail conditions. Appropriate signage, barriers and safety features throughout. Hazard signs required at select locations. All-weather distance markers may be necessary in remote areas.





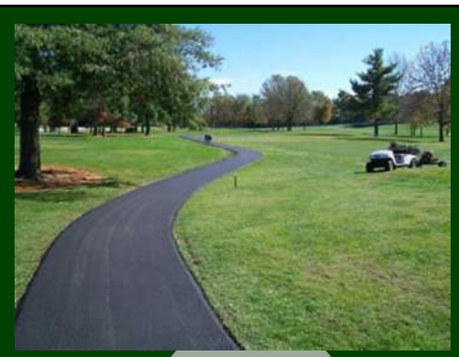
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WAIKIRIKIRI ALPINE TO SEA TRAIL

RECOMMENDED DESIGN PARAMETERS - PLAINS

Recommended Design Parameters for Waikirikiri Alpine to Sea Trail Plains Section (Grade 1 – Grade 2) – Easiest to Easy Trail	
Item	**Description/Design Range**
General Trail Description	Primarily smooth 'commuter and recreation' trail requiring hard asphalt or concrete surface to accommodate high user numbers; be accessible for a wide variety of users; improve the user experience and trail appeal; and to lower maintenance costs. Comprised of urban paths (Grade 1) and semi-urban connections between townships (Grade 1-2). Highly accessible and suitable for all fitness levels.
Width	'Double trail' where cyclists may ride side by side, generally 2.0 m wide for 90% of trail. Vehicle access is available for maintenance and emergency vehicles.
Usage	Suitable for cyclists, pedestrians, mobility scooters, wheelchairs, and adaptive mobility aids. Access strictly prohibited for All-Terrain Vehicles (ATV) (except for maintenance and extraction purposes), road vehicles, horses, motorbikes, dogs etc.
Gradient	0-3.5 degrees (slope 1:17) for at least 95% of trail; between 3.5 and 5 degrees for no more than 100 metres at a time; and between 5 and 6 degrees for no more than 10 m at a time.
Surface	**Concrete or asphalt:** Compacted, stabilised base course (minimum 100 mm thick), under a minimum 100 mm thick concrete path with a single layer of 665 mesh; or 25 mm thick asphalt top surface. The surface should be smooth and easy to ride in all weather conditions (surface to be well drained, dry underfoot, with no muddy areas).
Construction Method	Good construction access is available for diggers and other machinery to shape alignment. Materials can be delivered directly to site by vehicles. No helicopter access is required. No significant cut/fill earthworks or retaining walls should be required, due to flat topography.
Bridges and Boardwalks	No major structures required. Recommended minor structure access width at least 1.5 m – 2.5 m, minimum width of 1.2 m with handrail/barrier fall protection. The approach should be the same width as the structure for at least 10 metres. Structures to be designed as per SNZ HB8630:2004 for Short Stop Traveller category User Group (SST).
Watercourses	Not Applicable.
Batter Slopes	Not applicable, majority trail sections on flat land.
Drainage	Slightly raised formation with flat, hard surface draining water to surrounding low ground. Side drains installed where surrounding ground does not drop away, to discharge at culverts or cut-out drains.
Vegetation	Very limited vegetation clearance required for Plains trails. Trail alignment to avoid clearing vegetation wherever possible. Native planting and restoration at trail margins should be encouraged to increase trail appeal.
Maintenance	Relatively low maintenance cost due to hard surface, low-altitude, good drainage, flat topography, and stable weather conditions. Trail will useable year-round.
Separation	Trail separated from SH73 for entire length i.e. Plains trails are primarily on the north side of SH73 and utilise grassed shoulder in road reserve for physical separation; trails do not cross SH73. Sections of trail are away from SH73 on low-traffic volume, gravel roads are separated from these roads on the grassed shoulder verges. Driveway crossings are required. Level road crossings are required for crossing urban and rural roads – signage, barriers, and other safety protection measures required. Interaction with rail (midland line – TranzAlpine)– 2x rail crossing required near Kirwee and Sheffield. Kiwirail 'Level-Crossing Safety Impact Assessments' (LCSIA) and approval from KiwiRail required for change of use. Cost = Approx. $30k for one typical 'high-use' LCSIA assessment. Trail to have standard, minimum 10 m separation from rail centreline at all other times; or fencing where this distance is not achievable. Some rail separation fencing required.
Signage or Markers	Appropriate signage, barriers and safety features at some level road crossings and rail crossings, directional signage recommended at junctions, information boards at locations of interest. Markers are not necessary as route should be clearly defined by the track surface.







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5.3.3. Cycle Trail Design Recommendations - Te Waihora Lakeside Trail

The following recommended cycle trail design specifications are a combination of the preferred trail performance criteria determined during Workshop 1; best-practice design principles based on Frame Group's experience designing similar trails; and the New Zealand Cycle Trail Design Guide trail specifications. The following recommended trail design parameters for the Te Waihora Lakeside Trail are the same for both the East Side Trail and the West Side Trail Sections.

TE WAIHORA LAKESIDE TRAIL

RECOMMENDED DESIGN PARAMETERS - EAST AND WEST

EASIEST

EASY

Recommended Design Parameters for Te Waihora Lakeside Trail (Grade 1 – Grade 2) – Easiest to Easy Trail	
Item	**Description/Design Range**
General Trail Description	Low impact trails that can accommodate changes in lake water level and infrequent flooding events with good drainage systems. Trail must be sympathetic to the sensitive ecological lakeside environment and should include planting and restoration at track margins (refer to Figures for typical examples). Track type comparable to the nearby 'Little River Rail Trail'. Requires a long section of raised timber boardwalk at Yarrs Flat (East Side) through lake margins (Refer to Figures on this page for typical examples). Both the East and West trails are a considerably flat gradient through lakeside and riverside topography with no significant climbs or descents. All trail sections to be suitable for adaptive mobility bicycles.
Width	**East Side:** Track surface width generally 2.5 m (suitable width to allow passing and some side-by-side use, and quad bike access for maintenance and evacuation purposes). **West Side:** Track surface width generally 2.2 m due to lower expected usage.
Usage	Suitable for cyclists, pedestrians, and associated adaptive mobility variants. Access strictly prohibited for All-Terrain Vehicles (ATV) (except for maintenance and extraction purposes), road vehicles, horses, motorbikes, dogs etc.
Gradient	0-3.5 degrees (slope 1:17) for at least 95% of trail; between 3.5 and 5 degrees for no more than 100 metres at a time; and between 5 and 6 degrees for no more than 10 metres at a time.
Surface	**Aggregate Surface:** Compacted/stabilised base course (minimum 100 mm thick), under a minimum 50mm thick top-course of well-graded compacted AP20 aggregate. The surface should be smooth and easy to ride in all weather conditions (surface to be well drained, dry underfoot, with no muddy areas).
Bridges and Boardwalks	Recommended bridge and boardwalk width at least 2.0 m – 2.5 m, minimum width of 1.0 m with handrail/barrier fall protection. The approach should be the same width as the structure for at least 10 metres. Structures to be designed as per SNZ HB8630:2004 for Day Visitor category User Group (DV).
Construction Method	No cut/fill benching or retaining walls should be required due to flat topography.
Watercourses	All water courses bridged.
Batter Slopes	Not applicable, majority trail sections on flat land.
Drainage	Slightly raised formation with crowned track surface draining water to surrounding low ground. Track formation raised higher in wetter areas. Long and shallow grade reversals where appropriate. Side drains installed where surrounding ground does not drop away, to discharge at culverts or cut-out drains at max 150 m centres. Very wet sections to be traversed with raised timber boardwalks. Bridges over all watercourses.
Vegetation	Trail alignment to avoid clearing wetland/lake margin vegetation wherever possible. Design to include planting and vegetation restoration at track margins.
Separation	Trail fully separated from road for entire length (mostly on existing grassed shoulder); Driveway crossings required; Some level road crossings required for high speed rural roads – utilises appropriate signage, barrier and safety features; No interaction with rail; No fencing required.
Maintenance	Significant flooding of lake margins and rivers expected, some trail sections will likely require ongoing maintenance and repair following flood events, all bridges (including the Selwyn River Bridge) to be above flood levels with allowance for climate change and debris clearance. The timber boardwalk at Yarrs Flat may be submerged during flood events. Vegetation planting at trail margins will help prevent flood damage. Local community groups may assist with ongoing maintenance. Regular inspection and maintenance of structures required. Trail likely useable year-round.
Signage or Markers	Directional signage recommended at junctions. Information boards at locations of interest. Markers are not necessary as route should be clearly defined by the track surface.









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5.4. Proposed Itineraries and Route for Primary User Group

Potential itineraries for each trail have been developed and summarised in Table 9 to support the market assessment and trail infrastructure planning process. These itineraries have been developed based on the primary user, being cyclists completing day-rides or multiday rides. These itineraries have been developed based on an understanding of the average distance likely to be travelled in a day, taking into account terrain, trail features, experiences etc.

These itineraries assume a multiday ride experience and are based on overnight stops where there are existing on-trail accommodation facilities. Some of these days can be shorter, through the use of shuttles to take people to accommodation.

Table 9 Proposed multiday Itineraries for the primary user group for each trail.

	Waikirikiri Alpine to Sea Trail	**Te Waihora Lakeside Trail**
Day 1	**Arthur's Pass to Cass** Distance – 28 km Assumes journey to start by train or shuttle from Christchurch or Greymouth.	**East Side Trail** Distance 52 km Lincoln Loop – Lincoln, Motukarakara to Selwyn Huts and return to Lincoln via Ararira/L ll river.
Day 2	**Cass to Castle Hill** Distance – 41 km	**West Side Trail** Distance – 31 km Selwyn Huts to Taumutu
Day 3	**Castle Hill to Springfield** Distance – 40 km	
Day 4	**Springfield to Rolleston (Plains Trail)** Distance – 53 km May end in Rolleston, Lincoln, or Christchurch (already connected by existing trail networks).	

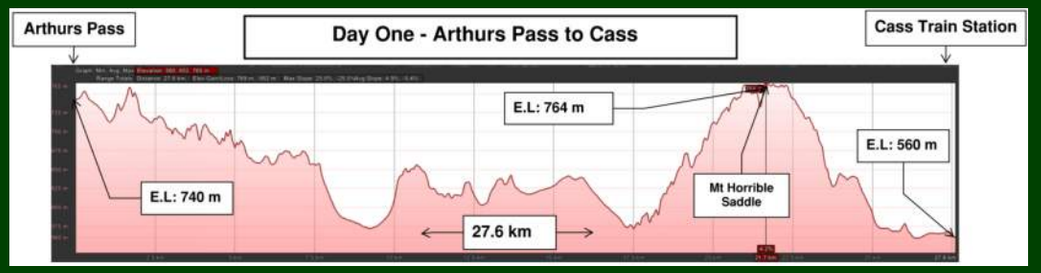
The following sections detail each day within the proposed itineraries for the primary user groups and include trail statistics, a route description, elevation data, maps, and highlights and constraints of each day. The trail descriptions focus on the Preferred Routes for each trail only and do not include Alternative Routes that were considered but not progressed for this Feasibility Study.

5.4.1. Waikirikiri Alpine to Sea Trail – Proposed Itinerary

The preferred route and itinerary for the 4-day Waikirikiri Alpine to Sea Trail is as follows:

WAIKIRIKIRI ALPINE TO SEA TRAIL

DAY 1: ARTHUR'S PASS TO CASS



TRAIL STATS

- **Distance** = 27.6 km
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

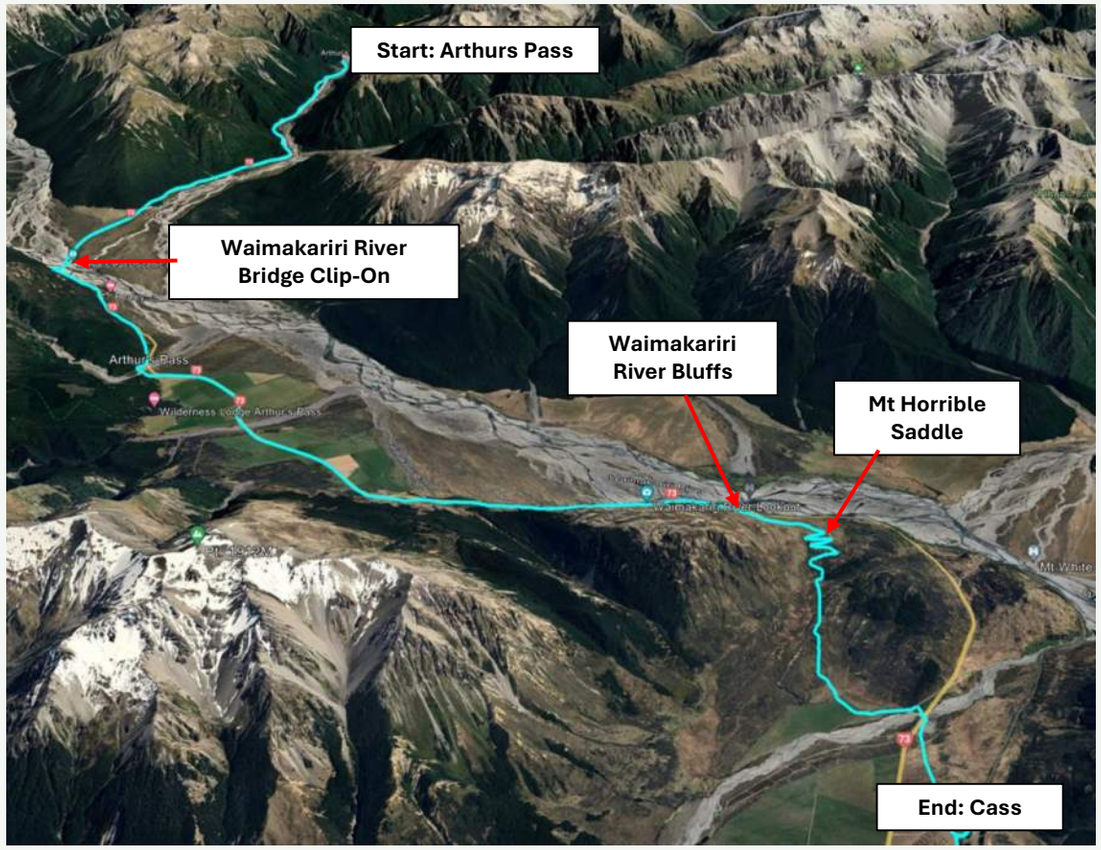
ROUTE DESCRIPTION

The Waikirikiri Alpine to Sea Trail starts at **Arthur's Pass Village** which is well set-up to support a trail head with existing accommodation, cafes, public toilets, parking, and other amenities. Cyclists can either by dropped off by a shuttle; or, preferably, the **TranzAlpine Train** from Christchurch or Rolleston with modified carriages to transport bikes and equipment. Combining the ride with Tranzalpine Train gives riders a spectacular introduction to the Region including picturesque views from the train above the **Waimakariri River Gorge** including the 82 m high historic **Staircase Viaduct**; and classic NZ scenes of mountain peaks, vast plains, fresh water lakes, and deep ravines.

From Arthur's Pass Village, the trail starts off along existing village trails before climbing gently into the forested slopes of **Arthur's Pass National Park**. Riders traverse for 5.8 km through native beech forest along the now overgrown alignment of the original Highway through the area. Looking down, riders see the new State Highway 73 and the Midland Rail Line following the **Bealey River**. The experience is a sense of being in the heart of the majestic **Southern Alps/Kā Tiritiri o te Moana**, surrounded by calming prehistoric forests, while reflecting on the history of Māori pounamu/greenstone traders, and Pākehā explorers and labourers in the area.

Cyclists exit the beech forest at Klondyke Corner and cross 2.2 km of flat grass land until the SH73 Bealey Bridge over the **Waimakariri River**. Crossing the 270m Bealey Bridge via a **clip-on structure** offers exciting views of the braided river below and river valleys upstream. The ride then follows SH 73 along the Waimakariri riverbank until it starts the steady climb above the **Waimakariri River Bluffs** lookout over the **Mt Horrible saddle**. The climb picks its way between rock bluffs and has retaining wall and barrier sections to protect riders from hazards. The saddle offers views down the Hawdon River Valley, Waimakariri River Valley, and onwards with the upcoming sections of the ride spreading out below. The saddle also offers a welcome rest spot for riders and may even have snow cover in the winter months.

Cyclists take the well-earned descent down past the 'Corner Knob and Goldney Hill Government Purpose Reserve' and 'Mt Horrible Conservation Area' to the **Cass River**. A suspension bridge carries riders to a crossing under the Highway road bridge and onwards to Cass Road and the Rita-Angus-made-famous **Cass Train Station**. New, proposed accommodation and dining facilities would be constructed to host guests for the night after their long and rewarding day on the saddle.



HIGHLIGHTS

- **TranzAlpine train** journey through the Waimakariri River Gorge to the trailhead at Arthur's Pass.
- Tranquil mountainous native beech forest through **Arthur's Pass National Park.**
- Traversing above the Bealey River.
- Massive **270 m long Bealey Bridge clip-on bridge** over the Waimakariri River.
- Rewarding steady climb up over Mt Horrible and the **Waimakariri River Bluffs** to the saddle with breath-taking views up the Waimakariri River, Hawden River, and South to Lake Pearson (Moana Rua).
- End the day at Historic **Cass train station.** The subject of an iconic New Zealand painting by Rita Angus in 1936.

CONSTRAINTS

- Steady **190 m climb** from SH73 up over Mt Horrible saddle.
- Bealey Bridge Clip-On over the Waimakariri River – **270 m clip-on structure:** High cost, engineering challenges, uncertainty over bridges future remaining service life, feasibility uncertainty, vulnerability to an Alpine Fault earthquake etc.
- Obtaining **corridor access** through **Arthur's Pass National Park** (using old SH73 public road corridor) and associated native vegetation clearance.
- Obtaining corridor access through **Mt Horrible Conservation Area** and Wilderness Lodge private land.
- Managing speeds down the **Mt Horrible descent.**

WAIKIRIKIRI ALPINE TO SEA TRAIL

DAY 2: CASS TO CASTLE HILL

TRAIL STATS

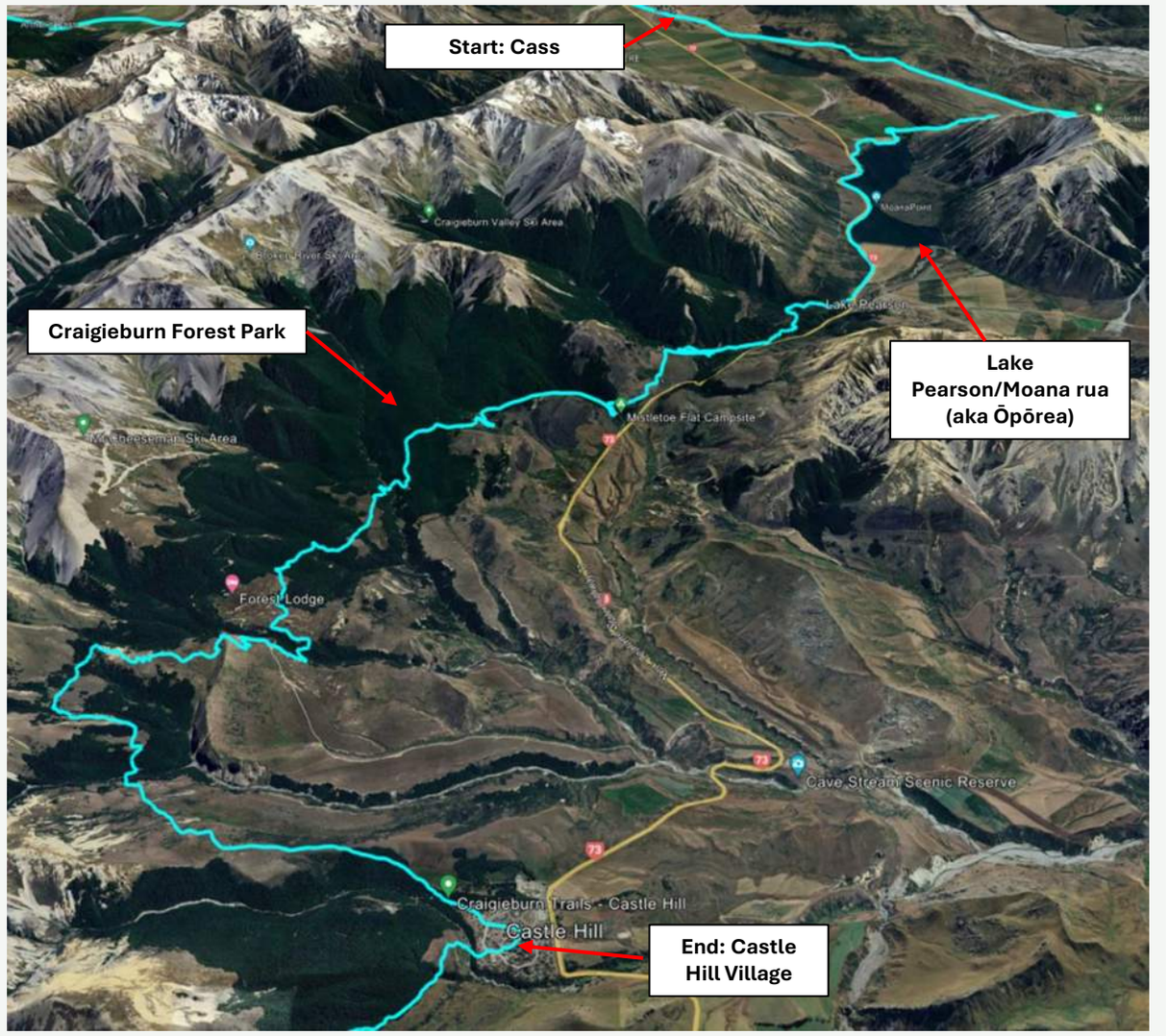
- **Distance** = 40.6 km
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

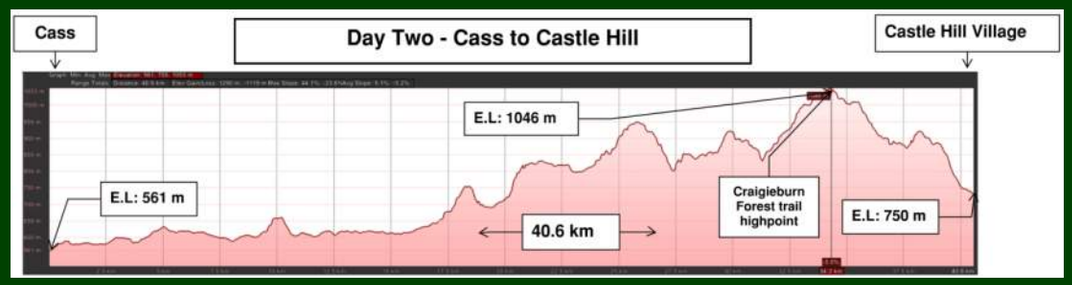
ROUTE DESCRIPTION

Waking up in **Cass** (or arriving by train or vehicle if starting the ride here), cyclists start the day smoothly following the flat Craigieburn Road through classic NZ high-country station terrain, past **Lake Sarah**, the Canterbury University Research station, and the TranzAlpine railway line that they travelled on the day before. They will enter Grasmere Station, with fencing separating them from livestock, and traverse the foothill saddle of **Purple Hill** to access the tranquil high-country **Lake Pearson/Moana rua (aka Ōpōrea)** which is a wildlife refuge and traditional mahinga kai site for mana whenua.

At the foot of Moana rua, an under-road culvert crossing will allow riders to cross the State Highway without traffic hazards to access the **Craigieburn Forest Conservation Area**. An undulating Grade 2 cycle trail will flow through the Craigieburn Forest Park for hours of forest riding, with the option to use some of the other existing mountain biking trails in the Park.

Cyclists will finish the day in the comfortable, well-established and growing **Castle Hill Village**, and spend the night surrounded by the majestic foothills, mountains, and star-scape.







HIGHLIGHTS

- **High-country Station** experience along Craigieburn Road featuring **Lake Sarah**, tussock grasslands, Canterbury University Cass Mountain Research Area (**Cass Field station**), TranzAlpine railway track, and active sheep and high-country farming operations.
- Crossing the foothills of **Purple Hill** with views of alpine scree slopes above.
- Sidling the tranquil high-country **Lake Pearson/Moana rua (aka Ōpōrea)** which is a wildlife refuge and traditional mahinga kai site for mana whenua.
- A new Grade 2 cycle trail through the **Craigieburn Forest Park**, combining with existing MTB tracks in the Park.
- Finishing the day in the comfortable, well-established and growing **Castle Hill Village.**

CONSTRAINTS

- Obtaining **corridor access** through Lake Pearson Moana Rua **Conservation Area** around the lake side.
- Steady **440 m climb** from Lake Pearson/Moana Rua up through Craigieburn Forest Park (over 23 km).
- Creating a separated/fenced cycle path through **active farming operations** over the Purple Hill foothills through Grasmere Station, in cooperation with landowners.
- **Crossing underneath SH73** with an underpass to access the Craigieburn Forest Conservation Area and avoid over-crowding Flock Hill Lodges (on request from the landowner).

WAIKIRIKIRI ALPINE TO SEA TRAIL

DAY 3: CASTLE HILL TO SPRINGFIELD

TRAIL STATS

- **Distance** = 39.7 km
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

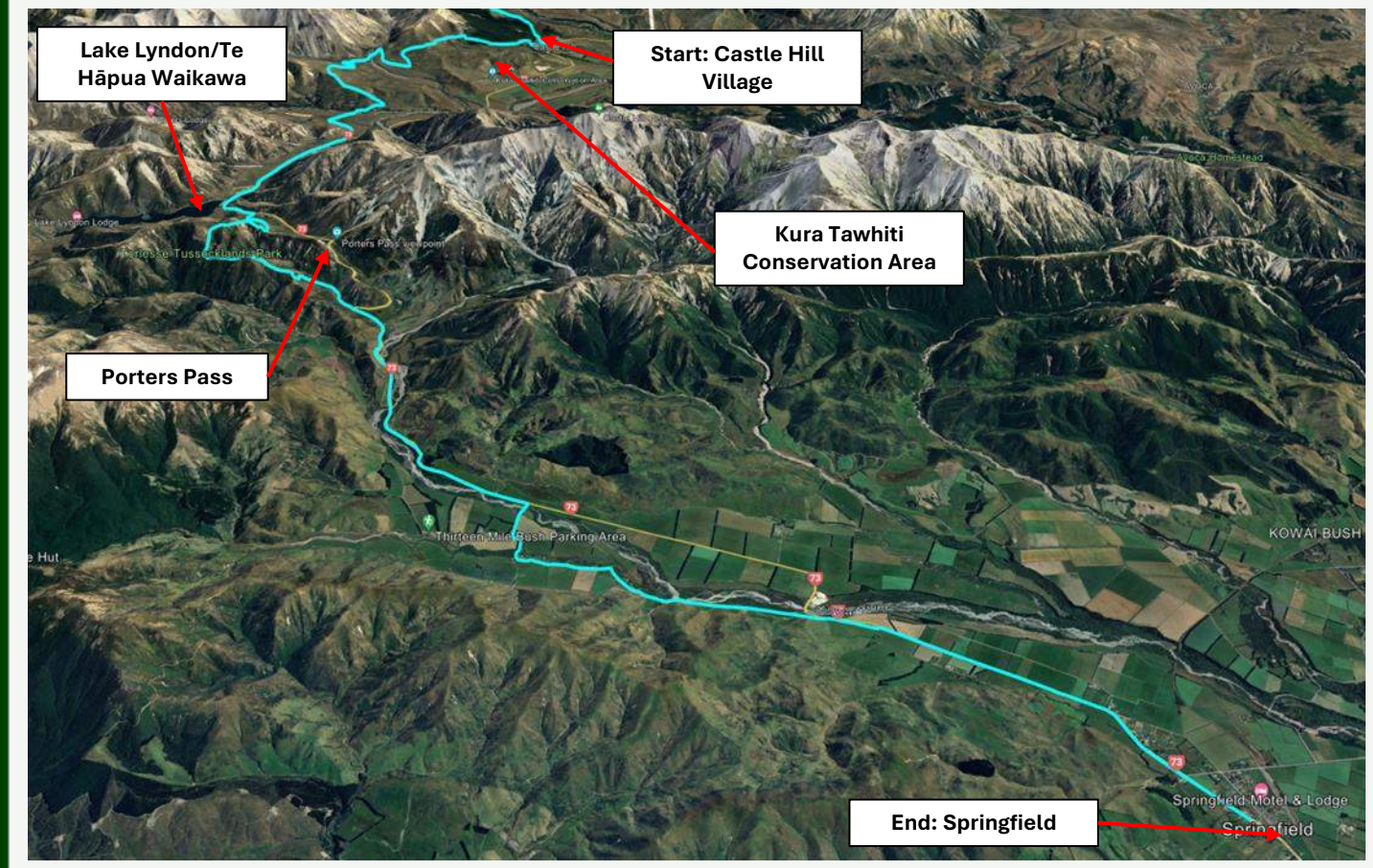
ROUTE DESCRIPTION

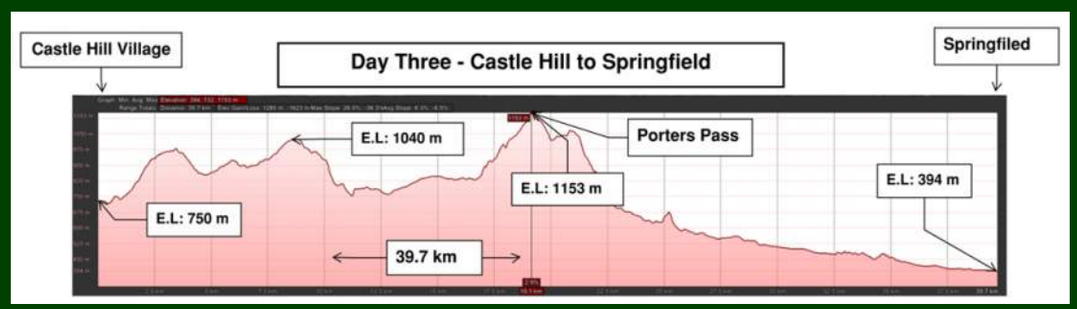
After a relaxing night in **Castle Hill Village**, riders immediately enter the forested Craigieburn trails above the Village and start a steady ascent into the foothills. Emerging into open grasslands at the top of **Castle Hill Station**, a unique view opens up from elevated ground, down onto **Kura Tawhiti Conservation Area.**

The morning is spent high up in these foothills of **Mt Enys** in the back blocks of Castle Hill Station and active farming operations and livestock can also be seen below. Multiple large suspension bridges over alpine waterways (**Enys Stream, Whitewater Stream, and Porter River**) give a altered sense of magnitude as they are swallowed up in the landscape.

Lake Lyndon/Te Hāpua Waikawa alpine lake offers a rest stop where local wildlife can be observed and riders can catch a breath before the last ascent up over Porters Pass, which can be seen from the lake side. The **Porters Pass** crossing does not follow the road, rather, it traverses above the saddle through the **Korowai / Torlesse Tussocklands Park** to a high point where the previous days riding extands over the shoulder, and the upcoming Plains stretch open in the distance.

An exciting descent through the native, alpine vegetation of the Korowai / Torlesse Tussocklands Park gives the last thrills of the Alpine section before joining the Plains at the **Kowai River** that flows gently onto **Springfield**. Springfield is the first busy township for three days, and riders can reflect on the epic journey so-far and enjoy the urban conveniences. Some riders may choose to end their ride here, and shuttle back to Christchurch or beyond. Many others will be enticed by the gently downward sloping topography and the contestant Nor'Wester tailwinds to continue for another through the **Plains** tomorrow.





HIGHLIGHTS

- **High-country experience** in the foothills of Mt Enys in the back blocks of **Castle Hill Station**. Experience active farming operations below.
- Unique views of **Kura Tawhiti Conservation Area** from elevated ground.
- Multiple alpine river crossings including the steep **Porters River** gorge.
- Rest stop at **Lake Lyndon/Te Hāpua Waikawa** alpine lake.
- Climb high over **Porters Pass** through **Korowai / Torlesse Tussocklands Park** with panoramic views of the Plains.
- Thrilling descent down to the **Kowai braided river** and along to **Springfield.**

CONSTRAINTS

- **Semi-isolated** in Castle Hill Station to be separated from active livestock operations **e.g. fencing.**
- **Steep 315 m climb** from Lake Lyndon/ Te Hāpua Waikawa to **Porters Pass** high-point (over 2.7 km).
- Obtaining **corridor access** through Korowai/Torlesse Tussocklands Park.

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WAIKIRIKIRI ALPINE TO SEA TRAIL

DAY 4: SPRINGFIELD TO ROLLESTON

TRAIL STATS

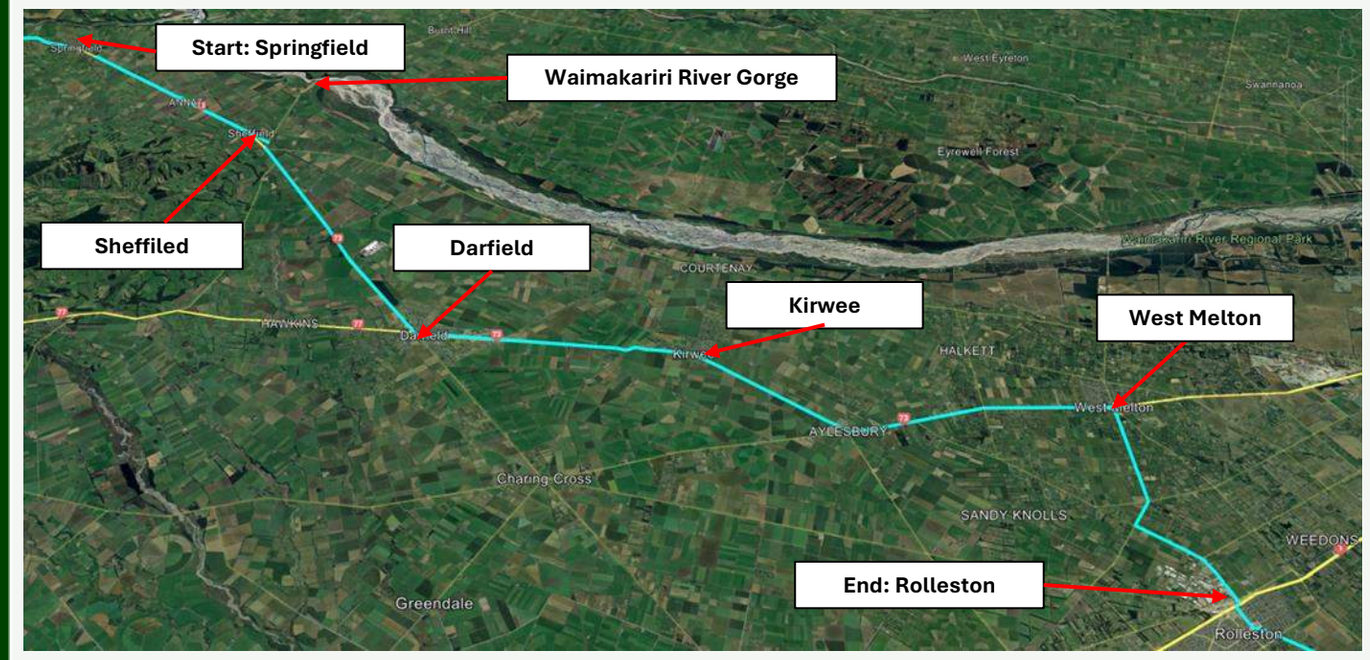
- **Distance** = 52.4 km
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 2

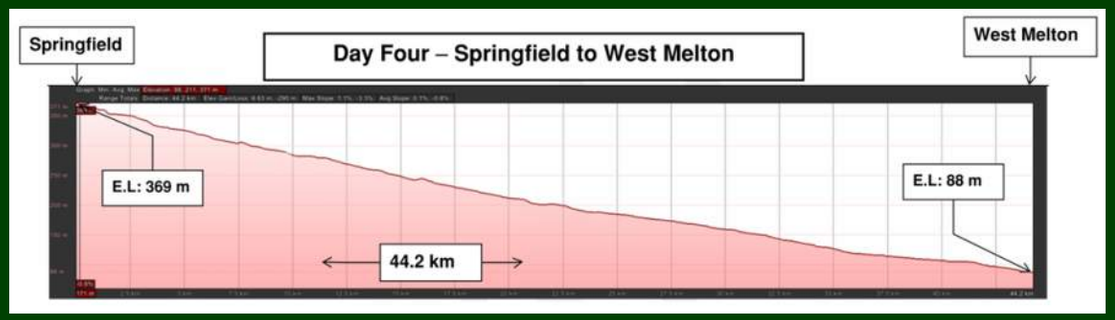
ROUTE DESCRIPTION

The appealing prospect of a continuous **downward slope**, and a prevailing **Nor'Wester tailwind** after several days on the Alpine Trail will entice many riders to this Plains section. Riders can experience the townships of **Springfield, Sheffield, Darfield, Kirwee**, and **West Melton** including the people, unique history, character, and local economy of these communities.

The trail is smooth and wide with a hard **concrete or asphalt surface** making a distinct and comfortable difference to the previous days on alpine gravel trails. Riders mingle with local commuters and day-riders also out enjoying the smooth trails that are well-separated from the busy State Highway and trainline running parallel nearby. Many side trails will likely be constructed for detours to the Waimakariri River (e.g. at the **Waimakariri Gorge Bridge**) – another iconic feature defining the Selwyn landscape.

The day finishes at **Rolleston**, or by connecting to existing trails into **Christchurch** where the **International Airport** and other urban experiences are on offer. Some riders will end their ride here, but the proximity to the Pacific Ocean (via the existing Little River Rail Trail), and the Te Waihora Lakeside Trail for an additional day will be a tempting and exciting add-on for many.





HIGHLIGHTS

- Selwyn towns: **Springfield, Sheffield, Darfield, Kirwee, West Melton, and Rolleston.**
- Wide and **well-surfaced** trail suitable for many different user groups.
- **Separation** from road and rail traffic for a safe and relaxed ride experience.
- Gently sloping trail from West to East with a **prevailing Nor'Wester wind**.
- **Existing trail connections** to Christchurch including the International Airport or the Little River Rail Trail.
- Side trip options to the **Waimakariri River**.
- Can be ridden bi-directionally or as short trips/commutes between towns.

CONSTRAINTS

- Multiple **railway crossings** requiring Kiwirail approval.
- **High traffic and rail volumes**. Sufficient separation from rail line and state highway required. Minimum clearance distances apply.
- **Limited views** due to **flat topography**.
- **Limited existing vegetation** cover and shelter available between townships reduces the natural environmental appeal of the trail.

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WAIKIRIKIRI ALPINE TO SEA TRAIL

PHOTO ITINERARY

DAY 1: ARTHURS PASS TO CASS







DAY 2: CASS TO CASTLE HILL









DAY 3: CASTLE HILL TO SPRINGFIELD







DAY 4: SPRINGFIELD TO ROLLESTON







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5.4.2. Waikirikiri Alpine to Sea Trail – Alternative Routes Considered

Alternative Routes for both trails were considered as part of this Feasibility Study and these were presented to SDC staff, elected representatives, and other stakeholders at project Workshop 2. The relative pros and cons of these were discussed during this workshop, including comparative cost, risks, opportunities, and overall feasibility and desirability. Ultimately, the Preferred Routes presented in Section 5.4.1 as the proposed itineraries for the primary user groups were chosen to be progressed.

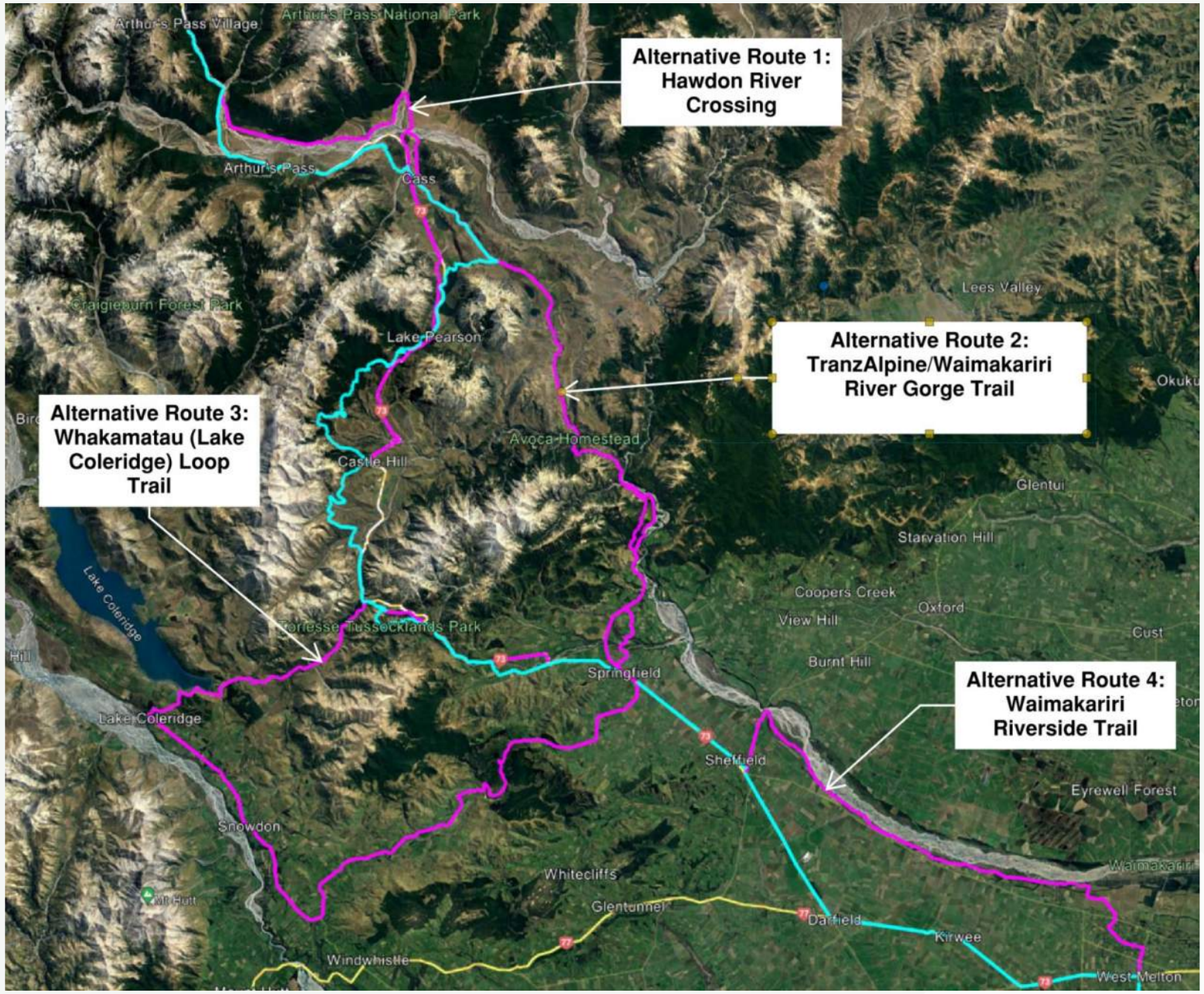
This section describes the Alternative Routes considered for the Waikirikiri Alpine to Sea Trail and includes overviews, maps, route statistics, pros and cons of these routes, and reasons for abandoning them and choosing the Preferred Routes instead.

WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE OVERVIEW

OVERVIEW

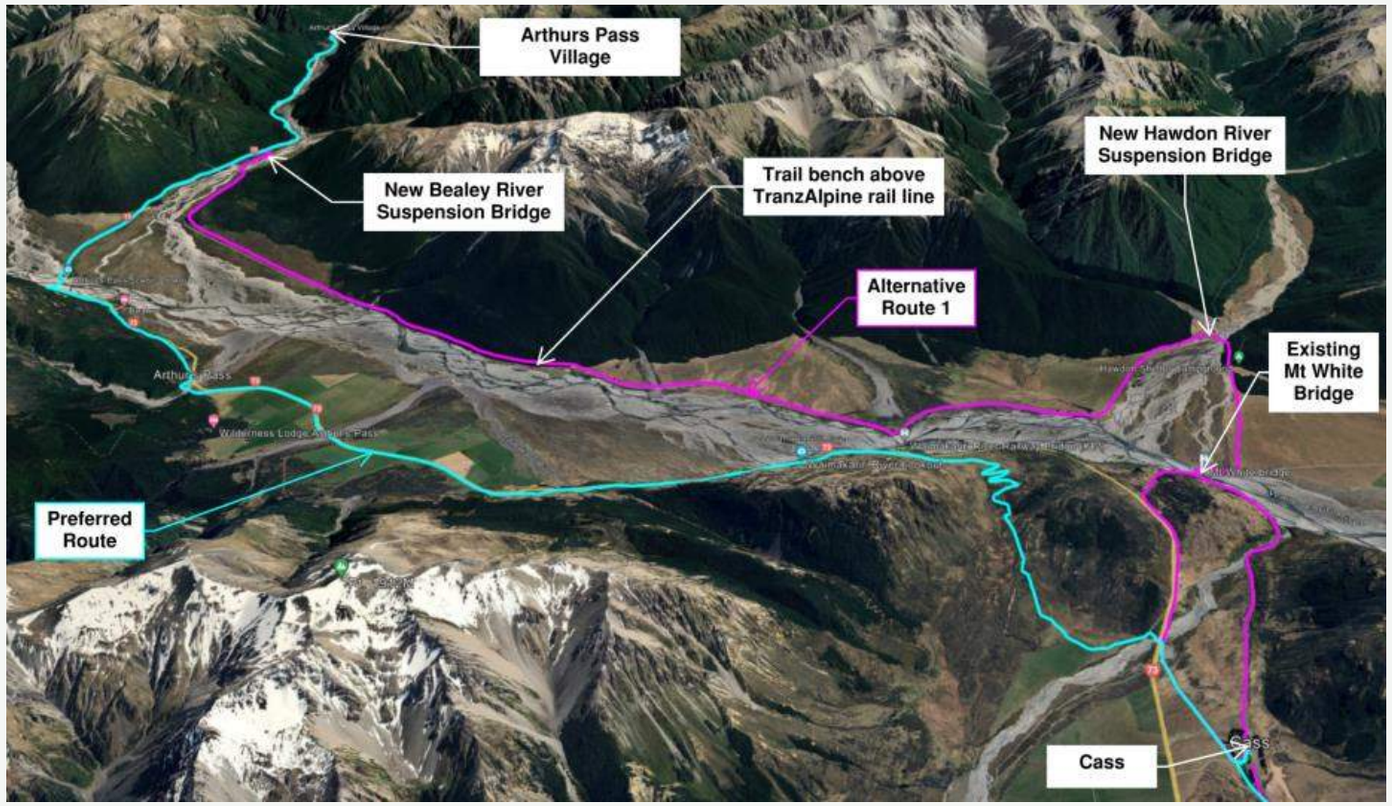
- **Alternative route options** were considered for this Feasibility Study to examine all possible opportunities for each trail section.
- On the map, for the High-Country and Plains Sections: **Blue = the Preferred Route trail alignment**; and **Pink = the Alternative Routes** considered.
- Alternative Routes were examined by **ground-truthing; desktop studies; community liaison; trail scheduling, costing,** and **design**; and with **Workshop feedback.**
- The following pages outline the **pros and cons** of each Alternative Route, compared to the associated chosen Preferred Route.
- The final reasoning for choosing the Preferred Route is summarised for each.
- Alternative Routes may be considered for **future developments** i.e. as additions to the Preferred alignments. However, they are not considered further in this Feasibility Study, with the focus remaining on Preferred Route Options.
- Detailed trail route descriptions, design, and costing information for all options are presented in **Appendix B - Detailed Route Schedules** of the Feasibility Study Report. This information may be utilised in future design stages for these Alternative trail sections.



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WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE 1: HAWDON RIVER CROSSING



PREFERRED ROUTE: STATE HIGHWAY 73

- **Distance** = 27.4 km
- **Cost = $19.1 M**
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

PROS

- Impressive **270m long clip-on bridge** over the Waimakariri River.
- Rewarding steady climb up over **Mt Horrible** and the **Waimakariri River Bluffs** to the saddle with breath-taking views up the Waimakariri River, Hawd**o**n River valley, and South to Lake Pearson (Moana Rua).
- Elevation gain provides more impressive **view points** i.e. views over to Arthur's Pass National Park may be more spectacular than traversing 'through' the Park.

CONS

- **More expensive** option primarily due to the clip-on structure over the Waimakariri River and rock protection works above the **Waimakariri River Bluffs**.
- Uncertainty around the expensive 270m long SH73 road bridge over the Waimakariri River i.e. remaining service life, high-cost of clip-on structure, structural limitations, threat of natural disasters (flooding and earthquakes).
- **Private land access** to be negotiated.
- **Steep climb** over Mt Horrible Saddle.
- Obtaining corridor access through **Mt Horrible Conservation Area** and Wilderness Lodge private land.
- Managing speeds down the **Mt Horrible decent.**

ALTERNATIVE ROUTE 1: HAWDON RIVER CROSSING

- **Distance** = 29.7 km
- **Cost = $12.2 M**
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

ROUTE DESCRIPTION

Instead of following SH73 after Arthur's Pass, cyclists cross the **Bealey River** via a new suspension bridge at the rail bridge. Riders follow above the TranzAlpine rail line on a bench through the native beech forest of Arthur's Pass. The trail then crosses the flood plains of the **Hawdon River** mouth before crossing this river via a massive and spectacular, new **190m long suspension bridge**. An easy ride out to Cass is obtained across the existing **Mt White Bridge** and gravel roads.

PROS

- Immersive experience within Arthur's Pass National Park through **native beech forest** above the rail line.
- Spectacular, **long suspension bridge** over the Hawdon River.
- Sense of **remoteness** to a previously difficult-to-access true-left side of the Waimakariri River and Hawdon River valley.
- Relatively flat trail profile
- Efficiently utilises existing bridge crossing over the Waimakariri at Mt White Bridge.

CONS

- **Remote access** makes construction, maintenance and trail safety and operation difficult and expensive.
- Interaction with **rail corridor** requires separation and safety features e.g. fencing.
- **Access permission** and significant earthworks and vegetation clearance through Arthur's Pass National Park.
- Trail vulnerability to **wash-out and flooding** on braided riverbanks.
- Expensive Hawdon River suspension bridge susceptible to natural disasters (**flooding and earthquakes**).

REASONS FOR CHOOSING THE PREFERRED ROUTE

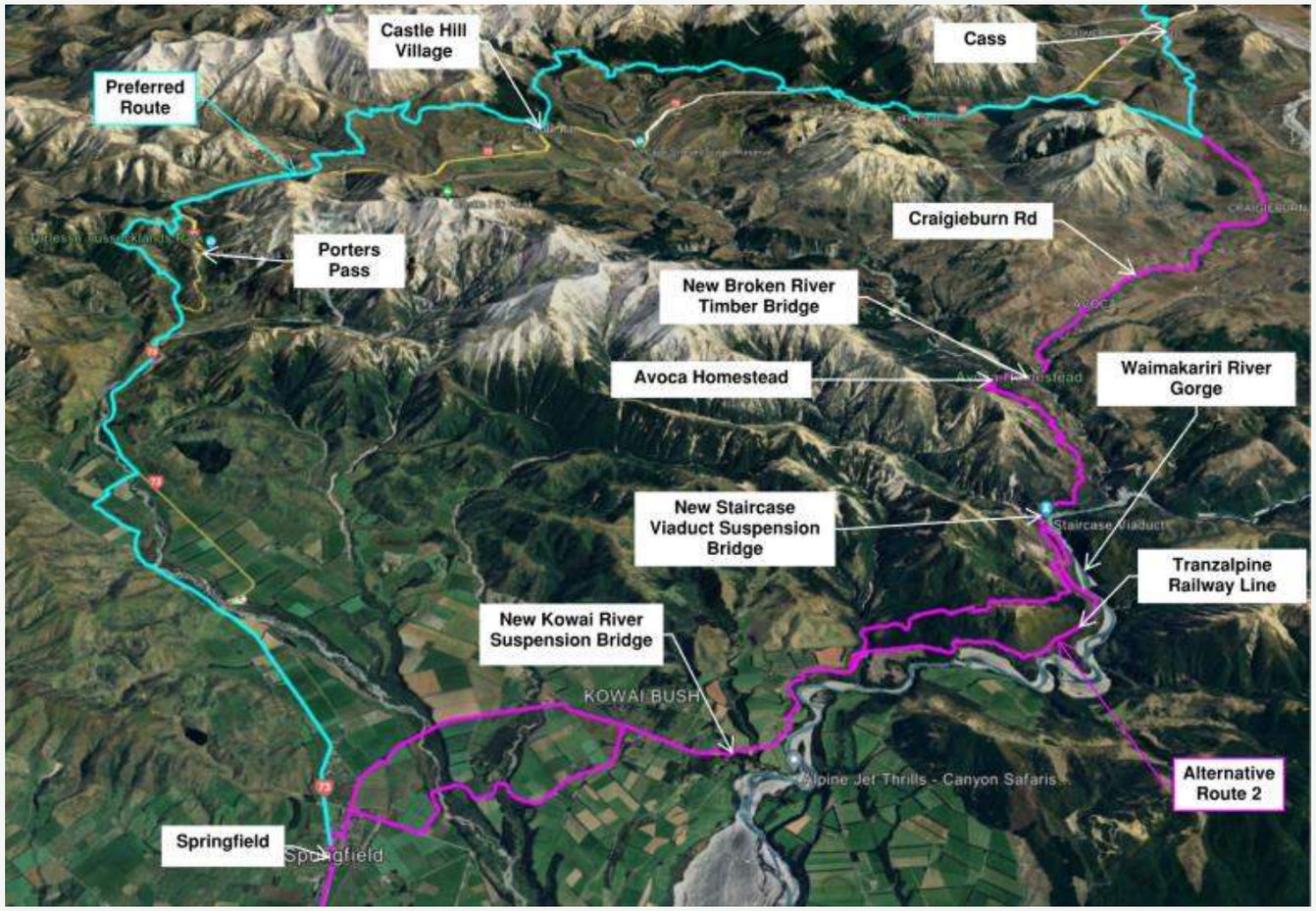
While the Preferred Route is significantly more expensive than the Alternative Route (mostly due to the clip-on bridge), ultimately, it is much more likely to be granted access permission than the Alternative Route which requires substantial new trail, earthworks and native vegetation clearance through Arthur's Pass National Park Conservation Land.

The Preferred Route also follows a more accessible route that can be better maintained and serviced with infrastructure such as accommodation and toilets. The alignment up to the Mt Horrible saddle is also deemed desirable with the views at the top justifying the steady climb required to obtain them.

Construction staging of the Preferred Route will be governed by NZ Transport Agency Waka Kotahi plans for the 270m long bridge over the Waimakariri River for the clip-on structure which is the most expensive, and critical component of the Preferred Route.

WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE 2: TRANZALPINE/WAIMAKARIRI GORGE TRAIL



REASONS FOR CHOOSING THE PREFERRED ROUTE

Refer to the next page for a detailed description of each route and the pros and cons of each option.

While the Alternative Route through the Waimakariri River Gorge arguably contains the distracts 'X-Factor' and most spectacular geography and terrain; the significant risks, costs and limitations of this route likely make it unviable for meeting the vision and objectives of the Waikirikiri Alpine to Sea Trail. Safety risks are a key concern; as is the potential for cost blow-outs from engineering, construction, maintenance, and operation uncertainty. The long distance between feasible accommodation sites; and the high level of skill, fitness, and experience required to even attempt this trail will make it inaccessible to most potential users.

The Preferred Route that follows the State Highway should also not be diminished when compared to the Alternative Route. It still contains some of the most popular key experiences of the district (and opens up new ones), while been significantly safer, cheaper, more viable, and less risky than the Alternative Route.

Importantly, trail riders can still experience the landscapes and engineering marvels of the river gorge by taking their bikes on the TranzAlpine train to get to the start of the ride at Arthur's Pass. This means the Preferred Route offers the double-experience of both the gorge and the highway routes.

The Alternative Route may be still be developed in the future, perhaps as an adventure or backcountry ride, when there is funding available. The area remains a special and unique place for Selwyn with access options available (train, kayaking, hiking), if desired.





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WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE 2: TRANZALPINE/WAIMAKARIRI GORGE TRAIL

PREFERRED ROUTE: STATE HIGHWAY 73

- **Distance** = 80.2 km
- **Cost = $ 11.7 M**
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

PROS

- Includes some of the Selwyn District's most developed and **popular visitor attractions** and **communities** i.e. Castle Hill village, Kura Tawhiti Conservation Area, High-Country Stations, Craigieburn Forest Park, Lake Lyndon/Te Hāpua Waikawa, Lake Pearson/Moana rua (aka Ōpōrea), Kowai braided river, Korowai / Torlesse Tussocklands Park, and Porters Pass. Refer to 'Section 5.4 Proposed Itineraries and Route' for a full description of the route highlights.
- Already **well-established support infrastructure** e.g. accommodation, communities, transport, toilets and signage.
- Not isolated i.e. **Easy access** for construction, maintenance and trail operation. **Safer** trail with less hazards and easier extraction opportunities.
- Significant opportunities for **economic development** e.g. at Castle Hill Village. Trail distance can intuitively be split over two days.
- Can be developed in **Stages with immediate use** value e.g. the Craigieburn Forest trail section is immediately useful without the full trail being constructed.
- Riders can still experience the Waimakariri River Gorge by taking the **TranzAlpine train** to the start of the trail.
- **Less susceptible** to trail damage, closure and extreme conditions compared to the Waimakariri River Gorge.
- **Significantly less expensive** and less complex from a risk, engineering and construction perspective.
- **Easier grade** trail and lower level of fitness required, and fits better with the 'Great Ride' criteria.
- **Accessible** to a wider range of people.

CONS

- Does not allow for a ride through the **Waimakariri River Gorge.**
- Some sections may be close (although always separated) from **State Highway 73** and therefore not feel 'remote' enough. SH73 Underpass required at Lake Pearson/Moana rua (aka Ōpōrea)
- Some experiences are already easily accessible via car.
- **Elevation gains** required at Castle Hill Station, Craigieburn Forest Pass and over Porters Pass.
- **Access** required through Conservation Land (Korowai / Torlesse Tussocklands Park, and Lake Pearson/Moana rua (aka Ōpōrea), and private land.



ALTERNATIVE ROUTE 2: TRANZAPLINE/WAIMAKARIRI RIVER GORGE TRAIL

- **Distance** = 62.3 km
- **Cost = $ 23.5 M**
- **Fitness** = Moderate - Fit
- **Skill** = Intermediate - Advanced
- **Grade** = 3-4

ROUTE DESCRIPTION

After **Cass Train Station**, the trail continues down the entire length of **Craigieburn Road** before crossing a new timber bridge over Broken River to the historic **Avoca Homestead**. A new, remote trail traverses the foothills of the **Torlesse Ranges** in the **Korowai/Torlesse Tussocklands Park** before joining up with the railway line at **Staircase Viaduct**. A new, large **suspension bridge** separates the trail from the historic structure which then follows the trail through the extreme terrain of the **Waimakariri River Gorge**. Riders exit the alpine environment at **Kowai Bush** and traverse the flat land, over the Little Kowai and **Kowai Rivers**, to **Springfield.**

PROS

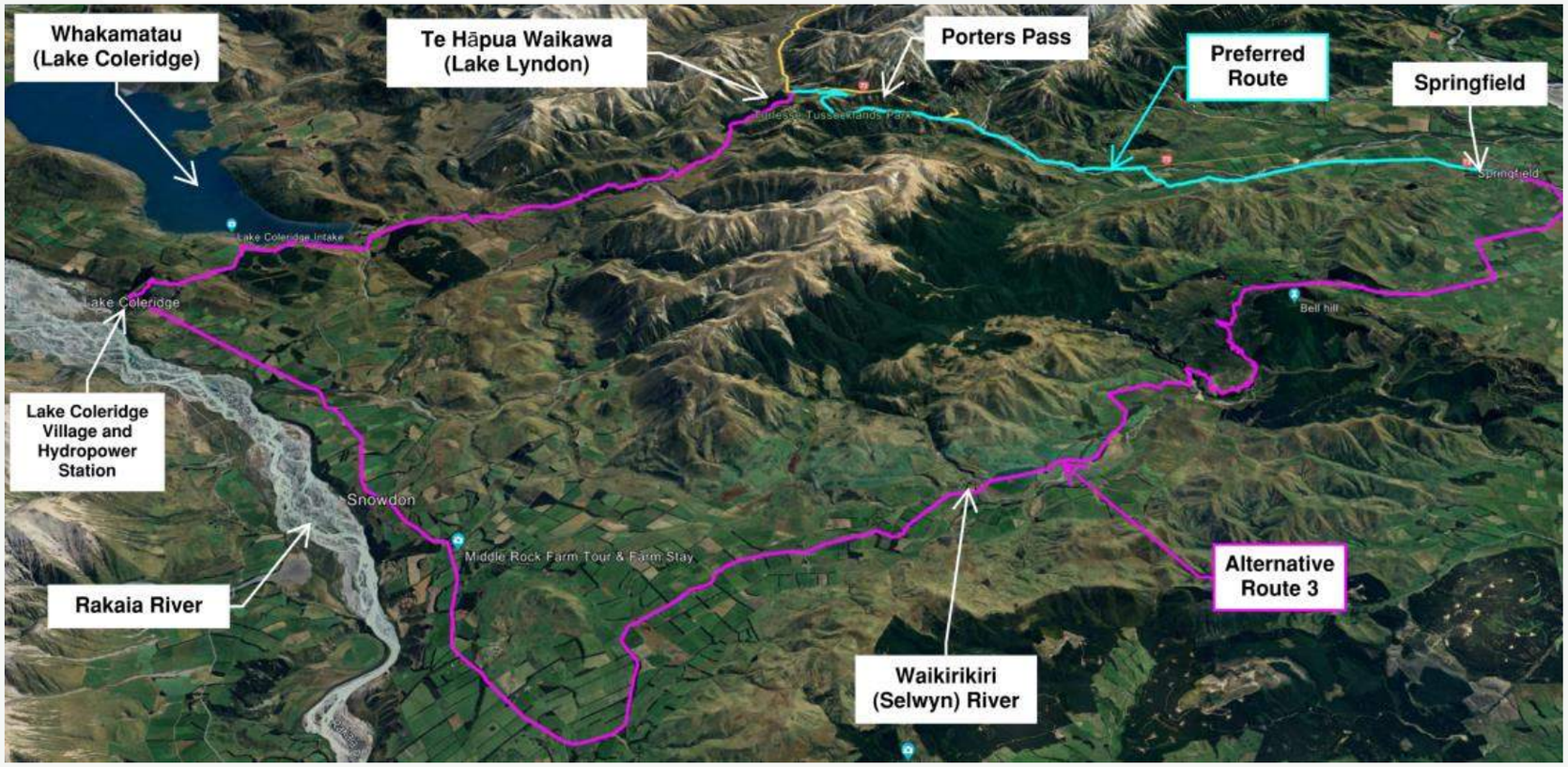
- Arguably some of the Selwyn Districts most **spectacular geography and terrain** through the high-country and the **Waimakariri River Gorge**. This trail would truly highlight the uniqueness of Selwyn Region and provide a **distinctive experience** unlike any other ride in NZ.
- Showcases the **engineering marvels** of the TranzAlpine rail line including the Staircase, and Broken River viaducts, and multiple tunnels and bridge crossings through steep gorge terrain.
- Riders experience prolonged views of the Waimakariri River and a sense of **remoteness and adventure** through previously inaccessible terrain.

CONS

- **Significant safety risks** to riders from steep and unstable terrain; the active train line; and remote and exposed location. Separation and/or fencing from the rail line required with limited space available. Very difficult extraction opportunities for injured riders.
- Trail highly susceptible to earthquakes, scour, erosion, and wash-out.
- **Significant engineering and construction challenges**. This includes multiple new, large suspension bridges (including the new suspension bridge at the Staircase Viaduct), tunnel overpasses, retaining walls, extensive rail separation fencing, and rock fall/slip stabilisation. The Midland Rail Line was considered one of the most difficult and expensive NZ rail lines to construct due to the challenging terrain and weather conditions.
- **Long distance** is impractical for a single-day ride and there is no obvious way to split the itinerary over two days. Very little opportunity for development of viable support infrastructure and accommodation along the way.
- Limited economic development opportunities and direct community outcomes due to isolation and setting in away from private land and communities.
- Challenging trail requiring much **higher level of experience, fitness, and skill**. Not likely keeping with the criteria for a 'Great Ride'. Likely only appropriate for 'adventure seeking' or 'backcountry' riders.
- **Significantly more expensive** with major structures and **high uncertainty** of cost due to potential for budget blow-outs due to engineering and geotechnical challenges.
- Extremely high expected **maintenance and operation costs** due to **remoteness** and **exposure**.
- Remote location likely making access, construction, maintenance and operation prohibitively difficult.
- Can not stagger construction in obvious Stages.
- **Access** through large areas of Public Conservation Land required.

WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE 3: WHAKAMATAU (LAKE COLERIDGE) LOOP TRAIL



PREFERRED ROUTE: PORTERS PASS

- **Distance** = 23.3 km
- **Cost = $ 4.8 M**
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

PROS

- Elevation gain over Porters Pass provides impressive **view points** over the **Korowai / Torlesse Tussocklands Park** with panoramic views of the Plains.
- Thrilling descent down to the **Kowai braided river** and along to **Springfield.**
- Direct route between the High-Country and Plains sections.

CONS

- **Steep 315 m climb** from Lake Lyndon/Te Hāpua Waikawa to **Porters Pass** high-point (over 2.7 km distance).
- Obtaining **corridor access** through Korowai/Torlesse Tussocklands Park Conservation Land.

REASONS FOR CHOOSING THE PREFERRED ROUTE

While the Whakamatau (Lake Coleridge) Loop Trail highlights some of the most substantial features of the district, it does present as a significant deviation from other, more obvious 'Alpine to Sea' routes over Porters Pass. The relative isolation of the loop trail (Alternative Route 3) including its length and distance from population centres means this trail is currently not likely economicaly viable, especially when compared to the more direct Preferred Route over Porters Pass. The loop trail is also more exposed to weather with the Lyndon Road likely to be closed by snow multiple times over winter.

The section from Te Hāpua Waikawa (Lake Lyndon) to Whakamatau (Lake Coleridge) could be considered as an immediately viable 'side route' option to the main trail as it utlises the existing gravel road and is therefore very cheap to implement. A shuttle service would be required from Lake Coleridge Village back to the main population centres and commercial operators would be expected to facilitate this.

ALTERNATIVE ROUTE 3: WHAKAMATAU (LAKE COLERIDGE) LOOP TRAIL

- **Distance** = 80.8 km
- **Cost = $ 5.8 M**
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 3

ROUTE DESCRIPTION

The glacially carved **Whakamatau (Lake Coleridge)** is located north of the **Rakaia River** in the Selwyn high country. Whakamatau was an important place to rest and replenish supplies (mahinga kai) for Ngāi Tahu, on route to the West Coast. This spectacular Lake is relatively little-known compared to with the other South Island glacial lakes (Tekapo, Wakatipu, Wānaka etc.) but is equally as spectacular, espically with the braided Rakaia River near-by.

The trail forks off at **Te Hāpua Waikawa (Lake Lyndon)** and utilises the existing gravel road until the Whakamatau lakeside. It follows the lake for a while before entering **Lake Coleridge Village** via the hydro power station penstocks and turbine house and then follows a new, roadside shoulder gravel bike path down the true-left riverbank of the Rakaia River until Terrace Downs. Riders finally connect with the **Waikirikiri (Selwyn) River** and follow this name-sake watercourse back into the Selwyn interior, and across to Springfield. This route is long, but it is compensated for by being mostly downhill with a prevailing Nor-Wester tail wind. It take riders to the lesser-known southern boarder of the district, and its associated geographical marvels.

PROS

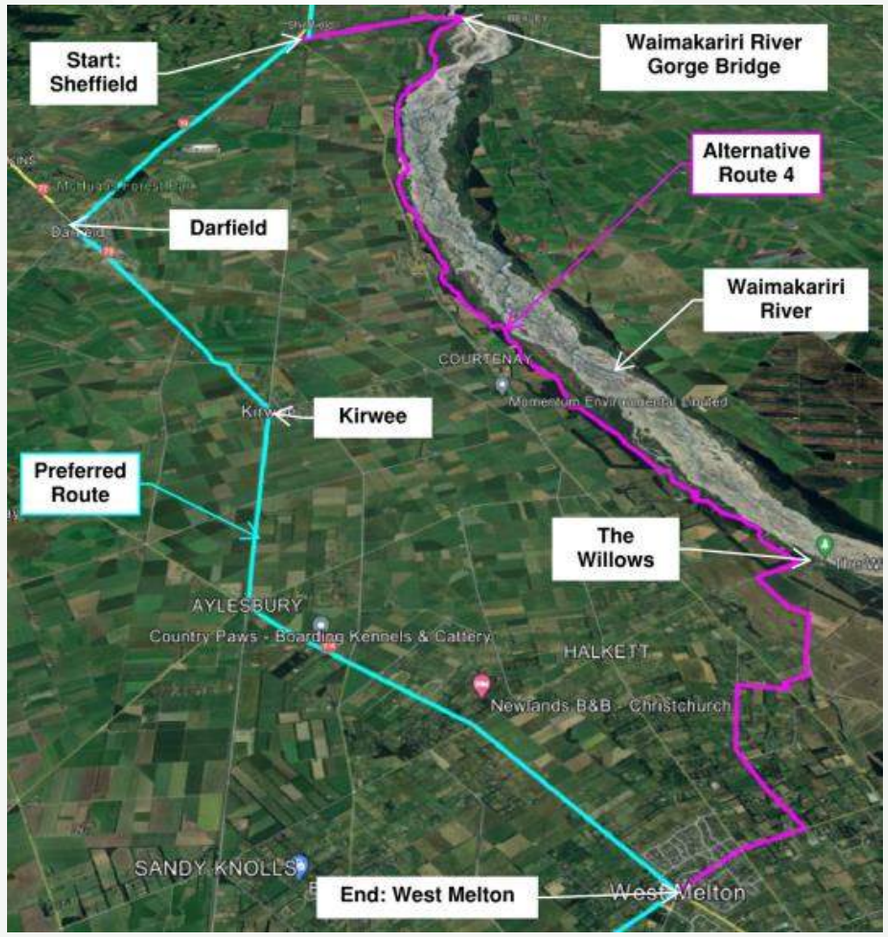
- Incorporates some lesser-known Southern highlights of the Selwyn Region. Particularly, **Whakamatau (Lake Coleridge),** and the **Rakaia River.**
- Primarily **downward sloping** with a prevailing Nor'West **tailwind.**
- Features the **Waikirikiri (Selwyn) River.**
- Utilises existing gravel road between **Te Hāpua Waikawa (Lake Lyndon)** and Whakamatau.
- Adds an additional day to the overall trail itinerary.
- Unique **cultural and historical significance** related to Whakamatau for mana whenua.
- **Development opportunities** and easy access for construction, maintenance, safety, and operation.
- Some **existing accommodation**, rest stops, attractions, and infrastructure already along the route.

CONS

- **Long trail** distance requires fit and well-prepared riders. Significant deviation from the more obvious 'Alpine to Sea' routes. A large proportion of riders would be put-off by the deviation and distances involved.
- **Less connection** to main urban and rural communities limiting development and support opportunities.
- **Access permission** required through significant private land parcels and commercial operations between the Rakaia and Springfield.
- Some sections relatively **isolated.**
- **Seasonal limitations** with Lyndon Road at Te Hāpua Waikawa sometimes closed due to snow during winter.

WAIKIRIKIRI ALPINE TO SEA TRAIL

ALTERNATIVE ROUTE 4: WAIMAKARIRI RIVERSIDE TRAIL



ALTERNATIVE ROUTE 4: WAIMAKARIRI RIVERSIDE TRAIL

- **Distance** = 42.9 km
- **Cost = $6.2 M** (gravel surface)
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 2

ROUTE DESCRIPTION

This riverside trail was considered to bring riders to the **Waimakariri River** which is a characteristic feature of the Selwyn Region, defining its boarder and landscape. The trail heads North from **Sheffield** and arrives at the **Waimakariri River Gorge Bridge** before turning East to follow the true-right riverbank through public reserves and vegetated riverside margins. At '**The Willows**', riders head back into the Selwyn heartland and join up to semi-urban trails at **West Melton** which connect to population centres beyond. This trail is more nature-based and by-passes many of the main town centres of the Selwyn Plains.

PROS

- Riders experience the **Waimakariri River** and a more **natural** and vegetated environment.
- **Well-separated** from road and rail traffic.
- Suitable rest stops at the **Waimakariri River Gorge Bridge** and **The Willows.**
- Can coordinate with **Environment Canterbury (ECan)** initiatives and developments.
- The concept of a similar trail in this area has been discussed by various organisations over the years.

CONS

- Skips some key population centres at **Darfield**, and **Kirwee.**
- Trail would interact with other riverside users including 4WD vehicles.
- Slightly longer distance and may be seem as a **'less-direct'** route.
- Trail vulnerability to **wash-out and flooding** on braided riverbanks.
- Gravel surface compared to hard surface.
- **Limited views** of the river at some sections due to **flat topography** and thick non-native vegetation.

PREFERRED ROUTE: STATE HIGHWAY 73

- **Distance** = 34.5 km
- **Cost = $ 10.4 M** (asphalt surface)
- **Fitness** = Moderate
- **Skill** = Intermediate
- **Grade** = 2-3

PROS

- Higher level of **service and support** available from being centred around population centres.
- Trail doubles as opportunity for **'active modes'** transport development between towns.
- Wide, smooth, **accessible** trail encourages **very high usage** from a wide section of the public.
- Opportunity to anchor **conservation, education** and **planting initiatives** along the trail between towns.
- Better showcases the communities and people of Selwyn.
- Smooth asphalt or concrete surface.

CONS

- Trail interacts with **State Highway 73** and **railway corridor**. Sufficient separation and safety features required. Minimum clearance distances apply.
- Multiple **railway crossings** requiring KiwiRail approval.
- **More expensive** due to hard surfacing.
- **Limited views** due to **flat topography**.
- **Limited vegetation** cover and shelter currently available between townships.

REASONS FOR CHOOSING THE PREFERRED ROUTE

The Preferred Route, centred around the towns of the Selwyn Plains, is a better fit to the vision and objectives of the Waikirikiri Alpine to Sea Trail by better reflecting the people and communities of Selwyn. As a high-usage, accessible, 'active modes' transport option; and as a visitor interaction opportunity, the trail will have immediate positive impact for both locals and visitors.

It is likely that a Waimakariri Riverside Trail will be constructed in the future due to the availability of public access corridors, proximity to population centres, and the significance of the river. This may be better suited as part of an ECan development, or other initiative, and not part of the Waikirikiri Alpine to Sea Trail.

5.4.3. Te Waihora Lakeside Trail – Proposed Itinerary

The preferred route for the Te Waihora Lakeside Trail is split into two separate days, the East Side and the West Side. Due to the limited availability of accommodation and other services around the lake, it is unlikely that riders will combine these two days into a multiday trip. Rather, these two days should be considered separate day-ride experiences.

TE WAIHORA LAKESIDE TRAIL

DAY 1: EAST SIDE

TRAIL STATS

- **Distance** = 52 km
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

ROUTE DESCRIPTION

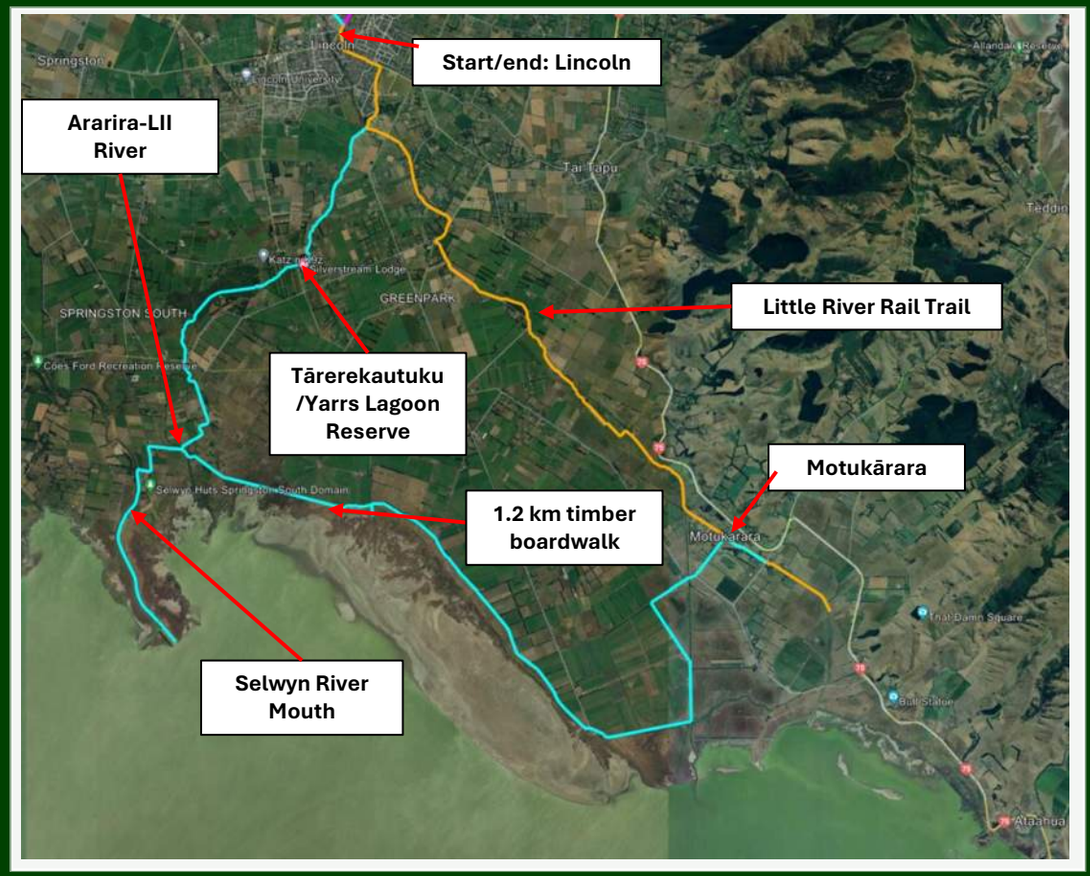
The proposed East Side of the Te Waihora Lakeside Trail is the most accessible to urban centres and offers the prospect of a **day-ride** from either Rolleston, Lincoln or Christchurch. Existing asphalt-surfaced trails around these urban centre link up to the **Little River Rail Trail** which take riders close to the lake at **Motukārara**, also known as Rabbit Island, which is a small hill between the eastern shore of Te Waihora (Lake Ellesmere) and Horomaka/Te Pātaka-a-Rākaihautū (Banks Peninsula). Motukārara provides a mid-morning rest stop and a trail fork where riders can continue on the Lake Side Trail, or proceed on the Little River Rail Trail.

Taking the East Side Trail, riders head West around the back of the Waihora Clay Target Club before joining the **Halswell River** canal and heading down to the lakeside. The first glimpses of the Lake can been seen from the high embankment along Hudsons Rd. **Wetland lake margins** teeming with wildlife and native vegetation are enjoyed as the trail gets closer to the lakeside and follows a public access reserve bordering the **Yarrs Flat Wildlife Management Reserve**. A **'spoke' trail** at Embankment Road-end protrudes sensitively into the wetland and offers with a rest stop, toilet, and information boards describing the ecological and human geography of the lake.

The next section is a trail highlight with a **1.2 km long winding timber boardwalk** through the Yarrs Falt Wildlife Reserve, traversing over the wetland and giving riders a true sense of immersion in the sensitive and tranquil lakeside environment. Riders will continue on to the **Selwyn/Waikirikiri river mouth** that protrudes far into the Lake and enjoy a viewing platform, rest stop, and further information boards.

Backtracking up the Selwyn/Waikirikiri River, a trail fork at the **Ararira-LII River/Te awa o Āraiara** starts final leg of the day-ride heading back to Lincoln and the other urban centres beyond. The Ararira-LII River is an important tributary to Te Waihora and is the focus of intensive riparian restoration and environmental protection projects including at **Tārerekautuku/Yarrs Lagoon** and farm margins. The trail follows the riverbanks and gives riders an appreciation of this precious catchment, while providing access for further planting and restoration projects.

The entire East Side Trail is flat, wide, and **beginner-friendly**, and provides unprecedented access to the lake for nearby populations to enjoy. A **community-wide connection** to the Lake is seen as vital for the ongoing **advocacy, protection, and sustainability** of this precious environment.



HIGHLIGHTS

- Links to the existing **'Little River Rail Trail'** at **Motukārara** which can be taken beyond to Kaituna Lagoon, Te Roto o Wairewa/Lake Forsyth, and Horomaka/Te Pātaka-a-Rākaihautū (Banks Peninsula).
- Follow the tranquil **Halswell River Canal** towards the lake.
- Follow the **lake margins** past **wildlife reserves** with excellent views of the lake and birdlife.
- **'Spoke' trail** at Embankment Road with interpretive panels and a viewing mound for elevated views.
- Extensive **raised timber boardwalk** over wetland margins through to **Yarrs Flat Wildlife Management Reserve** rest area.
- Stop in at the intriguing settlement of Selwyn Huts with a 'spoke' trail to **Waikirikiri/Selwyn River mouth**.
- Follow the meandering **Ararira-LII River**, through **Tārerekautuku/Yarrs Lagoon Reserve** and link back onto the existing 'Little River Rail Trail' at Lincoln.
- Forms a complete loop, ideal for a **day trip** to the lake from Christchurch, Lincoln, Rolleston or beyond.
- Particularly flat with easy, well-surfaced, wide trails suitable for many different user groups.
- Increased interaction with the lake encouraging **habitat restoration, education** and **conservation** efforts along the trail.
- Existing public land and road reserve exist along the majority of the route providing **easy tenure** for trail access.
- Provides access for environmental restoration and education projects (lakeside and river margins).

CONSTRAINTS

- **Low user numbers** (especially international) expected compared to the Waikirikiri Alpine to Sea Trail making the economic case more tenuous.
- Very **limited services** available along the trail length e.g. shops, accommodation etc.
- Multiple land use and ownership types currently along the Ararira/LII River that need to be negotiated for access (an alternative road corridor does exist, if required).
- Current contention around the Greenpark Huts and Selwyn Huts settlements.
- Must navigate around the Waihora Clay Target Club near the Halswell River.
- **Flat topography** meaning it is difficult to obtain views of the lake from any elevated ground.
- **Lakeside flooding** to be avoided including the ongoing effects of **climate change.**
- Construction of trails and boardwalk in **sensitive wetland, lakeside, and riparian environments** to be managed sustainably.
- Managing **multiple user types** e.g. duck shooters, fishing, bird-watchers etc.

TE WAIHORA LAKESIDE TRAIL

DAY 2: WEST SIDE

TRAIL STATS

- **Distance** = 31 km
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

ROUTE DESCRIPTION

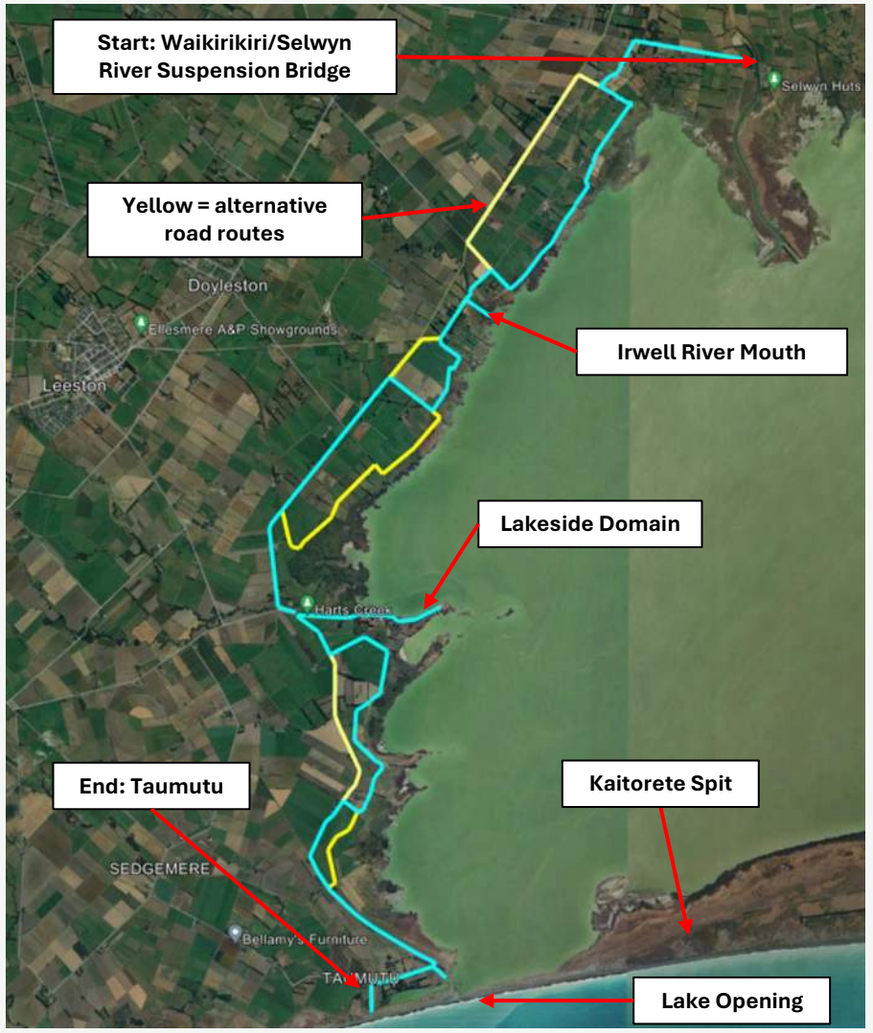
The West Side trail is a day-ride that starts at Selwyn Huts with an impressive new **suspension bridge** over the **Waikirikiri/Selwyn River**, spanning between the high flood embankments. The trail then follows existing low-traffic volume roads and farm paddock margins along the edge of multiple **wildlife conservation reserves**. The trail must be set-back enough to avoid being inundated and flooded by fluctuating lake levels, but close enough to the lake for riders to have a meaningful experience of the lakeside environment. Some sections provide excellent views of **native vegetation**, **wildlife** and **conservation projects**.

The **Irwell River Mouth** 'spoke-trail' provides riders with a rest stop, toilet and information boards and excellent access to the lake and a bird watching opportunity. The trail continues along the wildlife reserve margins with another rest stop at already popular **Lakeside Domain.** The final stretch weaves through Wildlife and Native Reserves and ends the day in **Taumutu**, the homelands of Ngāi Te Ruahikihiki and Te Taumutu Rūnanga. The **Kaitorete Spit** can be usually accessed from Taumutu, unless the impressive lake opening process is been actioned with large machinery scouring open the spit to release lake water into the Pacific Ocean, for controlling the lake levels.

This West Side trail provides unprecedented access to this remote section of the lake. It can be an additional **day-trip** to the East Side Trail; the Waikirikiri Alpine to Sea Trail; the Little River Rail Trail; or as a day-ride in its own right. Mana Whenua have an opportunity to utilise this trail in a manner of their choosing to support and uplift their vision for the lake's future.

CONSTRAINTS

- Very limited existing public road parcels/**access** on the West Side of the lake which may make alignment access difficult.
- Trail traverses many Wildlife Reserves and private land/active farm boundaries. Any trail has to manage sustainable management and protection of Reserves and habitats; and the rights and operations of landowners.
- Lake levels fluctuate a lot and the West Side lake margins are particularly prone to **flooding** and **wet ground** that would be unsuitable to support a track formation. Any trail has to be far enough from the lake margins to avoid wet areas, but close enough to maintain meaningful views and interaction with the lake.
- **Very low user numbers** expected compared to the Waikirikiri Alpine to Sea Trail, and the East Side Trail, making the economic case even more tenuous. The West Side is far from major population centres of Rolleston, Christchurch and Lincoln.
- Does not form a clear loop track to a major population center making **logistics** more difficult for some users.
- Very **limited services** available along the trail length e.g. shops, accommodation e**tc**.
- Flat topography meaning it is difficult to obtain views of the lake from any elevated ground.
- Construction of trails in **sensitive wetland, lakeside, and riparian environments** to be managed sustainably.
- Managing multiple user types e.g. duck shooters, fishing, bird-watchers e**tc**.



HIGHLIGHTS

- Cross the new suspension bridge over the **Waikirikiri/Selwyn River** at Selwyn Huts.
- Traverse the Western lake margins through **Wildlife Reserves** with excellent views of the lake and **birdlife** at this location.
- 'Spoke' trails at the **Irwell River mouth**, **Hart's Creek**, **Lakeside Domain** and **Fisherman's Point** with interpretive panels and viewing opportunities.
- Experience the **Kaitorete Spit** from the Te Waihora/Lake Ellesmere opening at **Taumutu**. Watch the lake being opened periodically with mechanical equipment to control the lake level.
- End in Taumutu - Te Taumutu Rūnanga to determine the key intended experiences at Taumutu.
- Particularly **flat** with easy, **well-surfaces**, wide trails suitable for many different user groups.
- Increased **interaction** with the lake encouraging **habitat restoration** and **conservation** efforts along the trail.
- **Interaction** and appreciation of Lakeside reserves and habitats.

TE WAIHORA LAKESIDE TRAIL

PHOTO ITINERARY

DAY 1: EAST SIDE



Halswell River Crossing



Waikirikiri/Selwyn River Mouth



Yarrs Flat Timber Boardwalk (1.2 km)

DAY 2: WEST SIDE



Waikirikiri/Selwyn River Suspension Bridge

Typical Trail Alignment (farm and Wildlife Reserve Margins)





Kaitorete Spit and Lake Opening

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5.4.4. Te Waihora Lakeside Trail – Alternative Routes Considered

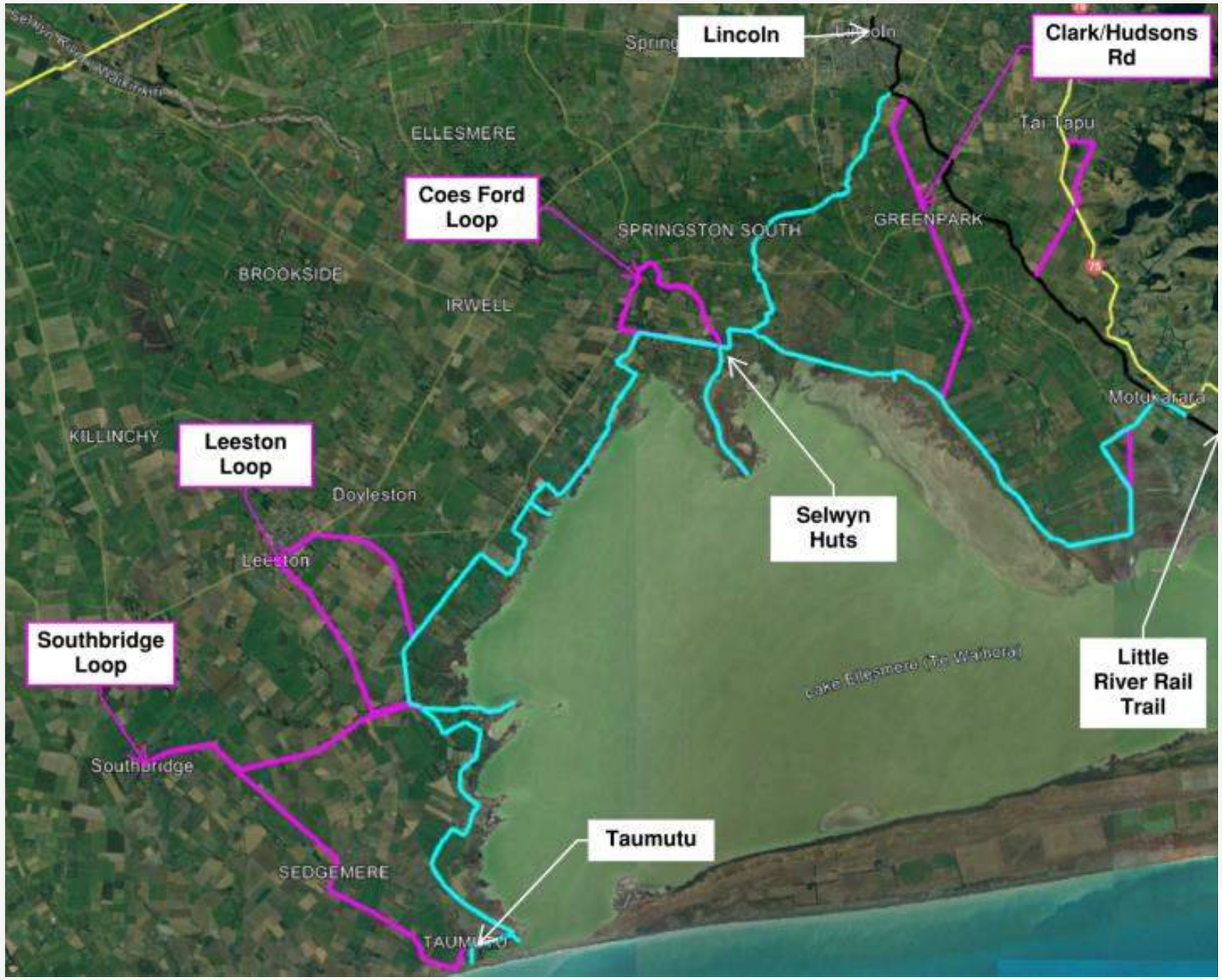
This section describes the Alternative Routes considered for the Te Waihora Lakeside Trail and includes overviews, maps, route statistics, pros and cons of these routes, and reasons for abandoning them and choosing the Preferred Routes instead.

TE WAIHORA LAKESIDE TRAIL

ALTERNATIVE/ADDITIONAL ROUTE OVERVIEW

OVERVIEW

- **Alternative and additional route options** were considered for this Feasibility Study to examine all possible opportunities for each trail.
- On the map, for the Te Waihora Lakeside Trail sections: **Blue = the preferred route**; and **Pink = the Alternative/Additional Routes** considered.
- Alternative/Additional Routes were examined by **ground-truthing; desktop studies; community liaison; trail scheduling, costing,** and **design**; and with **Workshop feedback.**
- The following pages describe the features of each Alternative/Additional Route, and outline the **pros and cons** of each .
- The final reasoning for not considering these Alternative/Additional Routes as part of the Preferred Route is summarised for each.
- Alternative/Additional Routes may be considered for **future developments** i.e. as additions to the proposed Preferred Routes. However, they are not considered further in this Feasibility Study, with the focus remaining on Preferred Routes.
- Detailed trail route descriptions, design, and costing information for all options are presented in **Appendix B - Detailed Route Schedules** of the Feasibility Study Report. This information may be utilised in future design stages for these trail sections.



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TE WAIHORA LAKESIDE TRAIL

ALTERNATIVE/ADDITIONAL ROUTE OVERVIEW

SOUTHBRIDGE LOOP

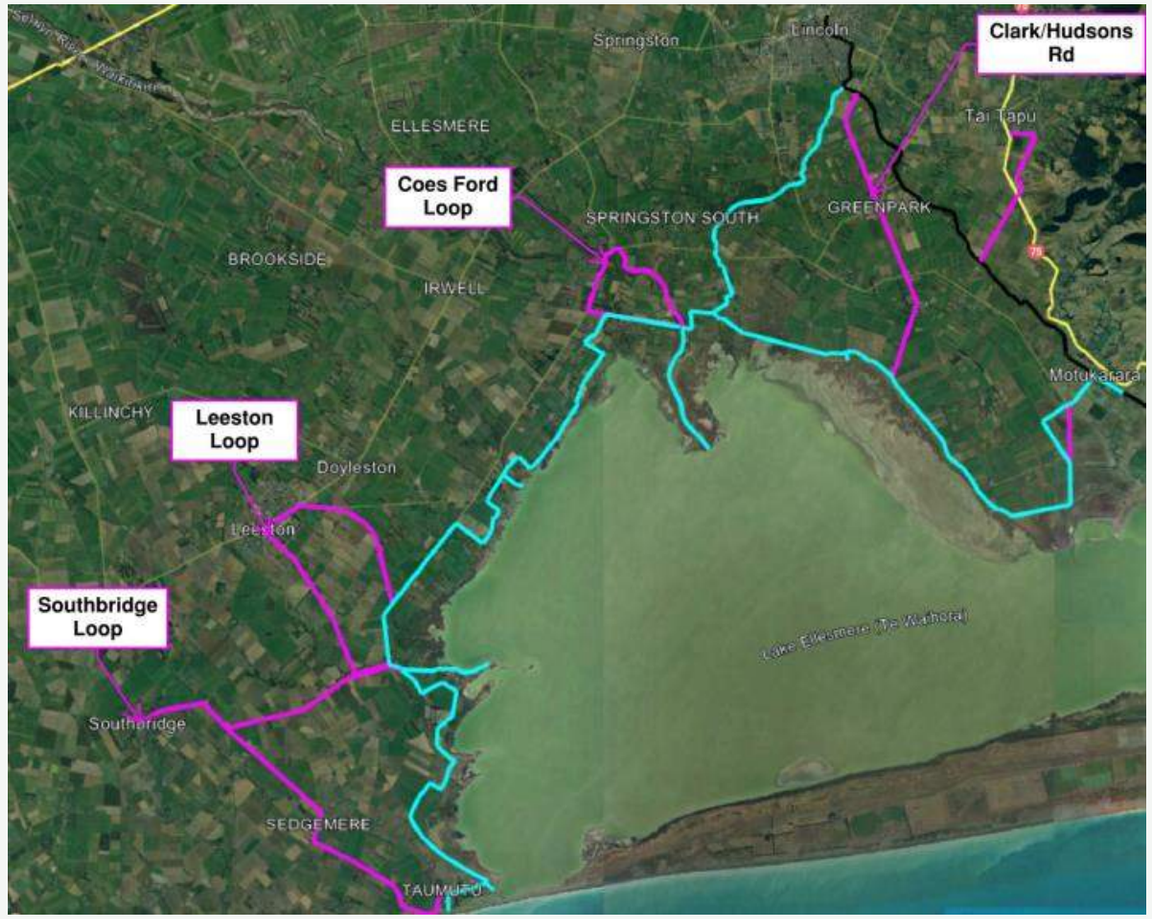
- **Distance** = 17.3 km
- **Cost = $2.4 M**
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

New, 2.2 m wide gravel bike paths follow Leeston Taumutu Road, Southbridge Sedgemere Road and Harts Road to form a loop track connecting Southbridge township to the new West Side trail. This loop trail will be on the grassed road shoulder to provide safe separation of riders from the fast-flowing rural traffic. A short section of new asphalt bike path is required in the urban Southbridge setting.

REASONS FOR NOT CONSIDERING PART OF 'PREFERRED ROUTE':

This loop trail provides safe and convenient access to the lake for Southbridge residents. However, Southbridge is likely too small of a population centre to warrant such a significant infrastructure investment currently. This Loop may be suitable for future active mode transport developments, especially after the Preferred West Side trail is established.

This loop trail also does not explicitly meet the Lakeside Trail vision and objectives as it does not interact closely with Te Waihoa.



LEESTON LOOP

- **Distance** = 11.7 km
- **Cost = $1.4 M**
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

New, 2.2 m wide gravel bike paths follow Pannetts Road and Selwyn Lakes Road to form a loop track connecting Leeston township to the new West Side trail. This new loop trail will be on the grassed road shoulder to provide safe separation of riders from the fast-flowing rural traffic.

REASONS FOR NOT CONSIDERING PART OF 'PREFERRED ROUTE':

The same reasoning as that defined for the Southbridge Loop.

LINCOLN CONNECTION: CLARK/HUDSON ROAD

- **Distance** = 8.4 km
- **Cost = $1.0 M**
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

New, 2.2 m wide gravel bike paths follow Moirs Lane/Ellesmere Road, Hudson Road, Greenpark Road, and Clarks Road to form the final loop connection to Lincoln for the East Side Trail. This Lincoln Connection Trail will be on the grassed road shoulder to provide safe separation of riders from the fast-flowing rural traffic.

REASONS FOR NOT CONSIDERING PART OF 'PREFERRED ROUTE':

This is the cheaper and easier connection between Lincoln and the lakeside for the East Side Trail, compared to the Preferred Route up the Ararira-LII River/Te awa o Āraiara (comparative cost = $1.7 M). However, it is not preferred as the roadside aspect does not support the Lakeside Trail vision and objectives as well e.g. connection to nature, support for conservation efforts etc.

This option is available if the Preferred LII River route becomes unviable e.g. due to access restrictions or cost.

COES FORD LOOP

- **Distance** = 7.8 km
- **Cost = $1.0 M**
- **Fitness** = Easy
- **Skill** = Beginner
- **Grade** = 1-2

New, 2.2 m wide gravel paths on the grassed road shoulder through Coes Ford for a cheaper Waikirikiri (Selwyn) River crossing.

REASONS FOR NOT CONSIDERING PART OF 'PREFERRED ROUTE':

This loop trail is available if the Preferred Route of a new suspension bridge over the Waikirikiri (Selwyn) River at Selwyn Huts becomes unviable e.g. due to access or engineering restrictions. It is not preferred as it is a distraction away from the lakeside.

5.5. Overview of Major Access Structures Required

This section provides an overview of the major structures required for each trail. These structures are a significant component of the overall construction costs and are therefore crucial in determining the preferred route options. Not only do they play a vital role in defining key features and experiences along the trails, but they will also likely become focal points. Additionally, these structures may present notable risks, opportunities, and costs for each trail development process. All of the following structures are new and require full detailed design and construction to be realised.

Estimated costs presented in this section include the cost to design, consent, and construct the structures, as well as any specialist studies i.e. archaeology, ecology, hydrology, and geotechnical. The costs are based on Frame Group's experience with similar trails and structures and industry rates as of May 2024. They exclude GST and include a 20% contingency, which is applicable for this stage of the design process.

5.5.1. Waikirikiri Alpine to Sea Trail – Major Structures

The majority of major structures are located in the High-Country section of the Waikirikiri Alpine to Sea Trail. This is necessitated by the rugged and variable alpine environment, which features numerous rivers, streams, rockslides, and other geological formations that cannot be traversed by trail sections alone. The large scale of the landscape, along with challenging alpine weather conditions such as snow, ice, and high rainfall, necessitates substantial structures with significant spans and heights. Additionally, the alpine environment presents substantial hydrological hazards (such as floods and wash-outs) and geotechnical hazards (including earthquakes, foundation conditions, and rockslides), all of which must be addressed in the design of major structures.

Existing structures, such as road bridges, can generally not be utilised due to the need for the trail to be separated from vehicle traffic. In contrast, no major structures are required for the Plains trails.

Figure 8 illustrates the approximate locations of the major structures for the Waikirikiri Alpine to Sea Trail, and a detailed description of each major structure is provided in Table 10.

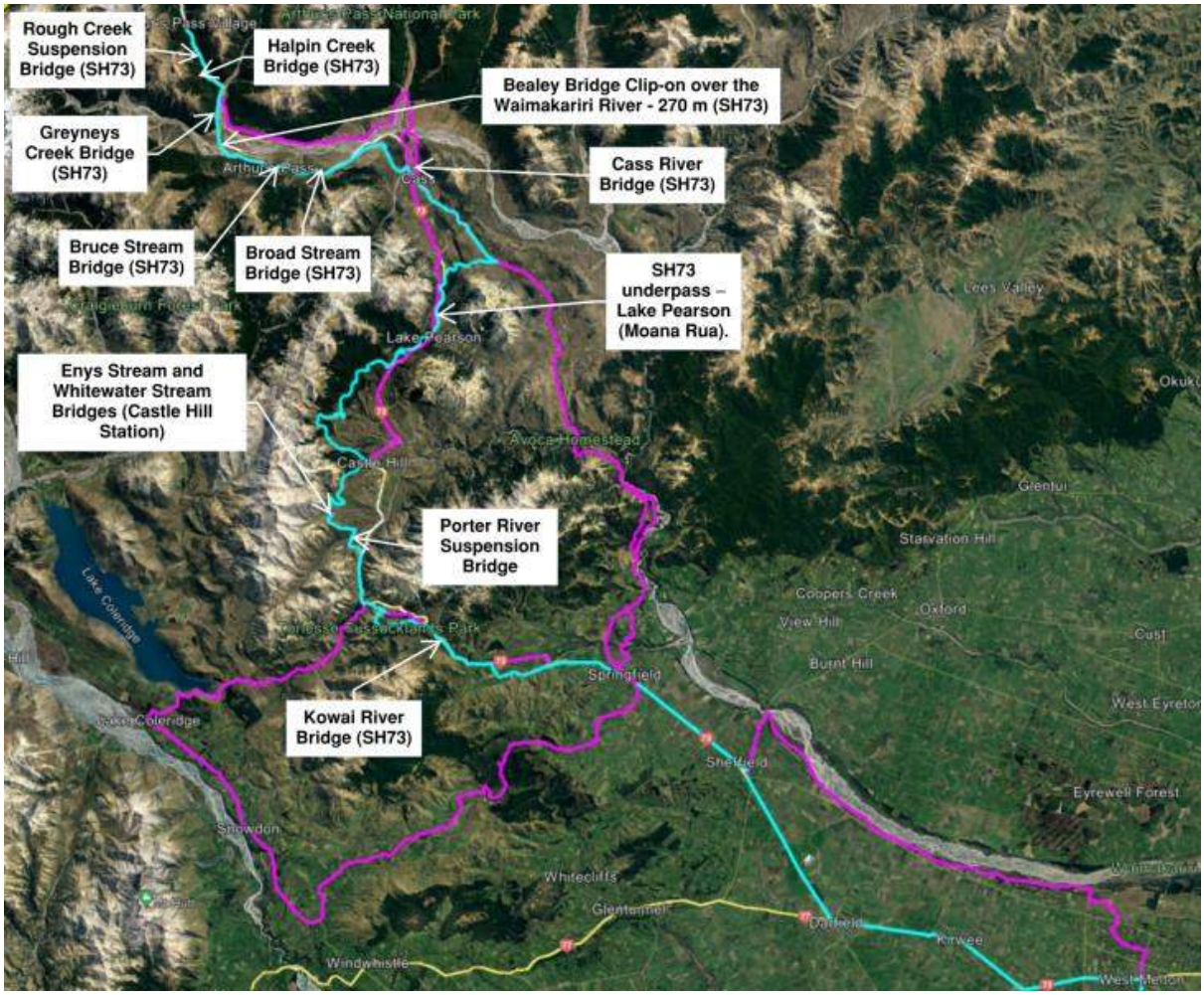


Figure 8 Approximate location of Major Structures required for the Waikirikiri Alpine to Sea Trail. Note that Major Structures are all situated in the High-Country section of the trail.

Table 10 Detailed description of Major Structures required for the Waikirikiri Alpine to Sea Trail.

Major Structures - Waikirikiri Alpine to Sea Trail		
Major Structure Name	**Details**	
Rough Creek Suspension Bridge (SH73)  *Figure 9 Existing Rough Creek road bridge (SH73). View from downstream, true-left. The new suspension bridge (alignment shown in orange) is to be located immediately upstream.*	**Type**	Suspension Bridge
	Span	90 m
	Estimated Cost	$540,000
	Key Features, Risks, and Issues	A new long-span suspension bridge outside of Arthur's Pass Village immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. Structure to be located within the public Road Reserve and coordination with NZ Transport Agency Waka Kotahi is required to ensure road bridge operation, maintenance and safety are not compromised. Specialist geotechnical, Hydrological/flood and Ecological assessments are required. Rockfall, avalanches, flooding during high rainfall, and alpine fault seismic events are to be explicitly considered. Good access is available for construction from SH73. The new bridge features a flat, stable deck level for comfortable cycle use, a 2.0m access width, wind cables for stability, steel towers, in-situ concrete piled foundations, fibre-reinforced plastic (FRP) decking, and steel main cables. The cost of a separate suspension bridge is significantly lower than a clip-on structure to the existing road bridge.

Halpin Creek Bridge (SH73)  *Figure 10 View of the proposed new bridge location (alignment shown in orange). View from the existing SH73 bridge deck.*	**Type**	Suspension Bridge
	Span	50 m
	Estimated Cost	$360,000
	Key Features, Risks, and Issues	A new suspension bridge outside of Arthur's Pass Village immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. Good access is available for construction from SH73. The same considerations from the Rough Creek Suspension Bridge apply. Refer to Rough Creek Suspension Bridge 'Key Features, Risks, and Issues'.
Greyneys Creek Bridge (SH73)  *Figure 11 Greyneys Creek debris slide. New bridge to be immediately upstream of existing road bridge (alignment shown in orange).*	**Type**	Suspension Bridge
	Span	40 m
	Estimated Cost	$290,000
	Key Features, Risks, and Issues	A new suspension bridge outside of Arthur's Pass Village immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. This bridge crosses a debris slide that has significant water flows during high rainfall events. Good access is available for construction from SH73. The same considerations from the Rough Creek Suspension Bridge apply. Refer to Rough Creek Suspension Bridge 'Key Features, Risks, and Issues'.

Bealey Bridge Clip-on over the Waimakariri River - 270 m (SH73)



Figure 12 Existing Bealey Road Bridge across the Waimakariri. The clip-on structure would attach to the concrete piers.



Figure 13 Example clip-on structure (Waikanae River Bridge, 2024).

Type	Clip-On (similar to the example shown in Figure 13)
Span	270 m
Estimated Cost	$8,000,000
Key Features, Risks, and Issues	This structure is a critical component of the Preferred High-Country trail route, as it provides the vital crossing over the Waimakariri River, and because it represents the biggest cost item out of all trail sections. The following issues need to be addressed for this clip-on structure to be achievable: • **Structure Age:** The existing concrete bridge was constructed in the 1930s, and it is almost 100 years old. It is in average condition and is prone to periodic damage during flood events due to the highly dynamic braided riverbed, which has caused foundation piers to scour and slump in the past. The remaining service life of the road bridge is uncertain and is subject to NZTA's national replacement programme schedule, and the severity and timing of future damage and degradation. This poses significant scope change risk by potentially losing Day 1 of the Trail if beginning the Trail at Cass. • **Structure Capacity:** The existing bridge has limited load-carrying capacity and cannot support heavy road vehicles, e.g. HPMV trucks, due to the poor condition and strength of the main spans. Therefore, any clip-on structure would have to be attached to the concrete piers. The off-centred loading on the clip-on structure would also have to be counter-balanced by adding mass to the opposite side of the bridge, further adding load to the structure. It is not confirmed if the existing structure had the capacity to support a clip-on structure. A light-weight FRP plastic structure can be used to reduce weight, similar to the example shown in Figure 13 • **Natural Hazards:** The bridge is located very near the Alpine Fault and is susceptible to seismic damage. Flood and scour risks from the Waimakariri River are also exacerbated by climate change. Ideally, the construction of this river crossing would be timed with the road bridge replacement by NZTA, when the proposed cycle/pedestrian trail could be incorporated into the new design. Because this timing is unknown, it is safe to assume that this replacement may not happen for approximately 15 years. The significant investment in the clip-on may also not be viable if its assumed service life is relatively short. The High-Country Trail may begin at Cass, skipping Arthur's Pass, until this crossing solution is confirmed.

Bruce Stream Bridge (SH73)  *Figure 14 View from Bruce Stream SH73 road bridge. The new bridge is to be immediately upstream of the existing road bridge (alignment shown in orange).*	**Type**	Suspension Bridge
	Span	95 m
	Estimated Cost	$580,000
	Key Features, Risks, and Issues	A new suspension bridge outside of Bealey Spur Village immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. This bridge is less exposed to hazards than the structures near Arthur's Pass village because it is situated on relatively flat topography. Good access is available for construction from SH73. The structure is to be located within the public Road Reserve and coordination with NZTA Waka Kotahi is required to ensure road bridge operation, maintenance and safety are not compromised. Specialist geotechnical, hydrological/flood and ecological assessments are likely required. Rockfall, avalanches, flooding during high rainfall, and alpine fault seismic events are to be explicitly considered. The new bridge features a flat, stable deck level for comfortable cycle use, a 2.0m access width, wind cables for stability, steel towers, in-situ concrete piled foundations, FRP recycled plastic decking, and steel main cables. The cost of a separate suspension bridge is significantly lower than a clip-on structure to the existing road bridge.
Broad Stream Bridge (SH73)  *Figure 15 View from Broad Stream SH73 road bridge. The new bridge is to be immediately upstream of the existing road bridge (alignment shown in orange).*	**Type**	Suspension Bridge
	Span	120 m
	Estimated Cost	$720,000
	Key Features, Risks, and Issues	A new suspension bridge outside of Bealey Spur Village immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. This bridge is less exposed to hazards than the structures near Arthur's Pass village because it is situated on a relatively flat topography. Good access is available for construction from SH73. The same considerations from the Bruce Stream Suspension Bridge apply. Refer to the Bruce Stream Suspension Bridge 'Key Features, Risks, and Issues'.

Cass River Bridge (SH73)  *Figure 16 View from the Cass River SH73 road bridge. The new bridge is to be immediately upstream of the existing road bridge (alignment shown in orange).*	**Type**	Suspension Bridge
	Span	65 m
	Estimated Cost	$470,000
	Key Features, Risks, and Issues	A new suspension bridge outside of Cass immediately upstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. This bridge is less exposed to hazards than the structures near Arthur's Pass village because it is situated on relatively flat topography. Good access is available for construction from SH73. The same considerations from the Bruce Stream Suspension Bridge apply. Refer to the Bruce Stream Suspension Bridge 'Key Features, Risks, and Issues'.
Underpass – State Highway 73 – Lake Pearson (Moana Rua)  *Figure 17 Section of SH73 where the underpass is required.*	**Type**	Underpass - State Highway (similar to the example shown in Figure 18)
	Span	25 m
	Estimated Cost	$720,000
	Key Features, Risks, and Issues	A new Pre-cast concrete culvert underpass is required immediately after Moana Roa (Lake Pearson) for the trail to safely cross from the east to the west side of SH73 without interacting with road traffic. Coordination with NZTA Waka Kotahi and permission is required as construction will be a major undertaking on the state highway. Lane closures and prolonged traffic control will be required to construct the culvert. Flooding and drainage are to be addressed in the design. Good access is available for construction from SH73.



Figure 18 Example of a typical precast concrete underpass.

Enys Stream and Whitewater Stream Bridges (Castle Hill Station)  *Figure 19 Location of the two proposed suspension bridges before the streams combine further downstream.*	**Type**	Suspension Bridge x2
	Span	60 m /60 m
	Estimated Cost	$360,000 + $360,000
	Key Features, Risks, and Issues	Two new suspension bridges are required in the back blocks of Castle Hill Station, where the Enys and Whitewater are narrow and easy to cross. Construction access is difficult, and helicopter access for equipment and materials may be required. Building two structures at the same time will increase efficiency. The structures are to be located within private property, and permission and coordination with the landowners are required. Specialist geotechnical, hydrological/flood, and ecological assessments are likely required. Rockfall, avalanches, flooding during high rainfall, and alpine fault seismic events are to be explicitly considered. Loose scree and unstable geology are particularly prevalent in these higher, steeper altitudes. The new bridges feature a flat, stable deck level for comfortable cycle use, a 2.0m access width, wind cables for stability, steel towers, in-situ concrete piled foundations, FRP recycled plastic decking, and steel main cables.

Porter River Suspension Bridge  *Figure 20 Approximate location of the proposed Porter River Suspension Bridge shown in orange. View taken from Porter Heights Access Road.*	**Type**	Suspension Bridge
	Span	120 m
	Estimated Cost	$720,000
	Key Features, Risks, and Issues	A new suspension bridges is required over the Porter River between Castle Hill Station and Porter Heights Access Road. Access to the true-left side of the bridge may be difficult for construction, and helicopter access for equipment and materials may be required. The structure spans between private property, and permission and coordination with the landowners are required. The bridge should also be situated outside of the Castle Hill Conservation Area to avoid issues and permissions associated with building on public land. Specialist geotechnical, hydrological/flood, and ecological assessments are likely required. Rockfall, avalanches, flooding during high rainfall, and alpine fault seismic events are to be explicitly considered. Loose scree and unstable geology on the Porter River banks are particularly prevalent and the long span is required to mitigate these risks. The new bridges feature a flat, stable deck level for comfortable cycle use, a 2.0m access width, wind cables for stability, steel towers, in-situ concrete piled foundations, FRP recycled plastic decking, and steel main cables.
Kowai River Bridge (SH73)  *Figure 21 Approximate location of the proposed Kowai River Suspension Bridge shown in red. View taken from SH73.*	**Type**	Suspension Bridge
	Span	40 m
	Estimated Cost	$290,000
	Key Features, Risks, and Issues	A new suspension bridge after Porters Pass immediately downstream of the existing SH73 road bridge to keep trail users separate from vehicle traffic. This bridge is less exposed to hazards than the structures near Arthur's Pass village because it is situated on relatively flat topography. Good access is available for construction from SH73. The same considerations from the Bruce Stream Suspension Bridge apply. Refer to the Bruce Stream Suspension Bridge 'Key Features, Risks, and Issues'.

5.5.2. Te Waihora Lakeside Trail – Major Structures

Major structures are generally not needed for the Te Waihora Lakeside Trail due to the flat topography of the lake. Two major structures are required: a 1.2 km raised timber boardwalk along the edge of Yarrs Flat Conservation Reserve and a long-span bridge crossing the Waikirikiri (Selwyn) River at Selwyn Huts. The approximate locations of these Major Structures are shown in are shown in Figure 22, and detailed descriptions of each structure are provided in Table 11.

Several small single-span bridges will be necessary to cross smaller watercourses, such as the Halswell River (East Side Trail) and the Irwell River (West Side Trail). However, these are not significant enough to warrant detailed mention here i.e. they are relatively low cost and size.

Flood hazards are the primary risk affecting structures on the Te Waihora Lakeside Trail. These risks are due to the fluctuating lake levels, the large catchment area, the region's history of flooding (including both the lake and its tributary rivers), the impact of nearby land use and lack of vegetation, and the anticipated future effects of climate change.

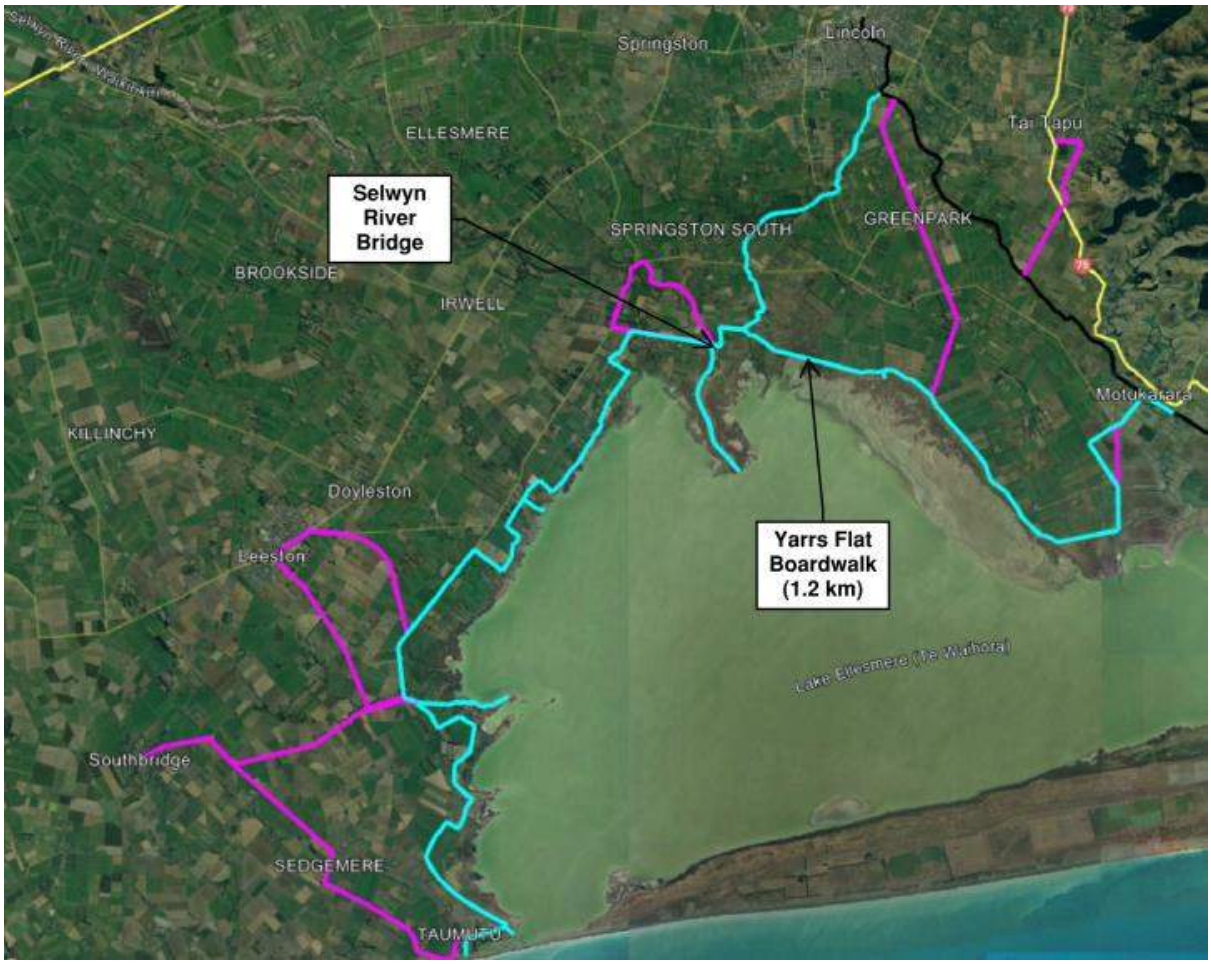


Figure 22. Approximate location of Major Structures required for the Te Waihora Lakeside Trail.

Table 11 Detailed description of Major Structures required for the Te Waihora Lakeside Trail.

Major Structures - Te Waihora Lakeside Trail		
Major Structure Name	**Details**	
Waikirikiri (Selwyn) River Bridge – Selwyn Huts  *Figure 23 Location of the proposed Waikirikiri (Selwyn) River Bridge shown in Pink.*	**Type**	Suspension Bridge (West Side Trail)
	Span	70 m
	Estimated Cost	$510,000
	Key Features, Risks, and Issues	A new long-span suspension bridge over the Waikirikiri (Selwyn) River connecting the East side trail to the West Side trail. The new bridge features a flat deck level for comfortable cycle use, 2.0m access width, wind cables for stability, steel towers, in-situ concrete piled foundations, FRP recycled plastic decking, and steel main cables. Designed as per SNZ HB 8630:2004. Good assess is available to each side of the bridge for construction via existing public roads. The bridge spans between existing raised flood banks and needs to be high enough to avoid future flood events (hydrology/flood assessment required). Private land access is likely required for foundations, and agreement from ECan is required for building on the flood bank. If this bridge is not economically feasible, an alternative route is available through Coes Ford. This bridge would be a key attraction and starting point for the West Side Trail.
Yarrs Flat Boardwalk  *Figure 24 Location of timber boardwalk along border of Yarrs Flat Reserve.*	**Type**	Raised timber boardwalk (similar to the example shown in Figure 25)
	Span	1200 m
	Estimated Cost	$2,100,000
	Key Features, Risks, and Issues	A new 2.2 m wide raised timber boardwalk with timber kerbs, similar to the example shown in Figure 25. Located along the border of the Yarrs Flat Wildlife Management Reserve in public access Road Reserve. Deck height to allow for fluctuating lake level but may be submerged and closed during major flood events. Construction and operation to minimise the impact on surrounding ecology and wildlife. Poor ground conditions are expected, and specialist ecological, geotechnical, and hydrological assessments will be required as part of the Detailed Design. High cost is due to the long length and location within/near a sensitive environment. Access for construction is good from Wolfes Road end. This boardwalk will be a key feature and attraction of the East Trail.

 *Figure 25 Example of a similar lakeside timber boardwalk (Lake Waihola – Clutha Gold Trail)*		

5.6. Target Market Assessment

This section identifies the target market for each trail and is split into the following trail sections due experiences that they offer:

- Waikirikiri Alpine to Sea Trail – High-Country Trail
- Waikirikiri Alpine to Sea Trail – Plains Trail
- Te Waihora Lakeside Trail – East and West Side Trails

These target markets are identified to inform aspects of the economic assessment (such as volume of users within each User Group, supporting infrastructure requirements, number of nights stay, spend behaviour, etc.).

5.6.1. High-Country Trail - Target Market Assessment

The Preferred Route for the High-Country Trail offers a superb alpine experience which is likely to appeal to a wide range of international, domestic and local trail users because it offers a multiday trail experience through iconic New Zealand scenery. As a Grade 2 trail, it will be accessible to riders with a wide range of skills and experience and is likely to attract a similar market to the nearby Alps 2 Ocean Great Ride.

The trail can be supported by the TranzAlpine train, which runs from Christchurch to Greymouth and back each day. Stopping at Springfield and Arthur's Pass, the train offers a unique opportunity for users to access the trail. KiwiRail have indicated a high level of interest in supporting the trail, including potentially putting on extra carriages to transport bikes along the length of the trail (including returning hire bikes). KiwiRail are also interested in developing packages with operators along the length of the trail and marketing these nationally and internationally.

Users of this trail will seek to enjoy the countryside and learn about its heritage and stories. They may want comfortable, catered accommodation, which will ideally be on the trail; or more rugged and adventurous accommodation such as tent sites and huts/shelters. Supported travel, i.e. gear being shuttled to their accommodation each day, will also be important.

The trail is also likely to be popular with walkers, runners and bike packers. There is an opportunity to hold an annual trail running event on the High-Country Trail that could be serviced by the TranzAlpine.

5.6.2. Plains Trail - Target Market Assessment

The Plains Trail is likely to have a predominantly local market, with most users being local (Selwyn and Christchurch) recreation and commuter riders. It is conservatively anticipated, however, that 30% of those who ride the High-Country Trail will carry on to Christchurch using the Plains Trail. This aspect will provide a strong multiday component to the market. The trail also has the benefit of being serviced by the TranzAlpine train and will make for a good one- or two-day excursion from Christchurch.

The primary market will be the local communities who live in the towns on the trail's route. It will be used by families and potentially local school groups. These users will value it as a commuter and recreational asset that will support active transport mode use. It will also provide a safer off-road option for existing cyclists and encourage more of the community to use bikes to travel between towns (specifically Rolleston and Lincoln). The trail is relatively flat and can be easily used bi-directionally.

Given the relatively short distance between towns and its proposed smooth, hard surface, the trail is anticipated to appeal to a wider range of existing and emerging markets, including road cyclists, cycle tourers, e-scooters, and even e-skateboarders.

Like the High-Country Trail, the Plains Trail will be popular with the bike-packing market, which is growing significantly. The trail offers a link to the West Coast and intersects with the Sounds-to-Sounds brevet route.

The Plains Trail also includes the Little River Rail Trail, which is well used by local communities. The northern part of the trail has 150 users per day, predominantly commuter riders.

5.6.3. Te Waihora Lakeside Trail - Target Market Assessment

The Te Waihora Lakeside Trail will likely appeal mainly to the local community including the local biking market with a focus on day-rides or walks. The proximity of the trail to Selwyn and Christchurch populations, combined with the lake setting and flat terrain, will make it a popular local experience with a wide range of local users. The loop trail experience from Lincoln will also be a highly desirable experience for local riders and walkers. It provides multiple experiences (e.g. Little River Rail Trail, a lakeside trail, Lll River Trail etc.) and is a suitable distance and grade for an easy day ride.

The primary market for the Te Waihora Trail is the local recreational single-day walking and biking market. Some domestic visitors, especially those who are spending a week in the region on bikes, will ride or walk the trail.

The wetland habitats and birdlife will make it popular with bird watchers, and those interested in conservation. Its strong potential for environmental and cultural education experiences will also mean that it will be popular with local schools as a day-trip.

6. Trail Costing Overview

This section contains a cost estimate summary (Preliminary Engineer's Estimate) for the Preferred Routes for both the Waikirikiri Alpine to Sea Trail and the Te Waihora Lakeside Trail.

The Estimated Costs presented on the following two pages include the cost to design, consent, construct and maintain all aspects of the trails, including the following items:

- Detailed design of tracks and access structures;
- Specialist studies e.g. archaeology, ecology, hydrology, geotechnical.
- Undertake mitigating measures related to issues identified under the impact assessments;
- Engagement with Mana Whenua and stakeholders;
- Obtain of likely required statutory approvals;
- Obtain of any easements and other forms of land usage rights likely to be required;
- Track construction;
- Construction of proposed access structures including major structures;
- Construction and Project management;
- Install interpretation and signage;
- Annual Maintenance cost for the trail;
- an allowance for contingencies (20%).

The Estimated Costs excludes the following:

- Project Manager costs to oversee the development process of these trails;
- Internal Council costs for staff and resources;
- Ongoing cycle trail branding, storytelling, marketing;
- Ongoing operating costs.

A full breakdown of these cost estimates, including the Alternatve Route options, is presented in 'Appendix B - Detailed Route Schedules'.The costs are based on Frame Group's experience with similar trails and structures and industry rates as of May 2024. They exclude GST and include a 20% contingency, which is applicable for this stage of the design process. All costs are for the purposes of the Feasibility Study only and may be subject to change during Detailed Design or Construction.

Estimates for annual maintenance costs for each trail section have also been presented and are based on Frame Groups experience with similar trails. Maintenance estimates are high-level values suitable for this stage of trail development and do not include detailed cost analysis for structural inspection and maintenance programmes, etc.

The cost and maintenance estimates have been utilised for both the economic assessments for these trails presented in Section 11 - Market Assessment, and Appendix C - Detailed Market and Economic Assessment.

WAIKIRIKIRI ALPINE TO SEA TRAIL

COST ESTIMATE SUMMARY

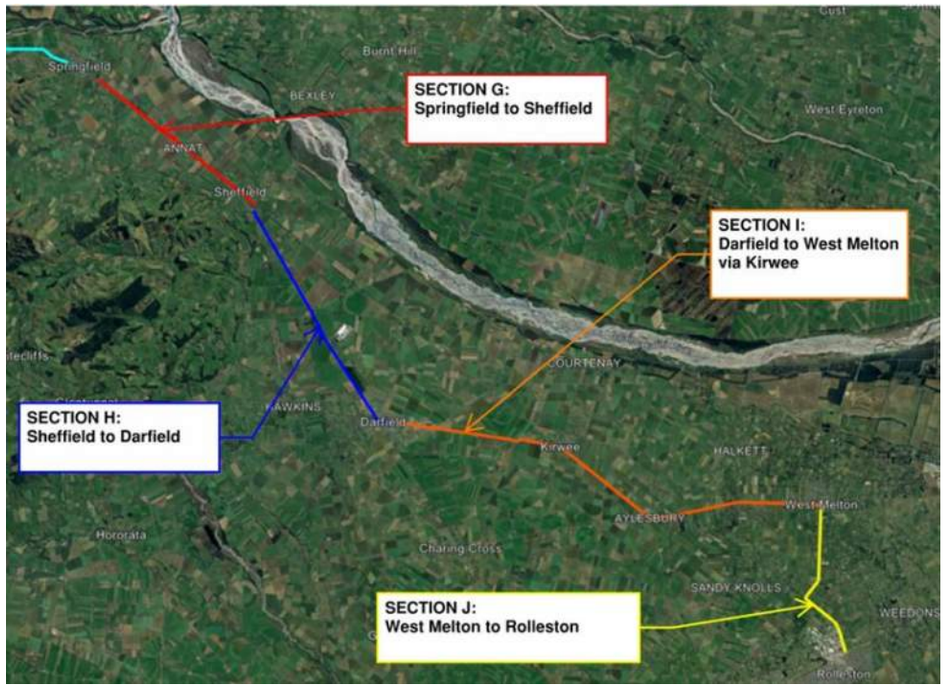
Section	Construction Cost	Annual Maintenance Cost
High-Country Trail (Total Cost)	**$30,843,000**	**$323,238**
SECTION A: Arthur's Pass Village	$1,607,000	$17,325
SECTION B: Bealey Spur	$17,506,000	$64,965
SECTION C: Cass to Ōpōrea (Lake Pearson) and Flock Hill	$1,730,000	$47,790
SECTION D: Lake Grasmere to Castle Hill Village	$2,078,000	$73,305
SECTION E: Castle Hill Village to Lake Lyndon	$3,146,000	$49,890
SECTION F: Lake Lyndon to Springfield	$4,776,000	$69,963
Plains Trail (Total Cost) - 2.0m wide asphalt/concrete trail*	**$16,344,840**	**$158,730**
SECTION G: Springfield to Sheffield	$3,880,200	$31,050
SECTION H: Sheffield to Darfield	$4,443,960	$37,710
SECTION I: Darfield to West Melton via Kirwee	$8,020,680	$65,430
SECTION J: West Melton to Rolleston	$0	$24,540
Plains Trail (Total Cost) – 3.0m wide gravel trail**	**$7,961,000**	**>$158,730**
SECTION G: Springfield to Sheffield	$1,590,000	$ 31,050.00
SECTION H: Sheffield to Darfield	$2,286,000	$ 37,710.00
SECTION I: Darfield to West Melton via Kirwee	$4,085,000	$ 65,430.00
SECTION J: West Melton to Rolleston	$0	$ 24,540.00

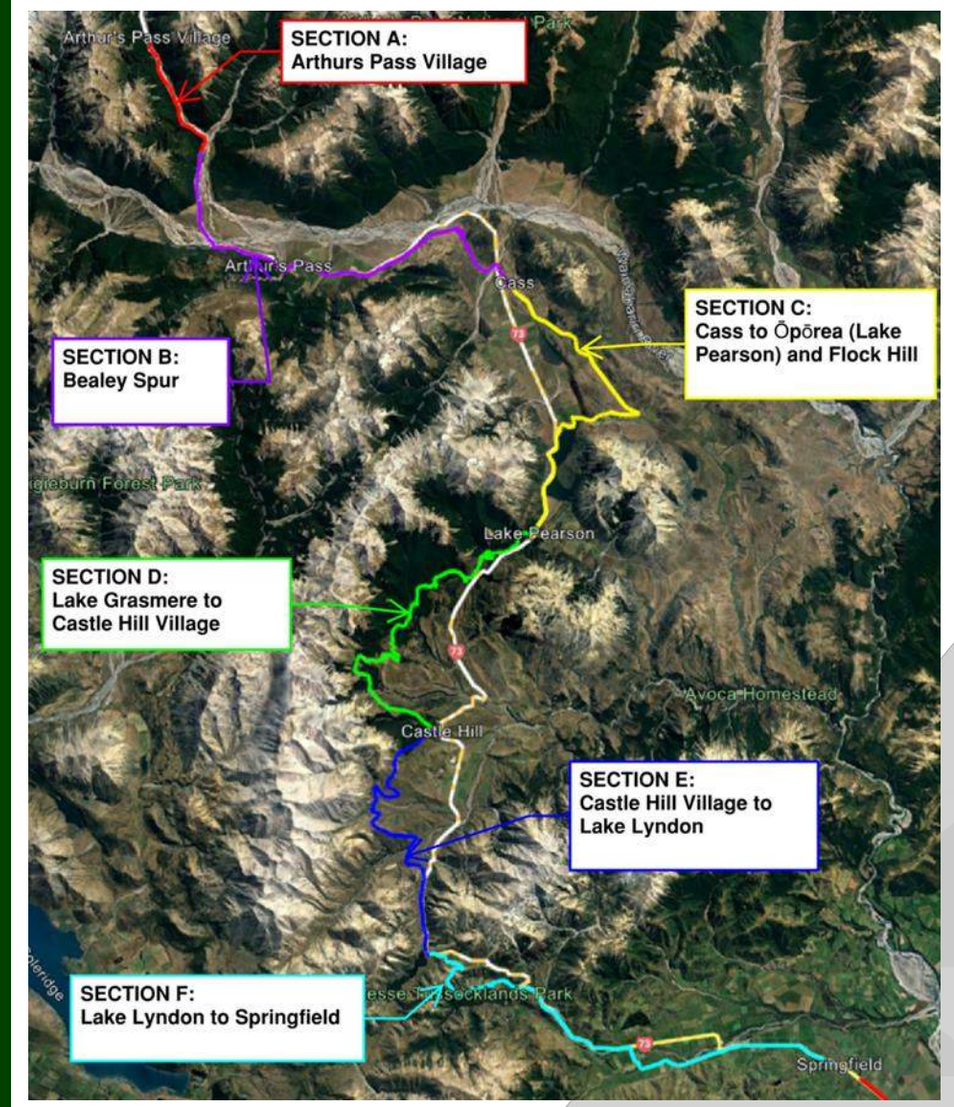
*Footnote: * Concrete is preferred hard-surfacing option over asphalt but becomes prohibitively expensive where concrete truck access is limited i.e. when concrete cannot be delivered to within 100m of the site. Asphalt then becomes the preferred option.*

***Gravel surfacing has been explored and presented in this report for comparison. Gravel is not considered a suitable surface due to the semi-urban nature of the Plains Trail, and its expected high user volume.*

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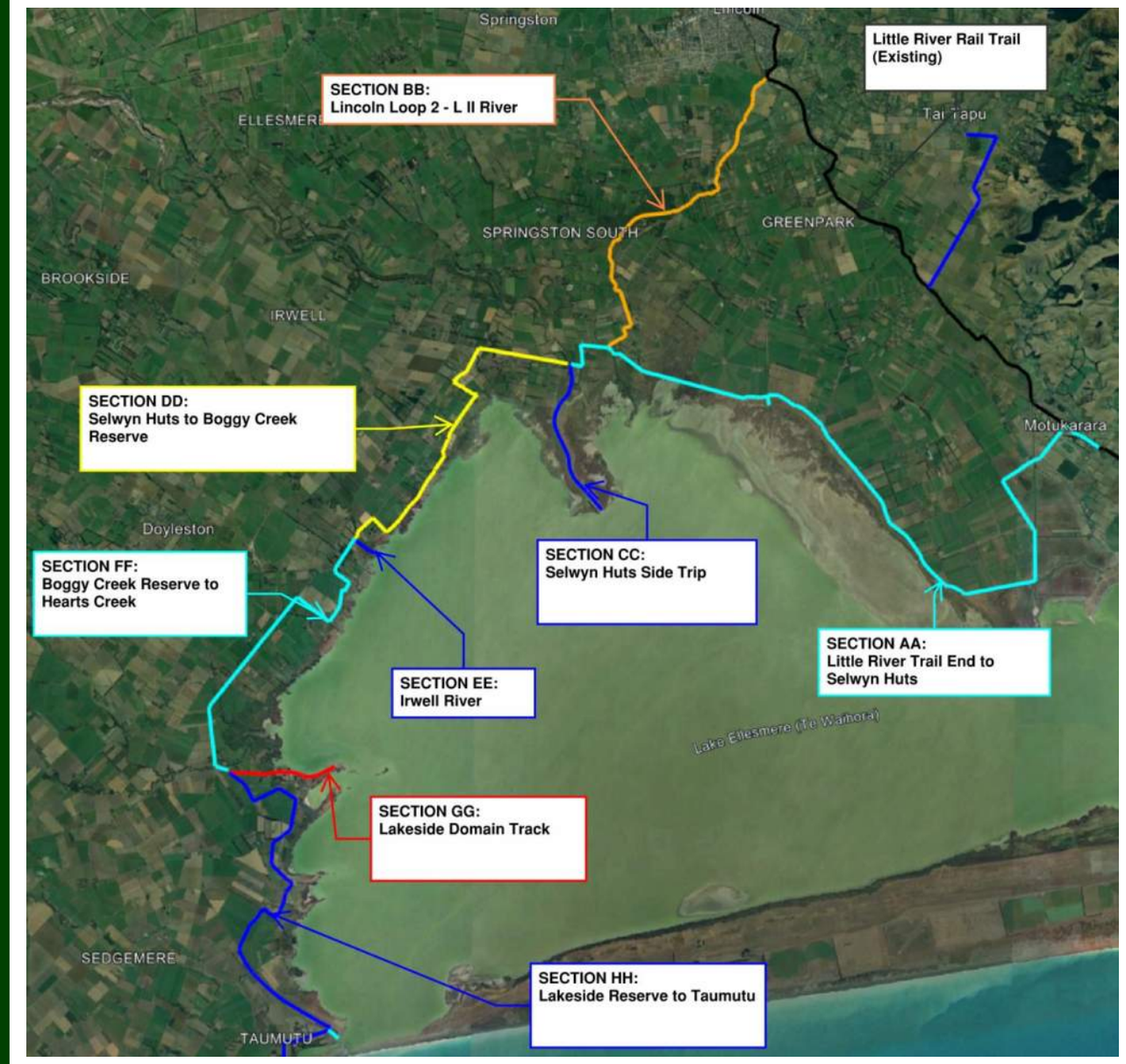




TE WAIHORA LAKESIDE TRAIL

COST ESTIMATE SUMMARY





Section	Construction Cost	Annual Maintenance Cost
East Side	**$7,461,100.00**	**$95,649.00**
SECTION AA: Little River Trails End to Selwyn Huts	$5,680,100.00	$57,150.00
SECTION BB: Lincoln Loop 2 - L II River	$1,699,000.00	$27,099.00
SECTION CC: Selwyn Huts Side Trip	$82,000.00	$11,400.00
West Side	**$4,314,600.00**	**$94,665.00**
SECTION DD: Selwyn Huts to Boggy Creek Reserve	$1,971,800.00	$26,610.00
SECTION FF: Boggy Creek Reserve to Hearts Creek	$954,800.00	$24,855.00
SECTION GG: Lakeside Domain Track	$24,000.00	$7,560.00
SECTION HH: Lakeside Reserve to Taumutu	$1,294,000.00	$33,690.00
SECTION EE: Irwell River	$70,000.00	$1,950.00

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7. Supporting Infrastructure Assessment

This section covers the infrastructure required to support the anticipated use of the proposed cycle trails, based on the identified Users Groups, the intended experiences, and the Preferred Route itineraries. It includes identifying existing infrastructure that can be utilised, new infrastructure currently proposed by others that could be utlised, and new infrastructure that would be required.

7.1. Required Supporting Infrastructure

Key 'on trail' supporting infrastructure and services include accommodation, food, toilets, shelters, seats etc, as well as information (wayfinding, safety and storytelling). Other services such as bike hire, transportation, luggage transfer services, etc do not necessarily have to be located on trail, but are important to support the use of the trail by visitors.

Supporting infrastructure and services will be very important for the Waikirikiri Alpine to Sea Trail due to the large number of out of region users who will be looking for fully supported packages. Given the location of the trail in respect to key transport corridors (SH73 and the TranzAlpine), and use of private land for the trail, there is significant opportunity for third party investment in support services.

Existing accommodation locations for both trails are shown in Figure 26, Figure 27, and Figure 28. For the High-Country Trail, there is currently a range of existing accommodation facilities along the route of the trail, shown in Figure 26, including at Bealey, Castle Hill, Flock Hill, Springfield, etc. There are also several lodges and Air B n B's on or near the proposed trail route. The more expensive lodges, such as Flock Hill are priced above what the anticipated average nightly spend on the trail would be, but will cater to different demographics of users with a higher spend. Catered accommodation is expected by trail users, so while there are some Air B n B options near the route of this trail, additional catered accommodation will be required at key locations such as Cass and Castle Hill due to the lack of easily accessible restaurants etc.

Based on what has been observed on other similar trails, it is likely that a firm commitment (i.e. confirmed funding) for the trail to be developed will be matched by similar interest from third parties to invest in supporting infrastructure. Initial discussions with Great Journeys New Zealand (KiwiRail) have indicated strong interest in supporting and promoting the High-Country and Plains Trails and associated experiences (accommodation and transport packages). Similarly, there is interest from local operators in providing trail support services such as transport, luggage drops and bike hire. Bike hire is particularly important as many users will be flying to the region and not bring their bikes. It is anticipated that the visiting trail users will predominantly be seeking electric bikes for the ride.

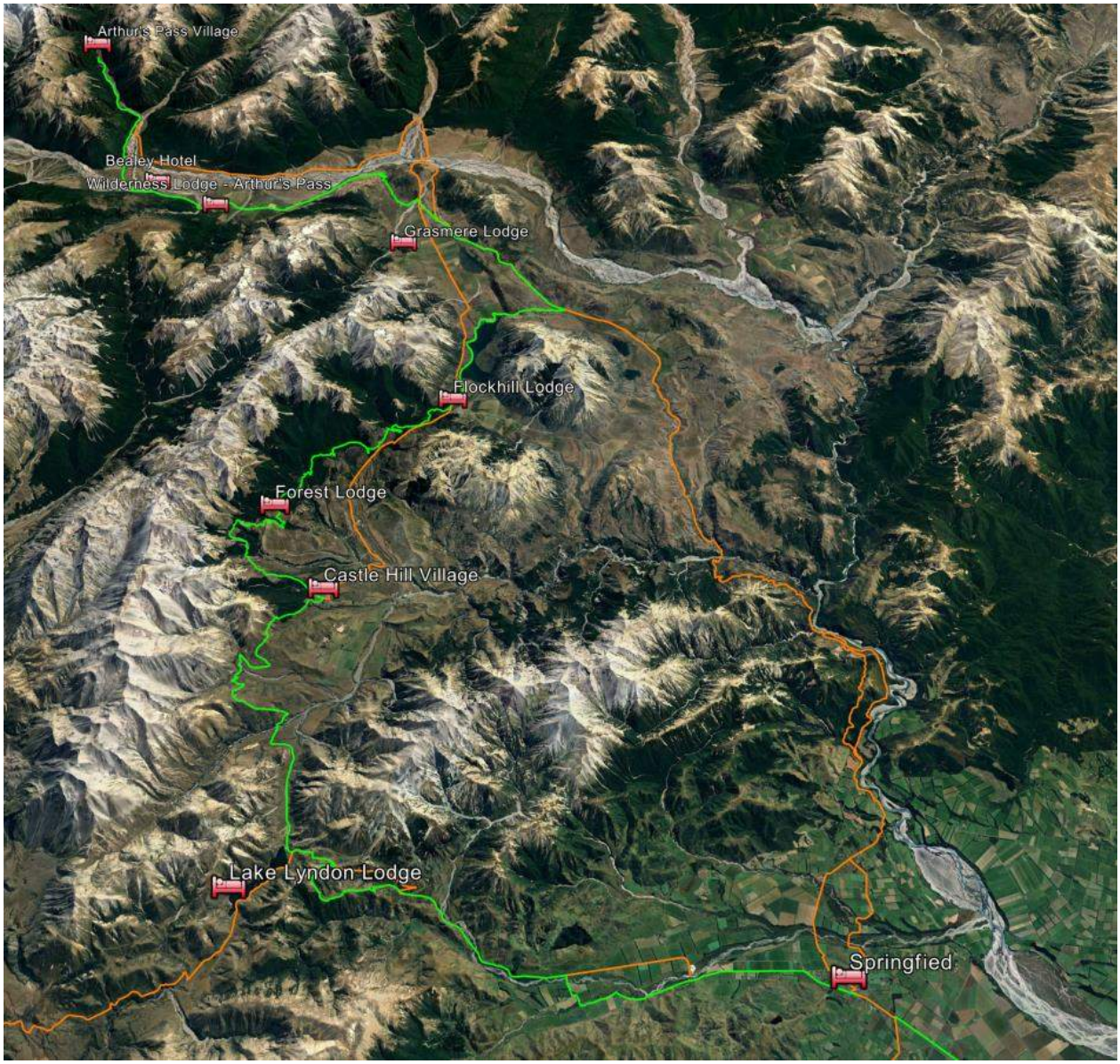


Figure 26 Existing accommodation along the High-Country Trail section of the Waikirikiri Alpine to Sea Trail.



Figure 27 Existing accommodation along the Plains Trail section of the Waikirikiri Alpine to Sea Trail.

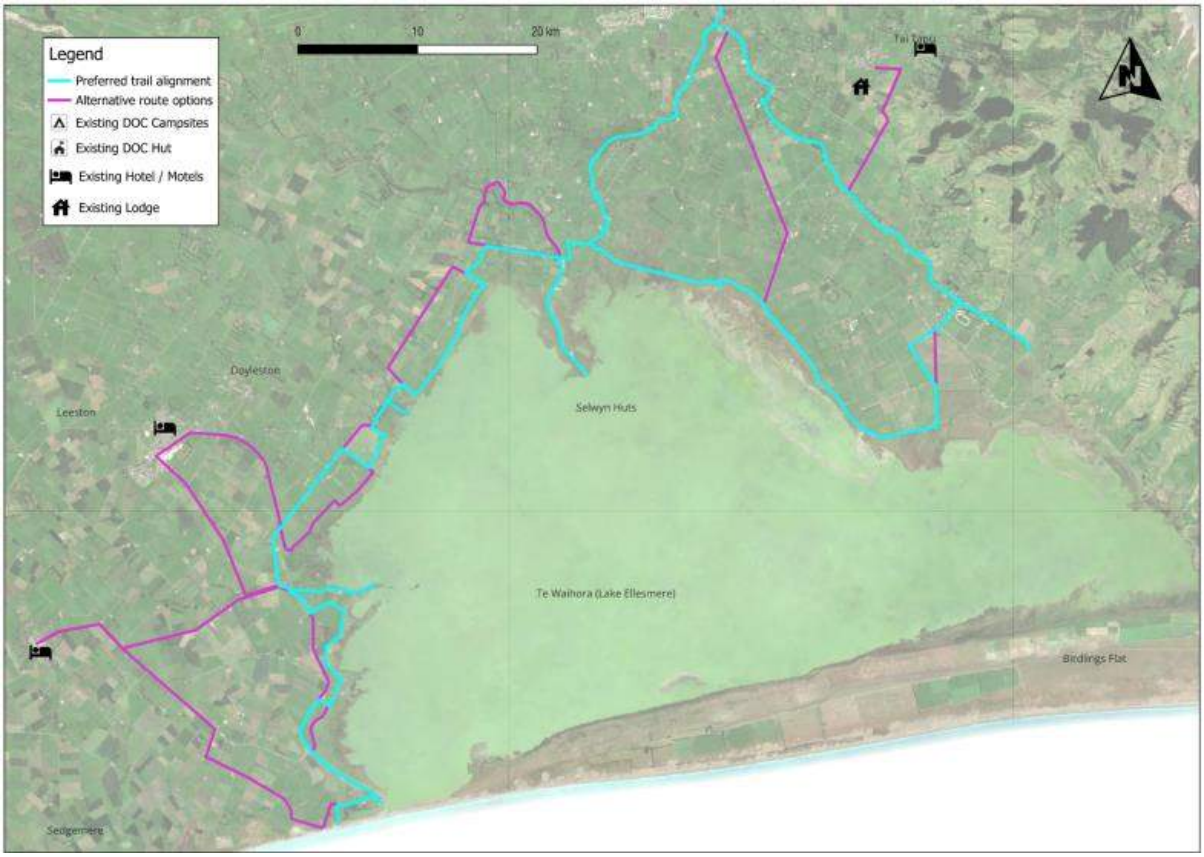


Figure 28 Existing accommodation centres around the Te Waihora Lakeside Trail.

7.1.1. Toilets and Rest Areas

Rest areas shall be provided along each trail that allow cyclists and other trail users to stop, rest and enjoy the routes' iconic scenery. In some locations, especially on remote routes, rest areas may allow for camping and include toilets and facilities for cooking.

Toilets should be provided according to the requirements of Table 12, which are based on NZCT Design Guide recommendations, and experience from the Otago Central Rail Trail and other similar trails. An over-provision of toilets is recommended rather than the opposite. Existing and proposed new toilet locations are shown in Figure 29 and Figure 30. Most new facilities are to be 'Eco-Toilets' that do not require Resource Consent or Building Consent and can be located with minimal site works.

Table 12 Toilet provision along each trail

Trail	Grade	Distance between toilet facilities
Waikirikiri Alpine to Sea Trail	2-3	10 - 15 km
Te Waihora Lakeside Trail	1-2	7.5 - 10 km

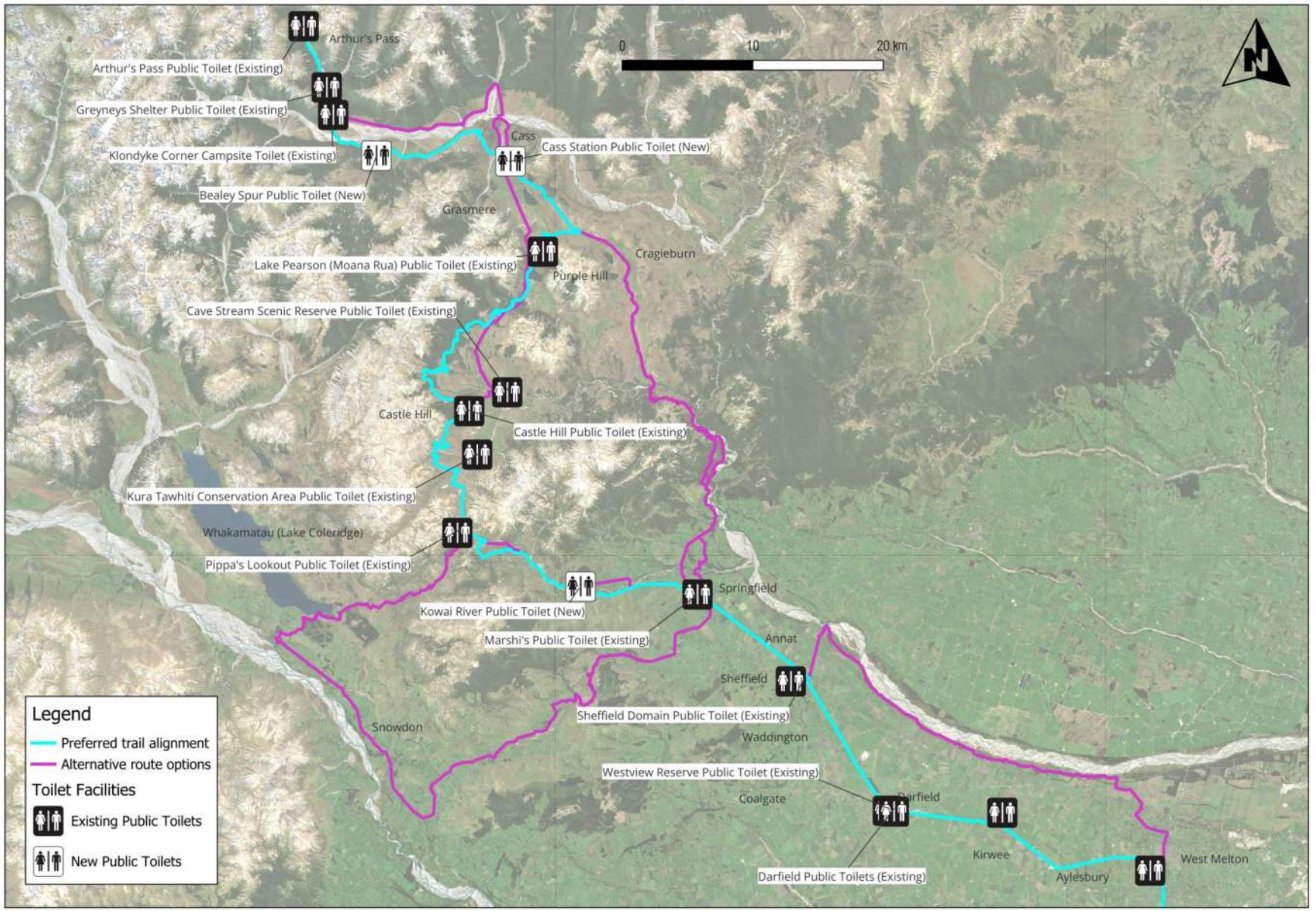


Figure 29 Existing toilet and proposed new toilet locations for the Waikirikiri Alpine to Sea Trail.

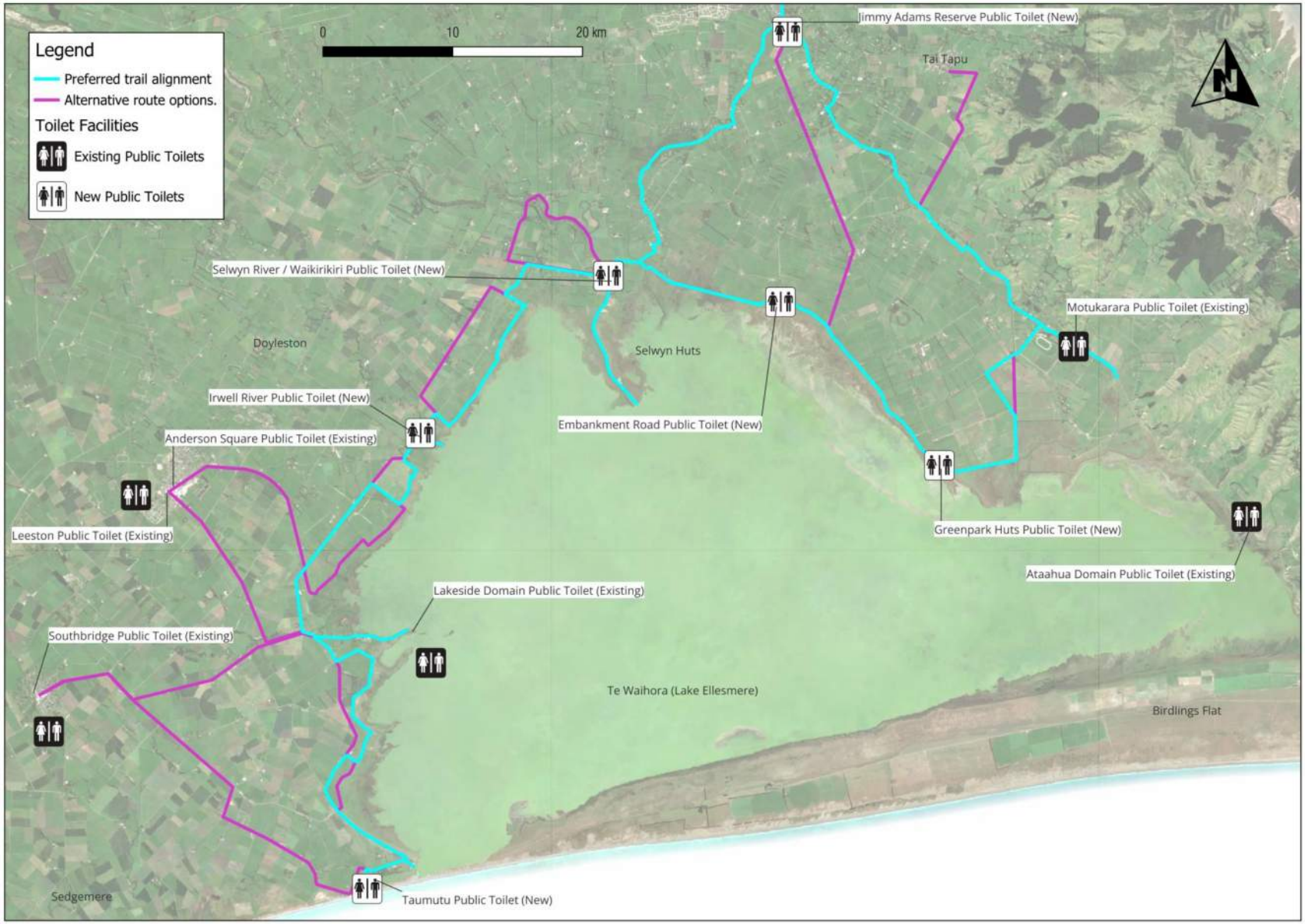


Figure 30 Existing toilet and proposed new toilet locations for the Te Waihora Lakeside Trail.

7.1.2. Other structures and facilities

At the proposed start/finish points for each day of riding on the Preferred Route, a trailhead that will have the following infrastructure is proposed:

- **Information hub** – this could be a shelter containing maps and signs etc that provide people with information on the trail, grade, experiences, and safety information.
- **Toilets** located at the trail end, or close by.
- **Water station** for bike wash and filling bottles etc.
- **Parking** for shuttles and private vehicles.
- **Bike stands.**
- Situated near **Accommodation/Rest-Areas.**

A location map of proposed trailheads is presented in Figure 31 and these locations align with the Preferred Route itineraries for each trail. Trailheads should have features that make them easily recognisable as being associated with the trail. They are all located next to roads and will generally be the most visible parts of the trail for most non-users. Gateway structures can also be installed at trailheads.

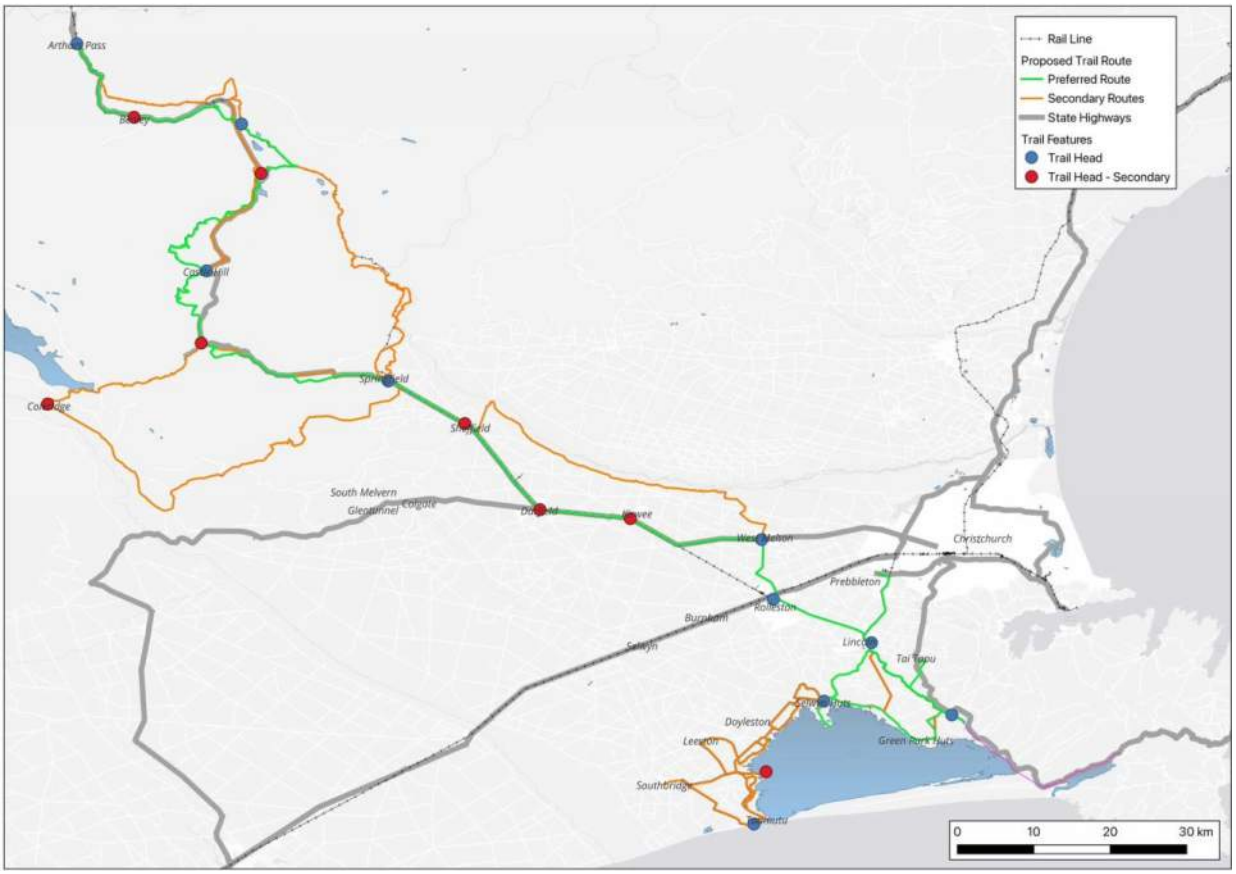


Figure 31 Proposed trailhead locations for both trails.

Secondary trailheads can also be established at key points along the trail where users are likely to stop for a break, or on more publicly accessible points on the trail. A secondary

trailhead will have trail information (not necessarily a shelter) and toilets. All proposed trailheads will attempt to utilise existing amenity areas that have public toilets (a few don't) and are on public land, meaning they will be highly visible and accessible. The following supporting infrastructure should also be considered at trailheads:

- **Toilets** etc. will be required at natural stopping points as described in Section 7.1.1.
- **Wayfinding and safety signage** will be required along the length of the trails. These will be important to support users in navigating the trail and understanding the grade of the trail and associated risks. There may also be wayfinding signage that directs users to off trail experiences as well.
- **Trail counters** should be placed at regular intervals along the trail to understand how the trail is being used, and to facilitate reporting.
- **Power Supply -** Where mains power is available or can easily be brought to the rest area, providing and sign-posting a standard outdoor 220V power point will be appreciated by trail users who need to boost the charge on their phone or e-bike. A solar powered installation could also be an option for charging low-powered devices such as phones.

7.2. Interpretation and Storytelling

An interpretation and storytelling plan is required to guide the development and installation of information and signage along the route of the trail.

Interpretation is an important element of the proposed trails and is of significant value to an experience that honours the history of the land and people. It will provide an opportunity for important natural, cultural and historical stories associated with the land, the people and the trails to be told. This will greatly enhance the user experience.

This is especially important for mana whenua as it will enable them, if they choose, to tell the important stories of significant lands and sites in a meaningful and sensitive manner. Engagement and development of the trails in partnership with mana whenua is again, a key aspect to realising this vision.

Interpretation and storytelling is not limited to signage, but could also include pou, sculptures and other installations which reflect the values and stories of places.

Off-trail and digital storytelling may also be incorporated.

7.3. Ownership and Delivery Models

Supporting infrastructure such as toilets, signage, seats, shelters etc, are important parts of the trail, not only to enhance user experience but also for safety reasons. Assets such as

directional and wayfinding signage and toilets will need to be developed at the same time that the trail is developed. Experience-focused assets (seats, shelters, interpretive signage etc) can be developed over time as resources allow. Planning the development of this infrastructure needs to also consider the ongoing maintenance and management of that infrastructure.

The development and management of supporting infrastructure should be led by the trail governance entity, with ownership of this infrastructure also held by these entities or Selwyn District Council. Like the trail itself, this infrastructure will need to be managed to a consistent standard along the entirety of the trail.

For the High-Country Trail the proposed governance entity will be a Trust, and for the Plains Trail, it will likely be Selwyn District Council (SDC). It is possible for a degree of collaboration between the entities and others to manage specific infrastructure in a way that best reflects their activities. For instance, SDC may maintain toilets owned by the Trust as part of its role cleaning public toilets within the district. Landowners might manage and maintain specific assets (including the trail itself) on or adjacent to their land. This is done on several trails throughout the country (e.g. Twin Coast Trail). Similarly, there may be community groups and others who support the development and management of shelters and trail features etc.

The creation of an asset that is valued by the community will likely lead to opportunities to collaborate with the community to develop and maintain the trail and associated infrastructure.

An example of this is the Hauraki Rail Trail Trust who worked with the local Rotary Club, iwi and landowners to have a series of trail shelters funded and developed. Over the space of four years the Trust and Rotary Club had 16 shelters built by the Club along the length of the trail. The financial outlay from the Trust was minimal, but it, along with volunteer hours[2] and in kind contributions of technical support, supported significant third-party funding that came in via grants and community donations for the project.

[2] MBIE currently values volunteer labour at $50 per hour plus GST, which can be counted as co-funding for central government funds.

8. Land Tenure and Engagement

This section sets out the land tenure associated with the proposed Preferred Routes for both cycle trails. It includes advice on how access could be secured across this land and mechanisms available for providing ongoing certainty of access and management.

The proposed Preferred Routes cross land of multiple tenures, and engagement with affected landowners is also covered in this section. Each landowner will have a different set of constraints and expectations that need to be considered in the trails' development and management processes.

8.1. Landowner Consultation and Engagement Methodology

Some initial landowner engagement has occurred to support the development of this Feasibility Study and to support the business case set out in Section 11 – Market Assessment.

Supported by SDC, the project team worked with local groups and individuals to engage with key landowners whose land could be affected by the trail. The scope of the Feasibility Study process did not enable full landowner engagement, meaning that not all potentially affected landowners have been approached. This needs to be considered when discussing this initiative with a wider audience.

As discussed, mana whenua have not yet been engaged for this process and this will need to be done at the earliest possible opportunity.

Initial discussions have been had with KiwiRail, DOC and NZTA Waka Kotahi. The permissions required from DOC and KiwiRail are set out in 8.5.2 and 8.5.4 respectively. The DOC permissions affect the High-Country and Te Waihora sections and present significant risk to the project on the basis of the Department's current approach to bike trails.

Tenure for the High-Country Trail and Te Waihora Lakeside Trail is complex with a mix of private and public land potentially impacted. The Plains section can be developed on SDC, NZTA Waka Kotahi and KiwiRail land.

The following sections summarise the engagement carried out to date.

8.2. Initial Consultation Summary – Waikirikiri Alpine to Sea Trail – High-Country Trail

Table 13 Summary of consultation carried out to date for the Waikirikiri Alpine to Sea Trail – High-Country, as part of this Feasibility Study.

Tenure	Status
DOC	The trail is reliant on crossing multiple sections of PCL including a number of marginal strips, and also very small sections of Arthur's Pass National Park.
Private	There are multiple private land holdings potentially affected by the trail. There has been initial engagement with a number of high-country station owners, including face to face meetings. These were facilitated by Tim Heine who lives and works locally. There is a high degree of positive interest in the trail from landowners. It will be important to continue to engage with all potentially affected landowners and secure formal agreements for the trail to cross their land. This will be especially important for those who have yet to be engaged with or have responded with queries from initial discussions.
KiwiRail	Initial discussions around the use of the rail corridor were positive, with direction to initiate the formal licence to occupy process once the trail has been confirmed.
Selwyn District Council (SDC)	Use of road reserve etc for the trail has been supported by the council.
NZTA Waka Kotahi	Initial discussions have been met with a positive response to the concept, however, further design-based discussions will need to be had around structures, such as bridge clip-ons and underpasses.

Notes: Green = positive response with no/few issues to be addressed; Orange = issues yet to be addressed; White = neutral initial response.

DOC and private land present the greatest tenure-based risk to progressing this section of trail. There is potentially affected Public Conservation Land (PCL) throughout the proposed route of the trail, meaning that DOC permission would need to be secured prior to this section of the trail being able to proceed. It is recommended that SDC advocates to DOC to have the relevant Management Plans and Strategies amended to provide for the development of bike trails in the locations specified.

Further engagement needs to be undertaken with all potentially affected private landowners to secure and confirm access. Some landowners have yet to respond to initial engagement, and meeting with those landowners will need to occur as a priority. Using local advocates to lead this engagement is recommended.

8.3. Initial Consultation Summary– Waikirikiri Alpine to Sea Trail - Plains Trail

Table 14 Summary of consultation carried out to date for the Waikirikiri Alpine to Sea Trail - Plains Trail as part of this Feasibility Study.

Tenure	Status
KiwiRail	Initial discussions around the use of the rail corridor were positive, with direction to initiate the formal licence to occupy process once the trail has been confirmed.
Selwyn District Council (SDC)	Use of road reserve etc for the trail has been supported by the Council.
NZTA Waka Kotahi	Initial discussions have been met with a positive response to the concept, especially as it will remove vulnerable users from the State Highway.

Notes: Green = positive response with no/few issues to be addressed; Orange = issues yet to be addressed; White = neutral initial response.

There are no tenure barriers for this section of the trail. However, detailed discussions with KiwiRail and NZTA Waka Kotahi are necessary to confirm design, safety requirements, and other considerations. Since this section is likely to be owned and managed by the Selwyn District Council (SDC), it is recommended that the Council takes the lead in engaging with KiwiRail and NZTA Waka Kotahi.

8.4. Initial Consultation Summary– Te Waihora Lakeside Trail

Te Waihora and its surrounding lands hold deep significance for mana whenua. Early and meaningful engagement with mana whenua on the proposed trail is crucial to ensuring the trail's successful development.

The East Side Trail of the Te Waihora Lakeside Trail is comparatively straightforward in terms of land tenure, as most of the trail falls within Selwyn District Council's (SDC) ownership and follows road reserves. However, it remains essential to engage with neighboring landowners to address potential land use changes related to the trail.

The West Side Trail presents challenges similar to those faced by the High-Country Trail, where collaboration with private landowners and the Department of Conservation (DOC) will be necessary for progress. A strong community of interest exists around the lake, including established groups like WET, which can play a key role in facilitating discussions with landowners and the broader community.

Table 15 Summary of consultation carried out to date for the Te Waihora Lakeside Trail - East Side and West Side Trail as part of this Feasibility Study.

Tenure	Status	
	East Side Trail	**West Side Trail**
DOC	None – trail borders the Greenpark Sands Conservation Area but does not enter it.	The West Side Trail is reliant on crossing multiple sections of PCL.
Private	There are small sections of the Lll river trail that will cross one private landholding. The final trail route may also need to divert temporarily out of public land onto adjacent private land to avoid wet areas or in places where the course of the river has changed over time.	The West Side Trail crosses 23 land parcels in private ownership. There has been no direct engagement with the owners of these properties. Discussions with the Waihora Ellesmere Trust (WET) have identified that there is an opportunity for local community organisations to work with landowners to advance this project. There are different alignments possible if landowner permission is not secured, but they will have an impact on the user experience and numbers.
Selwyn District Council (SDC)	This trail has a strong reliance on use of unformed public roads. These are local roads, meaning SDC is the landowner. The Lll river is also mostly in Council ownership. Large portions of these public lands are actively used by neighbouring private landowners.	Use of road reserve etc for the trail has been supported by the Council. Some of the land proposed for the trail is on unformed roads (paper roads), some of which are actively used by neighbouring landowners. As the landowner, it is recommended that SDC leads the engagement with those landowners.

Notes: Green = positive response with no/few issues to be addressed; Orange = issues yet to be addressed; White = neutral initial response.

8.5. Trail Corridor Tenure Summary

A summary of tenure for each of the trails is set out in Table 16. Detailed land tenure for each section is also included in the Route Schedule breakdowns in Appendix B - Detailed Route Schedules.

8.5.1. Selwyn District Council

Large sections of the proposed Preferred Trail routes are on land owned and administered by Selwyn District Council. The majority of these land parcels are road reserve where the trail runs alongside or crosses local roads. Some of these are formed roads while others are unformed or paper roads.

Use of road reserve for bike trails is consistent with the purpose for which the land is held and the proposed trail has received support from the Council. A number of the paper roads are actively used by adjacent landowners as part of their farming operations. Engagement with these landowners will need to take place prior to trail development.

8.5.2. Department of Conservation

There are multiple parcels of Public Conservation Land (PCL) administered by the Department of Conservation which are proposed to be crossed by the proposed preferred trail routes. It will not be possible to use this land in the short term due to current restrictions on cycle trails in the Canterbury Conservation Management Strategy (CCMS).

To ensure long term access for the trail, a Management Agreement will be required between the Department and the trail entity. A Management Agreement is a practical tool and recognises that the trail entity is providing recreation experiences that are consistent with the Department's own purpose.

8.5.3. New Zealand Transport Agency - Waka Kotahi

Any use of the State Highway corridor will need to be agreed to by NZTA Waka Kotahi. The proposed route has been discussed with the NZTA and they have indicated a general willingness for the trail to be located within the corridor, provided it is developed in a manner that is safe and able to be easily maintained.

The proposed preferred trail routes, specifically the Plains Trail, will remove the need for cyclists to use SH73 which will see safety benefits for those users.

8.5.4. KiwiRail

Initial discussions have occurred with KiwiRail operational and marketing (Great Journeys) teams. These discussions have identified a support in principle for the proposed trails. Progression of the proposed preferred trail route within the rail corridor will be subject to an agreement in principle and a review of detailed designs of the works proposed within the rail corridor. A licence will also be required between the trail authority and KiwiRail to build and manage the cycle trail within the rail corridor in the long term.

Initial discussions with local operations staff have noted key areas of interest to KiwiRail will be as follows:

- **Rail crossings** – use of any existing rail crossings will require safety assessments. These will consider any safety issues associated with additional use of these crossings by people on bikes and on foot etc. Physical alterations to the crossings may be required as a result – i.e. additional barriers or chicanes etc. One safety assessment can be used to cover multiple crossings. New crossings are not likely to be granted.
- **Fencing** – where the trail is in close proximity to the rail line (less than 10m from the centreline) it is likely that a fence will be required between the trail and the rail line. A 9 wire post and batten will generally be all that is required.

- **Protection of assets** – protection of rail assets from water runoff, detention and physical works will be an important consideration. The risks associated with these issues will be considered through the initial engineering assessment.

Provided that KiwiRail is comfortable with the final trail route using its corridor, and detailed designs have been approved, the trail owner(s), will need to enter a Licence to Occupy with KiwiRail for the use of the rail corridor. There is an application fee of $3,050 and documentation fee of $750 for the licence. For each grant, there is a standard application fee of $1,490 and a documentation fee of $750. If the application is complex, then the application fee is increased to $3,050. Engineering assessments can cost upwards of $20,000.

Ongoing costs for use of KiwiRail land are the annual fees for the Licence and the Grants – these are $1,500 for the Licence/Lease for a public pathway, and a minimum of $350 for each grant. The annual fee for grants is finalised at the time of the application.

The standard lease term is nine years. A longer term, such as for 25 years, can be agreed by the KiwiRail board. Some parties seek a term longer than nine years when there is significant costs involved, such as where there are large assets like bridges present.

The process of securing KiwiRail permissions can take between six months to one year depending on the complexity of the works proposed.

8.5.5. Private

The High-Country and Te Waihora Lakeside Trails are reliant on the use of several private landholdings. In some cases there are alternatives, but a few pinch points exist where use of private land will significantly enable a viable route. These points include between Bealey and Cass and the Porters Pass area for the High-Country Trail, and those landholdings that provide an alternative to using narrow busy roads around Te Waihora.

Initial discussions have occurred with most affected landowners, with most spoken to being generally supportive of the trail and the trail going across their land. There have been several concerns raised around the following matters:

- Liability to landowners from user health and safety
- Risk of fire
- Antisocial behaviour
- Fencing and stock management
- Tenure agreements

In all cases it is considered that these matters can be effectively managed to ensure the concerns and rights of property owners are suitably respected.

Not all potentially affected landowners have been approached or given consent. Working with potentially affected landowners will need to be a priority if the trail is to progress. Consideration should be given to identifying trail alignments which work best for landowners.

The trail should avoid impacting on use of productive land and stock movements. Alignment of the trail to the edge of paddocks and ensuring it is appropriately fenced will reduce the potential impacts of a trail on a property.

It is also important that the proposed preferred route of the trails is not made public until all potentially affected landowners have been approached and indicated an appetite for engagement.

Several landowners have identified opportunities for them to develop accommodation facilities etc to be used by trail users.

Leases or access agreements will be required between the trail entity and the landowners. There are several standard agreements used for trails throughout the country which can be used as a base and adapted to reflect the specific wishes of the landowners.

Access agreements on Māori land will generally be for 15 years, or for the life of the asset. Any agreement for a period greater than 20 years is considered to be an 'alienation process' and will need to be agreed by all owners through the Māori Land Court.

Table 16 Trail Corridor Tenure Summary.

Tenure	High-Country Trail	Plains Trail	Te Waihora Lakeside Trail
DOC	Yes The proposed trail traverses multiple parcels of Public Conservation Land.	No	West Side Trail only. The proposed western trail traverses multiple parcels of Public Conservation Land. The Lincoln Loop is not on Public Conservation Land.
	Required Action: SDC/trail entity will need to engage with local DOC staff to initiate the permissions process as well as potentially advocating for the change in the related Management Plans required to advance the trail.		
NZTA Waka Kotahi	Yes The proposed trail will be on the margins of SH73 with two underpasses planned under the SH.	Yes The proposed trail will occupy parts of the SH73 road corridor.	No
	Required Action: SDC/trail entity will need to engage with NZTA Waka Kotahi to have the trail design reviewed and a MOU or licence to occupy (or similar) developed.		
KiwiRail	Yes The proposed trail will cross the rail lines twice and occupy a short section of the rail corridor.	Yes The proposed trail will occupy parts of the rail corridor with three major crossings proposed.	No
	Required Action: SDC/trail entity to initiate safety assessment and licence to occupy process with KiwiRail once more detailed designs are progressed.		
Selwyn District Council	Yes The proposed trail will cross a number of local roads and road reserves.	Yes The proposed trail will traverse a number of local roads.	Yes The proposed trail will traverse a number of local roads and road reserves.
	Required Action: Approvals for land access and tenure to be discussed and arranged with SDC.		
Private Land (including Māori land)	Yes The proposed trail will cross multiple parcels of private land.	No	Yes The Lincoln Loop will cross one parcel of private land. The West Side Trail will cross multiple parcels of private land including one parcel of Māori land.
	Required Action: SDC/trail entity continue to work with potentially affected landowners individually to secure access and develop agreements.		**Required Action:** SDC/trail entity to approach potentially affected landowners using existing groups active in this area.

Notes: A more detailed list of tenure for each trail section is available in Appendix B - Detailed Route Schedules.

8.5.6. Securing Long Term Access

A variety of tools are available to secure long-term access for the development and management of the trails. It is recommended that any agreement span at least twenty (20) years, as this will provide greater investment certainty for funders and businesses that may emerge as a result of the trails. Such agreements should ensure reliable access for both trail users and those responsible for maintaining the trails and associated assets. The specific nature of these agreements will vary depending on the land tenure and is discussed in detail in the previous sections for each affected landowner.

9. Impact Assessment

This high-level impact assessment has been conducted for both proposed trails, evaluating their environmental, cultural, social, and historical impacts, both positive and negative. Since both trails will pass through areas of significant environmental, cultural, and historical importance, a sensitive approach to planning and development is essential.

Based on information from SDC and our initial engagement with various stakeholders, the proposed trail routes have been designed to avoid areas known to be sensitive and unsuitable for development. However, further efforts are needed to advance the trails. This includes engaging with mana whenua and key communities, as well as conducting technical assessments to evaluate the trail's impact on valuable areas. These assessments will inform the necessary permissions and may lead to site-specific adjustments to the trail routes or design.

We have identified several important benefits associated with the trails. In addition to those set out in Section 11 - Market Assessment, there are additional environmental, social and cultural benefits that can result directly and indirectly from the trails.

9.1. Statutory Assessment

This section details the likely statutory requirements for each trails' development and is split into the main relevant governing statutory documents: the Resource Management Act 1991, the Conservation Act 1987, and the National Parks Act 1980.

9.1.1. Resource Management Act

Trail development will involve earthworks and new structures, including bridges, boardwalks, signage, structures, fences, etc. Such activities can have varying environmental impacts and will be in areas of varying sensitivity. Therefore, the development of both trails will require multiple Resource Consents under the Resource Management Act.

Resource Consent will be required from the Selwyn District Council and Environment Canterbury (ECan). Consequently, the project team has reviewed the Proposed Selwyn District Plan (2023)[3] and the Canterbury Regional Plan (2015), and engaged with planning staff from both organisations. Based on this research and feedback, Table 17 outlines the overall expected activity status of each trail section for consenting. Due to the nature of the trails and their varied environments, it is recommended that consenting occurs on a sectional

[3] While aspects of this Plan are subject to appeal, it is the Plan which consents will most likely be considered against.

basis. Planning and consents are anticipated to be a crucial part of the detailed design phase for each trail section. Significant time and cost may be required to obtain these consents and to complete supporting studies, applications and assessments.

Table 17 Expected Resource Consent status for each trail section from both Selwyn District Council and Environment Canterbury.

	Proposed Selwyn District Plan (2023)	**Canterbury Regional Plan (2015)**
Waikirirkiri Alpine to Sea Trail – High-Country Trail	Non-Complying Activity	Discretionary Activity
Waikirirkiri Alpine to Sea Trail – Plains Trail	Permitted Activity	Permitted Activity
Te Waihora Lakeside Trail	Non-Complying Activity (Lincoln Loop is potentially Discretionary)	Discretionary Activity

Both the High-Country and Te Waihora Lakeside Trail sections are proposed in areas of particularly high landscape, cultural and ecological value. Particularly, Te Waihora holds considerable cultural importance. These values necessitate higher protections and standards for development and physical works. Consequently, the proposed trails will likely require Resource Consents with a 'non-complying' activity status.

In general, the proposed activity of developing the cycle trails is consistent with the policies in the Plans. Any Resource Consent applications for the trails will need to be supported by robust detailed design and technical assessments, likely including the following:

1. **Cultural assessments** developed with mana whenua that consider any effect of the trail development on sites and areas of significance. Early and ongoing engagement with mana whenua will be critical for most stages of development including impact assessments and planning and consent activities.
2. **Ecological assessments** to consider the effects of the proposed trail within areas of ecological value such as wetlands (i.e. Te Waihora) and areas of native vegetation. Ideally, such assessments should also consider opportunities for environmental enhancement (i.e. planting, pest control etc) and the development of trail construction protocols within ecologically sensitive areas.
3. **Landscape and character assessments** to consider the impacts of the proposed development within identified landscape areas and coastal and river margins generally.
4. **Geotechnical assessments** for the development of the trail in steeper areas, unstable areas or areas prone to erosion.

5. **Detailed Design** documents including earthworks plans, alignments, structures and other details to inform the specialist assessments.
6. **Assessment of Environmental Effects (AEE)** that includes a **Planning Assessment** to tie together all relevant specialist assessments for a holistic assessment approach.

Given the public nature of these trails, it is also likely that the applications for Resource Consent will be fully or partially notified, meaning public submissions will be sought. Any submissions in opposition must raise substantive issues supported by research, i.e. submissions without clear and robust reasons for opposition hold little weight in such processes. While notification is a risk, a technically robust Assessment of Environmental Effects and targeted engagement with key groups (i.e. mana whenua, KiwiRail, New Zealand Transport Agency, Fish & Game etc) will work to reduce these risks.

9.2. Conservation Act (1987) and the National Parks Act (1980)

The High-Country and Te Waihora Lakeside Tail sections will traverse several parcels of Public Conservation Land (PCL) administered by the Department of Conservation (DOC), as shown in Figure 32, Figure 33 and Figure 34. Therefore, developing and managing these trails and associated assets on Public Conservation Land (PCL) will require a management agreement or concession [4] from DOC. In evaluating the trails' appropriateness, DOC will assess the proposals against key statutory management documents, including:

- the 2016 Canterbury Conservation Management Strategy,
- the 2007 Arthur's Pass National Park Management Plan,
- the Mahere Tukutahi o Te Wauhora – Te Waihora Joint Management Plan.

The key direction in these plans and strategies is that bikes are only permitted on designated tracks, roads, or areas specified for mountain biking in the relevant plan. If bikes are proposed for areas not listed in these documents, the plans will need to be amended to include the proposed lands. Amending a Conservation Management Strategy (CMS) can take several years and will only proceed if DOC has the appetite and capacity to undertake the change. The amendment process is public, requiring submissions and feedback. Recently, reviews of the Otago CMS and the Tongariro National Park Management Plan were conducted to add new areas, with both reviews taking over two years to complete.

The proposed trail corridor for the Preferred Routes potentially affects 25 parcels of Public Conservation Land (PCL). These are detailed in Appendix B - Detailed Route Schedules and include Conservation Areas, Government Purpose Reserves, and Wildlife Reserves. Additionally, there are numerous marginal strips, approximately 20 meters wide, adjacent to

[4] Trails throughout the country are managed under either of these mechanisms but generally management agreements are favoured.

waterways such as the Waimakariri River, Cass River, Porter River, and Lake Lyndon, which are generally established to enable public access to these waterways.

Arthur's Pass National Park is potentially affected as the alignment of the National Park boundaries for the existing and old SH73 do not always reflect the actual road alignments.

Regarding the proposed trails, only Craigieburn Forest Park and the Korowai/Torlesse Tussocklands Pass Conservation Area (where existing trails are present) are identified in the statutory documents as potential locations for bike trails. For all other locations, changes to the CMS and National Park Management Plan will be required. This change process must be followed by a concession or management agreement process[5]. According to DOC, processing a long-term concession typically takes about two years, but this timeframe can be shortened if additional capacity and resources are allocated and if the concession is deemed important to the local community.

DOC has been reviewing this change process on a national level as it has caused issues developing cycle trails in other regions. Accordingly, DOC released a guidance document titled 'New approach for managing biking on public conservation land, Project update June 2024' that lists Conservation Management Strategies that are likely to be flexible for approving cycle trail development proposals without having to make amendments. Unfortunately, the CCMS was not listed as such a document, so a full or partial CMS review and amendment to allow the proposed Trails is currently required.

Any concession application will need to be accompanied by suitable technical assessments that reflect the values at place (i.e. ecological, visual, cultural etc), and there will need to be engagement with mana whenua as early as possible.

[5] https://www.doc.govt.nz/get-involved/apply-for-permits/how-long-it-takes-to-process-an-application/

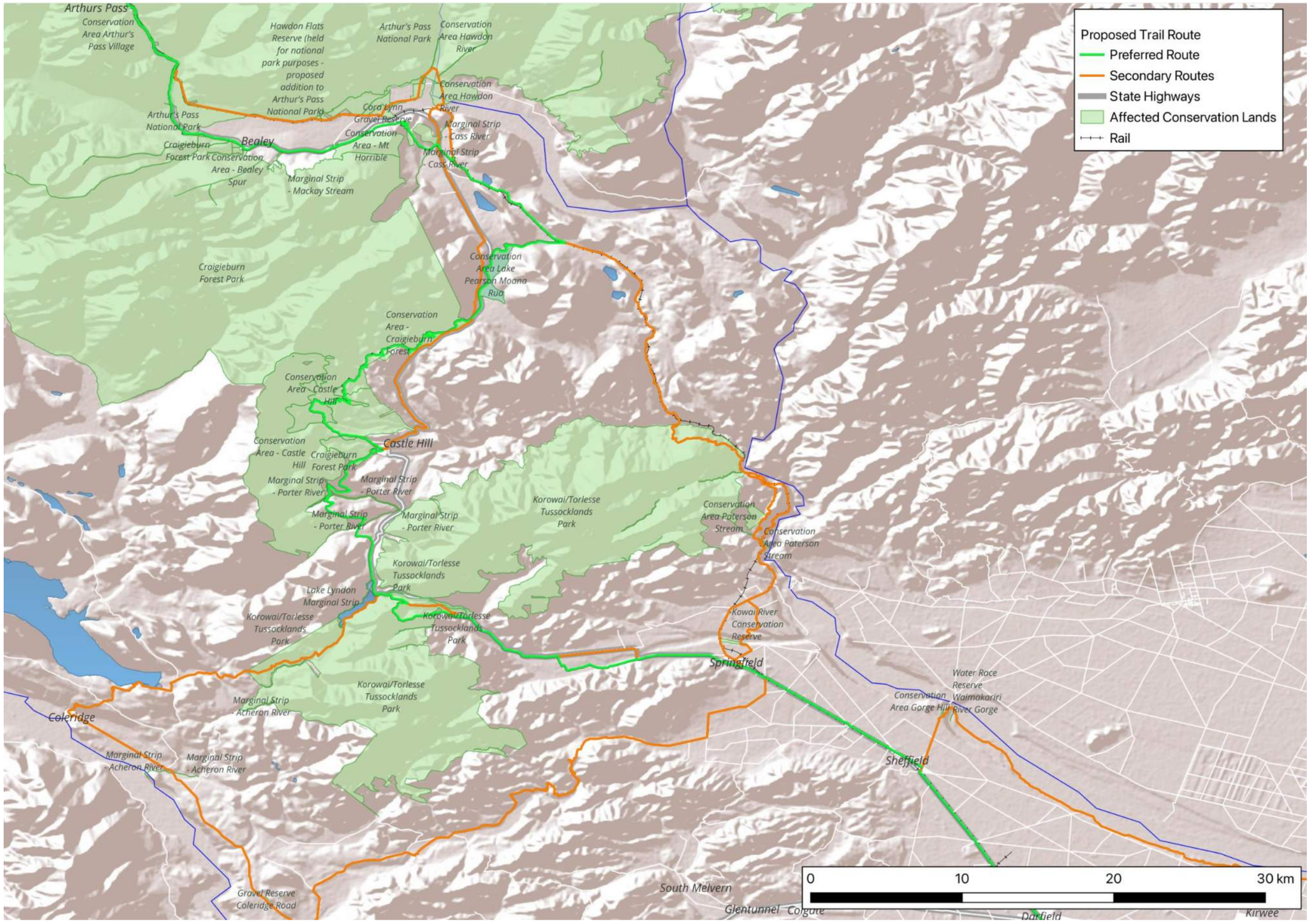


Figure 32 Map showing how the Preferred Route for the Waikirikiri Alpine to Sea Trail (green line) passes through Public Conservation land (green highlight). The Plains Trail does not traverse any Public Conservation Land.



Figure 33 Map showing how the Preferred Route for the East Side Trail of the Te Waihora Lakeside Trail (green line) passes near Public Conservation land (green highlight), and other land types.

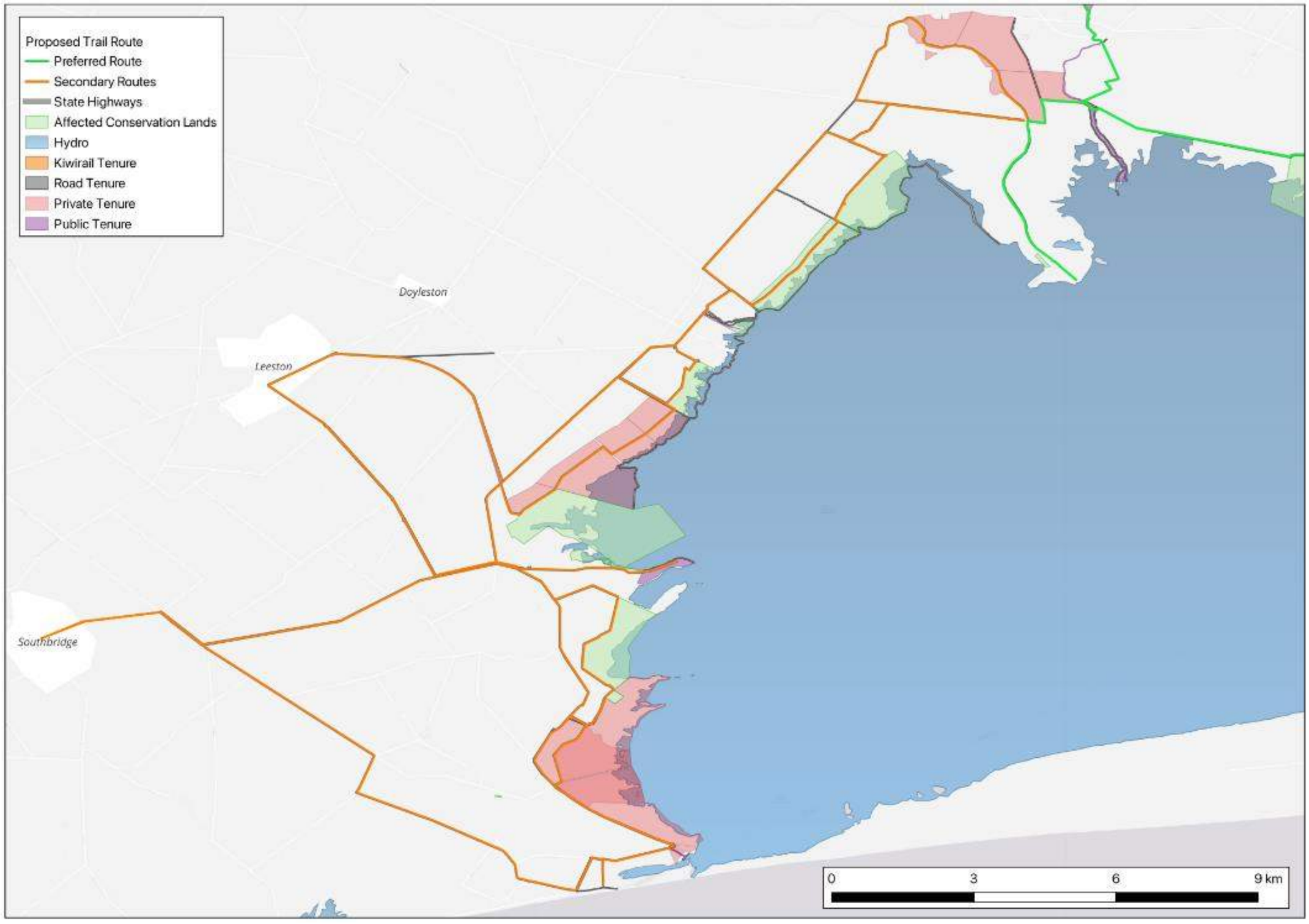


Figure 34 Map showing how the Preferred Route for the West Side Trail of the Te Waihora Lakeside Trail (orange lines) passes near Public Conservation land (green highlight), and other land types.

Table 18 High-level Impact Assessment covering possible environmental/physical, cultural, social and economic, and historical impacts for each trail.

Impact	Waikirikiri Alpine to Sea Trail – High-Country Trail	Waikirikiri Alpine to Sea Trail – Plains Trail	Te Waihora Lakeside Trail
Environmental / Physical	The proposed Preferred trail route will traverse a number of areas of high landscape value. The iconic nature of the landscape means that landscape values are high and a sensitive approach will need to be taken with trail planning and development. The majority of the trail route is on land which does not have tall vegetation cover, so the trail is likely to be an obvious part of the landscape. There are areas around Arthur's Pass and Craigieburn Forest where the trail will go through native vegetation. These areas will have high ecological values and an ecological assessment will be required to ensure that important values are being protected. This includes being conscious of native fauna such as lizards and birds and ensuring that the trail does not disturb their habitats. Sensitive route planning and trail development practices can address the risk to these species. River crossings have the potential to affect the waterways they cross. Bridge development should be undertaken in a manner that does not disturb the bed of the river and has a light touch on the river margins. Some parts of the trail traverse areas susceptible to erosion and slope failure. The location of the trail, development technique and also trail characteristics such as retaining, use of structures, water management, etc, will need to be considered to ensure that the trail does not exacerbate erosion or instability. This is also important to ensure that ongoing trail maintenance costs are kept at a manageable level. This is a key reason for recommending the Preferred route over the Alternative route considered. The Preferred route is over land which is generally more stable and less prone to erosion than the section south of Avoca (i.e. the Waimakariri River Gorge). Trail development also provides opportunity for environmental regeneration and protection initiatives along its corridor. This can include trap lines, planting programmes, weed control etc. These initiatives can support positive environmental outcomes and also improve trail resilience.	The majority of this trail is on areas which have previously been developed or disturbed and are currently used for transportation activities. The environmental values associated with this section are considered to be low and, at this stage, there are no environmental driven consents required. Any bridges or structures over or adjacent to waterways etc will, however, require a degree of sensitivity in their placement and installation. Trail development also provides opportunity for environmental regeneration and protection initiatives along its corridor. This can include trap lines, planting programmes, weed control etc. These initiatives can support positive environmental outcomes and also improve trail resilience.	Large sections of the trail are to be developed on wetland areas and areas adjacent to waterways. The Te Waihora area has high environmental values as wetland and lake habitat. There are numerous protected and threatened species which are present within the trail corridor. Sensitive route planning and trail development practices can address the risk to these species. An ecological assessment will be vital to guide the route of the trail and the manner in which it is to be developed. The proposed Preferred trail route has been developed so that it does not cut across important wetland habitats. In most cases the trail route is set back from the lake margin and wetland areas. This will minimise disturbance to these areas and also makes the trail more resilient to the effects of climate change – specifically flooding. For those parts of the trail that are within a wetland environment, the use of boardwalks has been prioritised to reduce the physical impact of the trail on the important wetland habitats. In some areas the trail route is set back to existing roads but uses existing access roads and trails as 'spokes' so that trail users can drop into the lake. This is also another reason why the East Side of the trail has been prioritised. The East Side will have significantly less impact on the environment and be less affected by a fluctuating lake level than the West Side. The LII river section is proposed to be located in the riparian margins of the river. The LII river has been the focus of considerable work on improvement of water quality. The trail provides an opportunity to better connect the community to this important waterway and initiate more community driven conservation projects along its banks. There are a number of community and government driven environmental restoration initiatives associated with the lake and its margins. The development of the trail provides greater community access to the area and can also raise awareness of the important environmental issues and community initiatives, including sustainable farming practices. This last matter has been seen as a key environmental benefit by the Waihora Ellesmere Trust. The proposed Preferred trail provides an opportunity for the community to connect with this unique environment and to learn about the ecology of the area.
Cultural	At present, there are no known sites of cultural significance that may be disturbed by the proposed trail. The trail is on land which is generally modified by farming, infrastructure development or other works. The landscape that the trail traverses, including maunga, puke and awa, do have important cultural associations to local rūnanga. River crossings will need to ensure that the bed of rivers are undisturbed. Engagement with mana whenua and a cultural impact assessment will identify areas of cultural sensitivity. It will also identify opportunities for the trail to enhance some of these values and histories through storytelling, use of toi and carvings, and trail and feature naming. Such initiatives will provide opportunities to strengthen the cultural context of the landscape and also add another important experience element to the trail.	At present, there are no known sites of cultural significance that may be disturbed by the proposed Preferred trail. While the trail corridor is already highly modified, this does not mean that there will not be areas of cultural importance on its route. Engagement with rūnanga will be important to understand the presence of any sites or associations with the trail corridor. It will also identify opportunities for the trail to enhance some of these values and histories through storytelling, use of toi and carvings, and trail and feature naming. Such initiatives will provide opportunities to strengthen the cultural context of the landscape and also add another important experience element to the trail.	The lake, its margins and the rivers that run into it have significant associations to mana whenua. There is also a range of sites and areas of significance, such as Taumutu marae, in the area. Engagement with mana whenua and a cultural impact assessment will identify areas of cultural sensitivity. It will also identify opportunities for the trail to enhance some of these values and histories through storytelling, use of toi and carvings, and trail and feature naming. Such initiatives will provide opportunities to strengthen the cultural context of the landscape and also add another important experience element to the trail. The proposed Preferred trail provides an opportunity for mana whenua to connect with this cultural taonga and to educate the community about its cultural significance and heritage.
Social and economic	The development of the trail will put people in places that they currently are not. This will result in additional opportunities in those locations for existing support businesses (i.e. food and accommodation etc) to expand, or for new ones to develop. A number of landowners in the area have talked about either developing new accommodation facilities or expanding existing.	The proposed Preferred trail will provide an important off road link between the numerous settlements along the route of the trail. The trail will see communities become more connected through active modes of transport. There will be additional safe commuting options, especially for those who	The proposed Preferred trail will likely use paper roads which are currently actively used by adjacent landowners. Discussions with those owners will be important to secure access in a way that is supported and valued by these landowners.

Impact	Waikirikiri Alpine to Sea Trail – High-Country Trail	Waikirikiri Alpine to Sea Trail – Plains Trail	Te Waihora Lakeside Trail
	The trail will also move current cyclists off the road. While the volume of existing riders is not as high as in other parts of the trail, there are a number of cyclists who use the road for touring and bike packing. Mountain bikers also use the State Highway to access mountain bike tracks in the Craigieburn area. There are a number of sites along the proposed route where there could be conflicts with existing users and other user groups. Consideration needs to be given to this in detailed route planning. Craigieburn Mountain Bike (MTB) trails are a good example of this, where separate trails are advised to be developed as opposed to relying on existing ones. This will be important to ensure that existing trails that are valued by mountain bikers are not 'dumbed down' or made dual direction and use at the detriment of the experience of existing users.	bike to work in adjacent settlements. There will also be economic benefits to those communities through the increased number of tourists and recreational trail users who will be passing through the settlements.	Care will also need to be taken in areas that may be actively used for duck shooting to ensure the safety of all users is prioritised and that existing communities are not displaced in any way. The trail will be valued by local communities as a recreational asset and a way to engage with Te Waihora on foot and on bike. It will also provide safer off road options to get around the lake than relying on the existing road network. There will be benefits to the existing Little River Rail Trail as that trail experience will be increased to a potential multiday experience. There will also be potential benefits to the communities on and around the trail from additional opportunities associated with supporting the trail (i.e. accommodation) and also increased connectivity to the wider environment. The Selwyn Huts community will now be able to easily cross the Selwyn River using the proposed new bridge.
Historical	Similar to cultural heritage, the trail will go through a number of locations which have historical importance. An example of this is the Porters Pass Coach Road and Arthur's Pass Village itself. While the trail offers opportunities for storytelling and restoration of important sites, it will also be important to ensure that the historical values of these sites are respected. While there are no sites identified within the proposed trail corridor, engagement with the Department of Conservation and / or Heritage New Zealand (depending on the tenure) will be important. A discovery protocol will also be important to have in place when physical works occur. The histories associated with this area will provide interesting story telling opportunities for trail users. This include the pre-European histories as well as post. These unique stories provide an additional point of difference to the trail and add further depth to the user experience.	The trail will provide opportunities to showcase the history of the area, including the settlements that it will pass through. As well as sites of interest adjacent to the trail, there will be others which are a short distance away and accessible to trail users. These off trail points of interest can be linked into the trail through wayfinding signage.	The trail will provide opportunities to showcase the history of the area, including the settlements that it will pass through. A good example of this is Motukarara which forms the head of the trail. This is a revitalised railway station that is a key attraction on the trail.

10. Trail Governance and Management

10.1. Proposed Trail Governance Model

A sustainable trail governance and management model is vital to the ongoing success of any trail. The governance model most suitable for a trail reflects the nature of the trail, its tenure, and the trails key partners. While there is a range of trail governance models across the current 23 Great Rides in New Zealand, the majority are governed by a Trust. Most of the trail governance models have strong structural linkages to the local or central government entities that developed the trails. In many cases, the governance models have evolved over time as trails have progressed from a 'development' to 'operational' phase and learnings about effective trail management have been incorporated.

A recent discussion with New Zealand Cycle Trails Inc. about effective trail governance and management identified the following key elements for a well-governed and managed trail:

- A dedicated **Trail Manager** is required to lead the ongoing development and maintenance of the trail. This person will be the face of the trail and have responsibility for trail management.
- An **independent Trust** should be established specifically to govern and manage the trail.
- Key local stakeholders should be represented on the governance entity. The **Trust Chair**, (or other entity), must be committed to the trail and independent from councils or central government.
- Where **mana whenua** have an active interest in the trail, their representation on the governance entity is important.
- There should be clear roles and responsibilities for trail partners that demonstrate a commitment to the long-term funding and support for the trail.

In addition to these points, a range of sustainable funding sources is essential to support the ongoing maintenance of the trails and associated assets. Developing the trails is one thing, but maintaining the trails to grade and in good condition is essential. Quality trails will ensure safe and positive experiences for users and will support positive promotion of the trail and user experience.

It is important to note that effective trail management is more than maintaining the physical asset. Administration, advocacy and proactive marketing, working with trail operators and partner/relationship management are all required.

Any good trail governance and management model needs to enable balanced and positive outcomes for all aspects of trail management and use.

For the proposed trails, the following three separate governance bodies are recommended. This is because there are different communities of interest for each trail, different tenures associated with the trails, and different functions they each serve.

- High-Country Trail Governance
- Plains Trail Governance
- Te Waihora Lakeside Trail Governance.

10.1.1. Recommended Governance Model – High-Country Trail

A collective Trust-based model is recommended for this part of the Waikirikiri Alpine to Sea Trail. The Trust should include representation from key relevant entities and expertise, including the following:

- Selwyn District Council (SDC)
- Landowner representative
- Mana Whenua
- Tourism and marketing
- Financial management
- Recreation (users)
- Community

In addition, the Trust should ensure positive and active relationships with the following groups:

- Department of Conservation
- KiwiRail
- Mana whenua
- Affected landowners
- Local community organisations – i.e. if there is a representative community group in Arthur's Pass, Castle Hill or Coleridge
- Operators and accommodation providers.

Formation of the Trust should be facilitated by SDC once a decision is made to proceed with the trail.

10.1.2. Recommended Governance Model - Plains Trail

As the purpose of this trail is essentially to be a public asset, it is recommended that the trail is developed and maintained by Selwyn District Council (SDC) as a Council asset. The trail will

primarily be in NZTA Waka Kotahi, SDC and KiwiRail tenure and will be linked to existing cycle paths developed and managed by the SDC. This governance model will be similar to the other cycle trail/paths that SDC has already developed and maintains.

10.1.3. Recommended Governance Model - Te Waihora Lakeside Trail

Similar to the High-Country Trail, a Trust-based governance model is recommended for both the East Side and West Side Trails. Given that the development of the East Side Trail is prioritised, especially since it primarily traverses public Council land, SDC should take the lead in its development and management. As the West Side Trail is planned and developed, consideration should be given to a third-party governance model, not led by SDC. This model could involve establishing a new Trust or could be led by one of the established groups active in the area, such as the Waihora Ellesmere Trust (WET), which has been actively advocating for the trail's development and has participated in its planning. WET operates with a conservation and education mandate, and envisions the trail as supporting its efforts by attracting more visitors to appreciate Te Waihora. However, trail development and management represent significant endeavours, and any entity undertaking them will require support from SDC.

Establishing strong relationships with mana whenua, community groups, and government entities is crucial for the successful development and management of the trail. Co-governance, in line with existing agreements, is essential for ensuring that the trail aligns with the interests and values of key groups. Key entities and groups with strong associations to the lake and its surrounding area include:

- Te Rūnanga o Ngāi Tahu
- Te Taumutu Rūnanga
- Wairewa Rūnanga
- Te Waihora Co-Governance Group,
- Effected private landowners
- Waihora Ellesmere Trust
- Ellesmere Sustainable Agriculture Incorporated
- The Department of Conservation
- Te Papa Atawhai
- Selwyn District Council
- Environment Canterbury - Canterbury Regional Council
- Kaunihera Taiao ki Waitaha
- Christchurch City Council
- Project Tāwhaki
- Fish & Game

- Ellesmere Sustainable Agriculture Inc.
- Herenga ā Nuku Aotearoa, the Outdoor Access Commission
- ChristchurchNZ
- Operators and accommodation providers

10.1.4.Trail Management and the Role of Selwyn District Council

All entities involved in the development and management of these trails will require support from SDC. As the primary entity facilitating the trail's development across the district, SDC plays a central role. It's advised that SDC takes proactive steps to facilitate the establishment of governance entities to maximise their chances of success. Additionally, SDC may need to take a lead role in trail development before some of these entities are established and adequately resourced.

Specifically, for the Te Waihora Lakeside Trail and High-Country Trail, SDC should take proactive steps to establish a trail management entity and provide ongoing support for their management. These Trusts should be adequately resourced to effectively maintain and manage the trails before assuming full responsibility.

Considering the significance of these trails, it is advisable for SDC to establish a dedicated trail manager position. This role should primarily focus on ensuring the trails are well-maintained and should foster functional relationships with the trail governance entities, landowners, operators, and marketing stakeholders. Depending on the success of the trails, the responsibility for this role could gradually transition to the trail governance entities over time.

10.2. Branding, Marketing and Promotion

Establishing distinct trail branding will be crucial to enhance the visibility and promotion of the trails and related experiences within the competitive South Island trail market. This market is particularly busy, notably with Grade 2–3 trails. The West Coast Wilderness Trail, Alps 2 Ocean Cycle Trail, the emerging Whale Trail and the Central Otago trails primarily cater to trail users from the North Island.

It is crucial to establish a distinctive name and brand for the trails at the earliest opportunity. This involves steering clear of working or temporary names that may become permanent. Ideally, the name should encapsulate a distinctive feature, experience, or location of the trail that sets it apart. Given existing trails like the Mountains to Sea Ngā Ara Tūhono and Alps 2 Ocean Cycle Trail share generic features with the proposed trails, caution is needed to avoid similar names that could cause confusion. The integration of the rail connection to Arthur’s Pass, making the rail line an active part of the trail experience, presents a unique aspect not found in any other Great Ride.

Given that the Arthur's Pass to Springfield/Christchurch route is expected to be the most sought-after trail for visitors from outside the region, it's crucial to approach its branding separately from the Te Waihora Lakeside Trail. Collaborating with Christchurch NZ and experienced marketers will be essential to devise and bolster a compelling and impactful brand for these trails.

Direct marketing to the local Christchurch market will also be important. The train to trailhead experience from Christchurch provides an easy, accessible and engaging trip to a large local market.

Trail branding and marketing will be important for those sections likely to have a high number of associated operators and businesses, i.e. the High-Country section. The overall success of this trail will be linked to the success of the associated trail 'product' including accommodation, transportation, and food and beverage facilities on the trail. Given the anticipated markets associated with the High-Country section of the trail, marketing will need to be activity targeted out of region and potentially internationally. It is not necessarily the role of the trail governance and management entity to undertake this marketing and promotion, but they should be working closely with Christchurch NZ, KiwiRail and key operators to support their marketing. This can be achieved by ensuring there is good imagery available, and maps, media and packages etc to make the trail as accessible as possible to out-of-region users.

For the Great Rides, word of mouth from friends and family and through online networks is the main way people choose to ride a trail. This is where the trail manager does have an important role to play in marketing as it requires them to ensure the trail is in the best possible shape so that trail users have an experience they are willing to recommend to others. This is not limited to ensuring the trail surface is in good condition, but making sure the trail is clearly marked (both on-trail with good signage and off-trail with maps and a clear website), toilets are clean and key features such as viewpoints have seats and are well maintained.

Developing a **website** for the trails will be important. This website should form the single point of truth for the trails and contain accurate and regularly updated maps, safety information, trail information, potential itineraries, and links to key operators and associated businesses (bike hire, accommodation, food etc). For some of the Great Rides of New Zealand the trail websites are managed by the local Regional Tourism Organisations (RTO), but most are managed by the trail entity itself. Websites are often associated with parallel social media platforms. Developing and maintaining high-quality imagery of the trails is important in communicating the experiences that the trail offers to potential users.

Annual events on the trails are also a great way to increase the visibility of the trail. Whether it is a foot or bike event, they offer another reason for people to visit the area and experience the trail. This can also lead to repeat visitors who may want to return and see more of the trail at a more leisurely pace.

11. Economic Assessment

This Economic Assessment was carried out to compare the projected costs of trail development against the economic benefits, including employment and expenditures, generated by the trails. Ultimately, this assessment delineates the relative benefits accruing to the region and nationally from the development and utilisation of the trails.

This Market Assessment explores the costs and benefits of both the proposed trails through considering the following:

- Inputs into the proposed trails – investment and visitors
- Outputs expected from the proposed trails – visitor spend, health benefits and consumer surplus
- Outcomes the proposed trails deliver – social cost-benefit analysis.

The Market Assessment utilises a cost benefit analysis (CBA) that was carried out by MartinJenkins. The CBA assesses regional and national benefits against the costs of designing, constructing, maintaining and operating the trail. The full CBA report titled 'Waikirikiri Cycle Trail CBA', dated 25 May 2024, is attached in Appendix C – Detailed Market and Economic Assessment.

This section is structured as follows with the two proposed Preferred trails split into four sections due to their highly differing market assessment outcomes:

- Cost Benefit Analysis – Overview
    - Approach to estimating trail user numbers
    - Trail user estimate data and assumptions
- Cost Benefit Analysis Approach
- Market Assessment - Trail One: High-Country Trail
    - High-Country Trail – Trail user projections and length of stay
    - High-Country Trail - Economic assessment
    - High-Country Trail - Increased employment (construction and operations)
- Market Assessment - Trail Two: The Plains Trail
    - Plains Trail - Trail user projections and length of stay
    - Plains Trail - Economic assessment
    - Plains Trail - Increased employment (construction and operations)
- Market Assessment - Trail Three: Te Waihora Lakeside Trail (East Side)
    - Te Waihora Lakeside Trail (East Side) - Trail user projections and length of stay
    - Te Waihora Lakeside Trail (East Side) - Summary of the CBA Economic assessment
    - Te Waihora Lakeside Trail (East Side) - Increased employment (construction and operations)

- Market Assessment - Trail Four: Te Waihora Lakeside Trail (West Side)
    - Te Waihora Lakeside Trail (West Side) Trail user projections and length of stay
    - Te Waihora Lakeside Trail (West Side) Summary of the CBA Economic assessment
    - Te Waihora Lakeside Trail (West Side) Increased employment (construction and operations)
- Market Assessment Summary

11.1. Cost Benefit Analysis – Overview

The cost-benefit analysis (CBA) conducted by MartinJenkins adopts a model established by the Ministry of Business, Innovation & Employment for evaluating applications for funding from the Ngā Haerenga New Zealand Cycle Trails (NZCT) Enhancement and Expansion Fund. This model encompasses a social cost-benefit framework, incorporating benefits derived from visitor activity, health improvements, and consumer surplus. Importantly, the model distinguishes between national and regional benefits.

The assessment timeframe spans 15 years, which is crucial for comprehensively evaluating the longer-term operational benefits associated with the trails.

Furthermore, the CBA model evaluates the relative impacts of two primary user groups: cyclists and walkers.

11.1.1. Approach to Estimating Trail User Numbers

The total number of cyclists and walkers using the proposed trails has been estimated based on existing information and data for comparable cycle trails and Great Walks.

The number of cycling and walking users was estimated for a 'fully-established' trail use scenario. For modelling purposes, we assume this is approximately three years after completion of the full trail, allowing time for use to increase after opening. Appropriate annual growth rates have also been applied.

Data and calculations underpinning the user projections were based on:

1. User volumes and user types on comparable trails – specifically the Alps 2 Ocean Trail
2. Visitor demographics for the area, and for New Zealand cycle trails.
3. Discussions by Roam Consulting with NZCT representatives, trail managers and key South Island trail operators.

11.1.2. Trail User Estimate Data and Assumptions

Trail user estimates are based on the potential markets for the proposed trails and estimates of associated spend. Given the nature of the trails, we have relied heavily on user trends of the existing New Zealand Cycle Trails – Great Rides, specifically those that offer similar experiences and will, therefore, appeal to similar markets. These include the Tasman Great Taste Trail, West Coast Wilderness Trail, the Alps 2 Ocean Cycle Trail and the Otago Central Rail Trail. All of these trails are multi-day easy-intermediate grade South Island rides. Of the four considered, the Alps 2 Ocean Cycle Trail offers the most similar experience to the proposed trails, specifically for the Waikirikiri Alpine to Sea Trail.

Key user activity data for the last 12 months for the Alps 2 Ocean Cycle Trail (A2O) is provided in Table 19:

Table 19: Comparison of key user activity data between Great Rides in general and the Alps 2 Ocean (A2O) Great Ride.

Great Rides 2023/2024	Alps to Ocean (A2O) 2023/2024
71% are visitors	94.7% are visitors
76% of visitors were there for the trail	94.2% were there for the trail
4.3 nights is average stay	7.3 nights is average stay
11% are internationals	28% are internationals
$902 average spend per user	$2,159 Average Spend per user

Source: Great Ride Survey Tool

In addition to comparable trail data, discussions were had with NZCT representatives, trail managers and operators. These provided valuable information on the anticipated user markets, volumes and behaviours.

11.2. Cost Benefit Analysis Approach

The economic assessments for the four trails apply a cost-benefit analysis (CBA) approach to determine the economic and social outcomes of the investment, as recommended by the Treasury[6] and developed for the Ngā Haerenga (Great Ride) Cycle Trail funding applications[7].

The cost-benefit analysis quantifies three types of benefits:

[6] (The Treasury, 2015)

[7] (MartinJenkins, 2017)

- Visitor spending (the GDP component of visitor expenditure)
- Health benefits, and
- Consumer surplus (a measure of the enjoyment or 'utility' trail users gain over and above what they paid to experience the trail).

The costs and benefits of the investment are assessed separately from a regional/district perspective (i.e. Selwyn District and Canterbury Region) and from a national perspective (i.e. New Zealand).

These results are for the base case user projections. The CBA model has also been run at ±25% of these base projections. For more details about how this assessment was conducted, refer to the full report in Appendix C - Detailed Market and Economic Assessment.

11.3. Market Assessment - Trail One: High-Country Trail

This section summarises the Market Assessment and Cost Benefit Analysis for the High-Country Trail section of the Waikirikiri Alpine to Sea Trail Preferred Route shown in Figure 35.

The market assessment assumes that the trail's construction is modelled over three years, starting in 2028/29, to allow sufficient time for resource consents to be granted. It assumes that the construction cost of the trail, $30.843 million, would be funded 50/50 by central and regional funding. The ongoing operation and maintenance of the trail, at $2,300 per kilometre per year, would be funded by the region. At least 50% of users are expected to use rail to start the trail. Most visitors, primarily comprised of out-of-region New Zealand residents, are expected to spend three days on the trail.

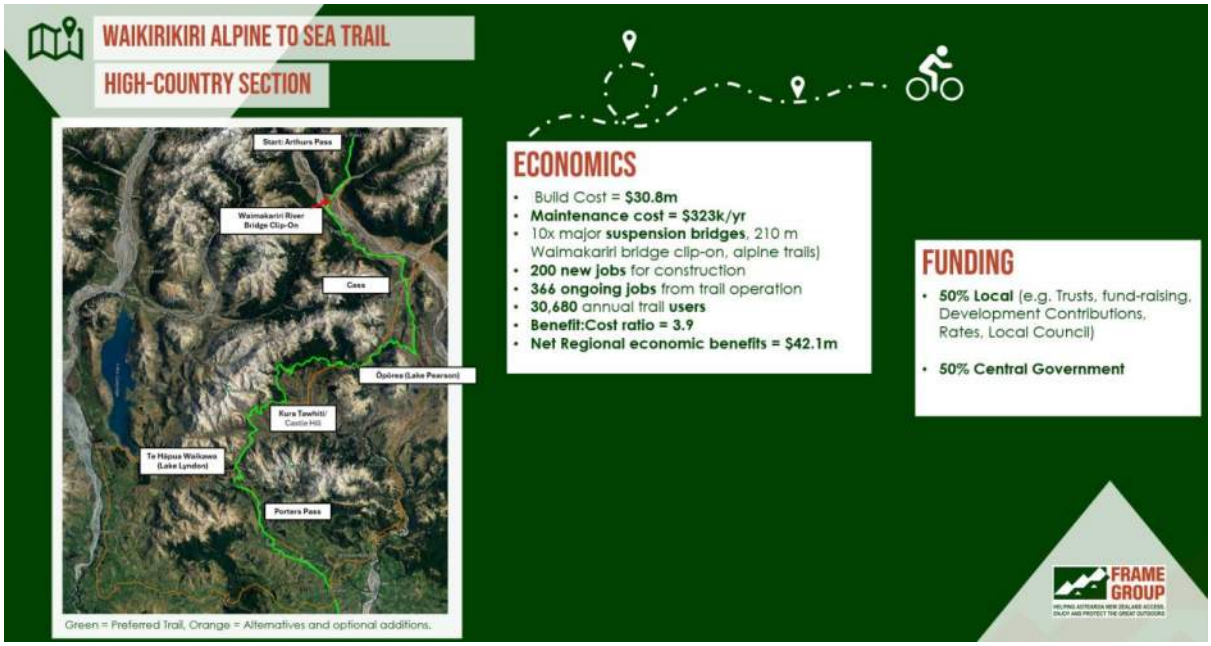


Figure 35 Summary results for the Market Assessment of the preferred High-Country Trail route is shown in Green.

11.3.1. High-Country Trail - Trail User Projections and Length of Stay

It is estimated that, when fully established, the trail will attract about 21,230 cyclists and 9,450 walkers per year (this is with the assumption that the full trail has been completed and operational for about three (3) years). It is expected that the majority of trail users will be multiday visitors from out of the region. The expected breakdown of trail users by type is shown in Table 20. The expected increase in these user numbers over time is shown in Figure 36.

There is currently limited accommodation on the trail, which will constrain user numbers until additional options are developed.

Table 20: High-Country Trail user number estimates.

TRAIL USERS (ANNUAL)	CYCLISTS	WALKERS
Commuters	200	-
Local - single (or part) day	740	650
Local - multi-day	1,250	-
Out of region single-day	170	-
Out of region multi-day	15,770	8,000
International single-day	0	-
International multi-day	3,100	800
TOTAL	**21,230**	**9,450**

Note: "Local users" are those from within the Canterbury Region and Selwyn District.
Estimates assume the trail is fully established i.e. approximately 3 years after construction.

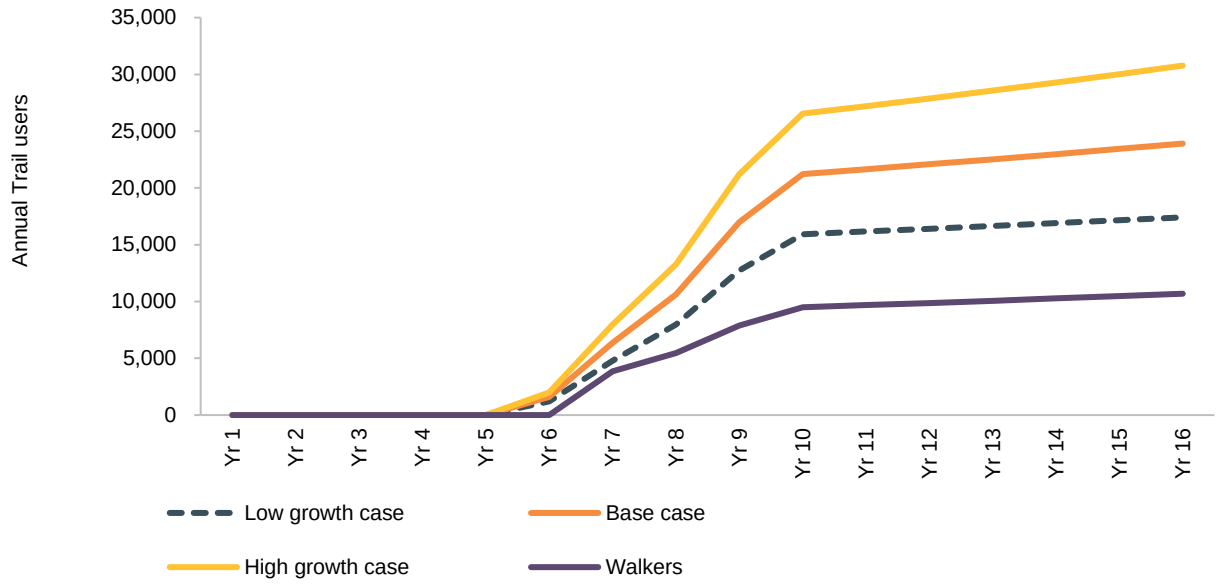


Figure 36 High-Country Trail user projections (Cyclists (Base Case) and Walkers).

11.3.2.High-Country Trail - Economic Assessment

Over the 15-year time period modelled, the total benefits of the High-Country Trail exceed the total costs at both the regional level and the national level.

Table 21 shows that, for the Canterbury Region, the present value of benefits generated by the High-Country Trail is $56.4 million compared with total costs of $14.3 million. The present value of the benefits at the national level, at $50.0 million, is lower than the regional level, as discussed below. Regional benefits are largely attributable to visitor spend whilst national benefits are largely due to consumer surplus. The benefits quantified in the economic model are summarised in Table 22.

Table 21: High-Country Trail Cost-benefit analysis summary.

CBA result metrics	**Regional perspective**	**National perspective**
Total costs $m	$14.293	$28.660
Total benefits $m	$56.423	$50.004
Net economic benefits (NPV) $m	$42.130	$21.344
Benefit to Cost ratio (BCR)	**3.9**	**1.7**
Internal rate of return	42%	16%

Table 22: High-Country Trail Summary of benefits.

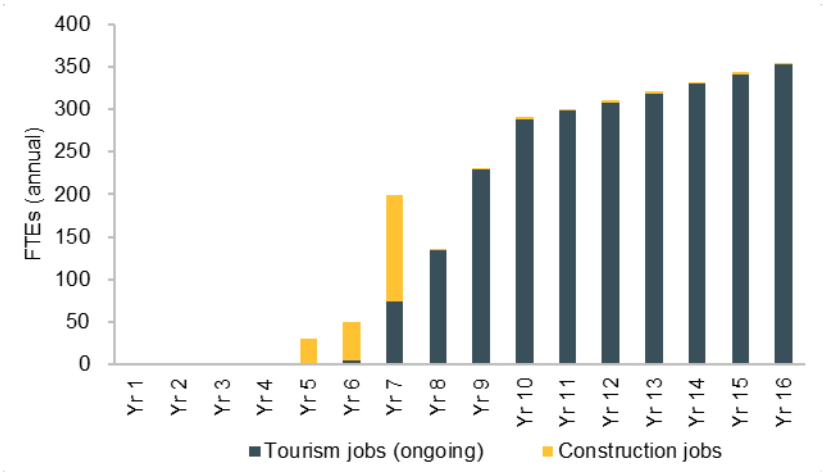
Outcome	Benefit
Visitor expenditure	Additional visitor expenditure will lead to an increase of about $53.855 million to the regional economy in net GDP (profits and wages after tax, in present value terms), or $3.6 million each year. Visitors comprise a large percentage of trail users and spend multiple days on the trail.
Construction and ongoing jobs	The construction of the trail will support an average of 66 jobs over the three-year construction period. The additional visitor expenditure from users riding and walking the High Country Trail will support an average of 366 jobs each year once the trail is fully constructed. This estimate includes direct and indirect impacts of the visitor expenditure. Indirect impacts consider the impacts on local suppliers to support the cycle trail.
Health benefits	At a national level, the trail will encourage increased physical activity and an additional 530,000 kilometres to be ridden annually and an additional 100,000 kilometres to be walked annually, reducing health costs by $8.823 million over 15-years. At a regional level, health costs are expected to decrease by $815,000 over 15-years. Health benefits predominantly arise from the out-of-region domestic multiday trail users (about 87% of the value), who are expected to ride about 450,000 kilometres per year in the first year of the trail being fully established. This considers a displacement factor of 75% to allow for the assumption that riders would have ridden another trail.
Consumer surplus	Nationally, additional users are estimated to derive $31.243 million in consumer surplus over 15-years in present value terms. Regionally, local users are estimated to derive $1.754 million in consumer surplus in present value terms.

Source: MartinJenkins CBA model (Appendix C)

11.3.3. High-Country Trail - Increased Employment (Construction and Operations)

Based on the activity estimates, the High Country Trail will support an average of 66 full time jobs in the region each year of the three-year construction phase. Ongoing employment from additional visitor spending is expected to average about 366 full time jobs each year over the 15-year period once the trail is fully established. The number of jobs resulting from the

increased visitor spending includes both direct and indirect employment impacts. This is a larger number of jobs than would otherwise be expected because of the high average daily spend of visitors. In the low user case, the number of ongoing full time jobs supported is 262. A projection of total jobs (measured in Full-time Equivalent employees (FTEs) per year) for the High-Country trail over time is presented in Figure 37.



Note: The tourism jobs above include direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the initial economic activity flowing through the economy as suppliers are employed and employees spend their incomes.

Figure 37. Projected High-Country Trail Impact on Selwyn District and Canterbury Region employment over time.

11.4. Market Assessment - Trail Two: The Plains Trail

This section summarises the Market Assessment and Cost Benefit Analysis for the Plains Trail section of the Waikirikiri Alpine to Sea Trail Preferred Route shown in Figure 38.



Figure 38 Summary results for the Market Assessment of preferred Plains Trail route is shown in Green.

The Plains Trail is a 98 kilometre trail, starting in Springfield, passing through Sheffield, Darfield, and West Melton before ending in Rolleston or Lincoln. The trail will be a civic trail, with its primary function to connect towns.

Small towns will provide points of interest, while local users are expected to comprise about half of the users. The number of walkers expected is negligible and very few international users are expected.

The trail is expected to be constructed in 2024/25, with the region responsible for 100% of the construction, and ongoing operational and maintenance funding requirements.

11.4.1. Plains Trail - Trail User Projections and Length Of Stay

The expected breakdown of trail users by type is shown in Table 23. The expected increase in these user numbers over time is shown in Figure 39.

Table 23: Plains Trail user number estimates.

Trail users (annual)	Cyclists	Walkers
Commuters	-	-
Local single (or part) day	10,580	4,250
Local multi-day	770	-
Out of region single-day	280	200
Out of region multi-day	7,570	-
International single-day	0	-
International multi-day	750	-
Total	**24,950**	**4,450**

Note: "Local users" are those from within the Canterbury Region and Selwyn District.
Estimates assume the trail is fully established i.e. approximately 3 years after construction.

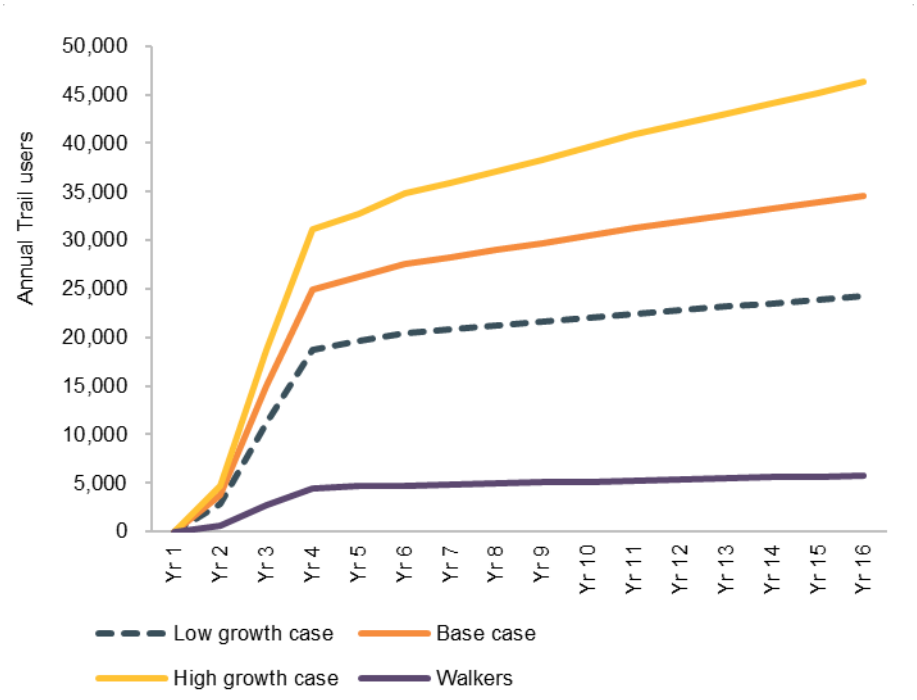


Figure 39: Plains Trail user projections (Cyclists (Base Case) and Walkers).

11.4.2.Plains Trail - Economic Assessment

Over the 15-year time period modelled, the total benefits of the Plains Trail outweigh the total costs at both the district/regional level and at the national level. A large proportion of these benefits are generated by the new commuting cyclist users who generate significant health benefits.

Table 24 shows that, for the Canterbury Region and Selwyn District, the present value of benefits generated by the Plains Trail is $18.950 million compared with total costs of $17.566 million. The benefits at the national level are slightly greater because consumer surplus and health benefits are included for out of region New Zealanders in the national level model.

A second comparison option has also been modelled, whereby the Trail is built using a cheaper hard-packed gravel surface rather than the more expensive asphalt/concrete option. It is assumed that there are no additional benefits from an asphalt/concrete trail compared to a compacted gravel trail (that is, all other underlying assumptions remain constant). The present value of net benefits are positive in both scenarios, albeit only marginally positive in the asphalt option.

Table 24: Cost-benefit analysis summary – Plains Trail.

CBA result metrics	Regional perspective (Asphalt/Concrete Surface)	National perspective (Asphalt/Concrete Surface)	Regional perspective (Cheaper Gravel Surface Option)
Total costs $m	$17.566	$17.566	$9.504
Total benefits $m	$18.950	$19.540	$18.950
Net economic benefits (NPV) $m	$1.384	$1.974	$9.450
Benefit to Cost ratio (BCR)	1.1	1.1	2.0
Internal rate of return	5%	5%	15%

These results are for the base case user projections. The CBA model has also been run at plus and minus 25% of these base projections – the results are provided later in the sensitivity analysis. The benefits quantified in the economic model are summarised in Table 25.

Table 25: *Plains Trail Summary of benefits*

Outcome	Benefit
Visitor expenditure	New activity on the trail is projected to contribute additional visitor expenditure to the region over the 15 year time period modelled (after taking into account displacement effects), contributing about $9.433 million to the regional economy in net GDP (profits and wages after tax, in present value terms) or $0.6 million pa.
Construction and ongoing jobs	The construction of the Plains Trail infrastructure is estimated to support 105 jobs in the first year. Additional visitor expenditure from users riding and walking the Trail will support an average of about 34 jobs each year. This estimate includes both the direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the impacts on local suppliers to support the cycle trail.
Health benefits	At a national level, health benefits provide more than 60% of total trail benefits. Five percent of commuter users are expected to be new to cycling commuting and are the primary source of the health benefits. The Plains Trail will encourage increased physical activity that will improve health outcomes, reducing national health costs by $11.883 million over 15 years. At a regional level, the improved health of local users will reduce health costs by about $8.436 million over the 15-year timeframe. Benefits arise primarily from new commuters.
Consumer surplus	Nationally, additional users attracted to the Plains Trail are estimated to derive $6.587 million in consumer surplus value over 15 years in present value terms. Regionally, local users are estimated to derive $1.082 million in consumer surplus in present value terms.

MartinJenkins CBA model (Appendix C).

11.4.3.Plains Trail - Increased Employment (Construction and Operations)

Based on the activity estimates, the Plains Trail will support 105 full time jobs[8] in the construction phase.

Ongoing employment from additional visitor spending is expected to average about 34 full time jobs each year over the modelled period. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts. A projection of total jobs (measured in Full-time Equivalent employees (FTEs) per year) for the Plains trail over time is presented in Figure 40.

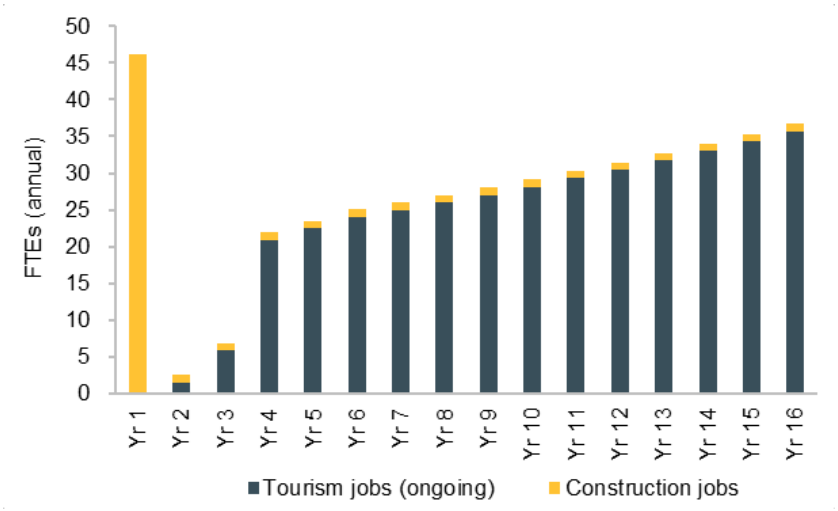


Figure 40. Projected Plains Trail Impact on Selwyn District and Canterbury Region employment over time.

11.5. Market Assessment - Trail Three: East Side Trail (Te Waihora Lakeside Trail)

This section summarises the Market Assessment and Cost Benefit Analysis for the East Side Trail section of the Te Waihora Lakeside Trail Preferred Route shown in Figure 41.

[8] Note: The tourism jobs above include direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the initial economic activity flowing through the economy as suppliers are employed and employees spend their incomes.



Figure 41 Summary results for the Market Assessment of the preferred East Side Trail of the Te Waihora Lakeside Trail shown in Green.

The East Side Trail runs from the Little River Rail Trail and through to the Selwyn Huts, with a side trip from the Huts, and is 56 kilometres in length.

Nearly 70% of users are expected to be locals. Two thirds of users are estimated to be cyclists and the remaining third to be walkers. The trail will predominantly host day-trips but will provide opportunities for environmental and cultural revitalisation, as well as school and education opportunities.

The trail is modelled to be constructed in 2025/26, with the modelling assuming the region will be responsible for 50% of the construction and ongoing operational and maintenance funding requirements and the remaining balance funded nationally.

11.5.1. East Side Trail (Te Waihora Lakeside Trail) - Trail User Projections and Length Of Stay

The expected breakdown of trail users by type is shown in Table 26. The expected increase in these user numbers over time is shown in Figure 42.

Table 26: Trail user estimates for the East Side Trail (Te Waihora Lakeside Trail).

Trail users (annual)	Cyclists	Walkers
Commuters	900	-
Local single (or part) day	10,180	3,750
Local multi-day	920	250
Out of region single-day	-	4,000
Out of region multi-day	3,300	-
International single-day	-	80
International multi-day	160	-
Total	**15,460**	**8,080**

Note: "Local users" are those from within the Canterbury Region and Selwyn District.
Estimates assume the trail is fully established i.e. approximately 3 years after construction.

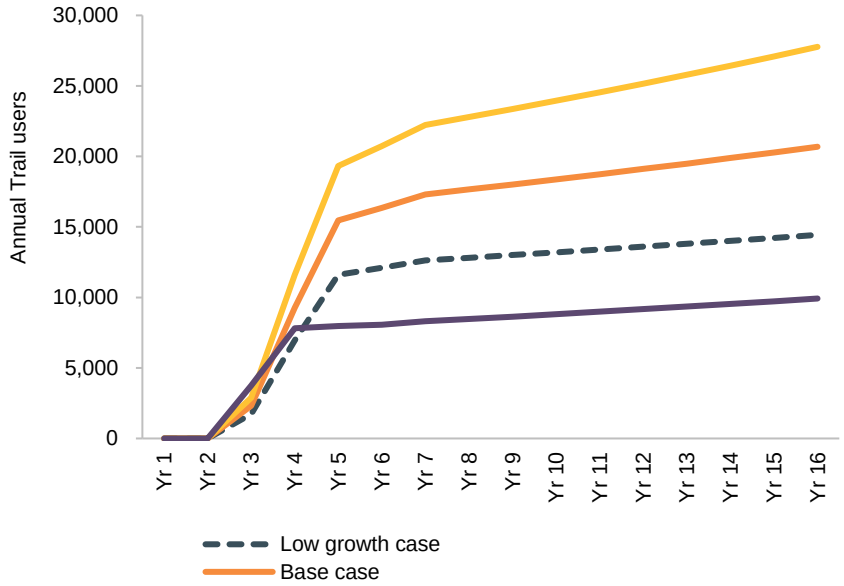


Figure 42: East Side Trail (Te Waihora Lakeside Trail) user projections (Cyclists (Base Case) and Walkers).

11.5.2. East Side Trail (Te Waihora Lakeside Trail) – Economic Assessment

Over the 15-year time period modelled, the total benefits of the East Side Trail of the Te Waihora Lakeside Trail outweigh the total costs at both the regional level and at the national level.

Table 27 shows that, for the Canterbury Region and Selwyn District, the present value of benefits generated by the East Side Trail is $9.6 million compared with total costs of $4.5 million. The benefits at the national level are slightly greater because consumer surplus and

health benefits are included for out of region New Zealanders in the national level model. The benefits quantified in the economic model are summarised in Table 28.

Table 27: Cost-benefit analysis summary for the East Side Trail (Te Waihora Lakeside Trail)

CBA result metrics	Regional perspective	National perspective
Total costs ($m)	$4.472	$8.611
Total benefits ($m)	$9.606	$10.411
Net economic benefits (NPV) $m	**$5.134**	**$1.800**
Benefit to Cost ratio (BCR)	**2.1**	**1.2**
Internal rate of return	**18%**	**7%**

Table 28: East Side Trail (Te Waihora Lakeside Trail) Summary of Benefits.

Outcome	Benefit
Visitor expenditure	New activity is projected to lead to increased visitor expenditure which in turn will lead to an increase in regional net GDP of $2.9 million, or $193,000 each year. The relatively low increase in the value of visitor expenditure is because most of the trail users are locals.
Construction and ongoing jobs	The construction period is projected to support 48 jobs. The ongoing additional visitor expenditure will support an average of 11 jobs per year. This estimate includes direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the impacts on local suppliers to support the cycle trail.
Health benefits	Increased activity will improve health outcomes and reduce national health costs by $6.7 million, or regional health costs by $5.0 million, both over the 15 year horizon.
Consumer surplus	Regional users are estimated to derive $1.6 million in consumer surplus value over 15 years. Nationally, this figure is estimated at $3.6 million.

Source: MartinJenkins CBA model (Appendix C).

11.5.3. East Side Trail (Te Waihora Lakeside Trail)- Increased Employment (Construction and Operations)

In addition to the benefits identified in Table 28, the construction of the trail, and the visitor spending generated by the trail, will create new jobs in the Canterbury region.

Based on the activity estimates, the East Side Trail will support 48 full time jobs in the construction phase.

Ongoing employment from additional visitor spending is expected to average about 11 full time jobs each year over the 15 years modelled. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts. A projection of total jobs (measured in Full-time Equivalent employees (FTEs) per year) for the East Side Trail over time is presented in Figure 43.



Note: The tourism jobs above include direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the initial economic activity flowing through the economy as suppliers are employed and employees spend their incomes.

Figure 43. Projected East Side Trail (Te Waihora Lakeside Trail) Impact on Canterbury Region employment over time.

11.6. Market Assessment - Trail Four: West Side Trail (Te Waihora Lakeside Trail)

This section summarises the Market Assessment and Cost Benefit Analysis for the West Side Trail section of the Te Waihora Lakeside Trail Preferred Route shown in Green in Figure 44.

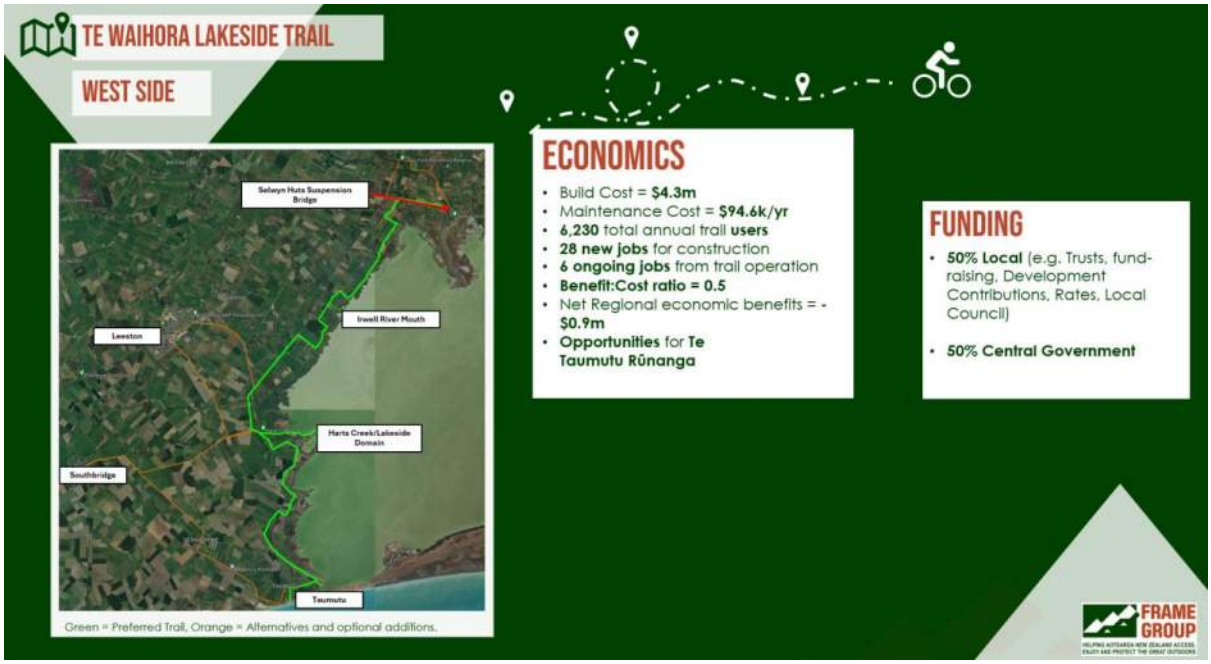


Figure 44 Summary results for the Market Assessment of the preferred West Side Trail section of the Te Waihora Lakeside Trail is shown in Green.

The West Side Trail is a 35-kilometre trail around the west side of Lake Te Waihora/Lake Ellesmere, which will be used primarily by local users. The trail will predominantly host day-trips but will provide opportunities for environmental and cultural revitalisation, as well as school and education opportunities.

This assessment assumes that the trail is will be constructed in 2030/31, with national funding contributing to 50% of the build cost and regional/district funding providing the remaining 50% and the ongoing operating and maintenance costs.

11.6.1. West Side Trail (Te Waihora Lakeside Trail) User Projections and Length Of Stay

The expected breakdown of trail users by type is shown in Table 29. The expected increase in these user numbers over time is shown in Figure 45.

Table 29: Trail user estimates for the West Side Trail (Te Waihora Lakeside Trail).

Trail users (annual)	Cyclists	Walkers
Commuters	-	-
Local single (or part) day	2,110	850
Local multi-day	40	-
Out of region single-day	0	-
Out of region multi-day	1,850	1,200
International single-day	0	-
International multi-day	100	80
Total	**4,100**	**2,130**

Note: "Local users" are those from within the Canterbury Region and Selwyn District.
Estimates assume the trail is fully established i.e. approximately 3 years after construction.

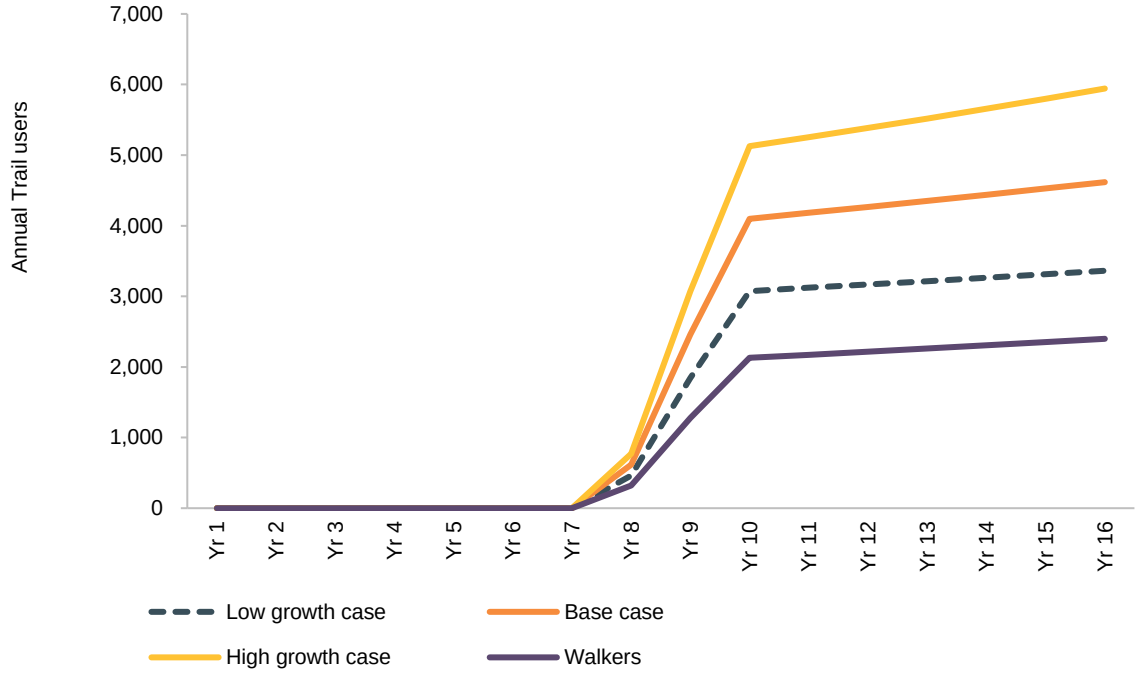


Figure 45: West Side Trail (Te Waihora Lakeside Trail) user projections (Cyclists (Base Case) and Walkers).

11.6.2.West Side Trail (Te Waihora Lakeside Trail) Economic Assessment

Over the 15-year time period modelled, the total benefits of the proposed West Side Trail of the Te Waihora Lakeside Trail are outweighed by the total costs at both the regional level and at the national level.

Table 30 shows that, for the Canterbury Region, the present value of benefits generated by the West Side Trail is $1.05 million compared with total costs of $1.97 million, resulting in a

net-negative regional benefit. The benefits at the national level are slightly greater but not enough to offset the higher costs.

It is not the build cost that is prohibitive, as the cost per kilometre is less than the Te Waihora East trail. Instead, the type and volume of users are not sufficient to derive the necessary benefits to offset the costs. The benefits quantified in the economic model are summarised in Table 31.

Table 30: Cost-benefit analysis summary for the West Side Trail (Te Waihora Lakeside Trail).

CBA result metrics	Regional perspective	National perspective
Total costs $m	$1.966	$3.932
Total benefits $m	$1.049	$1.317
Net economic benefits (NPV) $m	**($0.917)**	**($2.620)**
Benefit to Cost ratio (BCR)	**0.5**	**0.3**
Internal rate of return	**(11%)**	**(17%)**

Table 31: Summary of Benefits of the West Side Trail (Te Waihora Lakeside Trail)

Outcome	Benefit
Visitor expenditure	New activity is projected to lead to an increase in regional net GDP of $967,000 over the 15-year period.
Construction and ongoing jobs	The construction period is projected to support 28 jobs. The ongoing additional visitor expenditure will support an average of 6 jobs per year.
Health benefits	Increased activity will improve health outcomes and reduce national health costs by $642,000 or regional health costs by $60,000.
Consumer surplus	Regional users are estimated to derive $22,000 in consumer surplus value over 15 years. Nationally, this figure is estimated at $607,000.

Source: MartinJenkins CBA model (Appendix C).

11.6.3.Te Waihora Trail (West) - Increased Employment (Construction and Operations)

Based on the activity estimates, the Te Waihora West Trail will support 28 full time jobs in the construction phase.

Ongoing employment from additional visitor spending is expected to average about six full time jobs each year over the 15 years modelled. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts.



Note: The tourism jobs above include direct and indirect impacts of the visitor expenditure. Indirect impacts take into account the initial economic activity flowing through the economy as suppliers are employed and employees spend their incomes.

Figure 46. Projected West Side Trail (Te Waihora Lakeside Trail) Impact on Selwyn District and Canterbury Region employment over time.

11.7. Market Assessment Summary

This Market Assessment utilised a cost benefit analysis (CBA) to determine the relative benefits accruing to the region and nationally from the development and utilisation of the trails. The cost benefit analysis has been carried out based on a model that was developed by MartinJenkins in conjunction with the Ministry of Business, Innovation and Employment (MBIE) for cost benefit analyses of investment in Great Rides (Ngā Haerenga, New Zealand Cycle Trail).

A summary of the results of the CBA and Market Assessment, showing the overall cost/benefit ratios for each trail section, are shown in Figure 35, Figure 38, Figure 41 and Figure 44. A further summary of the economic benefits for each trail is presented in Appendix D – Trail Summary Posters.

12. Significant Issues, Risks and Assumptions

This section outlines the following essential considerations to be addressed for each Trail:

- Significant issues requiring resolution
- Significant risks to manage
- Major assumptions

Resolving these risks and issues is typically mandatory for the development of the associated Trails, and the recommended necessary actions to address each item are presented. It is recommended to assign a Project Manager to each Trail to oversee the resolution of these issues.

12.1. Waikirikiri Alpine to Sea Trail - Significant Issues, Risks and Assumptions

Significant Issues, Risks and Assumptions
Waikirikiri Alpine to Sea Trail – High-Country Trail

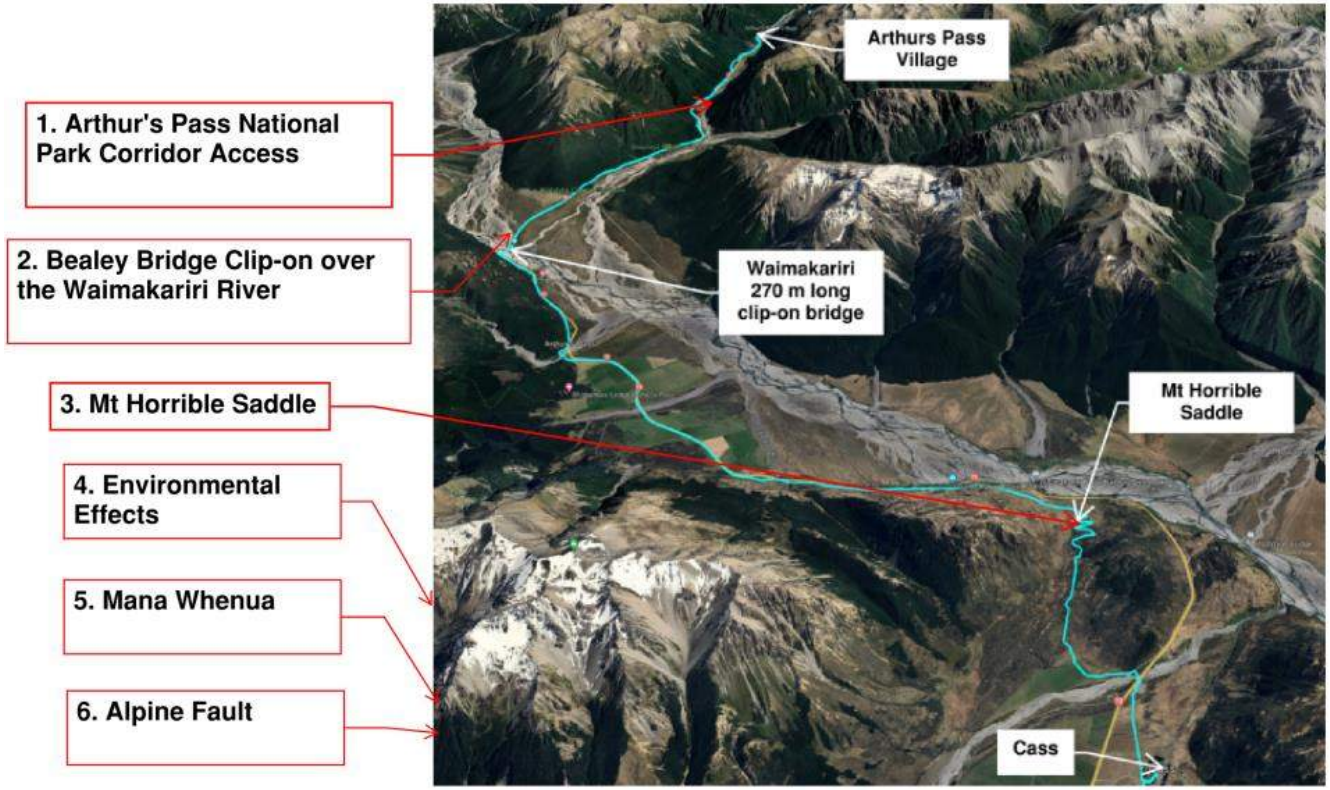


Figure 47 Overview of the Significant Issues, Risks and Assumptions for sections of the High-Country Trail.

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
1	**Arthur's Pass National Park**	Corridor access through Arthur's Pass National Park Conservation Land is required to construct the trail section from Arthur's Pass Village to Klondyke Corner. It is proposed to utilise the old State Highway road bench and alignment, which is very well-suited for the cycle trail because it	Confirm the decommissioned State Highway corridor access designation with the Department of Conservation (DOC) and NZTA Waka Kotahi.

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
	Corridor Access	is wide and already formed. It is not clear from maps if the old State Highway was fully within Conservation Land or had its own public road access corridor. Cycle trails are currently not permitted within Arthur's Pass National Park as per the Arthur's Pass National Park Management Plan (APNPMP). The APNPMP is a statutory document providing for the management of the Park in accordance with the National Parks Act 1980, the General Policy for National Parks (2005) and the Canterbury Conservation Management Strategy 2016 (CCMS). Further explanation is provided in Section 8 - Land Tenure and Engagement. Vegetation clearance of regenerating native beech forest has been established since the closure of the old State Highway, and some earthworks will be required.	If there is public road access, the trail can likely be constructed without further investigation. Coordinate with NZTA Waka Kotahi. If it is Conservation Land, approval for this section of the cycle trail will likely require changes to both the APNPMP and the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful.
2	**Bealey Bridge Clip-on over the Waimakariri River**	This structure is a critical component of the Preferred High-Country Trail route as it provides the vital crossing over the Waimakariri River; and because it represents the biggest cost item ($8M) out of all trail sections. The following issues need to be addressed for this clip-on structure to be achievable: • **Structure Age:** The existing concrete bridge was constructed in the 1930s, and it is almost 100 years old. It is in average condition and is prone to periodic damage during flood events due to the highly dynamic braided riverbed, which has caused foundation piers to scour and slump in the past. The remaining service life of the road bridge is uncertain and is subject to NZTA Waka Kotahi's national replacement programme schedule, and the severity and timing of future damage and degradation. • **Structure Capacity:** The existing bridge has limited load-carrying capacity and cannot support heavy road vehicles, e.g. HPMV trucks, due to the poor condition and strength of the main spans. Therefore, any clip-on structure would have to be attached to the concrete piers. The off-centred loading on the clip-on structure would also have to be counter-balanced by adding mass to the opposite side of the bridge, further adding load to the structure. It is not confirmed if the existing structure had the capacity to support a clip-on structure. A light-weight FRP plastic structure can be used to reduce weight, similar to the example shown in Figure 13 • **Natural Hazards:** The bridge is located very near the Alpine Fault and is susceptible to seismic damage. Flood and scour risks from the Waimakariri River are also exacerbated by climate change.	The following options are available to address the issues associated with this clip-on structure: **Option 1:** Construct the clip-on structure on the existing road bridge. The service life of the existing bridge may be limited, and this may affect the economic feasibility of this option. However, this option does allow this section to be opened sooner, and a replacement cycle trail can still be incorporated into the new road bridge when it is finally constructed (Option 2). **Option 2:** Wait until NZTA Waka Kotahi replaces the existing road bridge and incorporate a cycle/pedestrian lane on to this structure. There are likely considerable cost savings and engineering efficiencies with this option, and funding is likely to come from Central Government. However, the replacement date of the existing bridge is currently uncertain and may prolong the opening of this section of trail. All options require a **Concept Design Study** to be carried out for the clip-on structure. The Concept Design Study would include a capacity assessment of the existing road bridge to support the clip-on, an assessment of the expected remaining life of the road bridge, a preliminary structural design of feasible clip-on

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
		Ideally, the construction of this river crossing would be timed with the road bridge replacement by NZTA Waka Kotahi, when the cycle/pedestrian trail could be incorporated into the new design. Because this timing is unknown, it is safe to assume that this replacement may not happen for approximately 15 years. The significant investment in the clip-on may also not be viable if its assumed service life is relatively short.	structures, a detailed cost estimate, and preliminary structural drawings and concept design summary. This concept design may be carried out immediately to further refine the options for this structure. It should be carried out in close coordination with NZTA Waka Kotahi who own and manage the existing road bridge. **Note:** Until this crossing solution is confirmed, the High-Country Trail may begin at Cass, skipping Arthur's Pass, where the TranzAlpine train can still deliver riders to start their ride.
3	**Mt Horrible Saddle - Access and Safety**	The trail section over the Mt Horrible Saddle is relatively steep and traverses sections of exposed bluffs and other geotechnical hazards that may pose a risk to rider safety. The alignment is through private land and agreement must be gained from the land owner. The downhill section of the route may utilise the existing pylon access road.	Complete preliminary engineering assessments and detailed trail design of this section of the route to fully understand costs, risks, limitations, and opportunities for this relatively difficult section before making final decisions about this route. Liaise with the land owner and pylon access road operator to reach agreement for the proposed alignment. Avoid Conservation Land (Corner Knob And Goldney Hill Government Purpose Reserve and Mt Horrible Conservation Area) if possible to simplify access requirements.
4	**Environmental Effects**	All trail sections for both trails require ecological and environmental considerations to minimise and mitigate negative environmental effects. Trail sections through native vegetation and grasslands are particularly sensitive, and may also provide conservation and restoration opportunities.	Carry out Environmental and Ecological studies as part of trail design. Coordinate with existing conservation groups and DOC throughout the trail design process.
5	**Mana Whenua**	All trails require significant partnership and coordination with mana whenua. The Waikirikiri Alpine to Sea Trail includes many areas of significance for Ngāi Tahu including mahinga kai/food resources and historic routes of travel.	Formal coordination and partnership with mana whenua are required for the development of all trail sections.
6	**Alpine Fault**	The Alpine Fault is one of the largest sources of seismic, or earthquake, hazards in Aotearoa New Zealand. The Alpine Fault is located very near the High-Country Trail sections and has a high probability of rupturing in the next 50 years (i.e. within the Trail's lifetime). Historically, when this fault ruptures, it produces an earthquake of about magnitude 8.0. An Alpine Fault Earthquake could severely damage parts of the trail, including major structures (particularly, the Bealey Bridge Clip-On), via landslides, shaking, subsidence etc.	The likelihood of an Alpine Fault seismic event occurring within the life of the trail needs to be considered in further studies and decision-making. Trail and structure design and positioning should utilise methods to improve seismic resilience e.g. design structures that can

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
		Significant community infrastructure such as transport and water infrastructure, and buildings are likely to be damaged in such an event meaning that trail damage would likely take a long time to fund and repair. Trail users may be endangered during such an event.	withstand earthquakes, and locating trails away from landslide deposit zones. A trail user risk assessment may be carried out to quantify the risk posed to users by such an event (refer to the Department of Conservation for best-practice risk assessment models).

Significant Issues, Risks and Assumptions

Waikirikiri Alpine to Sea Trail – High-Country Trail

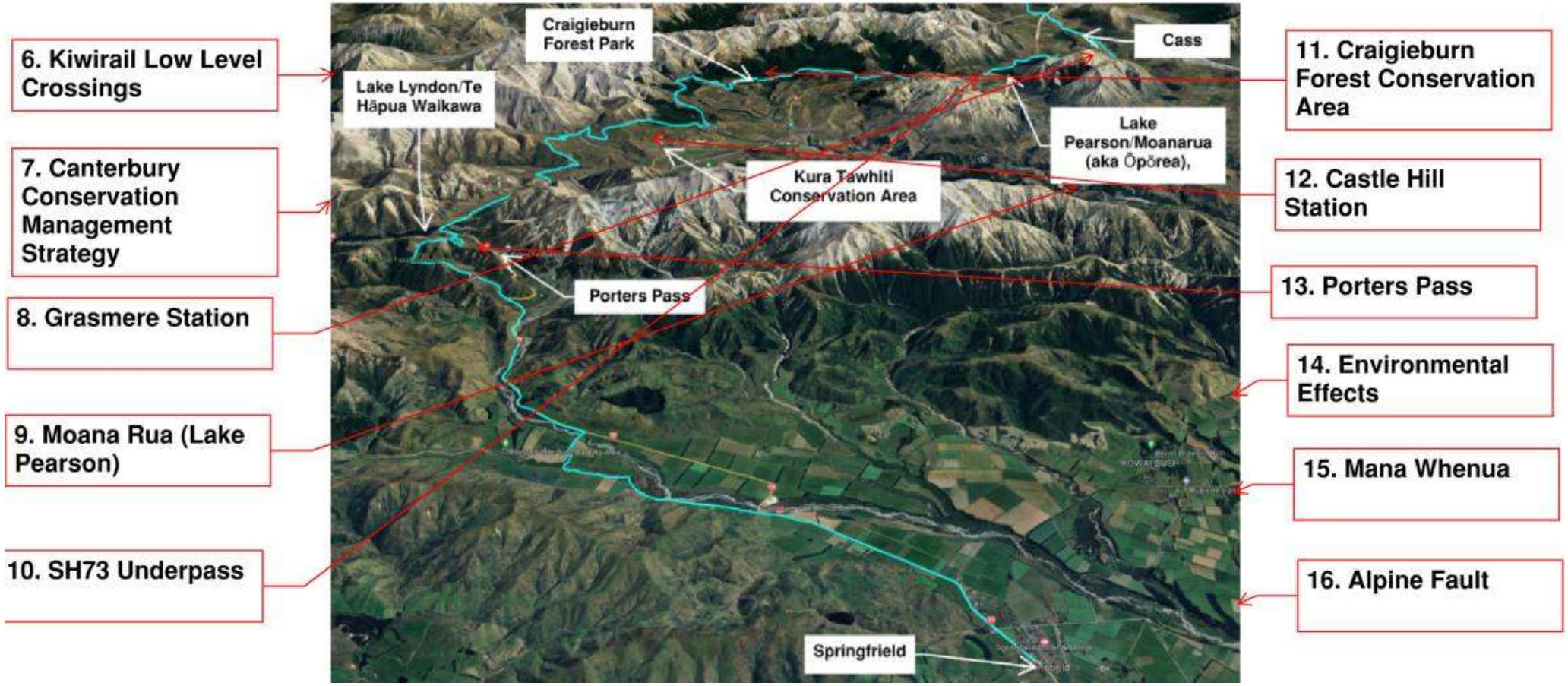


Figure 48 Overview of the Significant Issues, Risks and Assumptions for the lower High-Country Trails.

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
6	**KiwiRail Low-Level Crossings Safety**	The proposed trail uses two low-level railway crossings on Craigieburn Road over the Midland Line (TranzAlpine train). This will effectively change the use of these crossings, with a significantly increased number of users.	Coordinate with KiwiRail and carry out 'Level Crossing Safety Impact Assessments (LCSIA) ' for the increased number of users at the two crossings. The approximate cost per assessment is $15k. Safety upgrades may be required.
7	**Canterbury Conservation Management Strategy**	The Canterbury (Waitaha) Conservation Management Strategy (CMS) 2016 does not currently allow cycle trails on Conservation Land in the Canterbury region (except for the Craigieburn Forest Park). The proposed trail is within Conservation Land at Porters Pass (Korowai/Torlesse Tussocklands Park) and Moana Rua (Lake Pearson). To allow these trail sections to be developed, changes to the CCMS will be required. Further explanation is provided in Section 8 - Land Tenure and Engagement.	Approval for the Porters Pass and Moana Rua sections of the cycle trail will require changes to the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful.
8	**Grasmere Station Corridor Access**	Access through Grasmere Station is required to cross the Purple Hill foothill saddle to Moana Rua (Lake Pearson) from Craigieburn Road. An existing farm road exists, but the trail may have to be separate from this and fenced off to avoid disrupting farm activities.	Coordinate with Grasmere Station owners to reach agreement for this section of trail.
9	**Moana Rua (Lake Pearson) Corridor Access**	The majority of the trail around the lakeside will use existing tracks. However, a new section of trail requires a short length of corridor access through Conservation Land. To allow this trail section to be developed, changes to the CCMS will likely be required.	Approval for the Porters Pass and Moana Rua sections of the cycle trail will require changes to the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful.
10	**SH73 Underpass**	A new Pre-cast concrete culvert underpass is required immediately after Moana Roa (Lake Pearson) for the trail to safely cross from the east to the west side of SH73 without interacting with road traffic.	Coordination with NZTA Waka Kotahi and permission is required as construction will be a major undertaking on the state highway. Lane closures and prolonged traffic control will be required to construct the culvert. Flooding and drainage are to be addressed in the design. Good access is available for construction from SH73.
11	**Craigieburn Forest Conservation Area Corridor Access**	A new trail section is proposed through Craigieburn Forest Park Conservation Land. It is a steady 440 m climb from Lake Pearson/Moana Rua through to Castle Hill Village (over 23 km).	Coordinate with DOC to gain permission for the new trail through Conservation Land. Cycle trails are already allowed for this Conservation Area and access is therefore not likely to be an issue here.
12	**Castle Hill Station**	Access through Castle Hill Station is required to cross between Castle Hill Village and Porter River and to avoid riding immediately beside the busy SH73. The route is relatively remote and	Coordinate with Castle Hill Station owners to reach agreement for this section of trail.

Waikirikiri Alpine to Sea Trail – High-Country Trail			
Item		**Description**	**Required Action**
	Corridor Access	features a steady climb through grassland backpaddocks with active farming operations. An existing farm track exists, but the trail may have to be separate from this and fenced off to avoid disrupting farm activities.	
13	**Porters Pass**	The trail requires a relatively steep 315 m climb from Lake Lyndon/ Te Hāpua Waikawa to Porters Pass high-point (over 2.7 km). This section is situated within the Korowai/Torlesse Tussocklands Park Conservation Land and corridor access is required. Therefore, to allow this trail section to be developed, changes to the CCMS will likely be required.	Approval for the Porters Pass and Moana Rua sections of the cycle trail will require changes to the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful. Complete preliminary engineering assessments and detailed trail design of this section of the route to fully understand costs, risks, limitations, and opportunities for this relatively difficult section before making final decisions about this route.
14	**Environmental Effects**	All tail sections for both trails require ecological and environmental considerations to minimise and mitigate negative environmental effects. Trail sections through native vegetation and grasslands are particularly sensitive, and may also provide conservation and restoration opportunities.	Carry out Environmental and Ecological studies as part of trail design. Coordinate with existing conservation groups and DOC throughout the trail design process.
15	**Mana Whenua**	All trails require significant partnership and coordination with mana whenua. The Waikirikiri Alpine to Sea Trail includes many areas of significance for Ngāi Tahu including mahinga kai/food resources and historic routes of travel.	Formal coordination and partnership with mana whenua are required for the development of all trail sections.
16	**Alpine Fault**	The Alpine Fault is one of the largest sources of seismic, or earthquake, hazards in Aotearoa New Zealand. The Alpine Fault is located very near the High-Country Trail sections and has a high probability of rupturing in the next 50 years (i.e. within the Trail's lifetime). Historically, when this fault ruptures, it produces an earthquake of about magnitude 8.0. An Alpine Fault Earthquake could severely damage parts of the trail, including major structures (particularly, the Bealey Bridge Clip-On), via landslides, shaking, subsidence etc. Significant community infrastructure such as transport and water infrastructure, and buildings are likely to be damaged in such an event meaning that trail damage would likely take a long time to fund and repair. Trail users may be endangered during such an event.	The likelihood of an Alpine Fault seismic event occurring within the life of the trail needs to be considered in further studies and decision-making. Trail and structure design and positioning should utilise methods to improve seismic resilience e.g. design structures that can withstand earthquakes, and locating trails away from landslide deposit zones. A trail user risk assessment may be carried out to quantify the risk posed to users by such an event (refer to the Department of Conservation for best-practice risk assessment models).

Significant Issues, Risks and Assumptions
Waikirikiri Alpine to Sea Trail – Plains Trail

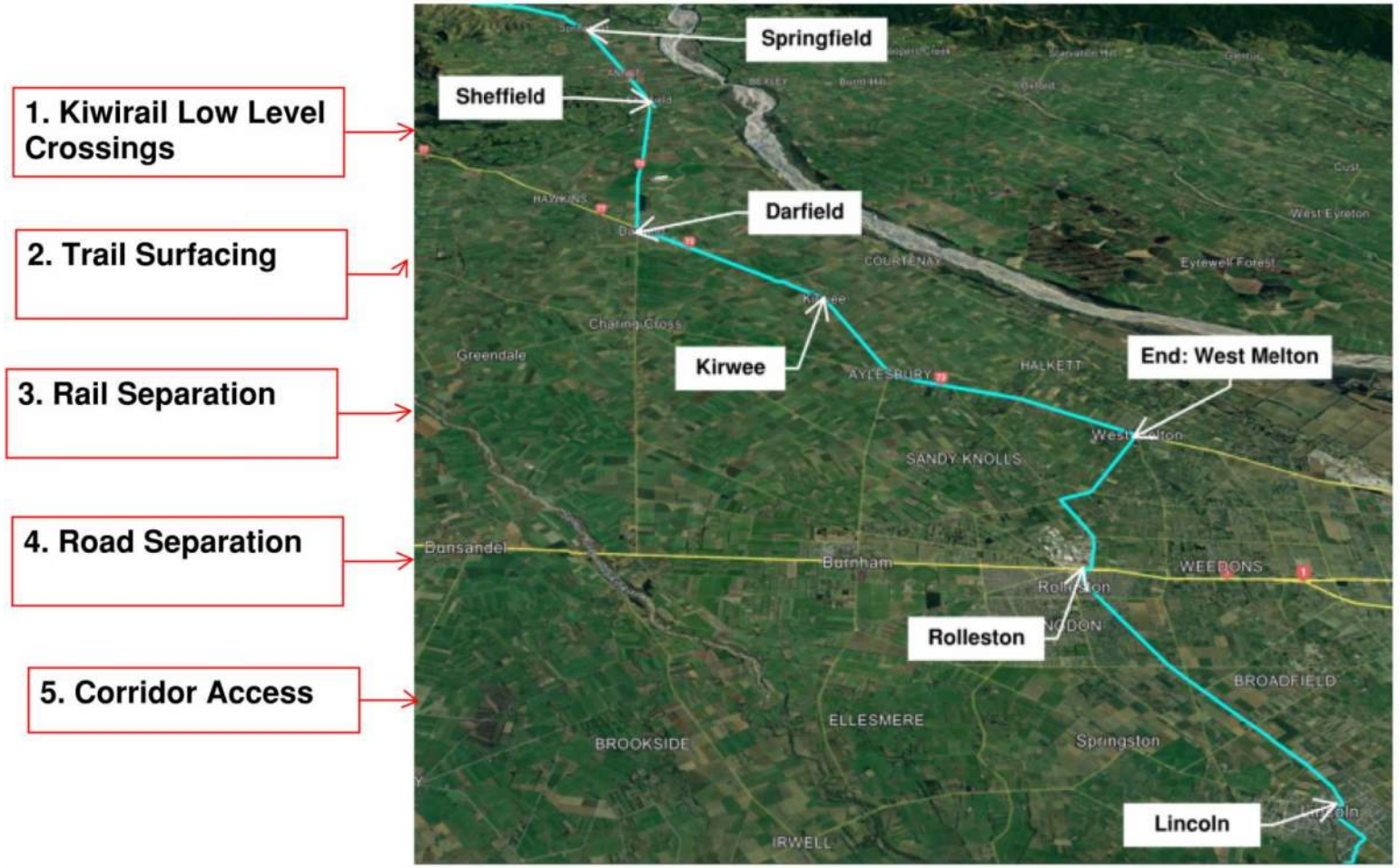


Figure 49 Overview of the Significant Issues, Risks and Assumptions for the Plains Trail.

Waikirikiri Alpine to Sea Trail – Plains Trail			
Item		**Description**	**Required Action**
1	**KiwiRail Low-Level Crossings Safety**	The proposed Plains trail uses three existing low-level railway crossings over the Midland Line (TranzAlpine train). This will effectively change the use of these crossings, with a significantly increased number of users.	Coordinate with KiwiRail and carry out 'Level Crossing Safety Impact Assessments (LCSIA) ' for the increased number of users at the three crossings. The approximate cost per assessment is $15 k. Safety upgrades may be required.
2	**Trail Surfacing**	This Feasibility assumes that the Plains Trail is constructed with hard asphalt or concrete surfaces (as opposed to a gravel surface) to provide a high level of service for users. This hard surface is appropriate given the trail's close proximity to urban populations, high expected user volume, and dual purpose as both recreation and commuter trails. The hard surface will also significantly reduce maintenance costs for the Plains trails and improve trail longevity. Concrete is preferred option over asphalt but becomes prohibitively expensive where concrete truck access is limited i.e. when concrete cannot be delivered to within 100m of the site. Gravel surfacing has been explored and presented in this report for comparison. Cost information for both asphalt/concrete and gravel-surfaced Plains trails are presented in Appendix B - Detailed Route Schedules for further information.	Selwyn District Council to review and decide on their preferred surfacing option for the Plains Trail (asphalt/concrete or gravel). This report recommends that an asphalt/concrete surface is chosen and the Economic Assessment and other sections assume this option.
3	**Rail Separation and Corridor Access**	The Plains Trail often run parallel and close to the KiwiRail Midland Line (TranzApline train) and is to be fully separated from rail traffic where possible for safety and user comfort. A standard minimum separation of 10 m between the centreline of the cycle trail and the railway line will be required and is available in most cases. Where the trail is closer, separation fencing will likely be required. Planting, earthworks, and other natural barriers may also be utilised to separate riders from the rail at the discretion of KiwiRail. The Trail may also sometimes be inside KiwiRail-owned land, and permission will be required for the trail corridor access.	Detailed trail design is required to ensure adequate separation, natural barriers and/or fencing is provided between the new trail and the railway tracks. Coordination with KiwiRail will be required.
4	**Road Separation and Safety**	The Plains Trail often runs parallel and close to SH73 and other local roads and is to be fully separated from road traffic where possible for safety and user comfort. A standard minimum separation of approximately 2 m between the edge of the cycle trail and the edge of the roadway will be required and is available in most cases on the wide, grassed road shoulders. Where the trail is closer, separation fencing will likely be required. Planting, earthworks, and other natural barriers may also be utilised to separate riders from the roadway. Road crossings are to be assessed for safety and improved safety measures will likely be required at these locations. Where required, it is considered safer to cross SH73 within townships where traffic speeds are much lower.	Detailed trail design is required to ensure adequate separation or fencing and other safety measures are provided between the new trail and the SH73 and local roads (including at road crossings). Coordinate with NZTA Waka Kotahi and Selwyn District Council for corridor access and design. Coordinate with private landowners where the trail crosses private vehicle crossings.

Waikirikiri Alpine to Sea Trail – Plains Trail			
Item		**Description**	**Required Action**
		The Plains Trail is generally within public road reserves, and coordination with NZTA Waka Kotahi and SDC will be required for trail corridor access. The trail crosses numerous private vehicle accessways and coordination with these private landowners will be required.	
5	**Corridor Access**	The Plains Trail is entirely within rail or public road reserve and access is therefore relatively straightforward. The trail will cross private vehicle access crossings.	Trail corridor access for the Plains Trail is relatively straightforward. Coordinate trail development with NZTA Waka Kotahi, KiwiRail, and adjacent private landowners.

12.2. Te Waihora Lakeside Trail - Significant Issues, Risks and Assumptions

Significant Issues, Risks and Assumptions
Te Waihora Lakeside Trail – East Side

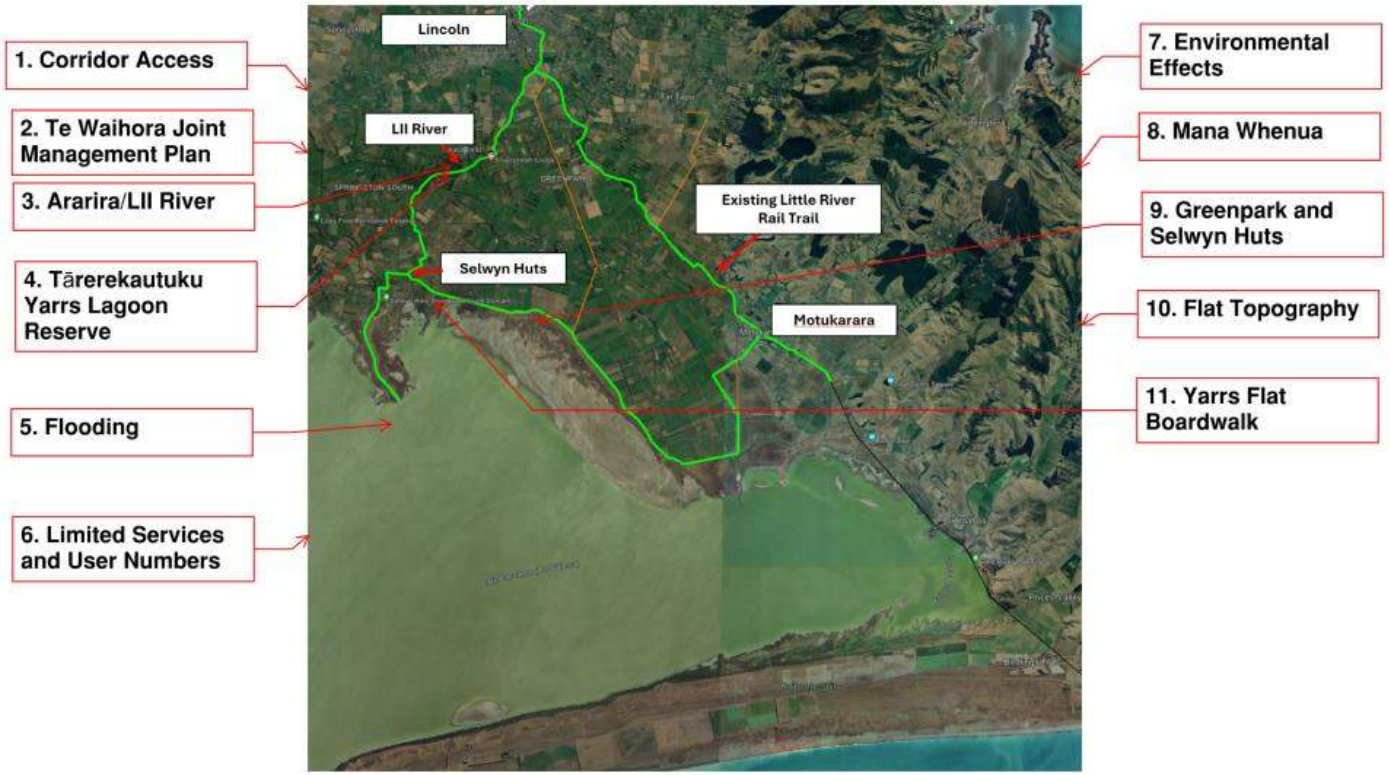


Figure 50 Overview of the Significant Issues, Risks and Assumptions for the East Side Trail.

Te Waihora Lakeside Trail – East Side			
Item		**Description**	**Required Action**
1	**Corridor Access**	The majority of the East Side Trail is through public road reserve or along the existing Little River Rail Trail making corridor access relatively simple and assured without further action required for these sections. The trail traverses Public Road Reserve along the margins of both Greenpark Sands and Yarrs Flat Conservation Land Reserves at the lake edge and do not enter this Conservation Land. Regardless, DOC should be consulted to ensure the trail does not have a negative effect on both of these reserves. Access along the Ararira-LII River is more diverse and includes Local Purpose Reserve, Public Road Reserve, Sanctuary Reserve (Tārerekautuku Yarrs Lagoon Reserve), Private Land, Hydro Parcels, and Conservation Land. If the Ararira-LII River route is not available, an alternative road route along Hudsons Road is available.	Coordinate with the Department of Conservation (DOC) to minimise negative effects on Greenpark Sands and Yarrs Flat Conservation Land Reserves. Coordinate with adjacent landowners where the trail may impact surrounding land. Coordinate with private landowners where access through private land is required. Investigate corridor access options along the Ararira-LII River, including all associated land ownership types. (see Item #3).
2	**Te Waihora Joint Management Plan**	The Te Waihora Joint Management Plan 2005 (TWJMP) is a statutory document and provides for the management of the Te Waihora area in accordance with the Conservation General Policy (2005), the Canterbury Conservation Management Strategy (2016) and the relevant iwi management plans approved by Te Rūnanga o Ngāi Tahu. The East Side Trail avoids Conservation Areas by utilising public road reserves. However, all trail design should be done in accordance with the TWJMP. Further explanation is provided in Section 8 - Land Tenure and Engagement.	Coordinate with DOC and mana whenua for the development of all trail sections at Te Waihora. All trail sections to be in accordance with the TWJMP. Approval for some sections of the East Side Trail may require changes to the TWJMP. If so, this process could take up to 5 years and is not guaranteed to be successful.
3	**Ararira/LII River**	The Ararira/LII River is an important spring-fed tributary of Te Waihora/Lake Ellesmere. The River has experienced significant loss of wetland, freshwater ecosystems and lowland habitat. Water quality is degraded due to high levels of suspended sediment, nutrients (phosphorus) and faecal coliforms. Much of this has been caused by various productive land uses in the catchment and modification of the waterway, wetland and lagoon hydrology for drainage purposes. The Ararira-LII River sections of the trail require access through Local Purpose Reserve, Public Road Reserve, Sanctuary Reserve (Tārerekautuku Yarrs Lagoon Reserve), Private Land, Hydro Parcels, and Conservation Land.	Investigate corridor access options along the Ararira-LII River including all associated land ownership types. Approval for some sections of the East Side Trail along the Ararira/LII River may require changes to the TWJMP. If so, this process could take up to 5 years and is not guaranteed to be successful. Consult with Living Water and other partnerships to discuss trail options and partnership opportunities for the River.

Te Waihora Lakeside Trail – East Side			
Item		**Description**	**Required Action**
		If the Ararira-LII River route is not available, an alternative road route along Hudsons Road is available. Various projects including 'Living Water', a partnership between Fonterra and the Department of Conservation along with Te Taumutu Rūnanga and the local community, are involved with restoration and conservation efforts for this River. There may be opportunities for co-benefits from the trail with these programs.	
4	**Tārerekautuku Yarrs Lagoon Reserve**	Tārerekautuku Yarrs Lagoon is a Conservation Reserve that appears to be held by Selwyn District Council, but as a local work reserve subject to the Public Works Act 1981. It is located on the Ararira/LII River and is one of the largest freshwater wetland habitats remaining in the low plains of the Selwyn District. The Lagoon was formerly an open water body surrounded by a low-lying swamp. Land drainage transformed the open water 'lagoon' into a swamp and marsh wetland habitat. A Draft Reserve Management Plan - Tārerekautuku Yarrs Lagoon Te Mahere Whakahaere 2020 (DRMP) has been prepared by SDC under the Reserves Act 1977 to assist with the ecological restoration and management of Tārerekautuku Yarrs Lagoon. The DRMP appears to be supportive of developing public access here, including cycling, and with specific Polices intended to "Increase public and local community awareness of the reserve" and "Provide suitable public access to the reserve." It also specifically mentions opportunities for cycling, research, restoration, and education development, in-line with some over-arching objectives of the Trails. Various projects including 'Living Water', a partnership between Fonterra and the Department of Conservation along with Te Taumutu Rūnanga, are involved with restoration and conservation of this Reserve. There may be opportunities for co-benefits from the trail for these programs.	Consult the DRMP when considering all trail design options through the Reserve. Changes may be required to the DRMP to allow for a cycle trail through the lagoon. Consult with Living Water and other partnerships to discuss trail options and partnership opportunities for the Reserve.
5	**Flooding**	Flooding is a key risk for all lakeside trails due to the highly fluctuating lake level (natural and man-made lake level changes) and susceptibility to flooding in the area. These effects are exacerbated by ongoing climate change, the local flat topography, and surrounding land-use types. Flood waters can damage the East Side Trail, and their position should be determined in relation to future flood risks.	Carry out flood risk assessments for Te Waihora and the Ararira/LII, Waikirikiri (Selwyn), and Halswell Rivers to determine the expected extent, frequency and severity of future flood events. Flood assessments to include the effects of climate change and predicted future lake management scenarios. Detailed trail design to consider the findings of these flood assessments.

Te Waihora Lakeside Trail – East Side			
Item		**Description**	**Required Action**
		Trail design features such as vegetation planting along trail margins and providing sufficient trail drainage can improve trail resilience against flood damage.	Include trail design features to improve resilience against flood damage e.g. vegetation planting, raised trails, and drainage.
6	**Limited Services and User Numbers**	This area of the lake is relatively isolated and currently inaccessible to a large number of people. Very limited services, such as toilets, accommodation, transport, and shops exist. The Te Waihora Lakeside Trail is expected to have fewer users than the Waikirikiri Alpine to Sea Trail, and unique promotion of the trail is required to target different user groups. The trail is considered more accessible if the full East Side Trail loop is developed allowing a day-trip from Lincoln or beyond without requiring shuttle transport.	Trail design to include provision for services such as rest-stops and toilets. Trail promotion and branding are to be considered a key element of trail development to ensure appropriate user groups are targeted, and user numbers are achieved. After the Trail is completed, private enterprises are expected to provide accommodation and other commercial services (e.g. accommodation, transport, shops).
7	**Environmental Effects**	All trail sections for both trails require ecological and environmental considerations to minimise and mitigate negative environmental effects. Trail sections on lake-side and river-side margins are particularly sensitive, and may also provide conservation and restoration opportunities. Many existing groups including Mana Whenua, Living Water, Waihora Ellesmere Trust (WET), Ellesmere Sustainable Agriculture have interests in local conservation projects.	Carry out Environmental and Ecological studies as part of trail design. Coordinate with existing conservation groups throughout the trail design process.
8	**Mana Whenua**	All trails require significant partnership and coordination with mana whenua. For Ngāi Tahu, Te Waihora has outstanding significance as a tribal taonga, representing a major mahinga kai/food resource and an important source of mana.	Formal coordination and partnership with mana whenua are required for the development of all trail sections.
9	**Greenpark and Selwyn Huts**	There is a current political situation evolving at both of these lakeside communities involving land-use and ownership issues.	Trail decisions are to consider the current political situation at Greenpark and Selwyn Huts.
10	**Flat Topography**	Flat topography makes it difficult to obtain views of the lake on the East Side Trail. The proposed route is situated as close as possible to the lake for an improved user experience while far enough away to minimise flood risk and interference on sensitive lakeside margins.	Detailed trail design to consider the findings of these flood assessments.
11	**Yarrs Flat Boardwalk**	A new 2.2 m wide raised timber boardwalk is required, located along the border of the Yarrs Flat Wildlife Management Reserve in public access Road Reserve. The deck height is to allow for	Detailed design of the boardwalk to include specialist Ecological, Geotechnical, and Hydrological assessments.

Te Waihora Lakeside Trail – East Side			
Item		**Description**	**Required Action**
		fluctuating lake levels and may be submerged and closed during major flood events. The construction and operation of the boardwalk are to minimise the impact on surrounding ecology and wildlife. Poor ground conditions are expected, and specialist Ecological, Geotechnical, and Hydrological assessments will be required as part of the Detailed Design. The high cost ($2.1 M) is due to the long length and location within/near a sensitive environment. Access for construction is good from Wolfes Road end. This boardwalk will be a key feature and attraction of the East Side Trail.	The construction and operation of the boardwalk are to minimise the impact on surrounding ecology and wildlife. Coordinate with DOC due to location near Yarrs Flat Wildlife Management Reserve. Coordinate with adjacent land owners.

Significant Issues, Risks and Assumptions
Te Waihora Lakeside Trail – West Side

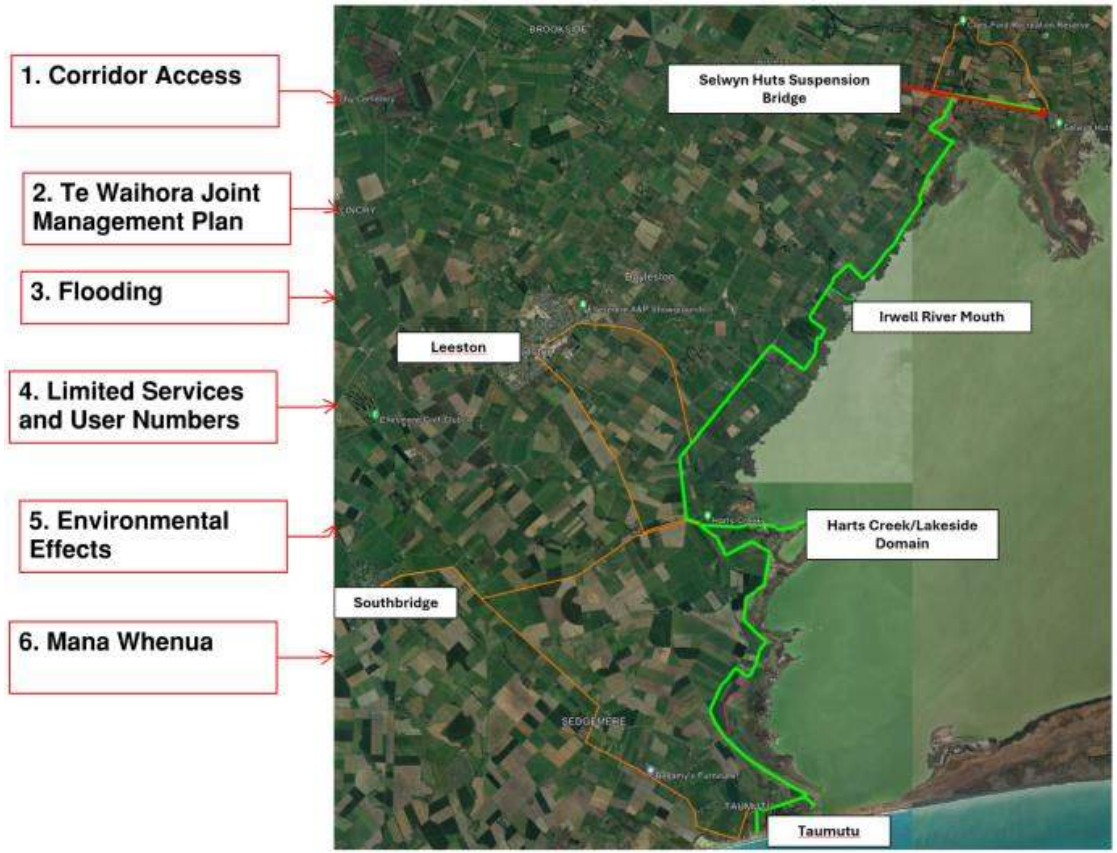


Figure 51 Overview of the Significant Issues, Risks and Assumptions for the West Side Trail.

Te Waihora Lakeside Trail – West Side			
Item		**Description**	**Required Action**
1	**Corridor Access**	The West Side trail requires significantly more private land and Conservation Land access than the East Side trail, making obtaining corridor access more difficult and uncertain.	Coordinate with private landowners where access through private land is required.

Te Waihora Lakeside Trail – West Side			
Item		**Description**	**Required Action**
		The proposed route is situated as close as possible to the lake for an improved user experience while far enough away to minimise flood risk and interference on sensitive lakeside margins. Most trail sections have alternative routes available following the public road corridor if access is not available for these sections. However, these alternative routes are not desirable as they take users away from the lake experience.	Coordinate with adjacent landowners where the trail may impact surrounding land. Coordinate with the Department of Conservation (DOC) to minimise negative effects on Conservation Land and where access is required. All trail sections to be designed in accordance with the Te Waihora Joint Management Plan (refer to item 2 below for further details). Approval for access for the cycle trail will require changes to the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful.
2	**Te Waihora Joint Management Plan**	The Te Waihora Joint Management Plan 2005 (TWJMP) is a statutory document and provides for the management of the Te Waihora area in accordance with the Conservation General Policy (2005), the Canterbury Conservation Management Strategy 2016 and the relevant iwi management plans approved by Te Rūnanga o Ngāi Tahu. The West Side Trail requires significant access through, or around the margins of, Conservation Land. Trail design is therefore required to be done in accordance with the TWJMP. Further explanation is provided in Section 8 - Land Tenure and Engagement.	Coordinate with DOC and mana whenua for the development of all trail sections at Te Waihora. All trail sections to be in accordance with the TWJMP. Approval for sections of the West Side Trail will likely require changes to the TWJMP. This process could take up to 5 years and is not guaranteed to be successful.
3	**Flooding**	Flooding is a key risk for all lakeside trails due to the highly fluctuating lake level (natural and man-made lake level changes) and susceptibility to flooding in the area. These effects are exacerbated by ongoing climate change, the local flat topography, and surrounding land-use types. Flood waters can damage the West Side Trail, and their position should be determined in relation to future flood risks. Trail design features such as vegetation planting along trail margins and providing sufficient trail drainage can improve trail resilience against flood damage.	Carry out flood risk assessments for Te Waihora and the Irwell River to determine the expected extent, frequency and severity of future flood events. Flood assessments to include the effects of climate change and predicted future lake management scenarios. Detailed trail design to consider the findings of these flood assessments. Include trail design features to improve resilience against flood damage e.g. vegetation planting, raised trails, and drainage.

Te Waihora Lakeside Trail – West Side			
Item		**Description**	**Required Action**
4	**Limited Services and User Numbers**	This area of the lake is the most isolated and currently inaccessible to a large number of people. Very limited services, such as toilets, accommodation, transport, and shops exist. The Te Waihora Lakeside Trail is expected to have fewer users than the Waikirikiri Alpine to Sea Trail, and unique promotion of the trail is required to target different user groups. The West Side trail is considered difficult to access and promote compared to all other trail sections due to its geographic isolation. Therefore, the economic case for this Trail is currently more tenuous.	Trail design to include provision for services such as rest-stops and toilets. Trail promotion and branding are to be considered a key element of trail development to ensure appropriate user groups are targeted and user numbers are achieved. After the trail is completed, private enterprises are expected to provide accommodation and other commercial services (e.g. accommodation, transport, shops).
5	**Environmental Effects**	All tail sections for both trails require ecological and environmental considerations to minimise and mitigate negative environmental effects. Trail sections on lake-side and river-side margins are particularly sensitive and may also provide conservation and restoration opportunities. Many existing groups including Mana Whenua, Living Water, Waihora Ellesmere Trust (WET), Ellesmere Sustainable Agriculture have interests in local conservation projects.	Carry out Environmental and Ecological studies as part of trail design. Coordinate with existing conservation groups throughout the trail design process.
6	**Mana Whenua**	All trails require significant partnership and coordination with mana whenua. For Ngāi Tahu, Te Waihora has outstanding significance as a tribal taonga, representing a major mahinga kai/food resource and an important source of mana. Te Taumutu Rūnanga have a marae (Te Pā o Moki) at Taumutu at the end of the proposed West Side Trail.	Formal coordination and partnership with mana whenua are required for the development of all trail sections. Coordination and partnership with Te Taumutu Rūnanga are particularly important for the West Side Trail. Engagement and approval with the other Rūnanga are also required.

13. Recommended Development Stages/Next-Steps

This section provides a suggested development sequence for each trail. It includes the key project milestones in the order that they should be addressed, including stakeholder engagement, planning, construction, etc. Each sequence is fitted to an arbitrary 10-year timeline which can be imagined to fit within a standard Long Term Plan framework. It is expected that the actual development sequence for each trail may vary from this high-level plan e.g. if stages are postponed or accelerated depending on funding availability, development capacity, and planning decisions.

It is recommended that a Cycle Trail Project Manager and Trail Sponsor are assigned to each trail as soon as possible to ensure oversight, continuity, and progression of Trails. These roles would include progressing the project schedules, stakeholder liaison, progressing changes to planning and statutory documents, obtaining corridor access, reporting to Council, procuring detailed design and construction, etc.

A high-level breakdown of a possible 10-year development programme for both the High-Country and Plains sections of the Waikirikiri Alpine to Sea Trail is presented in Table 32. A recommended construction sequence for the Waikirikiri Alpine to Sea Trail is then presented in Table 33. Finally, a high-level breakdown of a possible 10-year development programme for both the East Side and West Side sections of the Te Waihora Lakeside Trail is presented in Table 34. Another high-level schematic of a possible 10-year plan for implementation of all trails is shown in Figure 52 for quick reference.

Table 32 A high-level breakdown of a possible 10-year development programme for both the High-Country and Plains sections of the Waikirikiri Alpine to Sea Trail.

<table>
<tr><th>Year</th><th colspan="2">Waikirikiri Alpine to Sea Trail</th></tr>
<tr><td></td><td>High-Country Trail</td><td>Plains Trail</td></tr>
<tr><td>0</td><td colspan="2">Cycle Trail Project Manager: Selwyn District Council (SDC) should appoint both a Project Manager and Trail Sponsor whose role is to develop and establish both cycle trails. These roles would be public-facing and are required to ensure oversight, continuity, and progression of the Trails. Duties would include progressing this 10-year plan, stakeholder liaison, progressing changes to planning and statutory documents, obtaining corridor access, reporting to Council, procuring detailed design and construction, etc.
Trail Governance: Establish a formal Trail Governance Model for each Trail (Refer to Section 10 – Trail Governance).</td></tr>
<tr><td>1</td><td colspan="2">Mana Whenua: Formal engagement with mana whenua. This is to be on-going throughout the trail development process.
Landowners: Commence formal engagement with affected landowners. This is to be on-going throughout the trail development process.
Community Consultation: On-going formal consultation with affected parties. This is to be ongoing throughout the trail development process.</td></tr>
<tr><td></td><td>Canterbury Conservation Management Strategy 2016 (CCMS): Coordinate with DOC to ensure the proposed trails comply with this document. The CCMS does not currently allow cycle trails on Conservation Land in the Canterbury region (except for the Craigieburn Forest Park). Approval for the Porters Pass and Moana Rua sections of the cycle trail will require changes to the CCMS. The change/approval process could take up to 5 years and is not guaranteed to be successful.
Craigieburn Forest Conservation Area: Coordinate with DOC to gain permission for the new trail through this Conservation Area. Cycle trails are already allowed for this Conservation Area and access is therefore not likely to be an issue here.
Bealey Road Bridge Clip-On (SH73): Complete a Concept Design Study for the proposed clip-on structure. The Concept Design Study would include a capacity assessment of the existing road bridge to support the clip-on, an assessment of the expected remaining life of the road bridge, a preliminary structural design of feasible clip-on structures, a detailed cost estimate, and preliminary structural drawings and concept design summary. Coordinate closely with NZTA Waka Kotahi with regard to their proposed programme and plans for the Bealey Bridge.
Arthur’s Pass National Park Management Plan 2004 (APNPMP): Confirm the decommissioned State Highway corridor access designation with the Department of Conservation (DOC) and NZTA Waka Kotahi. If it is Conservation Land, approval for this section of the cycle trail will likely require changes to both the APNPMP and the CCMS. Coordination with DOC is required. The change/approval process could take up to 5 years and is not guaranteed to be successful.</td><td>NZTA Waka Kotahi: On-going engagement and coordination for trail access permissions and design.
KiwiRail: On-going engagement and coordination for trail access permissions and design.
Specialist Studies: Complete Ecological, Environmental, Archaeological, and Geotechnical studies required to support detailed design.
Detailed Trail Design: for the Plains Trail. This may include concept/preliminary designs for use for engagement and assessment and detailed design, including ground-truthing, trail alignments, sections, structure design, construction detailing, technical specifications, cost estimation, and producing construction drawings and documentation suitable for consenting, tendering, and construction.</td></tr>
</table>

Year	Waikirikiri Alpine to Sea Trail	
	High-Country Trail	**Plains Trail**
2	• **Concept Trail Design:** For the High-Country Trail. Particularly, difficult sections such as Mt Horrible Saddle and Porters Pass. • **Concept Engineering Design:** For Major Structures including suspension bridges and the SH73 Underpass. • **Specialist Studies:** Complete Ecological, Environmental, Archaeological, and Geotechnical studies required to support detailed design.	• **KiwiRail Crossings:** Coordinate with KiwiRail and carry out 'Level Crossing Safety Impact Assessments (LCSIA) ' for the increased number of users at three existing rail crossings. • **Continued Engagement:** With mana whenua, private landowners, NZTA Waka Kotahi, KiwiRail and other affected parties. • **Detailed Trail Design:** for the Plains Trail (Continued from Year 1).
3	• **Corridor Access permissions:** Confirm formal corridor access permission for most High-Country Trail through all affected land ownership types. This will exclude permission through Conservation Land as this will likely require CCMS approval from DOC. Specialist studies and concept designs from Year 2 can be used as reference material for this process. • **Detailed Trail Design:** For High-Country trails suitable for Consenting and Construction. • **Specialist Studies:** Complete Ecological, Environmental, Archaeological, and Geotechnical studies required to support detailed design.	• **Corridor Access permissions:** Confirm formal corridor access permission for all Plains trail sections through all affected land ownership types. • **Planning and Permissions (Plains):** Use detailed Design Plans and specialist studies to apply for required Building Consents and Resource Consents.
4	• **KiwiRail Crossings:** Coordinate with KiwiRail and carry out 'Level Crossing Safety Impact Assessments (LCSIA) ' for the increased number of users at two existing rail crossings. • **Detailed Design (Trails and Structures):** For the High-Country Trail including ground-truthing, trail alignments, sections, structures design, construction detailing, technical specifications, cost estimation, and producing construction drawings and documentation suitable for consenting, tendering, and construction.	• **Trail Construction:** Construct the Plains Trail sections. • **Promotion and Marketing:** Develop promotional material and trail branding.
5	• **Canterbury Conservation Management Strategy (CCMS):** Expect final decision from DOC and any changes to the CCMS to be implemented, if approved. • **Arthur's Pass National Park Management Plan 2004:** Expect final decision from DOC and any changes to this document to be implemented, if approved. • **Corridor Access permissions:** Finalise all formal corridor access permission for all High-Country trail sections including Conservation Land. • **Detailed Design (Trails and Structures):** Continued from Year 4 including detailed design of Major Structures including suspension bridges and the SH73 Underpass. • **Detailed Engineering Design:** of the Bealey Road Bridge Clip-on (depends on the findings of the Concept Design Study).	• **Trail Construction:** Construct the Plains trail sections (continued). • **Promotion and Marketing:** Develop promotional material and trail branding.
6	• **Planning and Permissions (High-Country):** Use detailed Design Plans and specialist studies to apply for required Building Consents and Resource Consents.	• **Trail Operation:** Implement promotional and branding strategies and operate the trail, including ongoing inspection and maintenance. Expect commercial operations and

Year	Waikirikiri Alpine to Sea Trail	
	High-Country Trail	**Plains Trail**
	• **Trail Construction:** Construct the Trail in staggered stages based on usefulness and permissions. The recommended construction sequence is shown in Table 33. • **Promotion and Marketing:** Develop promotional material and trail branding. • **Trail Operation:** Implement promotional and branding strategies and operate the trail, including ongoing inspection and maintenance. Expect commercial operations and community organisations to establish around the trail operation. • **Trail Operations Manager:** Establish this role to oversee the ongoing operation, championing and further development of the High-Country Trail.	community organisations to establish around the trail operation. • **Trail Operations Manager:** Establish this role to oversee the ongoing operation, championing and further development of the Plains trail.
7	• **Trail Construction:** Construct trail sections in staggered stages based on usefulness and permissions. Recommended sequence is shown in Table 33. • **Promotion and Marketing:** Develop promotional material and trail branding. • **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**
8	• **Trail Construction:** Construct trail sections in staggered stages based on usefulness and permissions. Recommended sequence is shown in Table 33. • **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**
9	• **Trail Construction:** Construct trail sections in staggered stages based on usefulness and permissions. Recommended sequence is shown in Table 33. • **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**
10	• **Trail Construction:** Construct trail sections in staggered stages based on usefulness and permissions. Recommended sequence is shown in Table 33. • **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**

Table 33 Recommended construction sequence for the Waikirikiri Alpine to Sea Trail.

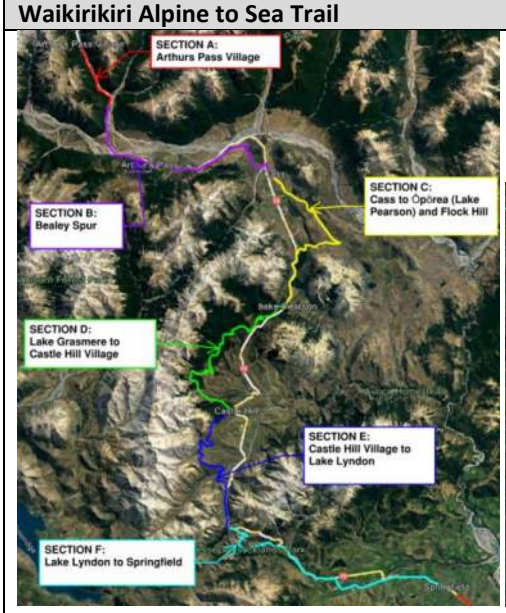
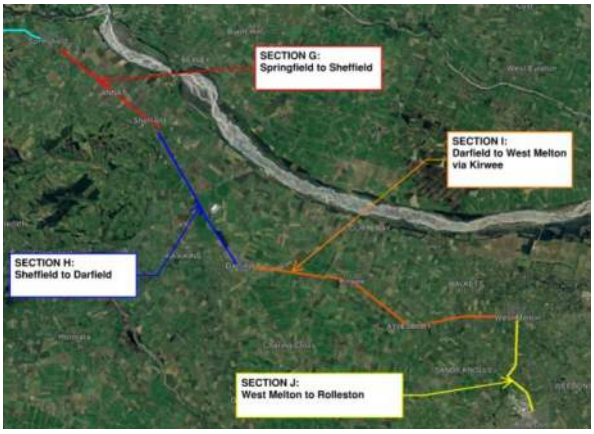
Waikirikiri Alpine to Sea Trail		
 		
Recommended Construction Sequence (Descending)		**Reason for sequence position**
1	**Plains Trails (Sections G, H, I and J)**	Corridor access permission is relatively straight-forward with coordination required primarily with NZTA Waka Kotahi, KiwiRail, and private landowners. Detailed design is also relatively simple with no major structures and few significant risks, issues, and assumptions. No statutory changes are likely required. All sections can be constructed at the same time and will immediately have use between townships and within the wider regional trail network.
2	**Section D: Lake Grasmere To Castle Hill Village** **Section E: Castle Hill Village To Lake Lyndon**	Corridor access permission is relatively straight-forward because this trail section through the Craigieburn Forest Conservation Area is already permissible within the Conservation Management Strategy (CMS). It will have immediate use as part of the existing Craigieburn Forest cycle trail network and is well-serviced from Castle Hill Village. Section E requires only private landowner access permission and is also well-serviced from Castle Hill Village.
3	**Section C: Cass To Ōpōrea (Lake Pearson) And Flock Hill** **Section F: Lake Lyndon To Springfield**	These sections will likely require changes to the CMS for access permission through Conservation Land at Porters Pass (Korowai/Torlesse Tussocklands Park) and Moana Rua (Lake Pearson). This permission may take up to 5 years and is not guaranteed. These sections would allow riders to utilise the TranzAlpine rail to start their ride from Cass, and finish on the Plains Trails – creating the intended multiday/Great Ride experience.
4	**Section A: Arthur's Pass Village** **Section B: Bealey Spur**	These sections will likely requires changes to the CMS and the Arthur's Pass National Park Management Plan (APNPMP) for access permission through Arthur's Pass. They also requires significant investment for the Bealey Road bridge clip-on over the Waimakariri River, and coordination with NZTA Waka Kotahi's plans for the bridge. Riders can start their multi-day journey from Cass before this section is constructed.

Table 34 A high-level breakdown of a possible 10-year development programme for both the East Side and West Side Trails of the Te Waihora Lakeside Trail.

Year	Te Waihora Lakeside Trail	
	East Side Trail	**West Side Trail**
0	• **Cycle Trail Project Manager:** Selwyn District Council (SDC) should appoint both a Project Manager and Trail Sponsor whose role is to develop and establish both cycle trails. These roles would be public-facing and are required to ensure oversight, continuity, and progression of the Trails. Duties would include progressing this 10-year plan, stakeholder liaison, progressing changes to Planning and statutory documents, obtaining corridor access, reporting to Council, procuring detailed design and construction, etc. • **Trail Governance:** Establish a formal Trail Governance Model for each Trail (Refer to Section 10 – Trail Governance).	
1	• **Flood Risk Assessment:** Carry out flood risk assessments for Te Waihora and tributary rivers to determine the expected extent, frequency, and severity of future flood events. The assessments will include the effects of climate change and predicted future lake management scenarios. • **Mana Whenua:** Formal engagement with Mana Whenua. This is to be on-going throughout the trail development process. • **Landowners:** Commence formal engagement with affected landowners. This is to be on-going throughout the trail development process. • **Te Waihora Joint Management Plan:** Start discussions with DOC and other affected parties about complying with, and making appropriate changes to this document. This is to be on-going throughout the trail development process. • **Community Consultation:** Commence formal consultation with affected parties e.g. Te Waihora Co-Governance Group, Te Waihora Ellesmere Trust, Living Water, Ellesmere Sustainable Agriculture, etc. This is to be on-going throughout the trail development process. • **Concept Trail Design:** For the Te Waihora Lakeside Trail. • **Concept Engineering Design:** For Major structures including gathering site information and establishing design parameters and structural forms.	
2	• **Draft Reserve Management Plan - Tārerekautuku Yarrs Lagoon Te Mahere Whakahaere 2020 (DRMP):** Confirm trail design complies with the DRMP, make changes to the DRMP if required. • **Ararira/LII River:** Confirm trail concept design and approvals for the LII River route. If this is not feasible, use the alternative Hudsons Road route. • **Corridor Access permissions:** Confirm formal corridor access permission for all East Side Trail sections through all affected land ownership types. • **Detailed Trail Design** – for the East Side Trail. This may include concept/preliminary designs for use for engagement and assessment and detailed design, including ground-truthing, trail alignments, sections, structure design, construction detailing, technical specifications, cost estimation, and producing construction drawings and documentation suitable for consenting, tendering, and construction. • **Detailed Engineering Design** – Yarrs Flat Boardwalk. • **Specialist Studies:** Complete Ecological, Environmental, Archaeological, and Geotechnical studies required to support detailed design.	• **Continued Engagement:** With mana whenua, private landowners, and other affected parties. Given the complexity of the proposed route, the West Side Trail is expected to require additional consultation.

Year	Te Waihora Lakeside Trail	
	East Side Trail	**West Side Trail**
3	• **Te Waihora Joint Management Plan:** Expect final decision to be made by DOC including formally changing statutory documents, if required. • **Planning and Permissions (East Side):** Use detailed Design Plans and specialist studies to apply for required Building Consents and Resource Consents.	• **Corridor Access permissions:** Confirm formal corridor access permission for all West Side trail sections through all affected land ownership types • **Detailed Trail Design:** for the West Side Trail. • **Detailed Engineering Design:** Waikirikiri (Selwyn) River Suspension Bridge • **Specialist Studies:** Complete Ecological, Environmental, Archaeological, and Geotechnical studies required to support detailed design.
4	• **Promotion and Marketing:** Develop promotional material and trail branding. • **Trail Construction:** Construct trail sections, including Yarrs Flat Boardwalk and other structures.	• **Planning and Permissions (West Side):** Use detailed Design Plans and specialist studies to apply for required Building Consents and Resource Consents. • **Te Waihora Joint Management Plan:** Expect final decision to be made by DOC including formally changing statutory documents, if required.
5	• **Trail Construction (continued):** Construct all trail sections, including Yarrs Flat Boardwalk and other structures • **Promotion and Marketing:** Develop promotional material and trail branding.	• **Trail Construction (continued):** Construct trail sections, including the Waikirikiri (Selwyn) River Suspension Bridge. • **Promotion and Marketing:** Develop promotional material and trail branding.
6	• **Trail Operation:** Implement promotional and branding strategies and operate the trail, including ongoing inspection and maintenance. Expect commercial operations and community organisations to establish around the trail operation. • **Trail Operations Manager:** Establish this role to oversee the ongoing operation, championing and further development of the East Side Trail.	• **Trail Construction:** Construct trail sections, including the Waikirikiri (Selwyn) River Swing Bridge. • **Promotion and Marketing:** Develop promotional material and trail branding.
7	• **Ongoing Operation and Maintenance**	• **Trail Operation:** Implement promotional and branding strategies and operate the trail, including ongoing inspection and maintenance. Expect commercial operations and community organisations to establish around the trail operation. • **Trail Operations Manager:** Establish this role to oversee the ongoing operation, championing and further development of the West Side Trail.
8	• **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**
9	• **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**
10	• **Ongoing Operation and Maintenance**	• **Ongoing Operation and Maintenance**

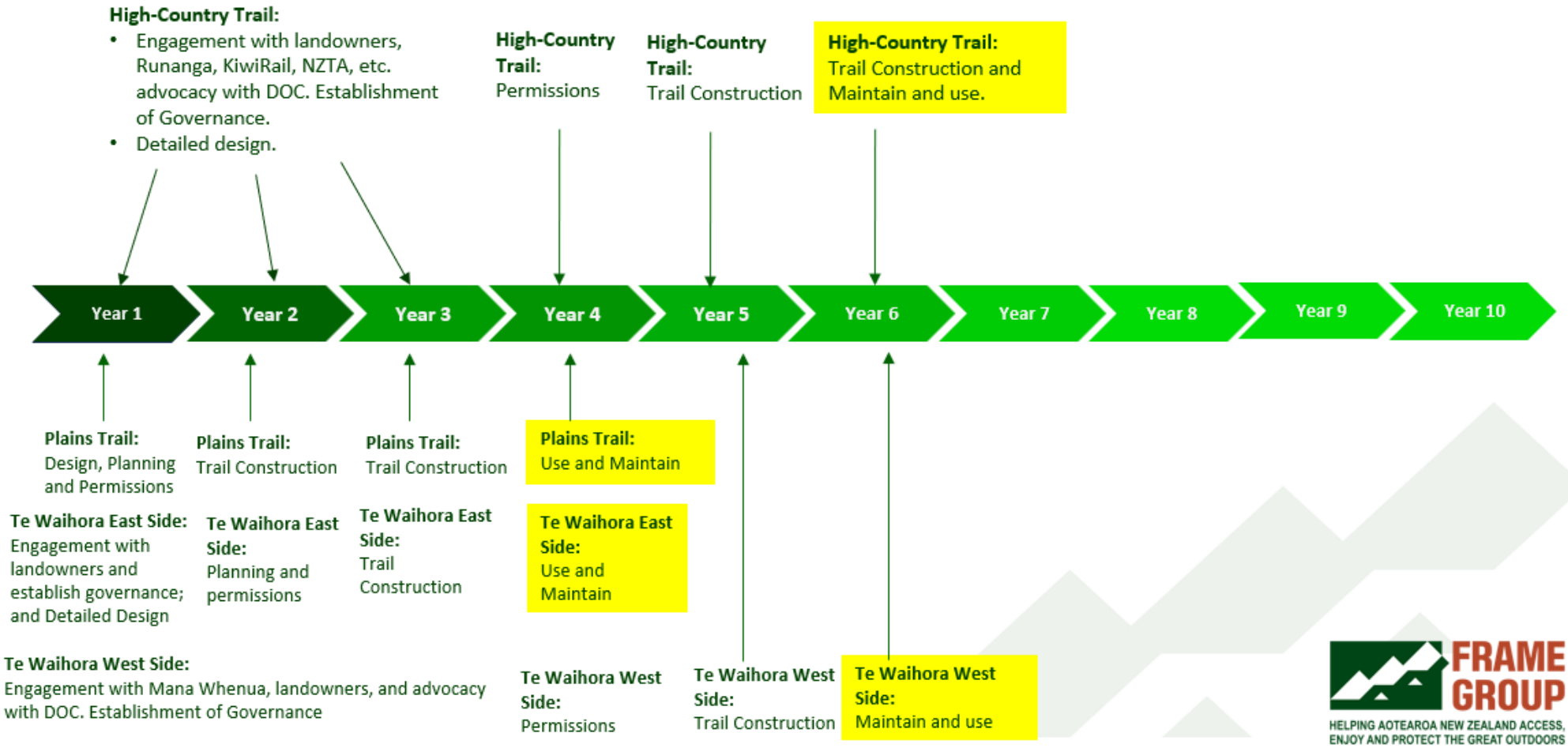


Figure 52 Another high-level schematic of a possible 10-year plan for implementation of all trails. Stages may be postponed depending on funding availability, development capacity, and planning decisions.

Report completed by:



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Senior Engineer/Project Manager
BE(Hons), CPEng Structural, CMEngNZ

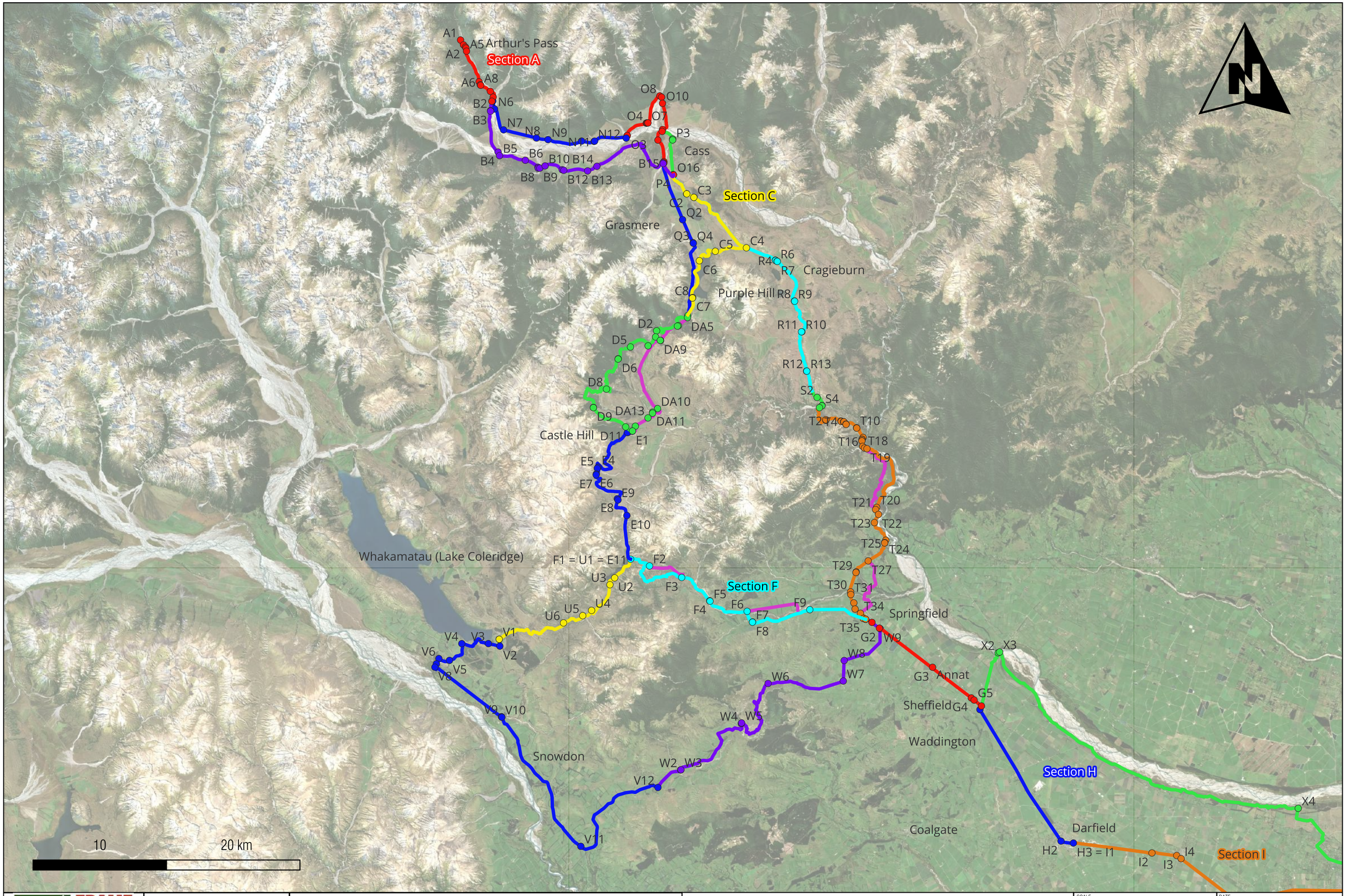
FRAME GROUP

Rowan Sapsford

Planner / Director

ROAM

Appendix A – Route Maps



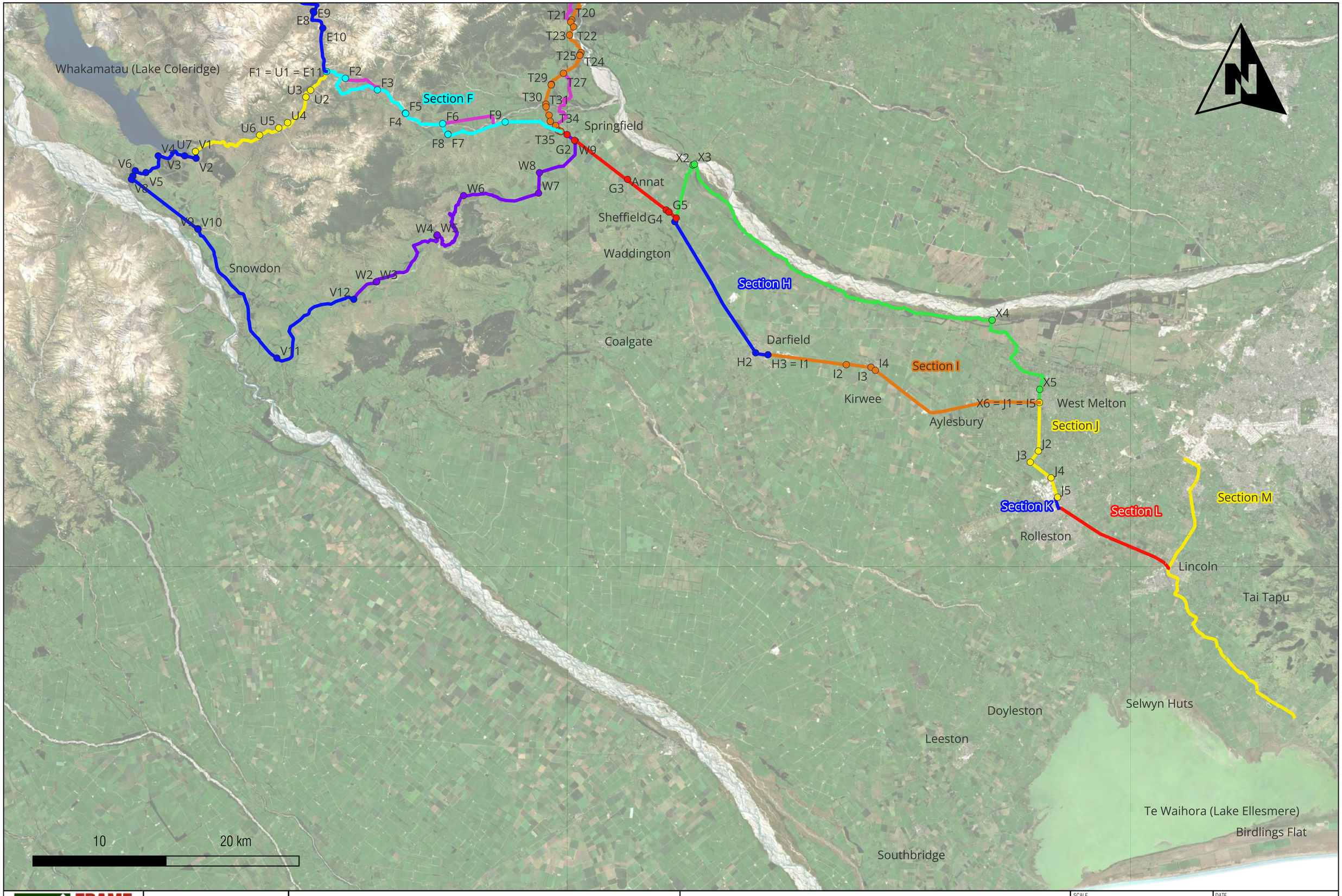
FRAME GROUP
Ph: (09) 638-7221 www.frame.co.nz

Selwyn DISTRICT COUNCIL

WAIKIRIKIRI ALPINE TO SEA TRAIL

OPTIONS MAP

SCALE 1:250000 @ A3			DATE APRIL 2024
DRAWN JR	DESIGNED	APPROVED JP	FGL JOB 23/034
DRAWING PACKAGE VERSION 1. DRAFT / FOR DISCUSSION			DRAWING 23/034-01 REV



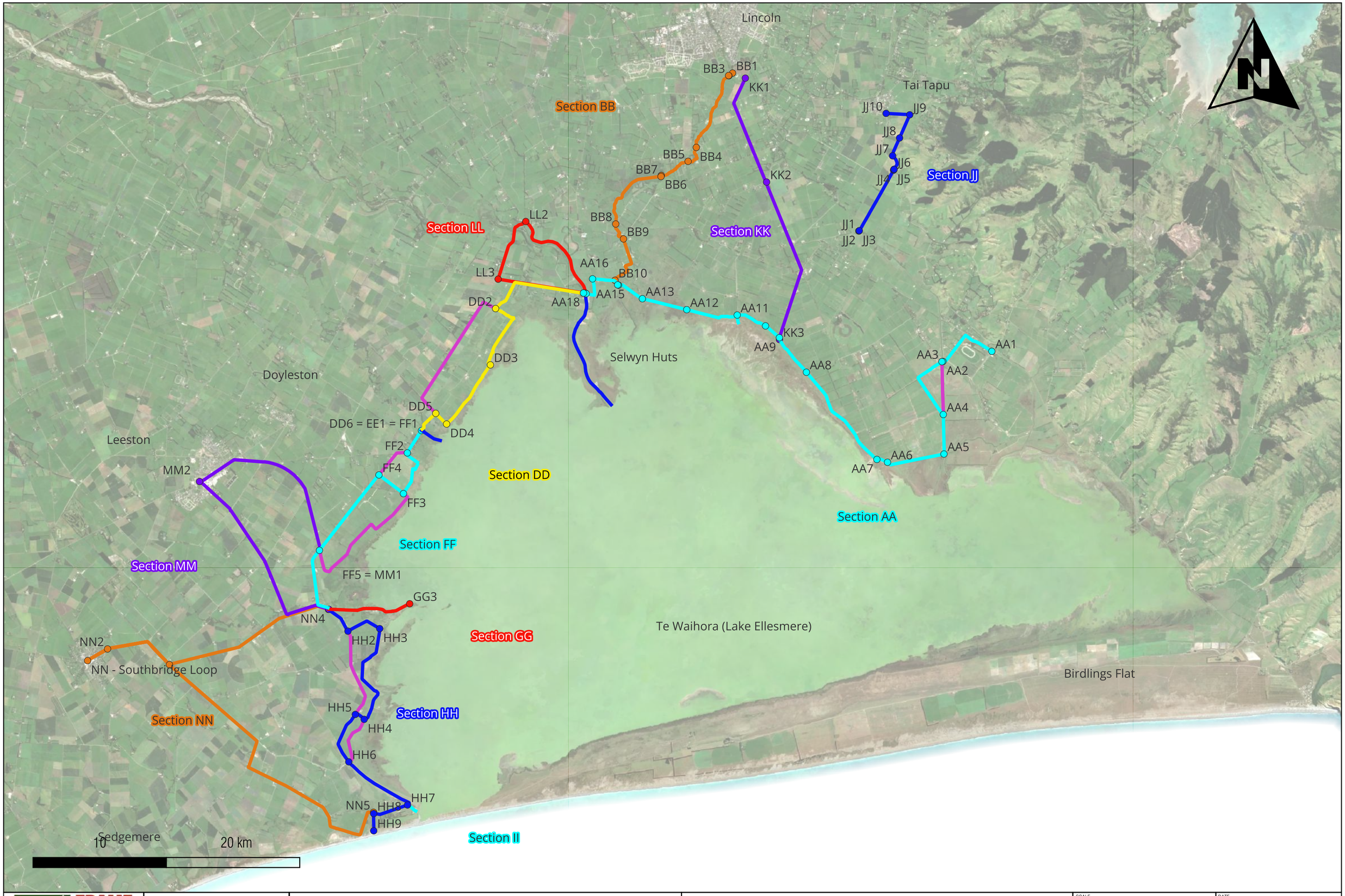
FRAME GROUP
Ph: (09) 638-7221 www.frame.co.nz

Selwyn DISTRICT COUNCIL

WAIKIRIKIRI ALPINE TO SEA TRAIL

OPTIONS MAP

SCALE 1:250000 @ A3			DATE APRIL 2024
DRAWN JR	DESIGNED	APPROVED JP	FGL JOB 23/034
DRAWING PACKAGE VERSION 1. DRAFT / FOR DISCUSSION			DRAWING 23/034-02 REV



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Selwyn DISTRICT COUNCIL

TE WAIHORA LAKESIDE TRAIL

OPTIONS MAP

SCALE 1:100000 @ A3			DATE MAY 2024
DRAWN JR	DESIGNED	APPROVED JP	FGL JOB 23/034
DRAWING PACKAGE VERSION 1. DRAFT / FOR DISCUSSION			DRAWING 23/034-03 REV

Appendix B - Detailed Route Schedules

Disclaimer: These Schedules have been developed for the Cycle Trail Feasibility Study (Frame Group, 2024) as a preliminary assessment of expected costs, characteristics, tenure, risks, opportunities, and parameters for different trail sections. Data is based on preliminary desktop analysis and ground-truthing by the Feasibility Project Team.

The data contained within may contain errors or omissions due to the preliminary nature of this Feasibility Study. Particularly, Land Tenure data is likely to contain errors due to the complexity of certain land parcel boundaries. Cost estimates are based on Frame Group's experience with similar projects and costs are in $NZ as of August 2024. These Schedules are intended to be fully updated with all errors resolved during the Detailed Design of the Trails.

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION A: Arthur's Pass Village											
A1-A2	Arthur's Pass to School Terrace.	20			480	**500**	Start at carpark opposite train station. Existing berm beside SH73. Cross School Terrace at end.	Widen existing hard surface footpath. Paint cycleway lanes on existing road side path for a short section. Form cycleway though vegetation at end to road crossing.	Roadway traffic crossing. Traffic Management.	Road Reserve.	**$90,180**
A2-A3	School Terrace to Rough Creek Bridge.		220			**220**	Cross Rough Creek Road. Existing footpath beside SH73.	Widen existing hard surface footpath.		Road Reserve.	**$34,320**
A3-A4	Rough Creek Bridge.		90			**90**	Use existing pedestrian access on over highway bridge. Concrete beam one lane bridge.	Upgrade barrier.	Inspection of existing pedestrian crossing required. Possibility to widen.	Road Reserve.	**$36,000**
A4-A5	Rough Creek Bridge to existing highway alignment.		250			**250**	Cross Mt Bealey Road after bridge. Existing footpath beside SH73.	Widen existing hard surface footpath.	Road crossing	Road Reserve.	**$39,000**
A5-A6	Existing highway alignment (Old West Coast Road).	2580				**2580**	Climb up to and utilise existing, unused, original highway road (Old West Coast Road) alignment bench.	Form cycleway on existing bench from old highway, vegetation clearance required.	Survey required to find old road location. Possible boundary issues with DOC.	Road Reserve DOC (Arthur's Pass National Park).	**$365,160**
A6-A7	Old West Coast Road to Haplin Creek Bridge.	250				**250**	Steep ground above SH73. Possible old bench, necessary to loose elevation to creek.	Bench new cycleway on vegetated slope with possible retaining wall.	Geotech and Arborist.	Road Reserve DOC (Arthur's Pass National Park).	**$148,250**
A7-A8	Haplin Creek Bridge.	45				**45**	Existing two-lane State Highway bridge at Haplin Creek.	New 50 m suspension bridge upstream of SH bridge.	Geotech, Arborist and Resource Consent.	Road Reserve DOC (Arthur's Pass National Park).	**$300,000**
A8-A9	Haplin Creek Bridge to Klondike Corner.	890				**890**	Climb up to old bench, some open areas, some with vegetation	Bench new cycleway on vegetated slope utilising open areas.	Arborist.	Road Reserve DOC (Arthur's Pass National Park).	**$230,510**
A9-A10	Klondike Corner.	630				**630**	Existing, original (decommissioned) highway road (Old West Coast Road) alignment bench.	Form cycleway on existing bench.	Survey required to find old road location. Possible boundary issues with DOC.	Road Reserve DOC (Arthur's Pass National Park).	**$95,760**
A10-A11	Klondyke Corner to Greyneys Shelter.		320			**320**	Old Coach Road Track: Existing 2m wide aggregate tracks and bridges to Greyneys Shelter (existing shelter and toilet).	Nil. Utilise existing track and infrastructure.		Road Reserve DOC (Arthur's Pass National Park).	**$0**
TOTALS:		**4415**	**880**	**0**	**480**	**5775**					**$1,339,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$268,000**
										GRAND TOTAL:	**$1,607,000**
SECTION B: Bealey Spur											
B1-B2	Greyneys Shelter to Greyneys Creek Bridge.	500	200			**700**	Start at Greyneys Shelter over carpark utilising existing tracks. Follow flat berm adjacent to SH73.	Form new track generally on flat with some up and down, removal of some trees required.	Roadway traffic. Arborist.	DOC Arthurs's Pass National Park. Road Reserve.	**$113,400**
B2-B3	Greyneys Creek Bridge.	40				**40**	New bridge over Greyneys Creek. Recommend away from Highway bridge.	Install new 40 m suspension bridge upstream from existing SH bridge.	Structural design ensuring flood clearances.	DOC Arthurs's Pass National Park.	**$240,000**
B3-B4	Greyneys Creek Bridge to Waimakariri River Bridge.	3050		280		**3330**	Follow SH73 to Arthurs Pass Scenic Lookout area. Initially new benched track through forest until Klondyke Corner Campsite, thereafter is wide open area (Waimakariri Valley). utilise aggregate road at Bealey Bridge over the Waimakariri River.	Form new track on West side of road, generally on flat with some up and down, removal of some trees required. Cyclists would have to cross SH to utilise Klondyke Corner toilet, or install new toilet on West Side of Road.	Roadway traffic. Arborist.	DOC Arthurs's Pass National Park. Road Reserve.	**$749,310**
B4-B5	Bealey Bridge Clip-on over the Waimakariri River - 270 m (SH73)	270				**270**	Long concrete one lane vehicle bridge at SH73.	Install new clip-on cycle/pedestrian bridge to West side of existing structure.	Assessment required of existing structure. Old bridge possibly scheduled to be replaced by NZTA. Critical transport link between East and West Coast.	Road Reserve. NZTA Highway 73.	**$8,000,000**
B5-B6	From South end of Bealey Bridge, pass Bealey Hotel.	1900	55			**1955**	Connect to existing track to Anti Crow Hut. New alignment in bush above SH73. Follow SH73 past The Loft at Bealey Hotel towards Bealey Spur.	Widen existing track up slope to gain height to avoid steep ground next to road. Bench new track on slope before dropping near hotel. In front of Hotel form on road berm.	Upgrade of DOC track, vegetation removal (Arborist). Crossing to hotel for accommodation.	Road Reserve. Private Property (Bealey Hotel); DOC Arthurs's Pass National Park; Conservation Purposes Reserve; State Forest New Zealand	**$385,585**
B6-B7	Bealey Spur.	800	200	200		**1200**	Connect to Pylon track and carpark at Bealey Spur. Utilise pylon access road and public road and carpark at end of section.	Upgrade existing tracks and form new between sections as required.	Liaise with service owners. utilise low level road.	Conservation Purposes Reserve; DOC Conservation Area - Bealey Spur; Road Reserve.	**$121,600**
B7-B8	Bealey Spur to Bruce Stream Bridge.	60				**60**	Steep vegetated area below houses.	Form retained track narrow to 1.5m	Geotech, retaining wall design. Arborist. Bluffs down to road	Road Reserve. Revocation of the Reservation New Zealand Gazette. Conservation Purposes Reserve.	**$150,000**
B8-B9	Bruce Stream Bridge.	95				**95**	New bridge over Bruce Stream to keep away from road.	Install new suspension bridge to connect to pylon track, approx. 65m long.	Geotech, structural design.	Conservation Purposes Reserve. Road Reserve.	**$480,000**
B9-B10	Bruce Stream Bridge to Cora Lynn.	450				**450**	Existing grassed shoulder beside SH73	Form new cycle trail on flat on South side of road on existing grassed shoulder.	Liaise with NZTA for separation distances and possible fenced separation from SH.	Road Reserve.	**$65,280**
B10-B11	Cora Lynn to Broad Stream Bridge.	1450				**1450**	Follow SH73 on flat, existing grassed shoulder beside SH73. Access to Wilderness lodge at Cora Lynn Road.	Form new cycle trail on flat on South side of road on existing grassed shoulder.	Possible to move fence. Roadway traffic. Discussion, concession and agreement with private landowner required. Alternative routes available through Conservation Land at a higher cost.	Road Reserve.	**$209,550**
B11-B12	Broad Stream Bridge.	120				**120**	Existing SH73 one-lane bridge.	Install new suspension bridge on South side of SH bridge, slightly upstream.	Structural design and Resource Consent. Discussion, concession and agreement with private landowner required. Alternative routes available through Conservation Land at a higher cost.	Road Reserve.	**$600,000**
B12-B13	Broad Stream Bridge to start of Mt Horrible.	1820				**1820**	Follow SH73 on flat, existing grassed shoulder beside SH73. Some wet areas requiring drainage.	Form new cycle trail on flat on South side of road on existing grassed shoulder.	Wet, close to road. Roadway traffic. Possible to move fence. Discussion, concession and agreement with private landowner required. Alternative routes available through Conservation Land at a higher cost.	Road Reserve. Wilderness Lodge Arthurs Pass Ltd.	**$251,140**
B13-B14	Towards Mt Horrible.	400	400			**800**	Bluff area.	Cut up and down slope to avoid bluff. utilise access track at both ends.	Rock breaking. Discussion, concession and agreement with private landowner required. Alternative routes available through Conservation Land at a higher cost.	Wilderness Lodge Arthurs Pass Ltd. DOC Conservation Area - Mt Horrible	$111,600
B14-B15	Over Mt Horrible to Cass River.	5300	2500			**7800**	Paddys Bend around Mt Horrible.	Climb Mt Horrible with switchbacks and retaining wall. utilise existing track to come down.	Some private land. Power lines between Mt Horrible and Conshmans Rise. Rock breaking. Difficult to follow SH due to bluffs.	Wilderness Lodge Arthurs Pass Ltd. DOC Conservation Area - Mt Horrible	$2,682,400
B15-B16	Cass River Bridge.	65				**65**	New bridge over Cass River upstream of existing two-way SH road bridge.	Install new 65 m long suspension bridge.	Structural design, flood clearance and Resource Consent. Discussion, concession and agreement with private landowner required. Alternative routes available through Conservation Land at a higher cost.	Wilderness Lodge Arthurs Pass Ltd. University of Canterbury.	$390,000
B16-B17	Cass River Bridge to Cass	300		1200		**1500**	Utilise Cass access road.	Form initial section under true-right abutment of SH bridge and through stockpile yard to Cass access Road. Utilise existing Cass access Road (low traffic volume) up to Cass.	Utilise Cass access road.	Road Reserve.	$38,100
TOTALS:		**16620**	**3355**	**1680**	**0**	**21655**					$14,588,000
(Highlighted segments are options and are not included in totals)											$2,918,000
											$17,506,000

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION A: Arthur's Pass Village																	
A1-A2	Arthur's Pass to School Terrace.	500	1.2	20	20			48		600	100						**$90,180**
A2-A3	School Terrace to Rough Creek Bridge.	220	1.2							264							**$34,320**
A3-A4	Rough Creek Bridge.	90	0.0												90		**$36,000**
A4-A5	Rough Creek Bridge to existing highway alignment.	250	1.2							300							**$39,000**
A5-A6	Existing highway alignment (Old West Coast Road).	2580	2.2	1500	2580			5676									**$365,160**
A6-A7	Old West Coast Road to Haplin Creek Bridge.	250	2.2	250		150	100		550			100					**$148,250**
A7-A8	Haplin Creek Bridge.	45	2.0													300000	**$300,000**
A8-A9	Haplin Creek Bridge to Klondike Corner.	890	2.2	890	445	445			1958								**$230,510**
A9-A10	Klondike Corner.	630	2.2	630	630			1386									**$95,760**
A10-A11	Klondyke Corner to Greyneys Shelter.	320															**$0**
TOTALS:		**5775**		**3290**	**3675**	**595**	**100**	**7110**	**2508**	**1164**	**100**	**100**	**0**	**0**	**90**	**300000**	**$1,339,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$268,000**
																GRAND TOTAL:	**$1,607,000**
SECTION B: Bealey Spur																	
B1-B2	Greyneys Shelter to Greyneys Creek Bridge.	700	2.2	500	500	200		1540									**$113,400**
B2-B3	Greyneys Creek Bridge.	40	2.0													240000	**$240,000**
B3-B4	Greyneys Creek Bridge to Waimakariri River Bridge.	3330	2.2	1200	3330		1200	9966									**$749,310**
B4-B5	Bealey Bridge Clip-on over the Waimakariri River - 270 m (SH73)	270														8000000	**$8,000,000**
B5-B6	From South end of Bealey Bridge, pass Bealey Hotel.	1955	2.2	800	978	0	978	4301									**$385,585**
B6-B7	Bealey Spur.	1200	2.2	800	800			1760									**$121,600**
B7-B8	Bealey Spur to Bruce Stream Bridge.	60	1.5	150			150		225			30	30		60		**$150,000**
B8-B9	Bruce Stream Bridge.	95	2.0													480000	**$480,000**
B9-B10	Bruce Stream Bridge to Cora Lynn.	450	2.2		320				704								**$65,280**
B10-B11	Cora Lynn to Broad Stream Bridge.	1450	2.2		1650			3630									**$209,550**
B11-B12	Broad Stream Bridge.	120														600000	**$600,000**
B12-B13	Broad Stream Bridge to start of Mt Horrible.	1820	2.2		1820			4004								20000	**$251,140**
B13-B14	Towards Mt Horrible.	800	2.2		800			1760								10000	$111,600
B14-B15	Over Mt Horrible to Cass River.	7800	1.5	3000	1560	2340	3900		11700			200	100		1000	50000	$2,682,400
B15-B16	Cass River Bridge.	65	2.0													390000	$390,000
B16-B17	Cass River Bridge to Cass	1500	2.2		300			660									$38,100
TOTALS:		**21655**		**6450**	**12058**	**2540**	**6228**	**27621**	**12629**	**0**	**0**	**230**	**130**	**0**	**1060**	**9790000**	**$14,588,000**
(Highlighted segments are options and are not included in totals)																**Contingency 15%**	**$2,918,000**
																GRAND TOTAL:	**$17,506,000**

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
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Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
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Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION C: Cass to Ōpōrea (Lake Pearson) and Flock Hill											
C1-C2	Cass Station to Rail crossing			1700		**1700**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel Road, level rail crossing at the end (N2)	Some new signage required.	Road Reserve, Railway Land.	**$5,000**
C2-C3	Rail crossing to Lake Sarah			640		**640**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road (low traffic volume) some signage required.	Rail crossing requires level crossing safety impact assessments (lcsia) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve. Midland Railway KiwiRail Corridor.	**$25,000**
C3-C4	Lake Sarah to Rail crossing			5845		**5845**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel Road, level rail crossing at the end (N4)	Rail crossing requires level crossing safety impact assessments (lcsia) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve. Midland Railway KiwiRail Corridor.	**$25,000**
C4-C5	Rail crossing to Ōpōrea (Lake Pearson)	2690				**2690**	Private farm road over saddle used for moving stock.	New gravel path through paddock beside existing farm road. Requires stock separation fencing.	Access permission from Grasmere Station required. Separation from stock required. Can not use existing road due to use for stock movement (new trail required.	Road Reserve, Private Property - Grasmere Station.	**$391,630**
C5-C6	Ōpōrea (Lake Pearson) to Lake Pearson (Moana Rua) Campsite	1570				**1570**	Private farm land adjacent to fenced riparian wetland at top of lake.	New gravel path at fence line at top of Lake Pearson (Moana Rua).	Access permission from Grasmere Station required. Separation from stock required.	Road Reserve, DOC Conservation Area Lake Pearson Moana Rua; Private Property - Grasmere Station.	**$199,390**
C6-C7	Lake Pearson (Moana Rua) Campsite along Western margin of the lake.		1960			**1960**	Existing lakeside trail	Use existing lakeside trail with new signage.	Signage and minor upgrades required.	DOC Conservation Area Lake Pearson Moana Rua; Road Reserve.	**$5,000**
C7-C8	SH 73 Underpass	25				**25**	Trail required to cross SH 73 to avoid Flock Hill and access next sections.	New precast concrete underpass below SH73 to access West side of highway.	Structural design, drainage, construction on the State Highway, suitable crossing point to be identified.	Road Reserve, Flock Hill Holdings, Hydro.	**$600,000**
C8-C9	Moana Rua (Lake Pearson) to Coal Pit Spur Track on West side of SH 73.	1500				**1500**	Gently sloping foothill beside SH 73	New gravel path through grass and tussock land on West shoulder of SH 73. Or on SH grassed shoulder.	Access permission from Flock Hill Station required.	Road Reserve, Private Property -Flock Hill Holdings	**$190,500**
TOTALS:		**5785**	**1960**	**8185**	**0**	**15930**					**$1,442,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$288,000**
											$1,730,000
SECTION D: Lake Grasmere to Castle Hill Village											
D1-D2	Coal Pit Spur Track to Craigieburn Valley Ski Area (road)		4545			**4545**	Use existing Coal Pit Spur Track (Easy Tramping Track) Upgrade required.	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Craigieburn Forest Park (Crown).	**$159,075**
D2-D3	Craigieburn Valley Ski Area Road			475		**475**	Existing road to Craigieburn Valley Ski Area	Utilise existing low-traffic volume road.	Likely gradient issues, landownership and vegetation. Signage required.	DOC Craigieburn Forest Park (Crown).	**$1,000**
D3-D4	Craigieburn Valley Ski Area (road) to Mistletoe Flat Campsite		1260			**1260**	Use existing Sidle 73 Track (Easy Tramping Track). Upgrade required.	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Craigieburn Forest Park (Crown).	**$107,100**
D4-D5	Mistletoe Flat Campsite to Environmental Education Centre		1935			**1935**	Use existing road to education centre.	Use existing low-traffic volume road. Some signage required.	Landownership and vegetation.	DOC Craigieburn Forest Park (Crown).	**$97,750**
D5-D6	Environmental Education Centre to Broken River		2465			**2465**	Use existing Dracophylum Flat Track (Easy Tramping Track). Upgrade required (not ground-truthed).	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Craigieburn Forest Park (Crown), Flock Hill Holdings, University of Canterbury.	**$209,525**
D6-D7	Broken River					**20**	Existing Bridge.	Use existing bridge.	Inspection required to ensure bridge suitable for continued use, some upgrade likely required.	DOC Craigieburn Forest Park (Crown).	**$21,000**
D7-D8	Broken River to Mount Cheeseman Ski Field Road		4575			**4575**	Use existing Dracophylum Flat Track (Easy Tramping Track). Upgrade required (not ground-truthed).	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Craigieburn Forest Park (Crown), DOC Castle Hill Conservation Area	**$388,875**
D8-D9	Mount Cheeseman Ski Field Road to Long Creek		5380			**5380**	Use existing Hogs Back Track (Easy Tramping Track). Upgrade required (not ground-truthed).	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Castle Hill Conservation Area, DOC Craigieburn Forest Park (Crown).	**$457,300**
D9-D10	Long Creek					**20**	Existing Bridge.	Use existing bridge.	Inspection required to ensure bridge suitable for continued use, some upgrade likely required.	DOC Craigieburn Forest Park (Crown)	**$21,000**
D10-D11	Long Creek to Craigieburn Trail / Castle Hill Car Park		3145			**3145**	Use existing Hogs Back Track (Easy Tramping Track). Upgrade required (not ground truthed).	Widening and reroute required. Surfacing makes an expensive option.	Likely gradient issues, landownership and vegetation.	DOC Craigieburn Forest Park (Crown), DOC Castle Hill Conservation Area,	**$267,325**
D11-D12	Craigieburn Trail / Castle Hill Car Park to Castle Hill Village			615		**615**	Existing Castle Hill Drive in Castle Hill Village.	Use existing road.	New signage required.	Road Reserve.	**$2,000**
D4-DA5 Option 1	Coal Pit Spur Track to Flock Hill Station	100				**100**	Manson's Creek adjacent to SH73.	Bench track with 10m timber bridge at road culvert.	Bridge design	Crown Land (State Forest Park).	**$55,790**
DA5-DA6 Option 1	Flock Hill Station	970				**970**	Access to lodge. three pinch points next to road.	Blast rock and bench track, some uphill retaining.	Cross road to lodge, Geotech, rock breaking	Craigieburn State Forest Park. Road Reserve.	**$160,440**
DA6-DA7 Option 1	Craigieburn Stream Bridge	80				**70**	Concrete two lane vehicle bridge at SH73.	Install new suspension bridge upstream of road bridge	Bridge design	Road Reserve.	**$390,000**
DA7-DA8 Option 1	Craigieburn Stream towards Craigieburn Ski access.	1720				**1720**	Undulating ground with trees.	Bench track adjacent to SH73.	Vegetation removal, Arborist.	Crown Land. Road Reserve.	**$321,640**
DA8-DA9 Option 1	SH73 Culvert.	15				**20**	Culvert under SH73.	Install 20m single-span timber glulam bridge over gully.	Bridge design	Crown Land. Road Reserve.	**$200,000**
DA9-DA10 Option 1	Craigieburn Ski to Cave Stream.	6350				**6350**	Generally a flat grass berm. Access Craigieburn and Broken River Ski areas.	Form on flat. Benchone area up and down. Install two culverts at road pipes.		Crown Land. Road Reserve. University of Canterbury. Flock Hill.	**$898,950**
DA10-DA11 Option 1	Cave Stream to Broken River	980				**980**	Slope area with road cut. Cave Stream on opposite side.	Cut down slope.	Land encroachment maybe required. Cross road to Cave Stream.	University of Canterbury. Road Reserve.	**$183,260**
DA11-DA12 Option 1	Broken River Bridge	80				**80**	Concrete two lane vehicle bridge at SH73.	Install new suspension bridge upstream of road bridge	Bridge design	Road Reserve.	**$450,000**
DA12-DA13 Option 1	Mt Cheeseman	700				**700**	Sloping area, access to Mt Cheeseman.	Cut down slope.	Land encroachment maybe required.	Road Reserve. Crown Land.	**$118,900**
DA13-DA14 Option 1	Mt Cheeseman to Castle Hill Village.	1130				**1130**	Generally a flat grass berm.	Form on flat.	Need to move fence.	Road Reserve. Undisclosed owner.	**$143,510**
DA14-DA15 Option 1	Enter Castle Hill Village.	570				**570**	Toilet etc in Castle Hill Village. Generally flat grass adjacent to SH73.	Cut down slope and continue along flat to village.		Road Reserve, Selwyn District Council.	**$86,840**
Option 1	**Sub Totals**										$1,009,330
TOTALS:		**0**	**23305**	**1090**	**0**	**24435**					$1,731,950
(Highlighted segments are options and are not included in totals)										**Contingency 20%**	**$346,000**
										GRAND TOTAL:	**$2,078,000**

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION C: Cass to Ōpōrea (Lake Pearson) and Flock Hill																	
C1-C2	Cass Station to Rail crossing	1700														5000	**$5,000**
C2-C3	Rail crossing to Lake Sarah	640														25000	**$25,000**
C3-C4	Lake Sarah to Rail crossing	5845														25000	**$25,000**
C4-C5	Rail crossing to Ōpōrea (Lake Pearson)	2690	2.2		2690			5918								50000	**$391,630**
C5-C6	Ōpōrea (Lake Pearson) to Lake Pearson (Moana Rua) Campsite	1570	2.2		1570			3454									**$199,390**
C6-C7	Lake Pearson (Moana Rua) Campsite along Western margin of the lake.	1960														5000	**$5,000**
C7-C8	SH 73 Underpass	25														600000	**$600,000**
C8-C9	Moana Rua (Lake Pearson) to Coal Pit Spur Track on West side of SH 73.	1500	2.2		1500			3300									**$190,500**
TOTALS:		**10875**		**0**	**5760**	**0**	**0**	**12672**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**710000**	**$1,442,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$288,000**
																GRAND TOTAL:	**$1,730,000**
SECTION D: Lake Grasmere to Castle Hill Village																	
D1-D2	Coal Pit Spur Track to Craigieburn Valley Ski Area (road)	4545	1.0					4545									**$159,075**
D2-D3	Craigieburn Valley Ski Area Road	475														1000	**$1,000**
D3-D4	Craigieburn Valley Ski Area (road) to Mistletoe Flat Campsite	1260	1.0		1260			1260									**$107,100**
D4-D5	Mistletoe Flat Campsite to Environmental Education Centre	1935			1935											1000	**$97,750**
D5-D6	Environmental Education Centre to Broken River	2465	1.0		2465			2465									**$209,525**
D6-D7	Broken River	20			20											20000	**$21,000**
D7-D8	Broken River to Mount Cheeseman Ski Field Road	4575	1.0		4575			4575									**$388,875**
D8-D9	Mount Cheeseman Ski Field Road to Long Creek	5380	1.0		5380			5380									**$457,300**
D9-D10	Long Creek	20			20											20000	**$21,000**
D10-D11	Long Creek to Craigieburn Trail / Castle Hill Car Park	3145	1.0		3145			3145									**$267,325**
D11-D12	Craigieburn Trail / Castle Hill Car Park to Castle Hill Village	615														2000	**$2,000**
D4-DA5 Option 1	Coal Pit Spur Track to Flock Hill Station	100	2.2	30	90	30		264							20	30000	**$55,790**
DA5-DA6 Option 1	Flock Hill Station	970	2.2	50	920		50	2134					5			20000	**$160,440**
DA6-DA7 Option 1	Craigieburn Stream Bridge	70	2.5													390000	**$390,000**
DA7-DA8 Option 1	Craigieburn Stream towards Craigieburn Ski access.	1720	2.2			1720		3784									**$321,640**
DA8-DA9 Option 1	SH73 Culvert.	20	2.2													200000	**$200,000**
DA9-DA10 Option 1	Craigieburn Ski to Cave Stream.	6350	2.2	500	5350	1000		13970								20000	**$898,950**
DA10-DA11 Option 1	Cave Stream to Broken River	980	2.2			980		2156									**$183,260**
DA11-DA12 Option 1	Broken River Bridge	80	2.5													450000	**$450,000**
DA12-DA13 Option 1	Mt Cheeseman	700	2.2		200	500		1540									**$118,900**
DA13-DA14 Option 1	Mt Cheeseman to Castle Hill Village.	1130	2.2		1130			2486									**$143,510**
DA14-DA15 Option 1	Enter Castle Hill Village.	570	2.2	170	400	170		1254									**$86,840**
Option 1	**Sub Totals**																$1,009,330
TOTALS:		**24435**		**0**	**18800**	**0**	**0**	**21370**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44000**	$1,731,950
(Highlighted segments are options and are not included in totals)															**Contingency 20%**		**$346,000**
																GRAND TOTAL:	**$2,078,000**

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION E: Castle Hill Village to Lake Lyndon											
E1-E2	Castle Hill Village to Thomas River	200	140	80		420	Cut through Castle Hill Domain, Road reserve, SDC recreation reserve	New trail through domain instead of using roads.	Inspection required to ensure bridge suitable for continued use, some upgrade likely required.	Selwyn District Council - Recreation Reserve; Road Reserve.	**$25,400**
E2-E3	Thomas River Bridge	10				10	Thomas River, existing bridge crossing.	Use existing bridge.	Inspection required to ensure bridge suitable for continued use, some upgrade likely required.	DOC Craigieburn State Forest Park.	**$20,000**
E3-E4	Thoms River to Whitewater Stream	4100	1800			5900	Use existing DOC track (Thomas River Track and Leith Hill Loop Track) and then form new trail long the top of Castle Hill Station to Whitewater Stream.	Separation from stock may be required e.g. fencing.	Difficult access, Station permission required	DOC Craigieburn State Forest Park; Private Property - Castle Hill Station.	**$1,499,600**
E4-E5	Whitewater Stream Bridge	60				60	Whitewater Stream	New suspension bridge over Whitewater stream.	Structural design, flood assessment, and Resource Consent.	Private Property - Castle Hill Station; Marginal Strip - Porter River	**$300,000**
E5-E6	Whitewater Stream to Enys Stream	545				545	Castle Hill Station.	Form new trail along the top of Castle Hill Station	Difficult access, Station permission required	Private Property - Castle Hill Station;	**$111,180**
E6-E7	Enys Stream	60				60	Enys Stream	New suspension bridge over Enys Stream.	Structural design, flood assessment, and Resource Consent.	Private Property - Castle Hill Station; Marginal Strip - Porter River	**$300,000**
E7-E8	Enys Stream to Porter River	4225				4225	Castle Hill Station	Form new trail through Castle Hill Station.	Avoid DOC Conservation Area - Castle Hill. Difficult access, Station permission required	Castle Hill Station	**$861,900**
E8-E9	Porter River	120				120	Porter River	New suspension bridge over Porter River	Structural design, flood assessment, and Resource Consent. Difficult geotechnical conditions and loose scree.	Private Property - Castle Hill Station; Marginal Strip - Porter River; Private Property - Porter's Brooksdale Station Limited	**$600,000**
E9-E10	Porter River to SH73	630		1200		1830	Form new trail from river to Porters ski area access road then follow gravel road to SH 73.	Utilise existing road.	Landowner permission required.	Hydro, Brooksdale Station Limited	**$80,010**
E10-E11	South towards Porters Pass to Pippa's Lookout.	3460				3460	Adjacent to SH73 passed Porters Ski field. Toilet at Te Hapua Waikawa (Lake Lyndon).	Retain over large road culvert. Install 20m bridge over creek. Form generally on flat with some retaining on sloping areas. Install three culverts.	Retaining wall, bridge and culvert design.	Brooksdale Station Limited; Public access - Lake Lyndon Marginal Strip; Road Reserve; Korowai. Korowai/Torlesse Tussocklands Park.	**$777,420**
TOTALS:		**13410**	**1940**	**1280**	**0**	**16630**					**$2,622,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$524,000**
										GRAND TOTAL:	**$3,146,000**
SECTION F: Lake Lyndon to Springfield											
F1-F2	Korowai/Torlesse Tussocklands Park	1750				1750	Climb South away from road to avoid steep ground.	Install two 10m bridges near top and form track on undulating ground.	Bridge design. Some vegetation clearance and low retaining walls with barriers required.	Korowai/Torlesse Tussocklands Park. Janz Alpine Limited.	**$558,250**
F2-F3	Through Porters Pass utilising existing tracks		5250			5250	Follow Trig M Route vehicle track (965m). Follow existing Coach Stream Route to SH73 switchback (4190m).	Upgrade tracks. Possible retaining walls and barriers required and widening.	Detailed Setout required. Tracks may exceed grade and require reroute. Bridge and retaining wall designs.	Korowai/Torlesse Tussocklands Park. Janz Alpine Limited.	**$1,696,000**
F2-F3 Option 1	Through Porters Pass on steep bank.	3870				3870	Continue off new alignment and traverse down steep banks with bridge at bottom above road culvert.	Cut down steep bank with retaining wall including one switchback. Install 40m long swing bridge at lower crossing.	Bridge and retaining wall designs. Geotech. Visual assessment.	Korowai/Torlesse Tussocklands Park. Janz Alpine Limited.	**$2,760,300**
F3-F4	Kowai River Route	2955				2955	Flat ground with easy access.	Form new trail on flat land on shoulder of SH 73 or on other side of fence on private property.	Private property permission, separation from stock and/or traffic.	Road Reserve, JanzAlpine Limited.	**$375,285**
F4-F5	Kowa River Bridge	40				40	Existing SH 73 two-lane road bridge.	New suspension bridge beside road bridge required.	Bridge design, flood clearance and Resource Consent.	Road Reserve.	**$240,000**
F5-F6	Kowai River Route to Benmore Road	3170				3170	Flat ground with easy access.	Form new trail on flat land on shoulder of SH 73 along true-left side of Kowai River.	Separation from traffic (SH73).	Road Reserve, Brooksdale Station Limited, Functioning Indirectly of a Road NZ.	**$402,590**
F6-F7	Benmore Road	1025				1025	Gravel road.	Utilise existing low traffic road.	Some new signage required.	Road Reserve - Public Access	**$1,000**
F7-F8	Thirteen Mile Bush Stream Bridge	16				16	Thirteen Mile Bush Stream ford.	New timber single-span cycle bridge required beside ford.	Bridge design, flood clearance and Resource Consent.	Hydro.	**$150,000**
F8-F9	Thirteen Mile Bush Stream Route (true-right)			4770		4770	Existing private farm road. following Thirteen Mile Bush Stream Route (true-right)	Utilise existing gravel road	Property access permission required. Legal Road access nearby.	Hydro; Public Access Road Reserve; Private property - Annavale Limited.	**$5,000**
F6-F9 Option 1	Alternative route - SH 73	1035				1035	Flat ground with easy access.	Form new trail on flat land on shoulder of SH 73 or on other side of fence on private property.	Private property permission, separation from stock and/or traffic.	Road Reserve.	**$131,445**
F9-F10	SH 73 Route to Springfield	4345				4345	Flat ground with easy access.	Form new trail on flat land on shoulder of SH 73 or on other side of fence on private property.	Private property permission, separation from stock and/or traffic.	Annavale Limited, Road Reserve.	**$551,815**
TOTALS:		**13301**	**5250**	**4770**	**0**	**23321**					**$3,980,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$796,000**
										GRAND TOTAL:	**$4,776,000**
SECTION G: Springfield to Sheffield											
G1-G2	Springfield to Tramway Road.		730			730	Existing aggregate track along north fence line on Great Alpine Highway (SH73)	Widen track.	Traffic separation	Road Reserve.	**$67,160**
G2-G3	Tramway Road.	4960				4960	Cross railway at Domain Road then follow Tramway Road. Flat grass berm with road crossings.	Utilise railway crossing and connect to Tramway Road. Form new aggregate surface cycleway on north side. Good separation from State Highway and rail corridor.	Crosses railway and side roads. Use low level road (dust). Rail crossing requires level crossing safety impact assessments (Icsia) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve. Midland Railway.	**$644,920**
G3-G4	Frasers and Tramway Road to Sheffield.	3650				3650	Flat grass berm with road crossings.	Cross Fraser Road and form new hard surface cycleway on north side. Provide access to Sheffield over railway.	In front of private residents. Crosses roads.	Road Reserve.	**$473,550**
G4-G5	Sheffield, Tramway Road footpath.		270			270	Existing 1m wide concrete path.	Widen concrete path on flat.		Road Reserve.	**$24,840**
G5-G6	Sheffield to Waimakariri Gorge Road.	740				740	Existing mown grass path between farm and ditch. Cross Waimakariri Gorge Road at end.	Form 3m wide aggregate track.	Crosses road at end.	Road Reserve.	**$114,700**
G1-G6 Option 1	Fully hard surfaced option	9350	1000			10350	Same alignment as above.	Same as above but with asphalt surface.	Reduced maintenance costs due to hard surface.	As above	**$3,880,200**
										Option 1: Contingency 20%:	**$3,233,500**
TOTALS:		**9350**	**1000**	**0**	**0**	**10350**					**$1,325,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$265,000**
										GRAND TOTAL:	**$1,590,000**
SECTION H: Sheffield to Darfield											
H1-H2	Sheffield to Darfield.	11600				11600	Follow West Coast Road (SH73) Segment end opposite the Trinity Church before entering township.	Form on flat next to farm fence. Good separation from State Highway and rail provided by wide grass verge.	Traffic, trees (arborist).	Road Reserve. Government Purposes (Railway). Selwyn District Council.	**$1,818,000**
H2-H3	Darfield township.				970	970	Follow along Great Alpine Highway (SH73).	Paint cycleway lanes on existing road berm.	Traffic Management.	Road Reserve.	**$87,300**
H1-H3 Option 1	Fully hard surfaced option	11600			970	12570	Same alignment as above.	Same as above but with asphalt surface.	Reduced maintenance costs due to hard surface.	As above	**$4,443,960**
										Option 1: Contingency 20%:	**$3,703,300**
TOTALS:		**11600**	**0**	**0**	**970**	**12570**					**$1,905,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$381,000**
										GRAND TOTAL:	**$2,286,000**
SECTION I: Darfield to West Melton via Kirwee											
I1-I2	Mathias Street to West Coast Road Railway crossing.	5940				5940	Follow along Great Alpine Highway (SH73) between railway and road. Grass berm with trees. Cross railway at end.	Form on flat grass, removal of some trees required at Darfield end. Raise in wet areas.	Traffic, trees (arborist). Maybe wet in road drain. Liaise with KiwiRail re crossing. Crosses rural roads - signage required. Rail crossing requires level crossing safety impact assessments (Icsia) and approval from KiwiRail for change of use. Approx. $30k for high-use assessment.	Road Reserve. Possible entry into undefined property (Railway).	**$950,700**
I2-I3	West Coast Road Railway crossing to Kirwee.	1930				1930	Follow along Great Alpine Highway (SH73). Grass berm with trees.	Form on flat grass. Raise in wet areas.	Traffic, trees (arborist). Maybe wet in road drain.	Road Reserve.	**$319,150**
I3-I4	Through Kirwee.	100	320			420	Cross Tramway Road. Existing concrete and asphalt footpath through town.	Mixture of widening existing footpath and painting cycle lanes on road.	Traffic Management, trees (arborist).	Road Reserve.	**$70,760**
I4-I5	Kirwee to West Melton through Aylesbury.	13050	450		20	13520	Wide open grass berm, some road crossings. Existing cycleway at West Melton.	Form on flat grass with crossings, paint cycle lanes on road and paths at end to join to existing cycleway.	Road crossings.	Road Reserve.	**$2,063,250**
I1-I5 Option 1	Fully hard surfaced option	21020	770		20	21810	Same alignment as above.	Same as above but with asphalt surface.	Reduced maintenance costs due to hard surface.	As above	**$8,020,680**
										Option 1: Contingency 20%:	**$6,683,900**
TOTALS:		**21020**	**770**	**0**	**20**	**21810**					**$3,404,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%**	**$681,000**
										GRAND TOTAL:	**$4,085,000**
SECTION J: West Melton to Rolleston											
J1-J5	Rolleston to West Melton (Springs Rolleston Road, Hoskyns Road and West Melton Road)		8180			8180	Rolleston West Melton Pathway Works (Request for tender closed end Oct 23) for new cycle way under construction. Sounds more like pathway. Part 2.5m wide and part 2m wide.	Under construction by others.	Under construction by others.	Road Reserve.	$0
TOTALS:		**0**	**8180**	**0**	**0**	**8180**					$0
(Highlighted segments are options and are not included in totals)										**Contingency 20%**	$0
										GRAND TOTAL:	$0

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION E: Castle Hill Village to Lake Lyndon																	
E1-E2	Castle Hill Village to Thomas River	420	2.2		200			440									**$25,400**
E2-E3	Thomas River Bridge	10	2.2													20000	**$20,000**
E3-E4	Thoms River to Whitewater Stream	5900	2.2		1800	4100			12980							50000	**$1,499,600**
E4-E5	Whitewater Stream Bridge	60	2.0													300000	**$300,000**
E5-E6	Whitewater Stream to Enys Stream	545	2.2		545				1199								**$111,180**
E6-E7	Enys Stream	60	2.0													300000	**$300,000**
E7-E8	Enys Stream to Porter River	4225	2.2		4225				9295								**$861,900**
E8-E9	Porter River	120	2.0													600000	**$600,000**
E9-E10	Porter River to SH73	1830	2.2		630			1386									**$80,010**
E10-E11	South towards Porters Pass to Pippa's Lookout.	3460	2.2		3460			7612				100	30		70	180000	**$777,420**
TOTALS:		**16630**		**0**	**10860**	**4100**	**0**	**9438**	**23474**	**0**	**0**	**100**	**30**	**0**	**70**	**1450000**	**$2,622,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$524,000**
																GRAND TOTAL:	**$3,146,000**
SECTION F: Lake Lyndon to Springfield																	
F1-F2	Korowai/Torlesse Tussocklands Park	1750	2.2	1000		1750		3850				100			40	120000	**$558,250**
F2-F3	Through Porters Pass utilising existing tracks	5250	2.2		3000	2250			11550			500			100	100000	**$1,696,000**
F2-F3 Option 1	Through Porters Pass on steep bank.	3870	1.5	3870		870	2060		4395			500	500		800	240000	**$2,760,300**
F3-F4	Kowai River Route	2955	2.2		2955			6501									**$375,285**
F4-F5	Kowa River Bridge	40	2.2													240000	**$240,000**
F5-F6	Kowai River Route to Benmore Road	3170	2.2		3170			6974									**$402,590**
F6-F7	Benmore Road	1025														1000	**$1,000**
F7-F8	Thirteen Mile Bush Stream Bridge	16	2.0													150000	**$150,000**
F8-F9	Thirteen Mile Bush Stream Route (true-right)	4770	2.2													5000	**$5,000**
F6-F9 Option 1	Alternative route - SH 73	1035	2.2		1035			2277									**$131,445**
F9-F10	SH 73 Route to Springfield	4345	2.2		4345			9559									**$551,815**
TOTALS:		**23321**		**1000**	**13470**	**4000**	**0**	**26884**	**11550**	**0**	**0**	**600**	**0**	**0**	**140**	**616000**	**$3,980,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$796,000**
																GRAND TOTAL:	**$4,776,000**
SECTION G: Springfield to Sheffield																	
G1-G2	Springfield to Tramway Road.	730	1.2		730			876									**$67,160**
G2-G3	Tramway Road.	4960	2.2		4960			10912								15000	**$644,920**
G3-G4	Frasers and Tramway Road to Sheffield.	3650	2.2		3650			8030								10000	**$473,550**
G4-G5	Sheffield, Tramway Road footpath.	270	1.2		270			324									**$24,840**
G5-G6	Sheffield to Waimakariri Gorge Road.	740	3.0		740			2220									**$114,700**
G1-G6 Option 1	Fully hard surfaced option	10350	2.0		10350					20700						25000	**$3,233,500**
																Option 1: including Contingency 20%:	**$3,880,200**
TOTALS:		**10350**		**0**	**10350**	**0**	**0**	**22362**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25000**	**$1,325,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$265,000**
																GRAND TOTAL:	**$1,590,000**
SECTION H: Sheffield to Darfield																	
H1-H2	Sheffield to Darfield.	11600	3.0		11600			34800								20000	**$1,818,000**
H2-H3	Darfield township.	970									970						**$87,300**
H1-H3 Option 1	Fully hard surfaced option	12570	2.0		11600					23200	970					20000	**$3,703,300**
																Option 1: including Contingency 20%:	**$4,443,960**
TOTALS:		**12570**		**0**	**11600**	**0**	**0**	**34800**	**0**	**0**	**970**	**0**	**0**	**0**	**0**	**20000**	**$1,905,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$381,000**
																GRAND TOTAL:	**$2,286,000**
SECTION I: Darfield to West Melton via Kirwee																	
I1-I2	Mathias Street to West Coast Road Railway crossing.	5940	3.0		5940			17820								30000	**$950,700**
I2-I3	West Coast Road Railway crossing to Kirwee.	1930	3.0		1930			5790								20000	**$319,150**
I3-I4	Through Kirwee.	420	2.2		320					352	100						$70,750
I4-I5	Kirwee to West Melton through Aylesbury.	13520	3.0		13050			39150			450						$2,063,250
I1-I5 Option 1	Fully hard surfaced option	21810	2.0		21240					42480	550					50000	$6,683,900
																Option 1: including Contingency 20%:	$8,020,680
TOTALS:		**21810**		**0**	**13050**	**0**	**0**	**39150**	**0**	**0**	**450**	**0**	**0**	**0**	**0**	**0**	$3,404,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%**	$681,000
																GRAND TOTAL:	$4,085,000
SECTION J: West Melton to Rolleston																	
J1-J5	Rolleston to West Melton (Springs Rolleston Road, Hoskyns Road and West Melton Road)	**8180**			**0**												$0
TOTALS:		**8180**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	$0
(Highlighted segments are options and are not included in totals)																**Contingency 20%**	$0
																GRAND TOTAL:	$0

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION K: Rolleston / Lincoln Township Connection											
K1-K3	Tennyson Street (SH1 to Masefield Drive)				1080	**1080**	Existing cycleway and markings present.	No new proposed works. Signage recommended (not included).		Road Reserve.	$0
TOTALS:		**0**	**0**	**0**	**1080**	**1080**					$0
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$0
										GRAND TOTAL:	$0
SECTION L: Rolleston to Lincoln											
L1-L2	Rolleston to Lincoln				9535	**9535**	Existing cycleway and markings present.	No new proposed works. Signage recommended (not included).		Road Reserve.	$0
TOTALS:		**0**	**0**	**0**	**9535**	**9535**					$0
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$0
(Red text indicates high priority path sections)										**GRAND TOTAL:**	$0
SECTION M: Little River Rail Trail to Te Waihora											
M1-M2	Lincoln to Te Waihora				17820	**17820**	Existing cycleway and markings present.	No new proposed works. Signage recommended (not included).		Road Reserve.	$0
TOTALS:		**0**	**0**	**0**	**17820**	**17820**					$0
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$0
										GRAND TOTAL:	$0
SECTION N: Bealey Rail Bridge to Howden River											
N1-N2	Greyneys Shelter Campsite	50				**50**	Start at existing Greyneys Shelter campsite,	Cut new track through bush at North end of car park to access state highway berm.	Minor vegetation removal required.	DOC (Arthurs's Pass National Park); NZTA State Highway	**$6,850**
N2-N3	State Highway 73 Underpass	20				**20**	State highway 73	Install new Highway box-culvert underpass. Extensive traffic management and earthworks required for staggered construction of box culvert.	Install new Highway box-culvert underpass, drainage requirements and levels	DOC (Arthurs's Pass National Park); NZTA State Highway	**$600,000**
N3-N4	KiwiRail Underpass	28				**28**	Trail through existing box culvert under rail line	Existing box culvert, install signage	Riders likely required to dismount due to head clearance limitations.	Railway Land New Zealand.	**$500**
N4-N5	Bealey River Bank		650			**650**	Follow existing gravel track from rail underpass to Bealey River A rail bridge	Use existing access track and compact river gravels	Cost indicated for compaction and repairs to existing track	Railway Land New Zealand, DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd.)	**$32,500**
N5-N6 Option 1	KiwiRail bridge #45 (Bealey River A)	122				**122**	Bealey River Rail Bridge A, existing clip on pedestrian access is very narrow with no separation from train	Requires new clip-on, much wider with fenced separation to train.	Existing clip-on structure not adequate for cycle trail (no protection or separation from train)	Railway Land New Zealand.	**$600,000**
N5-N6 Option 2	New bridge over Bealey River	122				**122**	Construct approx. 125m long suspension bridge to run parallel to existing rail bridge.	New suspension bridge beside Bealey Rail Bridge	May be cheaper than upgrading existing clip-on, span is achievable but this is a long bridge	Railway Land New Zealand.	**$600,000**
N6-N7	Arthur's Pass National Park (above train line)	1810				**1810**	Tranzalpine trail line runs along river edge below native beech forest.	New trail required to be up hill above rail line with adequate separation, this is within the Arthur's Pass National Park reserve area and requires significant vegetation removal.	No room for trail beside rail line, very shady and cold at certain times of the year. extensive protected vegetation removal required.	Railway Land New Zealand, DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd.	**$631,690**
N7-N8	Bealey River Flats	2540				**2540**	Follow existing rail line	A lot of area to have good separation from rail line.	Difficult access but flat stable ground to construct track.	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd, Railway Land New Zealand.	**$322,580**
N8-N9	Bealey River Flats	885				**885**	Same as previous section but traversing gently sloping hill slope	A lot of area to have good separation from rail line.	Difficult access but stable ground to construct track, small bridges and culverts required to cross watercourses/for drainage	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd, Railway Land New Zealand.	**$263,640**
N9-N10	Waimakariri River Bank (True-Left)	2540				**2540**	Tranzalpine trail line runs along river edge below native beech forest. At the confluence of the Bealey and Waimakariri Rivers.	New trail required to be up hill above rail line with adequate separation, this is within the Arthur's Pass National Park reserve area and requires significant vegetation removal.	No room for trail beside rail line, very shady and cold at certain times of the year. extensive protected vegetation removal required.	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd, Railway Land New Zealand.	**$734,060**
N10-N11	Waimakariri River Flats (True-Left)	980				**980**	Follow existing rail line	A lot of area to have good separation from rail line.	Difficult access but flat stable ground to construct track.	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd, Southern Ranges Limited, Railway Land New Zealand.	**$199,920**
N11-N12	Douglas Stream Bridge	33				**33**	Douglas Stream crossing, Rail bridge exists currently.	Install new Cycle Bridge (suspension bridge) upstream of existing rail bridge	Difficult access but stable abutments and scour protection exist from existing rail bridge	Railway Land New Zealand.	**$240,000**
N12-N13	Waimakariri River Flats (True-Left) - to Waimakariri River Railway Bridge #42	2480				**2480**	Follow existing rail line.	A lot of area to have good separation from rail line.	Difficult access but flat stable ground to construct track.	Railway Land New Zealand, Southern Ranges Limited, Road Reserve, Local purpose (public utility).	**$505,920**
TOTALS:		**11488**	**650**	**0**	**0**	**12138**					$4,138,000
(Grey highlighted segments are options and are not included in totals)										**Contingency 20%:**	$828,000
										GRAND TOTAL:	$4,966,000
SECTION O: Howden River and White's Bridge Crossing to Cass											
O1-O2	Waimakariri River Flats (True-Left)	200				**200**	Follow river flats immediately after Waimakariri River Railway Bridge.	Form on flat ground.	Difficult access but flat stable ground to construct track. May be able to use compacted local gravels.	Local purpose (public utility).	**$40,800**
O2-O3	Bridge Crossing	15				**15**	Install new bridge over watercourse.	Timber single-span bridge required.	Helicopter access required.	Local purpose (public utility).	**$200,000**
O3-O4	Waimakariri River Flats (True-Left)	1842				**1842**	Follow river flats.	Form on flat ground.	Difficult access but flat stable ground to construct track. May be able to use compacted local gravels.	Local purpose (public utility), Road Reserve, Southern Ranges Limited.	**$375,768**
O4-O5	Bridge Crossing	19				**19**	Install new bridge over watercourse.	Timber single-span bridge required.	Helicopter access required.	Southern Ranges Limited.	**$250,000**
O5-O6	Waimakariri River Flats (True-Left)	60				**60**	Follow river flats.	Form on flat ground.	Difficult access but flat stable ground to construct track. May be able to use compacted local gravels.	Southern Ranges Limited.	**$12,240**
O6-O7	Bridge Crossing	35				**35**	Install new suspension bridge over watercourse.	Single-span bridge required. Multiple watercourse options to cross, investigate to avoid flood behaviour.	Helicopter access required.	Southern Ranges Limited.	**$280,000**
O7-O8	Hawdon River Flats (True-Right)	2380				**2380**	Follow river flats beside Hawdon River.	Form flat ground. No vegetation removal required. Avoid temporary flood plains.	Difficult access but flat stable ground to construct track. May be able to use compacted local gravels. Flats may flood during large floods.	Southern Ranges Limited, Road Reserve, Crown Land, DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd).	**$485,520**
O8-O9	Bridge over Hawdon River	185				**185**	Braided river at confluence of Hawdon and Sudden Valley Stream.	Very long-span suspension bridge required to avoid maximum flood levels at confluence.	Very long-span, flood behaviour complex at confluence.	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd).	**$2,200,000**
O9-O10	Hawdon River Bank (True-Left) to Hawdon Shelter Campground	465				**465**	New trail through native beech forest on steep ground of river bank.	New trail required to be up hill above river, this is within the Arthur's Pass National Park reserve area and requires significant vegetation removal.	No room for trail immediately beside river. extensive protected vegetation removal required.	DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd), Crown Land.	**$126,480**
O10-O11	Hawdon Shelter Campground to Mt White Bridge		2255			**2255**	Existing gravel road to Hawdon Shelter Campground.	Use existing low-traffic volume road.	Install signage.	Crown Land, DOC Arthurs's Pass National Park (Crown and Transpower NZ Ltd), Southern Ranges Limited, Road Reserve.	**$1,000**
O11-O12	Mt White Bridge		112			**112**	Use existing Mt White Bridge to cross Waimakariri River.	Use Whites Bridge.	Install signage.	Road Reserve.	$500
O12-O13	Mt White Road		890			**890**	Existing gravel road (low traffic volume).	Use existing gravel road.	Install signage.	Railway Land, Road Reserve, Crown Land.	$1,000
O13-O14	Follow State Highway 73	1748				**1748**	New trail through flat grass lands beside State Highway 73.	Form on flat ground, easy access beside road reserve.	Some vegetation removal required	Crown Land, Government Purposes Reserve Section, Wilderness Lodge Arthurs Pass Limited	$221,996
O14-O15	Cass River Crossing	95				**95**	Install new suspension bridge over watercourse immediately downstream of SH73 road bridge.	Single-span bridge required.	Good access beside SH73. Investigate flood flows.	Road Reserve.	$480,000
O15-O16	Cass Road to Cass Train Station			1452		**1452**	Existing gravel road (low traffic volume).	Use existing gravel road up to Cass.	Install signage, gentle sloping.	Road Reserve, Hydro, Use in Connection With a Road, Railway Land.	$1,000
TOTALS:		**7044**	**0**	**4709**	**0**	**11753**					$4,676,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%**	$935,000
										GRAND TOTAL:	$5,611,000

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION K: Rolleston / Lincoln Township Connection																	
K1-K3	Tennyson Street (SH1 to Masefield Drive)	**1080**															**$0**
TOTALS:		**1080**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$0
																GRAND TOTAL:	$0
SECTION L: Rolleston to Lincoln																	
L1-L2	Rolleston to Lincoln	**9535**															**$0**
TOTALS:		**9535**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$0
																GRAND TOTAL:	$0
SECTION M: Little River Rail Trail to Te Waihora																	
M1-M2	Lincoln to Te Waihora	**17820**															**$0**
TOTALS:		**17820**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$0**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$0
																GRAND TOTAL:	$0
SECTION N: Bealey Rail Bridge to Howden River																	
N1-N2	Greyneys Shelter Campsite	50	2.2	20	50			110									**$6,850**
N2-N3	State Highway 73 Underpass	20	3.0													600000	**$600,000**
N3-N4	KiwiRail Underpass				0											500	**$500**
N4-N5	Bealey River Bank	650	2.2		650												**$32,500**
N5-N6 Option 1	KiwiRail bridge #45 (Bealey River A)	122						0	0							600000	**$600,000**
N5-N6 Option 2	New bridge over Bealey River	122														600000	**$600,000**
N6-N7	Arthur's Pass National Park (above train line)	1810	2.2	1810			1810		3982								**$631,690**
N7-N8	Bealey River Flats	2540	2.2		2540			5588									**$322,580**
N8-N9	Bealey River Flats	885	2.2			885			1947							30000	**$263,640**
N9-N10	Waimakariri River Bank (True-Left)	2540	2.2	2540		2540			5588								**$734,060**
N10-N11	Waimakariri River Flats (True-Left)	980	2.2		980				2156								**$199,920**
N11-N12	Douglas Stream Bridge	33						0	0							240000	**$240,000**
N12-N13	Waimakariri River Flats (True-Left) - to Waimakariri River Railway Bridge #42	2480	2.2		2480				5456								**$505,920**
TOTALS:		**12110**	**21**	**4370**	**6700**	**3425**	**1810**	**5698**	**19129**	**0**	**0**	**0**	**0**	**0**	**0**	**1470500**	**$4,138,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$828,000
																GRAND TOTAL:	$4,966,000
SECTION O: Howden River and White's Bridge Crossing to Cass																	
O1-O2	Waimakariri River Flats (True-Left)	200	2.2		200				440								**$40,800**
O2-O3	Bridge Crossing	15														200000	**$200,000**
O3-O4	Waimakariri River Flats (True-Left)	1842	2.2		1842				4052								**$375,768**
O4-O5	Bridge Crossing	19														250000	**$250,000**
O5-O6	Waimakariri River Flats (True-Left)	60	2.2		60				132								**$12,240**
O6-O7	Bridge Crossing	35														280000	**$280,000**
O7-O8	Hawdon River Flats (True-Right)	2380	2.2		2380				5236								**$485,520**
O8-O9	Bridge over Hawdon River	185														2200000	**$2,200,000**
O9-O10	Hawdon River Bank (True-Left) to Hawdon Shelter Campground	465	2.2	465			465	1023									**$126,480**
O10-O11	Hawdon Shelter Campground to Mt White Bridge	2255														1000	**$1,000**
O11-O12	Mt White Bridge	112														500	$500
O12-O13	Mt White Road	890														1000	$1,000
O13-O14	Follow State Highway 73	1748	2.2		1748			3846									$221,996
O14-O15	Cass River Crossing	95														480000	**$480,000**
O15-O16	Cass Road to Cass Train Station	1452														1000	$1,000
TOTALS:		**11753**	**13**	**465**	**6230**	**0**	**465**	**4869**	**9860**	**0**	**0**	**0**	**0**	**0**	**0**	**3413500**	**$4,676,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%**	$935,000
																GRAND TOTAL:	$5,611,000

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
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Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION P: White's Bridge to Cass (alternative Route)											
P1-P2	SH73 to Cass River crossing			1025		**1025**	Existing gravel road (low traffic volume) for rail maintenance.	Use existing gravel road	Install signage	Railway Land.	**$0**
P2-P3	KiwiRail bridge #41 (Cass River)	75				**75**	Install new suspension bridge over watercourse immediately upstream of rail bridge.	Single-span bridge required.	Good access beside SH73. Investigate flood flows.	Railway Land.	**$420,000**
P3-P4	KiwiRail bridge #41 to Cass Station	2725				**2725**	New trail through flat grass lands beside Transalpine rail line	Flat ground, easy access beside road reserve.	Some vegetation removal required	Railway Land, University of Canterbury.	**$346,075**
TOTALS:		**2800**	**0**	**1025**	**0**	**3825**					**$420,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$84,000
										GRAND TOTAL:	**$504,000**
SECTION Q: Cass River to opposite Flock Hill Station											
Q1-Q2	SH73 - Cass River Bridge to Ōpōreaiti (Lake Grasmere).	4500				**4500**	Follow SH73 on flat. Cross Grasmere Road	Upgrade existing track and form new on flat.	Roadway traffic. Adequate separation required on shoulder. High speed traffic.	University of Canterbury. Road Reserve.	**$571,500**
Q2-Q3	Lake Grasmere to Ribbonwood Stream	1905				**1905**	Follow flat berm adjacent to SH73.	Form on flat grass.	Roadway traffic. Adequate separation required on shoulder. High speed traffic.	Road Reserve.	**$241,935**
Q3-Q4	Ribbonwood Stream Bridge	40				**40**	Concrete two lane vehicle bridge at SH73.	Install new 40m long suspension bridge beside road bridge, good access.	Bridge design. Good access for construction.	Road Reserve.	**$280,000**
Q4-Q5	Ribbonwood Stream to Lake Pearson	6050				**6050**	Existing pylon access/maintenance gravel road. Flat berm before lake. Some undulating ground above road cut at lake. Toilet and campground on opposite side of road.	Form on grass adjacent to SH73 and then use existing pylon access road.	Roadway traffic. Crossing to toilet etc. Owner access required. Signage required and some upgrade/repair work	Road Reserve, Private: Calder, University of Canterbury. Flock Hill	**$20,000**
TOTALS:		**12495**	**0**	**0**	**0**	**12495**					**$1,113,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$223,000
										GRAND TOTAL:	**$1,336,000**
SECTION R: Craigieburn Road to Avoca											
R1-R2	Craigieburn Road (Cass station to rail crossing)			1670		**1670**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Road Reserve, Railway Land.	**$1,000**
R2-R3	Craigieburn Road (Rail crossing to Lake Sarah)			640		**640**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road (low traffic volume) some signage required. level rail crossing at the start of this section.	Rail crossing requires level crossing safety impact assessments (LCSIA) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve. Midland Railway KiwiRail Corridor.	**$16,000**
R3-R4	Craigieburn Road (Lake Sarah to rail crossing)			8245		**8245**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road	Some new signage required.	Road Reserve. Midland Railway KiwiRail Corridor.	**$1,000**
R4-R5	Craigieburn Road Rail crossing			25		**25**	Existing rail crossing.	Change of use for existing rail crossing	Rail crossing requires level crossing safety impact assessments (LCSIA) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve.	**$16,000**
R5-R6	Craigieburn Road (rail crossing to stream)			135		**135**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Road Reserve.	**$1,000**
R6-R7	Craigieburn Road Bridge			20		**20**	Existing road bridge	Use existing bridge.	Install signage	Road Reserve.	**$16,000**
R7-R8	Craigieburn Road (bridge to rail crossing)			3655		**3655**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Road Reserve, University of Canterbury.	**$1,000**
R8-R9	Craigieburn Road rail crossing			25		**25**	Existing rail crossing.	Change of use for existing rail crossing	Rail crossing requires level crossing safety impact assessments (LCSIA) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve.	**$16,000**
R9-R10	Craigieburn Road (rail crossing to rail crossing)			2755		**2755**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Road Reserve.	**$1,000**
R10-R11	Craigieburn Road rail crossing			35		**35**	Existing rail crossing.	Change of use for existing rail crossing	Rail crossing requires level crossing safety impact assessments (LCSIA) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Road Reserve.	**$16,000**
R11-R12	Craigieburn Road (rail crossing to rail crossing)			3170		**3170**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Road Reserve, Midland Railway.	**$1,000**
R12-R13	Craigieburn Road (rail crossing)			20		**20**	Existing rail crossing.	Change of use for existing rail crossing	Rail crossing requires level crossing safety impact assessments (LCSIA) and approval from KiwiRail for change of use. Approx. $15k per assessment.	Midland Railway.	**$16,000**
R13-R14	Craigieburn Road (rail crossing to Craigieburn Road Car Park)			1570		**1570**	Craigieburn Road, Low-Traffic gravel road.	Use existing gravel road.	Some new signage required.	Midland Railway, Road Reserve, Hydro.	**$1,000**
TOTALS:		**0**	**0**	**21965**	**0**	**21965**					**$103,000**
(Highlighted segments are options and are not included in totals)											$21,000
											$124,000
SECTION S: Avoca Homestead											
S1-S2	Craigieburn Road Car Park to informal road junction		765			**765**	Improve existing walking track following rail line and Slovens Stream from car park to Broken River.	Upgrade existing walking trail to be suitable for cycling.	Some vegetation clearance required, good drainage required, may be possible to use compacted local aggregate	Midland Railway.	$97,155
S2-S3	informal road junction to Broken River		970			**970**	Crossing underneath of the Slovens Stream Viaduct. Improve existing walking track following rail line and Slovens Stream from car park to Broken River.	Upgrade existing walking trail to be suitable for cycling.	Some vegetation clearance required, good drainage required, may be possible to use compacted local aggregate	Midland Railway, Road Reserve, Hydro.	$205,640
S3-S4	Broken River Bridge	25				**25**	Location of historic bridge crossing (piers still visible)	Install new glulam timber, single-span bridge with approach timber boardwalks over Broken River, poor access, flood level considerations.	Helicopter access required.	Hydro.	$380,000
S4-S5	Broken River Bridge to Avoca Homestead		380			**380**	Improve existing walking track following rail line and Slovens Stream from car park to Broken River.	Upgrade existing walking trail to be suitable for cycling.	Some vegetation clearance required, good drainage required, may be possible to use compacted local aggregate	Hydro, Conservation Park (Korowai/Torlesse Tussock Lands Park)	$77,520
TOTALS:		**25**	**2115**	**0**	**0**	**2140**					$760,315
(Highlighted segments are options and are not included in totals)										**Contingency 20%**	$152,000
										GRAND TOTAL:	$912,300

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION P: White's Bridge to Cass (alternative Route)																	
P1-P2	SH73 to Cass River crossing	1025															**$0**
P2-P3	KiwiRail bridge #41 (Cass River)	75														420000	**$420,000**
P3-P4	KiwiRail bridge #41 to Cass Station	2725	2.2		2725			5995									**$346,075**
TOTALS:		**3825**	**2**	**0**	**2725**	**0**	**0**	**5995**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**420000**	**$420,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$84,000**
															GRAND TOTAL:		**$504,000**
SECTION Q: Cass River to opposite Flock Hill Station																	
Q1-Q2	SH73 - Cass River Bridge to Ōpōreaiti (Lake Grasmere).	4500	2.2		4500			9900									**$571,500**
Q2-Q3	Lake Grasmere to Ribbonwood Stream	1905	2.2		1905			4191									**$241,935**
Q3-Q4	Ribbonwood Stream Bridge	40	2.5													280000	**$280,000**
Q4-Q5	Ribbonwood Stream to Lake Pearson	6050	2.2													20000	**$20,000**
TOTALS:		**12495**		**0**	**6405**	**0**	**0**	**14091**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**300000**	**$1,113,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$223,000**
															GRAND TOTAL:		**$1,336,000**
SECTION R: Craigieburn Road to Avoca																	
R1-R2	Craigieburn Road (Cass station to rail crossing)	1670														1000	**$1,000**
R2-R3	Craigieburn Road (Rail crossing to Lake Sarah)	640														16000	**$16,000**
R3-R4	Craigieburn Road (Lake Sarah to rail crossing)	8245														1000	**$1,000**
R4-R5	Craigieburn Road Rail crossing	25														16000	**$16,000**
R5-R6	Craigieburn Road (rail crossing to stream)	135														1000	**$1,000**
R6-R7	Craigieburn Road Bridge	20														16000	**$16,000**
R7-R8	Craigieburn Road (bridge to rail crossing)	3655														1000	**$1,000**
R8-R9	Craigieburn Road rail crossing	25														16000	**$16,000**
R9-R10	Craigieburn Road (rail crossing to rail crossing)	2755														1000	**$1,000**
R10-R11	Craigieburn Road rail crossing	35														16000	**$16,000**
R11-R12	Craigieburn Road (rail crossing to rail crossing)	3170														1000	**$1,000**
R12-R13	Craigieburn Road (rail crossing)	20														16000	**$16,000**
R13-R14	Craigieburn Road (rail crossing to Craigieburn Road Car Park)	1570														1000	**$1,000**
TOTALS:		**21965**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103000**	**$103,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%**		$21,000
															GRAND TOTAL:		$124,000
SECTION S: Avoca Homestead																	
S1-S2	Craigieburn Road Car Park to informal road junction	765	2.2		765			1683									$97,155
S2-S3	informal road junction to Broken River	970	2.2	970		970		2134									$205,640
S3-S4	Broken River Bridge	25														380000	$380,000
S4-S5	Broken River Bridge to Avoca Homestead	380	2.2		380				836								$77,520
TOTALS:		**2140**	**7**	**970**	**1145**	**970**	**0**	**3817**	**836**	**0**	**0**	**0**	**0**	**0**	**0**	**380000**	$ 760,315.00
(Highlighted segments are options and are not included in totals)															**Contingency 20%**		$152,000
															GRAND TOTAL:		$912,300

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Waikirikiri Apline to Sea Trail - Option Map, Reference 23/034-01 to 02, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION T: Avoca Homestead to Springfield (Tranzalpine Route)											
T1-T2	Avoca Homestead 4WD Trail		2400			**2400**	Existing, rough 4WD vehicle track through tussockland.	Follow and improve existing 4wd track, assume track already formed, import aggregate only.	4WD access only, likely requires helicopter access for remote location.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$369,600**
T2-T3	Tussockland Bridge	20				**20**	Temporary flood watercourse/debris slide.	New single-span timber bridge (glulam).	Difficult access, potentially unstable geotechnical conditions.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$200,000**
T3-T4	Avoca Homestead 4WD Trail		1375			**1375**	Existing, rough 4WD vehicle track through tussockland.	Follow and improve existing 4wd track, assume track already formed, import aggregate only.	4WD access only, likely requires helicopter access for remote location.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$211,750**
T4-T5	Tussockland Bridge	35				**35**	Temporary flood watercourse/debris slide.	Install new suspension bridge.	Difficult access, potentially unstable geotechnical conditions.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$280,000**
T5-T6	Avoca Homestead 4WD Trail		245			**245**	Existing, rough 4WD vehicle track through tussockland.	Follow and improve existing 4wd track, assume track already formed, import aggregate only.	4WD access only, likely requires helicopter access for remote location.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$37,730**
T6-T7	Tussockland Bridge	35				**35**	Temporary flood watercourse/debris slide.	Install new suspension bridge.	Difficult access, potentially unstable geotechnical conditions.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$280,000**
T7-T8	Avoca Homestead 4WD Trail		425			**425**	Existing, rough 4WD vehicle track through tussockland.	Follow and improve existing 4wd track, assume track already formed, import aggregate only.	4WD access only, likely requires helicopter access for remote location.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$65,450**
T8-T9	Tussockland Bridge	40				**40**	Temporary flood watercourse/debris slide.	Install new suspension bridge.	Difficult access, potentially unstable geotechnical conditions.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$280,000**
T9-T10	Avoca Homestead 4WD Trail	1015				**1015**	Tussockland	Install new track.	Likely requires helicopter access for remote location. Some vegetation clearance required.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$207,060**
T10-T11	Tussockland Bridge	35				**35**	Temporary flood watercourse/debris slide.	Install new suspension bridge.	Difficult access, potentially unstable geotechnical conditions.	Conservation Park [Korowai/Torlesse Tussocklands Park].	**$250,000**
T11-T12	Avoca Homestead 4WD Trail	975				**975**	Tussockland	Install new track.	Likely requires helicopter access for remote location. Some vegetation clearance required.	Conservation Park [Korowai/Torlesse Tussocklands Park], Midland Railway.	**$198,900**
T12-T13	Waimakariri River Bluffs (True-Right)	170				**170**	Native vegetation uphill from rail line.	Install new gravel track on steep ground above railway.	Difficult access, vegetation clearance required, steep ground.	Midland Railway.	**$55,080**
T13-T14	KiwiRail Bridge #21	20				**20**	Existing rail bridge	Install new single-span, glulam timber bridge upstream of rail bridge.	Difficult access, vegetation clearance required, steep ground.	Midland Railway.	**$200,000**
T14-T15	Waimakariri River Bluffs (True-Right)	95				**95**	Native vegetation uphill from rail line.	Install new gravel track on steep ground above railway.	Difficult access, vegetation clearance required, steep ground.	Midland Railway.	**$30,780**
T15-T16	KiwiRail Bridge #20 (Chasm Stream)	20				**20**	Existing rail bridge	Install new single-span, glulam timber bridge upstream of rail bridge.	Difficult access, vegetation clearance required, steep ground.	Midland Railway.	**$200,000**
T16-T17	Rail tunnel bypass	605				**605**	Rail line tunnel through steep ground	Install new gravel track on steep ground above railway tunnel, switchbacks and barriers required to get down to viaduct deck level.	Difficult access, steep ground, vegetation clearance required. Barriers and retaining walls required above viaduct.	Midland Railway. Korowai/Torlesse Tussocklands Park.	**$1,648,020**
T17-T18	Staircase Gully Viaduct	182				**182**	Iconic Staircase Viaduct supporting active rail line	Install new, long-span suspension bridge beside viaduct, difficult access, very long span.	Difficult access, steep ground, vegetation clearance required	Midland Railway, Hydro.	**$1,400,000**
T18-T19	Waimakariri River Bluffs (True-Right)	215				**215**	Native vegetation and steep, rocky ground/bluffs downhill from rail line.	Install new gravel track on steep ground below railway.	Difficult access, vegetation clearance required, steep ground, retaining walls and barriers required.	Midland Railway.	**$155,660**
T19-T20	Waimakariri River Bluffs (True-Right) to Pattersons Creek Viaduct		6650			**6650**	Existing rail access maintenance road, 4WD access only, rough and undulating.	Follow and improve existing rail access road, assume barrier entire length for rail separation or fall protection, improvements required, detailed design required, assume multiple sections with retaining walls required.	Difficult access, vegetation clearance required, steep ground, retaining walls and barriers required, some bridges may be required.	Midland Railway.	**$7,010,100**
T20-T21	Pattersons Creek Viaduct	180				**180**	KiwiRail Bridge #18 - Iconic Pattersons Creek Viaduct supporting active rail line	New suspension bridge beside viaduct, slightly better access, very long span.	Difficult access, steep ground, vegetation clearance required. Barriers and retaining walls required above viaduct.	Midland Railway, Railway Legality unknown, Private: Tavendale.	**$1,200,000**
T21-T22	Rail Maintenance Access Road		450			**450**	Existing rail access maintenance road, 4WD access only, rough and undulating.	Follow and improve existing rail access road, assume barrier for half length for rail separation or fall protection, improvements required, detailed design required, assume multiple sections with retaining walls required.	Difficult access, vegetation clearance required, steep ground, retaining walls and barriers required.	Railway Legality unknown.	**$208,800**
T22-T23	Rail Maintenance Access Road		790			**790**	Existing rail access maintenance road, 4WD access only, rough and undulating.	Follow and improve existing rail access road, assume barrier for half length for rail separation or fall protection, improvements required, detailed design required, assume multiple sections with retaining walls required.	Better access available, vegetation clearance required, steep ground, retaining walls and barriers required.	Railway Legality unknown, Bush Holdings Limited.	**$366,560**
T19-T22 Option 2	Paterson Hill Trail			7130		**7130**	Existing farm road through private property, prolonged climbs over steep ground, may be more practical then following steep rail access road below at steep bluffs.	High country overpass above rail line, use and improve existing access track, may require new sections to maintain appropriate grade, avoids need for staircase viaduct bridge, requires detailed design, one bridge crossing required (suspension bridge 35m).	Private property access required, steep climbs/descents, more stable ground, condition of existing road unknown, install signage, stock separation/ fencing may be required.	Private: Tavendale, Bush Holdings Limited.	**$2,362,320**
T23-T24	Waimakariri River Trail		1725			**1725**	Existing walking trail along the Waimakariri River bank.	Existing riverside track, repair/resurface track as required.	Easy access, existing well-used trail.	Private land and Public Access/Road Reserve.	**$132,825**
T24-T25	Otarama Road			210		**210**	Otararama Road leave road reserve and is in private land.	Use existing road and bridge crossing, add signage.	Low traffic volume road but install signage.	Road Reserve, Bush Holdings Limited.	**$1,000**
T25-T26	Joyces Stream Bridge			12		**12**	Existing low-use road bridge.	Use existing road and bridge crossing, add signage.	Install signage.	Bush Holdings Limited.	**$500**
T26-T27	Otarama Road			2010		**2010**	Otararama Road leave road reserve and is in private land.	Use existing road and bridge crossing, add signage.	Low traffic volume road but install signage.	Bush Holdings Limited, Road Reserve, Crown Land.	**$1,000**
T27-T28	Rubicon Road			900		**1300**	Existing low-use gravel road for 900 m, new track beside rail line.	Use existing gravel road for 900 m, section beside rail requires new track and separation fence.	KiwiRail corridor access and separation fence.	Road Reserve, Railway Proc 129, Railway New Zealand.	**$280,100**
T28-T29	KiwiRail Bridge #13 (Little Kowhai River)	55				**55**	Existing KiwiRail bridge.	Install new suspension bridge upstream beside existing rail bridge		Railway New Zealand.	**$300,000**
T29-T30	Rail Corridor trail	1540				**1540**	Existing KiwiRail line through rail corridor.	Install new gravel trail beside rail line with separation barrier due to limited space available.	Limited space in rail corridor, high fencing required.	Railway New Zealand, Railway Proc 129.	**$811,580**
T30-T31	KiwiRail Bridge #12 (Kowai River)	205				**205**	Existing, multi-span rail bridge over Kowai River.	Install new suspension bridge upstream beside rail bridge. Clip-on structure to rail bridge unlikely to be viable due to limited protection available, structural capacity of existing rail bridge, and high cost of clip-on.	Long-span bridge required. Good flood clearance available.	Railway Proc 129.	**$1.600.000**
T31-T32	Rail Corridor trail	690				**690**	Existing KiwiRail line through rail corridor.	Install new gravel trail beside rail line with separation barrier due to limited space available.	Limited space in rail corridor, high fencing required.	Railway Proc 129, Road Reserve.	**$363,630**
T32-T33	Maintenance Trail			550		**550**	Existing gravel road used to access rail corridor.	Use existing track with x1 railway crossing.	Upgrade of existing vehicle track required.	Public access, road reserve	**$42,350**
T33-T34	Annavale Road			555		**555**	Existing public road (low-use).	Use existing track with x1 road crossing.	Install signage and road crossing barriers.	Road Reserve.	**$15,000**
T27-T34 Option 2	Kowai River Alternative Route					**5675**	Majority following along Road Reserve. Very minor section on private land where Road Reserve doesn't cover 90 degree corner of road (Kowai Road).	New gravel path beside road and a new 80 m suspension bridge over the Kowai River.	Shorter span bridge required compared to at rail bridge location.	Road Reserve, Hydro, Private: Tavendale, Local Purpose Reserve.	**$1,757,700**
T34-T35	Tramway Road/Springfield Reserve	670				**670**	Grass reserve beside town road, open stream/drainage channel with small bridge crossings.	New concrete path through town reserve.	Urban path requires high standard.	Road Reserve, Selwyn District Council.	**$294,800**
T35-T36	SH73 Springfield		200			**200**	Existing narrow concrete urban path beside highway.	Widen existing concrete path for shared use through main street.	State highway not suitable for cycle lanes within carriageway even with low speeds through township.	Road Reserve.	**$41,200**
TOTALS:		**6802**	**14260**	**4237**	**0**	**25699**					**$18,739,000**
(Highlighted segments are options and are not included in totals)											**$3,748,000**
											$22,487,000

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION T: Avoca Homestead to Springfield (Tranzalpine Route)																	
T1-T2	Avoca Homestead 4WD Trail	2400	2.2						5280								**$369,600**
T2-T3	Tussockland Bridge	20	2.2													200000	**$200,000**
T3-T4	Avoca Homestead 4WD Trail	1375	2.2						3025								**$211,750**
T4-T5	Tussockland Bridge	35														280000	**$280,000**
T5-T6	Avoca Homestead 4WD Trail	245	2.2						539								**$37,730**
T6-T7	Tussockland Bridge	35														280000	**$280,000**
T7-T8	Avoca Homestead 4WD Trail	425	2.2						935								**$65,450**
T8-T9	Tussockland Bridge	40														280000	**$280,000**
T9-T10	Avoca Homestead 4WD Trail	1015	2.2		1015				2233								**$207,060**
T10-T11	Tussockland Bridge	35														250000	**$250,000**
T11-T12	Avoca Homestead 4WD Trail	975	2.2		975				2145								**$198,900**
T12-T13	Waimakariri River Bluffs (True-Right)	170	2.2				170		374								**$55,080**
T13-T14	KiwiRail Bridge #21	20														200000	**$200,000**
T14-T15	Waimakariri River Bluffs (True-Right)	95	2.2				95		209								**$30,780**
T15-T16	KiwiRail Bridge #20 (Chasm Stream)	20														200000	**$200,000**
T16-T17	Rail tunnel bypass	605	2.2				605		1331				605		605		**$1,648,020**
T17-T18	Staircase Gully Viaduct	182														1400000	**$1,400,000**
T18-T19	Waimakariri River Bluffs (True-Right)	215	2.2				215		473						215		**$155,660**
T19-T20	Waimakariri River Bluffs (True-Right) to Pattersons Creek Viaduct	6650	2.2				6650		14630			665	665		6650	400000	**$7,010,100**
T20-T21	Pattersons Creek Viaduct	180														1200000	**$1,200,000**
T21-T22	Rail Maintenance Access Road	450	2.2			450			990						225		**$208,800**
T22-T23	Rail Maintenance Access Road	790	2.2			790			1738						395		**$366,560**
T19-T22 Option 2	Paterson Hill Trail	7130	2.2			7130			15686							480000	**$2,362,320**
T23-T24	Waimakariri River Trail	1725	2.2					3795									**$132,825**
T24-T25	Otarama Road	210														1000	**$1,000**
T25-T26	Joyces Stream Bridge	12														500	**$500**
T26-T27	Otarama Road	2010														1000	**$1,000**
T27-T28	Rubicon Road	1300	2.2		400			2860							400		**$280,100**
T28-T29	KiwiRail Bridge #13 (Little Kowhai River)	55														300000	**$300,000**
T29-T30	Rail Corridor trail	1540	2.2		1540			3388							1540		**$811,580**
T30-T31	KiwiRail Bridge #12 (Kowai River)	205														1600000	**$1,600,000**
T31-T32	Rail Corridor trail	690	2.2		690			1518							690		**$363,630**
T32-T33	Maintenance Trail	550	2.2					1210									**$42,350**
T33-T34	Annavale Road	555														15000	**$15,000**
T27-T34 Option 2	Kowai River Alternative Route	5675	2.2		5675				12485							600000	**$1,757,700**
T34-T35	Tramway Road/Springfield Reserve	670	3.0		670					2010							**$294,800**
T35-T36	SH73 Springfield	200	1.2		200					240							**$41,200**
TOTALS:		**25699**		**0**	**5490**	**1240**	**7735**	**12771**	**33902**	**2250**	**0**	**665**	**1270**	**0**	**10720**	**6607500**	**$18,739,000**
(Highlighted segments are options and are not included in totals)																Contingency 20%	**$3,748,000**
																GRAND TOTAL (Option 1):	**$22,487,000**

Waikirikiri Alpine to Sea Trail
Route Comments Schedule - May 2024

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Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	Utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION U: Lake Lyndon to Whakamatau (Lake Coleridge)											
U1-U2	Lake Lyndon lakeside			2060		**2060**	Follow road along south eastern edge of Lake Lyndon.	Use existing gravel road and install new signage.	Signage required for shared use.	Road Reserve, Hydro.	**$2,000**
U2-U3	Lake Lyndon lakeside			780		**780**	Follow road along south eastern edge of Lake Lyndon.	Use existing gravel road and install new signage.	Signage required for shared use.	Hydro, Road Reserve.	**$1,000**
U3-U4	Lyndon Road			2940		**2940**	Follow existing gravel road (low-use). Sloping gently down hill all the way to Lake Coleridge.	Use existing gravel road and install new signage.	Signage required for shared use.	Road Reserve.	**$3,000**
U4-U5	Lyndon Road			900		**900**	Follow existing gravel road (low-use). Sloping gently down hill all the way to Lake Coleridge.	Use existing gravel road and install new signage.	Signage required for shared use.	Road Reserve.	**$1,000**
U5-U6	Lyndon Road			1815		**1815**	Follow existing gravel road (low-use). Sloping gently down hill all the way to Lake Coleridge.	Use existing gravel road and install new signage.	Signage required for shared use.	Road Reserve.	**$2,000**
U6-U7	Lyndon Road			5875		**5875**	Follow existing gravel road (low-use). Sloping gently down hill all the way to Lake Coleridge.	Use existing gravel road and install new signage.	Signage required for shared use.	Road Reserve.	**$6,000**
TOTALS:		**0**	**0**	**14370**	**0**	**14370**					**$15,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$3,000**
										GRAND TOTAL:	**$18,000**
SECTION V: Lake Coleridge to High Peak Station (via Lake Coleridge Power Station)											
V1-V2	Homestead Road			540		**540**	Existing gravel road at Lake Coleridge lakefront	Use existing gravel road and install new signage	Signage required for shared use.	Road Reserve.	**$500**
V2-V3	Lake Hill Track		900			**900**	Existing public walking trail along wetlands to lake side. Part of the Te Araroa trail.	Upgrade existing trail to cycle trail standard.	Good access available for construction.	Road Reserve,	**$91,550**
V3-V4	Lake Hill Track		2730			**2730**	Existing public walking trail along the lake side. Part of the Te Araroa trail.	Use and improve existing Lakeside Trail, formation already exists	Good access available for construction.	Road Reserve, Lake Hill Limited.	**$251,160**
V4-V5	Coleridge Intake Road			1970		**1970**	Existing gravel road away from lake. Part of the Te Araroa trail.	Use existing gravel road and install new signage	Good access available for construction.	Road Reserve.	**$2,000**
V5-V6	Arboretum road (Private Land)			940		**940**	Existing gravel road through privately owned forestry block. Heavy vehicle use and steep grade down to hydro power station from escarpment.	Road with switchbacks through forestry block. Use existing gravel road for first 900 m until first switchback and install new signage. This follows the Te Araroa Trail.	Signage required for shared use.	Manawa Energy Limited.	**$1,000**
V6-V7	Te Araroa Trail - Arboretum		680			**680**	Existing walking trail through private land and arboretum. Part of the Te Araroa Trail.	Upgrade trail to less steep grade and wider trail, likely requires more switchbacks or riders dismount.	Existing steep grade requires flattening. Permission from landowner required.	Manawa Energy Limited.	**$87,360**
V7-V8	Hummocks Road			415		**415**	End at existing rest stop at power station with toilets, seating and info and history signs	Use existing low-traffic asphalt road to power station, Install bike stop improvements to existing rest area at Power Station.	Good access, low-use road, residential area.	Manawa Energy Limited, Road Reserve.	**$20,000**
V8-V9	Coleridge Road	6460				**6460**	Follow Coleridge Road (two lane, asphalt, high speed rural road follows the Rakaia River).	New trail on road shoulder in road reserve, driveway crossings required, gravel surface due to rural setting.	Good access and shoulder width for adequate separation from fast-travelling vehicles.	Road Reserve.	**$820,420**
V9-V10	Acheron River Bridge	50				**50**	Existing two-lane road bridge over Acheron River.	Install new cycle bridge, suspension bridge upstream of existing road bridge	Good access and site conditions	Road Reserve.	**$300,000**
V10-V11	Coleridge Road (Terrace Downs)	11920				**11920**	Follow Coleridge Road (two lane, asphalt, high speed rural road follows the Rakaia River). Terrace Downs Resort and other accommodation along the way).	New trail on road shoulder in road reserve, driveway crossings required, gravel surface due to rural setting.	Good access and shoulder width for adequate separation from fast-travelling vehicles.	Road Reserve.	**$1,513,840**
V11-V12	Snowdon Road - High Peak Road			9250		**9250**	Existing gravel road - Snowdon Road and High Peak Road.	Use existing gravel road and install new signage.	Shared use but low traffic volume - Road used to access High Peak Station.	Road Reserve, Guild, Duncan Cotterill Christchurch Trustee (2018) Limited.	**$2,000**
TOTALS:		**6510**	**4310**	**3865**	**0**	**35855**					**$3,090,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$618,000**
										GRAND TOTAL:	**$3,708,000**
SECTION W: High Peak Station to Springfield											
W1-W2	High Peak Station private road			2380		**2380**	Existing private farm road through High Peak Station.	Use existing gravel road and install new signage.	Concession and agreement from landowner required. Utilises private property, consultation with landowner has not been carried out. Must consider active farm operations.	Guild, Duncan Cotterill Christchurch Trustee (2018) Limited, Road Reserve.	**$2,000**
W2-W3	Selwyn River / Waikirikiri Bridge Crossing			15		**15**	Existing single=span farm bridge.	Replace or upgrade existing timber farm bridge with compliant pedestrian crossing.	Concession and agreement from landowner required. Utilises private property, consultation with landowner has not been carried out. Must consider active farm operations.	Road Reserve, Guild, Duncan Cotterill Christchurch Trustee (2018) Limited.	
W3-W4	High Peak Station private road			7355		**7355**	Existing private gravel farm road.	Improve existing road track with signage and aggregate, assume formation already exists, some fencing to separate from active farm operations may be required.	Concession and agreement from landowner required. Utilises private property, consultation with landowner has not been carried out. Must consider active farm operations.	Guild, Duncan Cotterill Christchurch Trustee (2018) Limited, Road Reserve.	**$973,690**
W4-W5	Selwyn River / Waikirikiri Bridge Crossing	60				**60**	Existing gravel ford crossing.	Install new suspension bridge at ford location approximately.	Braided river, flood clearance, bridge design, connects private property roads.	Matariki Forests, Road Reserve.	**$420,000**
W5-W6	Forestry Block Road			7800		**7800**	Existing gravel forestry roads.	Use existing gravel forestry road and install new signage.	Private property owned by Matariki Forest. Concession and permission from landowner required. Trail through sometimes active logging site will require closure at certain times.	Matariki Forests, Road Reserve.	**$10,000**
W6-W7	Dalethorpe Road			5915		**5915**	Existing public gravel road after forestry gate.	Use existing gravel road and install new signage.	Periods of very high heavy traffic use for logging operations, otherwise low-use, very dust prone.	Road Reserve, Matariki Forests, Ferguson, Dineen.	**$5,000**
W7-W8	Springfield Road			1560		**1560**	Existing public gravel road.	Use existing gravel road and install new signage.	Periods of very high heavy traffic use for logging operations, otherwise low-use, very dust prone.	Road Reserve.	**$1,560**
W8-W9	Springfield Road			4140		**4140**	Existing public gravel road.	Use existing gravel road and install new signage.	Periods of very high heavy traffic use for logging operations, otherwise low-use, very dust prone.	Road Reserve.	**$4,140**
W9-W10	Springfield Road to Springfield Township	1290				**1290**	two-lane, high speed State Highway 73 (not suitable for bike traffic shared use)	New gravel path beside State Highway.	Separation from highway traffic required, crosses driveway entrances.	Road Reserve.	
TOTALS:		**1350**	**0**	**29165**	**0**	**30515**					**$1,732,000**
(Highlighted segments are options and are not included in totals)											**$346,000**
											$2,078,000
SECTION X: Waimakariri Bridge to West Melton (Waimakariri Reserve)											
X1-X2	Waimakariri Gorge Road (Sheffield to Waimakariri Bridge)	4730				**4730**	Follows parallel to inland Scenic Route and Waimakariri Gorge Road towards the Waimakariri River. Flat grass berm for majority, crosses Minchins Road.	Form new path on east side of road. Some pine tree removal and benching on first curve.	Vegetation, trees (arborist). Private fences. Traffic on road. Separation from high-speed public road.	Road Reserve.	**$641,510**
X2-X3	Waimakariri Picnic Road	330				**330**	Waimakariri Picnic Road, grass and some vegetation on existing road batters. Toilet and picnic area at bottom of slope.	Possible to form new cycleway on east side of existing road with cut/fill.	Possible gradient issue.	Road Reserve, Canterbury Regional Council.	**$61,875**
X3-X4	Parallel Waimakariri River towards The Willows			28185		**28185**	Follow existing tracks/4wd roads parallel to the Waimakariri River surfaced with river gravels. Existing campground, toilet and services in The Willows.	Resurface existing tracks. Install 10m bridge at ford and boardwalk over flooded area, away from existing track to allow 4wd access. Reduce width to 2m on structures.	Multiple landowners, dusty surface, 4wd tracks, shared use, ongoing maintenance high, possible flooding, follows river but limited views of river	Private: Deans, Local purpose (public utility) reserve, Hydro, P & E Limited, Private: Bull, Baxter, AH Trustees, (Glenrowan) Ltd, Water Supply, Water Race Purposes, North Canterbury Catchment Board, Road Reserve, Canterbury Regional Council, Private: Anson (possible to avoid)	$3,220,175
X4-X5	The Willows to West Melton	8540				**8540**	Thompsons Road, road reserve, cut through near rifle range, road reserve, Old West Coast Road, Stackhouse Road, Bells Road to Weedons Road.	Install new gravel path beside road	Driveway crossings, separation from road, road crossings, semi-urban traffic	Road Reserve, North Canterbury Catchment Board,	$1,084,580
X5-X6	West Melton (Weedons Ross Road)	130			1030	**1160**	Existing walking / cycle path along Weedons Ross Road with painted lines. Flat grass at Halkett Road.	Form new path section between Halkett Road to Jacks Drive. Some additional painting required at south end.	Traffic control.	Road Reserve.	$148,080
TOTALS:		**13730**	**0**	**28185**	**1030**	**42945**					$5,156,000
(Highlighted segments are options and are not included in totals)										Contingency 20%	$1,031,000
										GRAND TOTAL:	$6,187,000

Waikirikiri Alpine to Sea Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, asphalt, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/m2	$/Lin m	LS	
				$25	$50	$110	$170	$35	$70	$130	$90	$700	$2,000	$1,500	$400	$1	
SECTION U: Lake Lyndon to Whakamatau (Lake Coleridge)																	
U1-U2	Lake Lyndon lakeside	2060														2000	**$2,000**
U2-U3	Lake Lyndon lakeside	780														1000	**$1,000**
U3-U4	Lyndon Road	2940														3000	**$3,000**
U4-U5	Lyndon Road	900														1000	**$1,000**
U5-U6	Lyndon Road	1815														2000	**$2,000**
U6-U7	Lyndon Road	5875														6000	**$6,000**
TOTALS:		**14370**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15000**	**$15,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$3,000**
															GRAND TOTAL:		**$18,000**
SECTION V: Lake Coleridge to High Peak Station (via Lake Coleridge Power Station)																	
V1-V2	Homestead Road	**540**														500	**$500**
V2-V3	Lake Hill Track	**900**	1.2	350	900			1080									**$91,550**
V3-V4	Lake Hill Track	**2730**	1.2		2730			3276									**$251,160**
V4-V5	Coleridge Intake Road	**1970**														2000	**$2,000**
V5-V6	Arboretum road (Private Land)	**940**														1000	**$1,000**
V6-V7	Te Araroa Trail - Arboretum	**680**	2.2		680			1496								1000	**$87,360**
V7-V8	Hummocks Road	**415**														20000	**$20,000**
V8-V9	Coleridge Road	**6460**	2.2		6460			14212									**$820,420**
V9-V10	Acheron River Bridge	**50**	2.5													300000	**$300,000**
V10-V11	Coleridge Road (Terrace Downs)	**11920**	2.2		11920			26224									**$1,513,840**
V11-V12	Snowdon Road - High Peak Road	**9250**														2000	**$2,000**
TOTALS:		**35855**		**350**	**22690**	**0**	**0**	**46288**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**326500**	**$3,090,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$618,000**
															GRAND TOTAL:		**$3,708,000**
SECTION W: High Peak Station to Springfield																	
W1-W2	High Peak Station private road	2380														2000	**$2,000**
W2-W3	Selwyn River / Waikirikiri Bridge Crossing	15														150000	**$150,000**
W3-W4	High Peak Station private road	7355	2.2					16181						1000		7355	**$973,690**
W4-W5	Selwyn River / Waikirikiri Bridge Crossing	60														420000	**$420,000**
W5-W6	Forestry Block Road	7800														10000	**$10,000**
W6-W7	Dalethorpe Road	5915														5000	**$5,000**
W7-W8	Springfield Road	1560														1560	**$1,560**
W8-W9	Springfield Road	4140														4140	**$4,140**
W9-W10	Springfield Road to Springfield Township	1290	2.2		1290			2838								1290	**$165,120**
TOTALS:		**30515**		**0**	**1290**	**0**	**0**	**19019**	**0**	**0**	**0**	**0**	**0**	**1000**	**601345**		**$1,732,000**
(Highlighted segments are options and are not included in totals)															**Contingency 20%:**		**$346,000**
															GRAND TOTAL:		**$2,078,000**
SECTION X: Waimakariri Bridge to West Melton (Waimakariri Reserve)																	
X1-X2	Waimakariri Gorge Road (Sheffield to Waimakariri Bridge)	4730	2.2	480	4250	480		10406									**$641,510**
X2-X3	Waimakariri Picnic Road	330	1.5	200		350		525									**$61,875**
X3-X4	Parallel Waimakariri River towards The Willows	28185	3.0	110				84555						100	20	100000	$3,220,175
X4-X5	The Willows to West Melton	8540	2.2		8540			18788									$1,084,580
X5-X6	West Melton (Weedons Ross Road)	1160	2.2		130					286	1160						$148,080
TOTALS:		**42945**	**11**	**790**	**12920**	**830**	**0**	**114274**	**0**	**286**	**1160**	**0**	**0**	**100**	**20**	**100000**	$5,156,000
(Highlighted segments are options and are not included in totals)															Contingency 20%		$1,031,000
															GRAND TOTAL:		$6,187,000

Te Waihora Lakeside Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Te Waihora Lakeside Trail - Options Map, Reference 23/034-03, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION AA: Little River Trails End to Selwyn Huts											
AA1-AA2	Motukarara to Halswell Rivel canal	1985				**1985**	Leave the Little River Rail Trail at Motukarara and follow Park Road and Duck Pond Road.	Construct new concrete path in road reserve beside road, connects with the current end of the Little River Trail at Motukarara. Concrete due to small residential area.	Good access and wide, flat existing shoulder for easy construction.	Road Reserve.	**$774,150**
AA2-AA3	Halswell River Crossing	35				**30**	Existing single lane road bridge crossing over canal.	New Bridge, 20 m glulam, easy access for construction, don't use existing one-way bridge.	Easy access for construction.	Road Reserve; Local Purpose Reserve (Soil Conservation and River Control).	**$200,000**
AA3-AA4	Clay Target Club Diversion	1350		850		**2200**	Follow road along Gammacks Road passed Waihora Clay Target Club into road reserve	Use existing low-traffic volume gravel road through public road reserve and then form new gravel path to reconnect with Halswell River. New, small 10 bridge over drainage channel.	Route designed to avoid Clay Target Club firing range.	Road Reserve.	**$205,250**
AA3-AA4 Option 1	Waihora Clay Target Club					**1590**	High embankment on West side of Halswell River Canal.	Install gravel path beside Halswell River Canal, easy access to form on embankment on high-ground.	In the firing path (protected) of the Waihora Clay Target Club	Road Reserve.	**$182,850**
AA4-AA5	Halswell River to Hudsons Road	1180				**1180**	High embankment on West side of Halswell River Canal.	Install gravel path beside Halswell River Canal, easy access to form on embankment on high-ground.		Road Reserve; Local Purpose Reserve (Soil Conservation and River Control), Conservation purposes Section.	**$135,700**
AA5-AA6	Hudsons Road to Greenpark Huts	1770				**1770**	High embankment on South side of Hudson Rd gives some views over lake (better than using existing gravel Hudson Rd).	New gravel path, easy to form on embankment on high-ground.	Greenpark Huts may be vacated in future.	Conservation purposes Section, Ngai Tahu Ancillary Claims Trust , Road Reserve.	**$203,550**
AA6-AA7	Greenpark huts			365		**365**	Use existing gravel road through Greenpark huts.	Greenpark Huts, use existing asphalt roads through town, add signage	Greenpark Huts may be vacated in future.	Road Reserve, Conservation purposes Section 62.	**$500**
AA7-AA8	Lakeside trail from Greenpark Huts	3415				**3415**	Legal road access (currently unformed) at paddock edge along lakeside.	New gravel path on flat land, public access road through reserve. 2.2 m wide path.		Road Reserve; Conservation purposes Section 62.	**$392,725**
AA8-AA9	Lakeside trail between Jarvis Road and Clarks Road	1340				**1340**	Legal road access (currently a rough gravel farm track) at paddock edge along lakeside.	Existing gravel track but would require upgrade i.e. more aggregates and fixing potholes/drainage		Road Reserve; Conservation purposes Section 62.	**$154,100**
AA9-AA10	Lakeside trail between Clarks Road and Silage Pit.	545				**545**	Legal road access (currently a rough gravel farm track) at paddock edge along lakeside.	Existing gravel track but would require upgrade i.e. more aggregates and fixing potholes/drainage	Currently used as farm access but is a public road.	Road Reserve.	**$62,675**
AA10-AA11	Lakeside trail between Clarks Road and Embankment Road	940				**940**	Legal road access (currently unformed) at paddock edge along lakeside.	New gravel path on flat land, public access road through reserve. 2.2 m wide path.		Road Reserve, Conservation purposes Section 62.	**$108,100**
AA11-Lake Option 2	Embankment Road Carpark	230				**230**	Existing 'spoke' for lake access at end of Embankment Road.	Upgrade 'spoke' as an interest point with seating, toilet facilities, information boards etc.	Good access for construction	DOC - Greenpark Sands Conservation Area	
AA11-AA12	Embankment Road to irrigation pivot	1590				**1590**	High flood embankment along lakeside in front of irrigation pivot.	New gravel path through road reserve, build on high embankment in front of irrigation pivot	Landowner consultation required to use embankment, keep on high ground to avoid wet areas and lake level changes.	Road Reserve, Conservation purposes Section 62.	**$182,850**
AA12-AA13	Yarrs Flat Boardwalk Section	1200				**1200**	Boggy section,.	Install boardwalk due to lake level changes and wet ground.	2.2 m wide with timber kerb, within/on the boarder with Yarrs Flat Wildlife Management Reserve, deck level to allow for fluctuating lake level,	Road Reserve.	**$1,800,000**
AA13-AA14	Yarrs Flat to LII River along Wolfes Road	870				**870**	'Spoke'/rest area at Yarrs Flat Wildlife Reserve.	New gravel path through road reserve beside road and a small new section from road to LII River.	Easy access for construction.	Road Reserve, Government Purposes (Wildlife Management) [Yarrs Flat Wildlife Reserve], Conservation Purposes Section 62, Hydro.	**$100,050**
AA14-AA15	L II River Crossing	25				**25**	No existing river crossing here.	New 15 m bridge with approach boardwalks to allow height for boats under and flooding	Allow for jetboats and recreation users. Structural design and Resource Consent.	Hydro; Conservation Purposes Section 62(1); Public Road	**$225,000**
AA15-AA16	L II River to Days Road	835				**835**	Passes near house and farm buildings through farm operations.	New gravel path through reserve paper road	Good access for construction.	Hydro, Road Reserve.	**$96,025**
AA16-AA17	Days Road to Spackman Avenue					**760**		New gravel path in road reserve beside road, requires road crossing at Selwyn Huts.		Road Reserve.	**$92,400**
TOTALS:		**17080**	**0**	**1215**	**0**	**19050**					**$4,733,075**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$947,000**
										GRAND TOTAL:	**$5,680,100**
SECTION BB: Lincoln Loop 2 - L II River											
BB1-BB2	Lincoln / Little River Trail to Bridge crossing 1	140				**140**	Existing grassed L II riverside access, passes near farm buildings, branches off Little River Trail	New gravel path along true-left side of L II River		L II River access/public road reserve	**$36,100**
BB2-BB3	Bridge crossing 1	12				**12**	No existing crossing here.	New timber bridge over the L II River.	Bridge structural design, flood clearance and Resource Consent.	Crosses the L II River, public road access each side	**$130,000**
BB3-BB4	Bridge crossing 1 to McDonald Road	2550				**2550**	No existing access here, grass river margins along paddock edges.	New gravel trail along river margin on true-right side of L II River.		L II River access/public road reserve; Private Property; Local Purpose Reserve (Esplanade); Public land - Drain Reserve	**$293,250**
BB4-BB5	McDonald Road to Englishs Road	680				**680**	No existing access here, grass river margins along paddock edges.	New gravel trail along river margin on true-right side of L II River.	Signage and gates required to cross Englishs Road.	Road Reserve, Drain Reserve [Conservation Purposes], Conservation Area L II River Silverstream; Hydro.	**$88,200**
BB5-BB6	Englishs Road to Bridge crossing 2	980				**980**	No existing access here, grass river margins along paddock edges.	New gravel trail along river margin on West side of L II River.		Road Reserve, Drain Reserve [Conservation Purposes], Hydro.	**$112,700**
BB6-BB7	Bridge crossing 2	16				**16**	No existing crossing here.	New timber bridge over the L II River.	Bridge structural design, flood clearance and Resource Consent	Drain Reserve [Conservation Purposes], Hydro.	**$180,000**
BB7-BB8	Bridge crossing 2 to Pannetts Road	2400				**2400**	Some existing access here, grass river margins along sanctuary edges with thick vegetation.	New gravel trail along river margin on true-left side of L II River.	Some vegetation clearance required. Signage and gates required to cross Pannetts Road.	Sanctuary/Reserve; Hydro.	**$296,000**
BB8-BB9	Pannetts Road to Wolfes Road	615				**615**	No existing access here, grass river margins along paddock edges.	New gravel trail along river margin on true-left side of L II River.		Road Reserve; Local Purpose Reserve (Esplanade); Hydro: Private property	**$80,725**
BB9-BB10	Wolfes Road to Lake	1640				**1640**	Existing road - Wolfes Road. Forms loop trail with Section AA. Can Cross L II River to Selwyn Huts between AA14-AA15.	New gravel trail on grass road reserve shoulder.		Road Reserve.	**$198,600**
TOTALS:		**9033**	**0**	**0**	**0**	**9033**					**$1,416,000**
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	**$283,000**
										GRAND TOTAL:	**$1,699,000**

Te Waihora Lakeside Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, concrete, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	LS	
				$20	$40	$90	$140	$30	$60	$140	$90	$700	$2,000	$1,500	$300	$1	
SECTION AA: Little River Trails End to Selwyn Huts																	
AA1-AA2	Motukarara to Halswell Rivel canal	1985	2.5		1985					4963							**$774,150**
AA2-AA3	Halswell River Crossing	30														200000	**$200,000**
AA3-AA4	Clay Target Club Diversion	2200	2.5		1350			3375								50000	**$205,250**
AA3-AA4 Option 1	Waihora Clay Target Club	1590	2.5		1590			3975									**$182,850**
AA4-AA5	Halswell River to Hudsons Road	1180	2.5		1180			2950									**$135,700**
AA5-AA6	Hudsons Road to Greenpark Huts	1770	2.5		1770			4425									**$203,550**
AA6-AA7	Greenpark huts	365														500	**$500**
AA7-AA8	Lakeside trail from Greenpark Huts	3415	2.5		3415			8538									**$392,725**
AA8-AA9	Lakeside trail between Jarvis Road and Clarks Road	1340	2.5		1340			3350									**$154,100**
AA9-AA10	Lakeside trail between Clarks Road and Silage Pit.	545	2.5		545.0			1363									**$62,675**
AA10-AA11	Lakeside trail between Clarks Road and Embankment Road	940	2.5		940.0			2350									**$108,100**
AA11-Lake Option 2	Embankment Road Carpark	230	2.5		230.0			230								50000	**$66,100**
AA11-AA12	Embankment Road to irrigation pivot	1590	2.5		1590			3975									**$182,850**
AA12-AA13	Yarrs Flat Boardwalk Section	1200	2.5											1200			**$1,800,000**
AA13-AA14	Yarrs Flat to LII River along Wolfes Road	870	2.5		870			2175									**$100,050**
AA14-AA15	L II River Crossing	25												30		180000	**$225,000**
AA15-AA16	L II River to Days Road	835	2.5		835			2088									**$96,025**
AA16-AA17	Days Road to Spackman Avenue	760	2.5		760			1900								5000	**$92,400**
TOTALS:		**19050**		**0**	**16580**	**0**	**0**	**36488**	**0**	**4963**	**0**	**0**	**0**	**1230**	**0**	**435500**	**$4,733,075**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$947,000**
																GRAND TOTAL:	**$5,680,100**
SECTION BB: Lincoln Loop 2 - L II River																	
BB1-BB2	Lincoln / Little River Trail to Bridge crossing 1	140	2.5		140			350								20000	**$36,100**
BB2-BB3	Bridge crossing 1	12														130000	**$130,000**
BB3-BB4	Bridge crossing 1 to McDonald Road	2550	2.5		2550			6375									**$293,250**
BB4-BB5	McDonald Road to Englishs Road	680	2.5		680			1700								10000	**$88,200**
BB5-BB6	Englishs Road to Bridge crossing 2	980	2.5		980			2450									$112,700
BB6-BB7	Bridge crossing 2	16														180000	$180,000
BB7-BB8	Bridge crossing 2 to Pannetts Road	2400	2.5	500	2400			6000								10000	$296,000
BB8-BB9	Pannetts Road to Wolfes Road	615	2.5	500	615			1538									$80,725
BB9-BB10	Wolfes Road to Lake	1640	2.5	500	1640			4100									$198,600
TOTALS:		**9033**	**18**	**1500**	**9005**	**0**	**0**	**22513**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**350000**	**$1,416,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	**$283,000**
																GRAND TOTAL:	**$1,699,000**

Te Waihora Lakeside Trail
Route Comments Schedule - May 2024

Schedule Instructions:
This schedule is to be read in conjunction with the Route Maps Titled: Te Waihora Lakeside Trail - Options Map, Reference 23/034-03, dated May 2024.
This Schedule forms 'Appendix B - Detailed Route Schedules' of the Feasibility Study Report titled 'Waikirikiri Alpine to Sea Trail and Te Waihora Lakeside Trail', Rev A, By Frame Group, for: Selwyn District Council, Dated May 2024.
Costs are based on current industry rates as of May 2024.
Blue Sections = Preferred Routes.
Red Sections = Alternative Routes.
Grey Highlight = Sub-Options for small trail sections.
All costs are for the purposes of the Feasibility Study only and are not immediately suitable for Detailed Design or Construction.

Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION CC: Selwyn Huts Side Trip											
CC1-CC2	Days Road to Lower Selwyn Huts / Lakeside	500		3300		**3800**	Existing Days Road and Hurst Road - gravel roads to lake edge.	Use existing gravel road with added signage and rest area at end. Small section of new gravel path at the end to get to lake edge.		Road Reserve, Hydro, Te Runanga o Ngai Tahu.	**$68,000**
TOTALS:		**500**	**0**	**3300**	**0**	**3800**					$68,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$14,000
										GRAND TOTAL:	**$82,000**
SECTION DD: Selwyn Huts to Boggy Creek Reserve											
DD0 - DD1	Waikirikiri / Selwyn River Crossing (Selwyn Lake Road end)	70				**70**	No existing crossing here. Crossing required to access 'West Side' trails. Alternative route available through Coes Ford.	New bridge, assume suspension bridge, requires land for anchor blocks and back-span cables.	Structural design and Resource Consent.	Road Reserve.	**$500,000**
DD1-DD2	Selwyn Lake Road to Lakelands Road	3095				**3095**	Existing asphalt road - Selwyn Lake Road; and existing gravel road - Davies Road.	New gravel path through road reserve on grass shoulder.	Crosses property accessways.	Road Reserve.	**$328,070**
DD2-DD3	Lakelands Road to Dickies Road	2355				**2355**	Wards Wildlife Management Reserve.	New gravel path through reserve with some small drainage channel culvert crossings x6.	Requires Reserve access and possibly changes to Reserve Management Plan. Passes through private property near houses and farm buildings. Must be built away from wet areas and changing lake margins.	Road Reserve, Private: Prendergast, DOC - Wards Government Purpose Reserve Wildlife Management	**$279,630**
DD3-DD4	Dickies Road to Lake Road South	2230				**2230**	Williams Wildlife Management Reserve.	New gravel path through reserve with some small drainage channel culvert crossings x6.	Requires Reserve access and possibly changes to Reserve Management Plan. Must be built away from wet areas and changing lake margins.	Crown Land (Wildlife Management) Reserve; DOC - Williams Government Purpose Reserve Wildlife Management	**$266,380**
DD4-DD5	Lake Road South	460				**460**	Existing grass vehicle track from lake - Lake Road South	New gravel trail required, will provide vehicle access too.	Needs to provide vehicle access	Road Reserve.	**$48,760**
DD2-DD5 Option 1	Alternative Route: Lakelands Road to Lake Road South					**4450**	Follow The Lake Road.	New gravel path through road reserve on grass shoulder.	Not ideal as away from lake side.	Road Reserve.	**$471,700**
DD5-DD6	Aitkens Road to Irwell River	660				**660**	Existing grass track through working farm	New gravel path along Aitkens Road through working farm but on public access. 15 m bridge with approach boaRoadwalk required across Irwell River	Bridge structural design, flood clearance and Resource Consent	Road Reserve.	**$219,960**
TOTALS:		**8870**	**0**	**0**	**0**	**8870**					$1,642,800
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$329,000
										GRAND TOTAL:	**$1,971,800**
SECTION EE: Irwell River											
EE1-EE2	Irwell River to Lakes Edge	650				**650**	Some existing access here, grass river margins along sanctuary edges with thick vegetation.	Form new gravel trail through vegetation to lake edge.	Good spot for a rest area/public toilet	DOC [Te Waihora Proposed Picnic Area]; Public Road	**$58,300**
TOTALS:		**650**	**0**	**0**	**0**	**650**					$58,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$12,000
										GRAND TOTAL:	**$70,000**
SECTION FF: Boggy Creek Reserve to Hearts Creek											
FF1-FF2	Aitkens Road		825			**825**	Boggy Creek Wildlife Reserve. Existing gravel road - Aitkens Rd	Use existing low traffic volume road with signage		Road Reserve.	**$5,000**
FF2-FF4 Option 1	Alternative Route - Aitkens Road to Colletts Road	1170				**1170**	Follow along existing asphalt Aitkens Road and The Lake Road	New gravel cycle trail on grass shoulder of road reserve.	Less appealing option with limited views of lake, only use if lake section too boggy or access/permission not available.	Road Reserve.	**$124,020**
FF2-FF3	Boggy Creek Wildlife Reserve to Colletts Road	1640				**1640**	No existing trail through farmland and DOC Wildlife Reserve	New gravel trail	Access required through private property and near houses and farm buildings to Boggy Creek Reserve. Requires Reserve access and possibly changes to Reserve Management Plan. Must be built away from wet areas and changing lake margins.	Private: Warwood or Donald and Lay Trustees No. 1 Limited; and Crown Land (Wildlife Management) Reserve DOC - Boggy Creek Wildlife Management Reserve	**$173,840**
FF3-FF4	Colletts Road	935				**935**	Existing gravel road - Colletts Road	New gravel path through road reserve on grass shoulder.	Signage required.	Road Reserve.	**$99,110**
FF4-FF5	Colletts Road to Tramway Reserve Road along The Lake Road	2850				**2850**	Existing gravel road - Colletts Road	New gravel path through road reserve on grass shoulder.		Road Reserve.	**$302,100**
FF3-FF5 Option 2	Alternative Option: Colletts Road to Tramway Reserve Road via lakeside	4450				**4450**	Private property, working farms, and Wildlife Reserve.	New gravel trail through reserves and private property.	Extensive private property access required and requires Reserve access and possibly changes to Reserve Management Plan. Must be built away from wet areas and changing lake margins. Better views of the lake but likely subject to flooding from changing lake levels.	Private Property and Harts Creek Wildlife Management Reserve	**$471,700**
FF5-FF6	Tramway Reserve Road to Harts Road / Lower Lake Road via The Lake Road	2035				**2035**	Existing asphalt road - The Lake Road	New gravel path through road reserve on grass shoulder.		Road Reserve.	**$215,710**
TOTALS:		**7460**	**825**	**0**	**0**	**8285**					$795,760
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$159,000
										GRAND TOTAL:	**$954,800**
SECTION GG: Lakeside Domain Track											
GG1-GG2	Lakeside Domain Camp Site			1940		**1940**	Existing gravel Timber Yard Road with toilet and rest stop facilities	Utilise existing Road.	Additional signage and facilities to be added	Road Reserve.	**$0**
GG2-GG3	Lakeside Domain Camp Site			580		**580**	Existing gravel Timber Yard Road with toilet and rest stop facilities	Utilise existing Road.	Additional signage and facilities to be added	Lakeside Domain [Recreation Purposes]	**$0**
TOTALS:		**0**	**0**	**2520**	**0**	**2520**					$20,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$4,000
										GRAND TOTAL:	**$24,000**
SECTION HH: Lakeside Reserve to Taumutu											
HH1-HH2	Harts Road / Lower Lake Road to Johnstons Road	885				**885**	Existing asphalt road - Lower Lake Road	New gravel path through road reserve on grass shoulder.		Road Reserve.	**$93,810**
HH2-HH3	Johnstons Road			1105		**1105**	Existing gravel road to Lakeside Wildlife Reserve	Utilise existing low traffic volume gravel road	Signage required.	Road Reserve, Crown Land (Wildlife Management) Reserve.	**$5,000**
HH3-HH4	Lakeside Wildlife Management Reserve	3325				**3325**	No existing trail through farmland and DOC Wildlife Reserve	New gravel trail along fence line between reserve and farm land. Margins do not line up with property boundaries.	Requires Reserve access and possibly changes to Reserve Management Plan. Must be built away from wet areas and changing lake margins. Better views of the lake but likely subject to flooding from changing lake levels.	Crown Land (Wildlife Management) Reserve DOC - Lakeside Wildlife Management Reserve; DOC - Conservation Area Lakeside; Road Reserve; Private property	**$352,450**
HH4-HH5	Lakeside Wildlife Management Reserve to Lower Lake Road	310				**310**	No existing trail, fenced grass road reserve strip.	New gravel trail through road reserve on grass strip.		Road Reserve.	**$32,860**
HH2-HH6 Option 2	Alternative Route: Lower Lake Road and Private land	4600				**4600**	Existing Lower Lake road with grass shoulder. Gravel Road. No existing trail, working farm paddocks.	New gravel path through road reserve on grass shoulder. New, fenced gravel trail along paddock fence lines.	Closer to lake but requires private land access through working farm. Trail follows fence line and is separated from stock.	Road Reserve, Private land	**$487,600**
HH5-HH6	Lower Lake Road to Southbridge Sedgemere Road	1700				**1700**	Existing asphalt road - Lower Lake Road.	New gravel path through road reserve on grass shoulder.		Road Reserve.	$180,200
HH6-HH7	Lower Lake Road - Southbridge Sedgemere Road to Fishermans Point Side Track	2315				**2315**	Follow Lower Lake Road - existing gravel road.	New gravel path through road reserve on grass shoulder.		Road Reserve.	$245,390
HH7-HH8	Pohau Road - Fishermans Point Side Track to Taumutu	1075				**1075**	Follow Pohau Road - existing gravel road.	New gravel path through road reserve on grass shoulder.		Road Reserve.	$113,950
HH8-HH9	Taumutu to Sea	515				**515**	Existing gravel road through Taumutu past Hone Wetere (John Wesley) Church	New gravel path through road reserve on grass shoulder.		Part Taumutu Māori Reserve 806, Hydro	$54,590
TOTALS:		**10125**	**0**	**1105**	**0**	**11230**					$1,078,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$216,000
										GRAND TOTAL:	$1,294,000
SECTION II: Fishermans Point Side Track											
II1-II2	Fishermans Point Side Track			310		**310**	Existing gravel road to Fishermans Point	Utilise existing low traffic volume road.	Local huts at lake edge/road end	Road Reserve.	$1,000
TOTALS:		**0**	**0**	**310**	**0**	**310**					$1,000
(Highlighted segments are options and are not included in totals)										**Contingency 15%:**	$0
										GRAND TOTAL:	$1,000

Te Waihora Lakeside Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, concrete, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	LS	
				$20	$40	$90	$140	$30	$60	$140	$90	$700	$2,000	$1,500	$300	$1	
SECTION CC: Selwyn Huts Side Trip																	
CC1-CC2	Days Road to Lower Selwyn Huts / Lakeside	3800	2.2		500			1100								15000	**$68,000**
TOTALS:		**3800**		**0**	**500**	**0**	**0**	**1100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15000**	**$68,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$14,000
																GRAND TOTAL:	**$82,000**
SECTION DD: Selwyn Huts to Boggy Creek Reserve																	
DD0 - DD1	Waikirikiri / Selwyn River Crossing (Selwyn Lake Road end)	70														500000	**$500,000**
DD1-DD2	Selwyn Lake Road to Lakelands Road	3095	2.2		3095			6809									**$328,070**
DD2-DD3	Lakelands Road to Dickies Road	2355	2.2		2355			5181								30000	**$279,630**
DD3-DD4	Dickies Road to Lake Road South	2230	2.2		2230			4906								30000	**$266,380**
DD4-DD5	Lake Road South	460	2.2		460			1012									**$48,760**
DD2-DD5 Option 1	Alternative Route: Lakelands Road to Lake Road South	4450	2.2		4450			9790									**$471,700**
DD5-DD6	Aitkens Road to Irwell River	660	2.2		660			1452								150000	**$219,960**
TOTALS:		**8870**	**11**	**0**	**8800**	**0**	**0**	**19360**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**710000**	**$1,642,800**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$329,000
																GRAND TOTAL:	**$1,971,800**
SECTION EE: Irwell River																	
EE1-EE2	Irwell River to Lakes Edge	650	2.2		550			1210									**$58,300**
TOTALS:		**650**		**0**	**550**	**0**	**0**	**1210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$58,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$12,000
																GRAND TOTAL:	**$70,000**
SECTION FF: Boggy Creek Reserve to Hearts Creek																	
FF1-FF2	Aitkens Road	825	2.2													5000	**$5,000**
FF2-FF4 Option 1	Alternative Route - Aitkens Road to Colletts Road	1170	2.2		1170			2574									**$124,020**
FF2-FF3	Boggy Creek Wildlife Reserve to Colletts Road	1640	2.2		1640			3608									**$173,840**
FF3-FF4	Colletts Road	935	2.2		935			2057									**$99,110**
FF4-FF5	Colletts Road to Tramway Reserve Road along The Lake Road	2850	2.2		2850			6270									**$302,100**
FF3-FF5 Option 2	Alternative Option: Colletts Road to Tramway Reserve Road via lakeside	4450	2.2		4450			9790									**$471,700**
FF5-FF6	Tramway Reserve Road to Harts Road / Lower Lake Road via The Lake Road	2035	2.2		2035			4477									**$215,710**
TOTALS:		**8285**		**0**	**7460**	**0**	**0**	**16412**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5000**	**$795,760**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$159,000
																GRAND TOTAL:	**$954,800**
SECTION GG: Lakeside Domain Track																	
GG1-GG2	Lakeside Domain Camp Site	1940														10000	**$10,000**
GG2-GG3	Lakeside Domain Camp Site	580														10000	**$10,000**
TOTALS:		**2520**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20000**	**$20,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$4,000
																GRAND TOTAL:	**$24,000**
SECTION HH: Lakeside Reserve to Taumutu																	
HH1-HH2	Harts Road / Lower Lake Road to Johnstons Road	885	2.2		885			1947									**$93,810**
HH2-HH3	Johnstons Road	1105	2.2													5000	**$5,000**
HH3-HH4	Lakeside Wildlife Management Reserve	3325	2.2		3325			7315									**$352,450**
HH4-HH5	Lakeside Wildlife Management Reserve to Lower Lake Road	310	2.2		310			682									**$32,860**
HH2-HH6 Option 2	Alternative Route: Lower Lake Road and Private land	4600	2.2		4600			10120									**$487,600**
HH5-HH6	Lower Lake Road to Southbridge Sedgemere Road	1700	2.2		1700			3740									$180,200
HH6-HH7	Lower Lake Road - Southbridge Sedgemere Road to Fishermans Point Side Track	2315	2.2		2315			5093									$245,390
HH7-HH8	Pohau Road - Fishermans Point Side Track to Taumutu	1075	2.2		1075			2365									$113,950
HH8-HH9	Taumutu to Sea	515	2.2		515			1133									$54,590
TOTALS:		**11230**	**18**	**0**	**10125**	**0**	**0**	**22275**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5000**	**$1,078,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$216,000
																GRAND TOTAL:	$1,294,000
SECTION II: Fishermans Point Side Track																	
II1-II2	Fishermans Point Side Track	310														1000	**$1,000**
TOTALS:		**310**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1000**	**$1,000**
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$0
																GRAND TOTAL:	**$1,000**

Te Waihora Lakeside Trail
Route Comments Schedule - May 2024

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Segment & Options	Route	Form new cycleway [m]	Existing cycleway / track [m]	utilise existing roads [m]	Existing cycle lane on road [m]	Segment Length [m]	Existing description	Construction comments	Issues and design requirements	Land Tenure	Estimated Construction Cost [excl GST]
SECTION JJ: Tai Tapu Link											
JJ1-JJ2	Neills Road to Halswell River	5				**5**	Branches off Little River Rail Trail.	Sort new section of gravel track.	Signage required.	Road Reserve.	**$50,575**
JJ2-JJ3	Halswell River Crossing	15				**15**	Halswell River Canal.	Install new single-span timber bridge over river canal.	Bridge design	Road Reserve.	**$0**
JJ3-JJ4	Halswell River to Christchurch Akaroa Road (SH75)	2100				**2100**	Existing single lane gravel road - MacArtneys Road.	Utilise existing low-use gravel road.	Some upgrade of gravel surface required	Road Reserve.	**$241,500**
JJ4-JJ5	MacAtneys Road and Christchurch Akaroa Road (SH75) crossing	20				**20**	Crossing over high-speed, two-lane, asphalt Christchurch Akaroa Road (high-use road).	Install crossing infrastructure (barriers, lights, signage etc).	high-speed, high-use road crossing	Road Reserve, Anville Limited.	**$20,000**
JJ5-JJ6	Drain crossing	5				**5**	Existing drainage channel (grassed).	Install new timber crossing with barriers		Road Reserve.	**$20,000**
JJ6-JJ7	Grassed Reserve Strip	500				**500**	Existing grassed reserve strip.	Install new gravel path through drain reserve/public road reserve (grasses).	Some private property access required - working farm operations nearby	Road Reserve, Private: MacArtney	**$57,500**
JJ7-JJ8	Grassed Reserve Strip	570				**570**	Existing grassed reserve strip.	Install new gravel path through drain reserve/public road reserve (grasses)	Some private property access required - working farm operations nearby	Private: MacArtney, Road Reserve, Drain Reserve	**$65,550**
JJ8-JJ9	Grassed Reserve Strip	760				**760**	Existing grassed reserve strip.	Install new gravel path through drain reserve/public road reserve (grasses).		Drain Reserve	**$87,400**
JJ9-JJ10	to Tai Tapu	720				**720**	Existing grassed reserve strip.	Install new gravel path through drain reserve/public road reserve (grasses).	Some private property access required - working farm operations nearby	Drain Reserve, Private: Westoby or PGH Farm Limited	**$82,800**
TOTALS:		**4695**	**0**	**0**	**0**	**4695**					$625,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$125,000
										GRAND TOTAL:	**$750,000**
SECTION KK: Lincoln Loop											
KK1-KK2	Moirs Lane / Ellesmere Road intersection to Greenpark Road	3395				**3395**	Start at junction to Little River Trai - Ellesmere Road, Hudsons Road.	New gravel path beside existing asphalt road on grass shoulder.	Separation from road required. Signage. High-speed rural road.	Road Reserve.	**$359,870**
KK2-KK3	Greenpark Road to Clarks Road (Wildlife Reserve)	4975				**4975**	Hudsons Road and Clarks Road.	New gravel path beside existing asphalt road on grass shoulder	Separation from road required. Signage. High-speed rural road.	Road Reserve.	**$527,350**
TOTALS:		**3395**	**0**	**0**	**0**	**8370**					$887,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$177,000
										GRAND TOTAL:	**$1,064,000**
SECTION LL: Alternative Selwyn River Crossing											
LL1-LL2	Days Road to Pannetts Road	3165				**3165**	Selwyn/Waikirikiri river bank (true-left).	New gravel path through reserve along river bank.	Separation from high-speed road required.	Private: Davies, McLeod, Camerons Creek Limited, Private: White, Road Reserve.	**$335,490**
LL2-LL3	Pannetts Road to Selwyn Lakes Road	2025				**2025**	Existing low-level crossing (Coes FoRoad) and The Lake Road (two-lane asphalt high-speed rural road).	New gravel path beside existing asphalt road.	Separation from high-speed road required.	Road Reserve, Possible areas of Recreation Reserve.	**$214,650**
LL3-LL4	Selwyn Lake Road to Selwyn River	2600				**2600**	Existing Selwyn Lake Road (two-lane asphalt high-speed rural road).	New gravel path beside existing asphalt road.	Separation from high-speed road required.	Road Reserve.	**$275,600**
TOTALS:		**7790**	**0**	**0**	**0**	**7790**					$826,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$165,000
										GRAND TOTAL:	**$991,000**
SECTION MM: Leeston Loop											
MM1-MM2	Lake edge to Leeston	2960		2500		**5460**	Existing Tramway Reserve Road (two-lane asphalt high-speed rural road) and High St in Leeston.	New gravel path beside Tramway Road on grass shoulder. Use 2.5 km of existing concrete path in Leeston centre.	Separation from high-speed road required	Road Reserve, Tramway Reserve Road.	**$538,760**
MM2-MM3	Leeston to Timber Yards Road	6250				**6250**	Existing Selwyn Lake Road (two-lane asphalt high-speed rural road)	New gravel path beside road.	Separation from high-speed road required	Road Reserve.	$662,500
TOTALS:		**9210**	**0**	**2500**	**0**	**11710**					$1,201,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$240,000
										GRAND TOTAL:	$1,441,000
SECTION NN: Southbridge Loop											
NN1-NN2	Southbridge - Taumutu Road	720				**720**	Existing main town road (two lane with parking space)	New concrete path beside road for urban setting.		Road Reserve.	$250,560
NN2-NN3	Southbridge Sedgemere Road	2200				**2200**	Existing two-lane asphalt high-speed rural road with grass shoulder.	New gravel path beside road.	High speed road - good separation from traffic required	Road Reserve.	$233,200
NN3-NN4	Harts Road	5200				**5200**	Existing two-lane asphalt high-speed rural road with grass shoulder.	New gravel path beside road.	High speed road - good separation from traffic required	Road Reserve.	$551,200
NN3-NN5	Leeston Taumutu Road and Southbridge Sedgemere Road	9200				**9200**	Existing two-lane asphalt high-speed rural road with grass shoulder.	New gravel path beside road.	High speed road - good separation from traffic required	Road Reserve.	$975,200
TOTALS:		**17320**	**0**	**0**	**0**	**17320**					$2,010,000
(Highlighted segments are options and are not included in totals)										**Contingency 20%:**	$402,000
										GRAND TOTAL:	$2,412,000

Te Waihora Lakeside Trail
Estimated Work Schedule - May 2024

Segment & Options	Route	Segment Length [m]	Suggested new formed width [m]	Vegetation clearance [m]	Form on flat [m]	Form path on cross fall <50% [m]	Form benched path on cross fall >50% [m]	Install .075m thick aggregate surface with easy access [m2]	Install .05m thick aggregate surface with hard access [m2]	Install hard surface track surface, concrete, etc [m2]	Paintings on road walk for cycleway [m]	Install low retaining wall [m]	Install high retaining wall [m]	Install 2.2m wide timber boardwalk [m]	Install barrier [m]	Misc. [removals, culverts, bridges, fill, etc.]	Total
				$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	$/m2	$/m2	$/m	$/Lin m	$/Lin m	$/Lin m	$/Lin m	LS	
				$20	$40	$90	$140	$30	$60	$140	$90	$700	$2,000	$1,500	$300	$1	
SECTION JJ: Tai Tapu Link																	
JJ1-JJ2	Neills Road to Halswell River	5	2.5		5			13								50000	**$50,575**
JJ2-JJ3	Halswell River Crossing	15	2.5														**$0**
JJ3-JJ4	Halswell River to Christchurch Akaroa Road (SH75)	2100	2.5		2100			5250									**$241,500**
JJ4-JJ5	MacAtneys Road and Christchurch Akaroa Road (SH75) crossing	20	2.5													20000	**$20,000**
JJ5-JJ6	Drain crossing	5	2.5													20000	**$20,000**
JJ6-JJ7	Grassed Reserve Strip	500	2.5		500			1250									**$57,500**
JJ7-JJ8	Grassed Reserve Strip	570	2.5		570			1425									**$65,550**
JJ8-JJ9	Grassed Reserve Strip	760	2.5		760			1900									**$87,400**
JJ9-JJ10	to Tai Tapu	720	2.5		720			1800									**$82,800**
TOTALS:		**4695**		**0**	**4655**	**0**	**0**	**11638**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90000**	$625,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$125,000
																GRAND TOTAL:	**$750,000**
SECTION KK: Lincoln Loop																	
KK1-KK2	Moirs Lane / Ellesmere Road intersection to Greenpark Road	3395	2.2		3395			7469									**$359,870**
KK2-KK3	Greenpark Road to Clarks Road (Wildlife Reserve)	4975	2.2		4975			10945									**$527,350**
TOTALS:		**8370**		**0**	**8370**	**0**	**0**	**18414**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	$887,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$177,000
																GRAND TOTAL:	$1,064,000
SECTION LL: Alternative Selwyn River Crossing																	
LL1-LL2	Days Road to Pannetts Road	3165	2.2		3165			6963									**$335,490**
LL2-LL3	Pannetts Road to Selwyn Lakes Road	2025	2.2		2025			4455									**$214,650**
LL3-LL4	Selwyn Lake Road to Selwyn River	2600	2.2		2600			5720									**$275,600**
TOTALS:		**7790**		**0**	**7790**	**0**	**0**	**17138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	$826,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$165,000
																GRAND TOTAL:	$991,000
SECTION MM: Leeston Loop																	
MM1-MM2	Lake edge to Leeston	5460	2.2		2960			6512			2500						**$538,760**
MM2-MM3	Leeston to Timber Yards Road	6250	2.2		6250			13750									$662,500
TOTALS:		**11710**		**0**	**9210**	**0**	**0**	**20262**	**0**	**0**	**2500**	**0**	**0**	**0**	**0**	**0**	$1,201,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$240,000
																GRAND TOTAL:	$1,441,000
SECTION NN: Southbridge Loop																	
NN1-NN2	Southbridge - Taumutu Road	720	2.2		720					1584							$250,560
NN2-NN3	Southbridge Sedgemere Road	2200	2.2		2200			4840									$233,200
NN3-NN4	Harts Road	5200	2.2		5200			11440									$551,200
NN3-NN5	Leeston Taumutu Road and Southbridge Sedgemere Road	9200	2.2		9200			20240									$975,200
TOTALS:		**17320**		**0**	**17320**	**0**	**0**	**36520**	**0**	**1584**	**0**	**0**	**0**	**0**	**0**	**0**	$2,010,000
(Highlighted segments are options and are not included in totals)																**Contingency 20%:**	$402,000
																GRAND TOTAL:	$2,412,000

Appendix C – Detailed Market and Economic Assessment





Waikirikiri Cycle Trail CBA

Final Report

25 May 2024
Commercial in Confidence

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Cover photo: Grasmere Station, photo supplied by Rowan Sapsford

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Preface

This report has been prepared by Aaron Gabbie and Stephen Knuckey from MartinJenkins (Martin, Jenkins & Associates Ltd).

For over 30 years MartinJenkins has been a trusted adviser to clients in the government, private, and non-profit sectors in Aotearoa New Zealand and internationally. Our services include organisational performance, employment relations, financial and economic analysis, economic development, research and evaluation, data analytics, engagement, and public policy and regulatory systems.

We are recognised as experts in the business of government. We have worked for a wide range of public-sector organisations from both central and local government, and we also advise business and non-profit clients on engaging with government.

Kei te āwhina mātau ki te whakapai ake i a Aotearoa. We are a values-based organisation, driven by a clear purpose of helping make Aotearoa New Zealand a better place. Our firm is made up of people who are highly motivated to serve the New Zealand public, and to work on projects that make a difference.

Established in 1993, we are a privately owned New Zealand limited liability company, with offices in Wellington and Auckland. Our firm is governed by a Board made up of Partners Nick Davis, Allana Coulon, Richard Tait, Sarah Baddeley, and Nick Carlaw, as well as Independent Director Sophia Gunn and Independent Chair David Prentice.



Introduction

The Waikirikiri Alpine to Sea Cycle Trail is a proposed cycle and walking trail in the Selwyn District, from Arthur's Pass to Lake Te Waihora. There are four distinct sections within the full 327 kilometre length, but each section can be completed as a standalone trail.

Purpose

As part of a Feasibility Study of the trail for Selwyn District Council, Roam Consulting has sub-contracted MartinJenkins to carry out an indicative cost benefit analysis (CBA) of the trail. This document presents this analysis.

The cost benefit analysis has been carried out based on a model that was developed by MartinJenkins in conjunction with the Ministry of Business, Innovation and Employment (MBIE) for cost benefit analyses of investment in Great Rides (Ngā Haerenga, New Zealand Cycle Trail).

Approach

Trail use and visitor modelling

The total number of cyclists and walkers using the proposed trail have been estimated by Roam Consulting based on existing information and data for comparable cycle trails, Great Rides and Great Walks.

The number of cycling and walking users was estimated for a "fully-established" use scenario. For modelling purposes, we assume this is approximately three years after completion of the full trail, allowing for the volume of users to increase over time. Appropriate annual growth rates have been applied to the out-years.

The trail user projections are sensitivity tested at ± 25% of the base user projections.

Trail user estimate data and assumptions

User estimates are based on the potential markets for the proposed trail and estimates of associated spend. Given the nature of the trails, we have relied heavily on user trends of the existing New Zealand Cycle Trails – Great Rides, specifically those which offer similar experiences and will therefore appeal to similar markets. These include the Tasman Great Taste Trail, West Coast Wilderness Trail, the Alps to Ocean, and the Otago Central Rail Trail. All these trails are multiday easy grade South Island rides. Of the four considered, the Alps to Ocean offers the most similar experience to the proposed trails, specifically for the High Country and Plains Trails.

Key user activity data for the last 12 months for the Alps to Ocean Trail is provided in Table 1 below:

Table 1: Comparison of key user activity data

Great Rides 2023/24	Alps to Ocean 2023/24
71% are visitors	94.7% are visitors
76% of visitors are there for the trail	94.2% were there for the trail
4.3 nights is average stay	7.3 Nights is average stay
11% are internationals	28% are internationals
$902 spend per user	$2,159 Average Spend per user

Source: Great Ride Survey Tool

In addition to comparable trail data, Roam Consulting has had discussions with NZCT representatives, trail managers and operators. These discussions have informed the assumptions about user markets, volumes, and behaviours.

Economic assessment

The economic assessments of the four trails apply a cost benefit analysis (CBA) approach to determine the economic and social outcomes of the investment, as recommended by the Treasury[1] and developed for the Ngā Haerenga (Great Ride) Cycle Trail funding applications.[2]

The cost benefit analysis quantifies three types of benefits:

- Visitor spending (the GDP component of visitor expenditure)
- Health benefits, and
- Consumer surplus (a measure of the enjoyment or "utility" trail users gain over and above what they paid to experience the trail).

The costs and benefits of the investment are assessed separately from a regional perspective (Selwyn and Canterbury regions) and from a national perspective (New Zealand).

Health benefits

The attribution of physical activity to health benefits is well established – there is good international evidence to show physical activity contributes to a reduction in mortality risk.

Health benefits resulting from increased physical activity are quantified on a per kilometre basis in the CBA model and accrue to all New Zealand residents that ride the Trail.

[1] (The Treasury, 2015)
[2] (MartinJenkins, 2017)

The analysis also accounts for displacement, which is the likelihood that visitors would have done meaningful exercise anyway. A displacement factor of 75 percent is applied for local and out-of-region cyclists and walkers.

At the national level, all additional domestic users are counted, and, at the regional level, all additional local users (within the region) are counted. At a national level, the health benefits accrue to all New Zealand residents. At a regional level, health benefits are for local users only.

Consumer surplus

Consumer benefit, or surplus, is the value that an individual derives from being able to enjoy the experience of cycling the trails, over and above what they pay for the experience. Like the health benefits, the benefits accrue to all New Zealand users. At a regional level, the consumer benefit is only from local users.

Visitor Spend

For single-day riders, the consumer surplus is calculated at 10 percent of the public holiday value of time (determined by the New Zealand Transport Agency) multiplied by the average length of activity.

For multiday riders, the consumer surplus is calculated at 10 percent of the average daily spend multiplied by the average length of stay.

CBA parameters

The costs and benefits of the High Country Trail have been modelled over a 15-year timeframe. The "present value" of costs and benefits is used in this report, which is the current value of the future streams of costs and benefits, discounted at a specified rate of return (the discount rate). We have used Waka Kotahi's roading-related project discount rate of 4% per year, consistent with other cycle trail analysis undertaken previously.

Cost estimates and construction timing were provided by Frame Group and Roam Consulting.

Trail One: High Country Trail

Summary of the trail

The High Country Trail is a 138 kilometre trail, starting in the Arthur's Pass, winding through Cass, Lake Grassmere, Castle Hill and finishing in Springfield. The trail will have high country and scenic appeal, and is intended to be supported by KiwiRail, with packages from both Christchurch and the West Coast. At least 50% of users are expected to use rail to start the trail. Most visitors, primarily comprised of out-of-region New Zealand residents, are expected to spend three days on the trail.

The trail's construction is modelled over three years, starting in 2028/29, to allow sufficient time for resource consents to be granted. The construction cost of the trail, $30.843 million, will be funded 50/50 by central and regional funding. The ongoing operation and maintenance of the trail, at $2,300 per kilometre per year, will be funded by the region.

Trail user projections and length of stay

When fully established, the trail is expected to attract about 21,230 cyclists and 9,450 walkers per year (we assume this is about 3 years after the full trail has been completed). Most trail users will be multiday visitors from out of the region. The breakdown of trail users by type is shown in Table 2.

There is currently limited accommodation on the trail, which will constrain user numbers until additional accommodation options are developed.

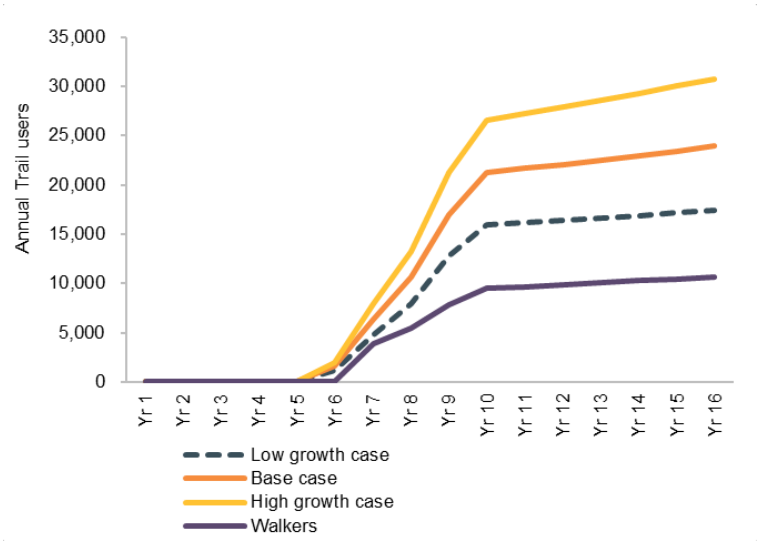
Table 2: High Country Trail use estimate – when trail is fully established

Trail users (annual)	Cyclists	Walkers
Commuters	200	
Local single (or part) day	740	650
Local multiday	1,250	
Out of region single-day	170	
Out of region multiday	15,770	8,000
International single-day	0	
International multiday	3,100	800
Total	**21,230**	**9,450**

Source: Roam Consulting

Figure 1 below shows the predicted number of walkers and cycle users over time across three scenarios (low user case, base case, and high user case). User volumes start to build after the completion of the first leg of the trail in year 6, reaching full expected volumes by year 10.

Figure 1: High Country Trail user projections (Cyclists and Walkers)



Source: Roam Consulting

Cyclists: trail user projections

When the trail is fully established, we estimate there will be 21,230 cyclist users per year, growing to around 29,100 cyclists over the next 15-years, as shown in Table 3. Local users are defined as those from the Canterbury and Selwyn Regions.

Table 3: Cyclist trail user projection

Trail users (Cyclists)	Fully established (Year 10)	Year 25
Commuters	200	275
Local single (or part) day	740	996
Local multiday	1,250	1,716
Out of region single-day	170	233
Out of region multiday	15,770	21,649

Trail users (Cyclists)	Fully established (Year 10)	Year 25
International single-day	0	0
International multiday	3,100	4,256
Total	**21,230**	**29,124**

Source: Roam Consulting

Walkers: trail user projections

When the trail is fully established, around 9,450 walker users are estimated per year, growing to around 12,800 walkers over the next 15-years, shown in Table 4.

Table 4: Walker trail user projections

Trail users (Walkers)	Fully established (Year 10)	Year 25
Local single (or part) day	650	928
Local multiday	0	0
Out of region single-day	0	0
Out of region multiday	8,000	10,767
International single-day	0	0
International multiday	800	1,077
Total trail users (walkers)	**9,450**	**12,772**

Source: Roam Consulting

Data sources and assumptions underpinning user estimates

To estimate the volume of use by cyclists, we have used the following information and assumptions:

- When the trail is fully established (assumed to be 3 years after the trail is complete), trail is expected to attract 29,100 multiday visitors.
- The presence of the City of Christchurch directly adjacent to the trail will support good regional use (5,000 pa), and presents a significant market that can potentially access the trail from their front door.

- Over time, the use of the trail will be comparable, if not greater than the Alps to Ocean Trail. The High Country Trail is more accessible, given its proximity to Christchurch and the local Canterbury market which will drive high levels of use.
- There will be considerable interest in the trail from the North Island market, most will travel (fly) directly to Christchurch and use an operator for bike hire, accommodation, baggage transfer and transport.
- Great Journeys have expressed high interest in the trail and see an opportunity to develop (with operators and accommodation providers) rail to bike experiences. The TranzAlpine currently has 100,000 customers per annum with capacity for 130,000.
- 15% of users will chose to ride to Coleridge Village to stay the night and be shuttled back to Lake Lyndon the following morning to complete the journey to Springfield.
- 29,000 (93%) of users will be multiday users, staying at least one night in the region (or on the trail).
- There will be approximately 9,450 walkers on the trail each year, undertaking single and multiday walks. This number is likely to grow as additional accommodation is provided on the trail.
- There will be 2,775 single-day users. The High Country Trail will use the findings from a 2024 survey from the Alpine to Ocean Trail that showed only 8% of riders surveyed didn't come to the region specifically to ride the trail.
- Of the multiday and single day visitors, 76% will be domestic visitors, and 14% will be international visitors. Given the proximity of the Christchurch market, 10% of multiday users will be from the local canterbury market. This is a greater number of regional users than other cycle trails, including the Alps to Ocean Trail.
- Growth projection is based on 5% growth per year for two years after Year 9, then 2% per year thereafter.
- It is assumed the trail will be popular with the bike packer market, including those wanting to travel across the Alps.
- There will be at least one event per annum on the trail which could be on foot or bike. An initial estimate of competitors per event is 500 people.

Costs

The costs applied in the model were provided by the Frame Group and are summarised in Table 5. We assume the construction costs are spread over 3 years.

Table 5: High Country Trail costs

Trail Section	Capital cost $m	Maintenance and operations cost	Construction years
Section A - Arthur's Pass Village	$1.607	$17,325	Year 7
Section J - Bealey Spur	$17.506	$64,965	Year 7
Section N - Cass to Oporea & Flock Hill	$1.730	$47,790	Year 6
Section H - Lake Grassmere to Castle Hill	$2.078	$73,305	Year 6
Section I - Castle Hill to Lake Lyndon	$3.146	$49,890	Year 6
Section Y - Lake Lyndon to Springfield	$4.776	$69,963	Year 5
Total trail cost	**$30.843 million**	**$323,238**	

Source: Frame Group

Economic assessment

Summary of the CBA assessment

Over the 15-year period, the total benefits of the High Country Trail are greater than the total costs at both the regional level and national level. Regional benefits are primarily attributable to the spend from the large number of international and out-of-region visitors who will be in the region for multiple days to complete the trail.

Table 6 shows that, for the Canterbury and Selwyn regions, the present value of benefits generated by the High Country County Trail is $56.423 million compared with total costs of $14.293 million. The present value of the benefits at the national level, at $50.004 million, is lower than the regional level, discussed below. Regional benefits are largely attributable to visitor spend whilst national benefits are largely due to consumer surplus.

Table 6: High Country Trail cost benefit analysis summary

CBA result metrics	Regional perspective	National perspective
Total costs $m	$14.293	$28.660
Total benefits $m	$56.423	$50.004

CBA result metrics	Regional perspective	National perspective
Net economic benefits (NPV) $m	**$42.130**	**$21.344**
Benefit to Cost ratio (BCR)	**3.9**	**1.7**
Internal rate of return	**42%**	**16%**

Source: MartinJenkins CBA Model

These results are for the base case user projections. The CBA model has also been run at plus and minus 25% of these base projections – the results are provided later in the sensitivity analysis.

The benefits quantified in the economic model are summarised in Table 7.

Table 7: High Country Trail summary of benefits

Outcome	Benefit
Visitor expenditure	Additional visitor expenditure will lead to an increase of about $53.855 million to the regional economy in net GDP (profits and wages after tax, in present value terms), or $3.6 million each year. Visitors comprise a large percentage of trail users and spend multiple days on the trail.
Construction and ongoing jobs	The construction of the trail will support an average of 66 jobs over the three-year construction period. The additional visitor expenditure from users riding and walking the High Country Trail will support an average of 366 jobs each year once the trail is fully constructed. This estimate includes direct and indirect impacts of the visitor expenditure. Indirect impacts consider the impacts on local suppliers to support the cycle trail.
Health benefits	At a national level, the trail will encourage increased physical activity and an additional 530,000 kilometres to be ridden annually and an additional 100,000 kilometres to be walked annually, reducing health costs by $8.823 million over 15-years. At a regional level, health costs are expected to decrease by $815,000 over 15-years. Health benefits predominantly arise from the out-of-region domestic multiday trail users (about 87% of the value), who are expected to ride about 450,000 kilometres per year in the first year of the trail being fully established. This considers a displacement factor of 75% to allow for the assumption that riders would have ridden another trail.
Consumer surplus	Nationally, additional users are estimated to derive $31.243 million in consumer surplus over 15-years in present value terms. Regionally, local users are estimated to derive $1.754 million in consumer surplus in present value terms.

Source: MartinJenkins CBA model

Regional-level cost benefit analysis results

From the regional perspective, the benefits exceed the costs, as shown Table 8.

Table 8: CBA summary metrics – High Country Trail regional level

Summary metrics - Regional	Base case
Total benefits (PV) $m	$56.423
Total costs (PV) $m	$14.293
Net economic benefits (NPV) $m	**$42.130**
Benefit cost ratio	**3.9**
Internal rate of return (IRR)	**42%**

Source: MartinJenkins CBA Model

The primary benefit driver for the region is visitor spend, owing to the large proportion of out-of-region trail users who use the trail over multiple days. These users will spend money which will provide an additional $53.855 million in GDP over 15-years to the region (in present value terms).

Table 9: Benefits summary – High Country Trail regional level

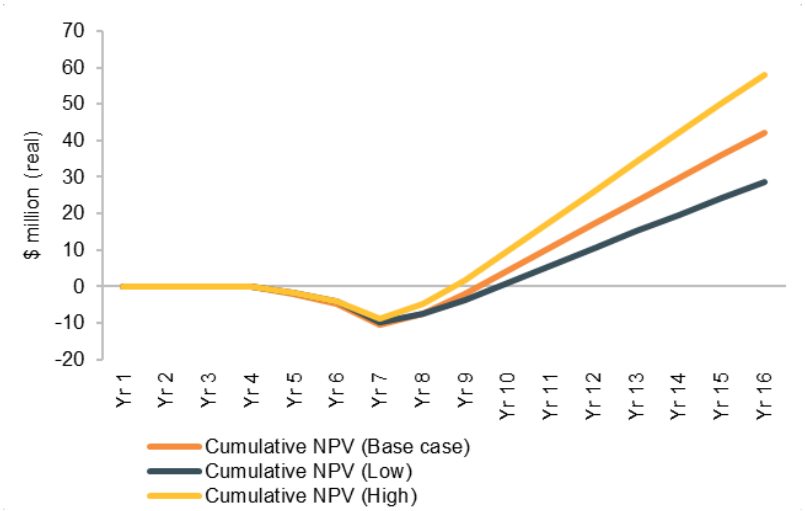
Benefits summary - Regional	Base case NPV $m
Cyclists:	
Visitors (PV)	$37.345
Health (PV)	$0.815
Consumer surplus (PV)	$1.754
Total benefits from cyclists	$39.913
Walkers:	
Visitors (PV)	$16.510
Health (PV)	$0
Consumer surplus (PV)	$0

Total benefits from walkers	$16.510
Total benefits:	
Visitors (PV)	$53.855
Health (PV)	$0.815
Consumer surplus (PV)	$1.754
Total benefits	**$56.423**

Source: MartinJenkins CBA model

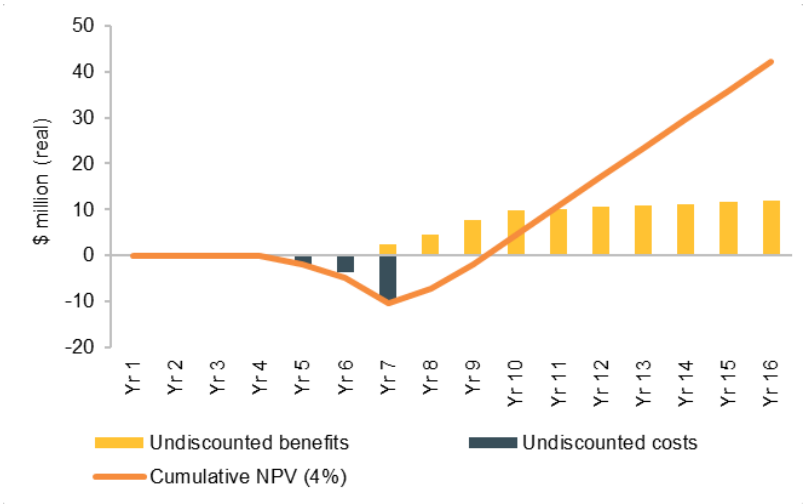
Figure 2**Error! Reference source not found.** and Figure 3 show the cumulative NPV of the project over time from the regional perspective. The high volume of users and benefits attributable to them, coupled with central funding contributing to the construction cost, means that the project is expected to have a positive return, even in the low use scenario, soon after the trail is fully established.

Figure 2: NPV (base case, high use case and low use case) – High Country Trail regional level



Source: MartinJenkins CBA Model

Figure 3: Costs, benefits and NPV (base case) – High Country Trail regional level



Source: MartinJenkins CBA Model

National-level cost benefit analysis results

From the national (New Zealand) perspective, the benefits of the trail also outweigh the costs, with a positive net present value of $21.344 million, shown in Table 10.

Table 10: CBA summary metrics – High Country Trail national level

Summary metrics - National	Base case
Total benefits (PV) $m	$50.004
Total costs (PV)	$28.660
Net economic benefits (NPV)	**$21.344**
Benefit cost ratio	**1.7**
Internal rate of return (IRR)	**16%**

Source: MartinJenkins CBA Model

At the national level, 60% of the benefits are attributable to consumer surplus, or the benefits users derive from riding the trail above the costs they incur. Benefits of between $8.8 million and $9.9 million arise from expected health cost savings and value from visitor spend. The net benefit at the national level is lower than the regional benefits, primarily attributable to the displacement effect of New

Zealand visitor spend,[3] but partially offset by a higher consumer surplus and a greater reduction in health costs.

Table 11: Benefits summary – High Country Trail national level

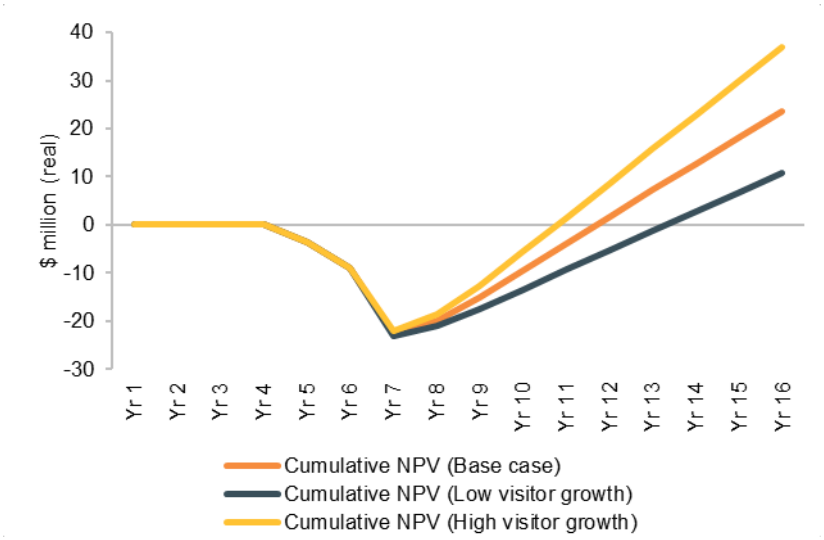
Benefits summary - National	Base case NPV $m
Cyclists:	
Visitors (PV)	$7.759
Health (PV)	$6.442
Consumer surplus (PV)	$21.764
Total benefits from cyclists	**$35.965**
Walkers:	
Visitors (PV)	$2.179
Health (PV)	$2.381
Consumer surplus (PV)	$9.479
Total benefits from walkers	**$14.039**
Total benefits:	
Visitors (PV)	$9.938
Health (PV)	$8.823
Consumer surplus (PV)	$31.243
Total benefits	**$50.004**

Source: MartinJenkins CBA Model

Figure 4 and Figure 5 show the NPV for the project from the national perspective over time. Like the regional perspective, the expected NPV is positive across all three scenarios, albeit over a longer period, with the low use scenario generating a positive return from year 14.

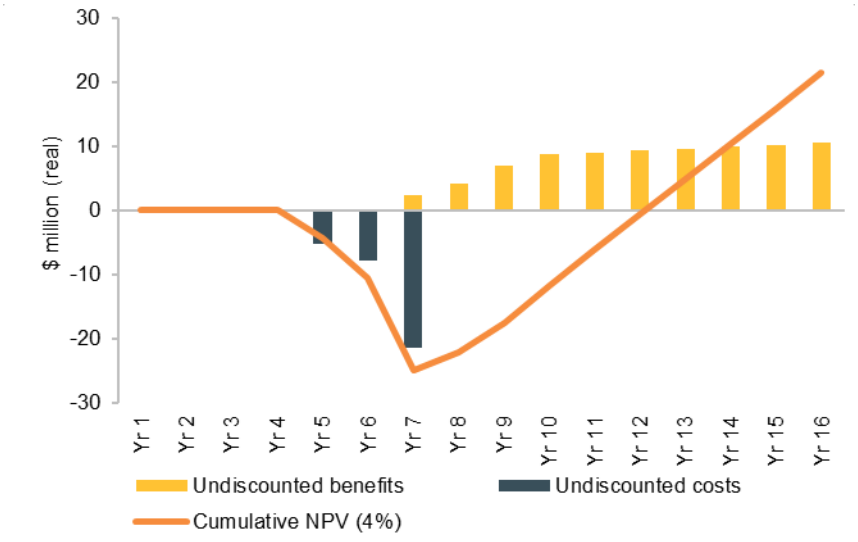
[3] There is no net benefit from New Zealand visitors at a national level, as it is assumed that they would spend it within New Zealand irrespective of the trail existing.

Figure 4: NPV (base case, high use, and low use case) – High Country Trail national level



Source: MartinJenkins CBA Model

Figure 5: Costs, benefits and NPV (base case) – High Country Trail national level



Source: MartinJenkins CBA Model

Other social outcomes

Increased employment from construction and operations

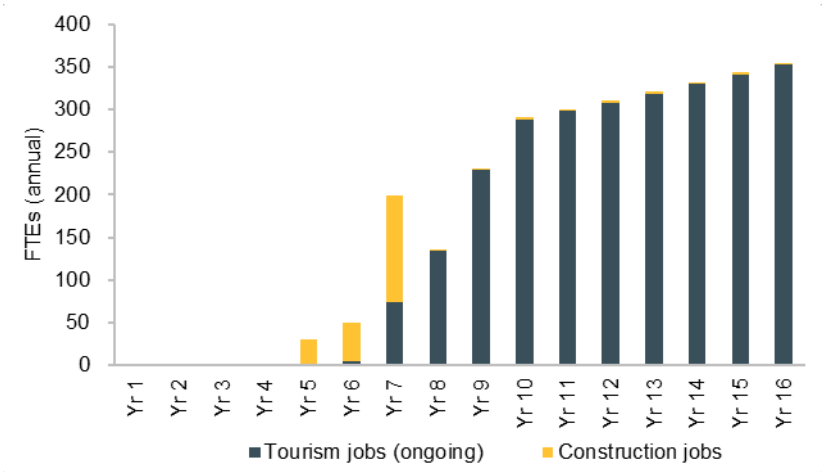
In addition to the above benefits, new jobs will be created in the region from the construction of the trail and ongoing visitor activity (shown in the figure below).

Based on the activity estimates, the High Country Trail will support an average of 66 full time jobs in the region each year of the three-year construction phase.

Ongoing employment from additional visitor spending is expected to average about 366 full time jobs each year over the 15-year period once the trail is fully established. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts. This is a larger number of jobs than would otherwise be expected because of the high average daily spend of visitors.

In the low user case, the number of ongoing full time jobs supported is 262.

Figure 6: High Country Trail impact on regional employment



Source: MartinJenkins CBA Model

Sensitivity analysis

There is, of course, uncertainty inherent in making projections and forecasts of trail use volumes. To provide an idea of how sensitive the CBA results are to changes in the actual number of trail users, we have run the model at plus and minus 25% of the base case user projections.

Table 12 shows the CBA results for the low (-25%) and high (+25%) user scenarios compared to the base case estimate. All three scenarios have a positive return over the 15-year horizon.

Table 12: Cost benefit analysis – sensitivity analysis (± 25% on user projections)

CBA result metrics	Low (-25%)	Base user estimate	High (+25%)
Regional-level CBA			
Net economic benefits (NPV) $m	$27.530	$42.130	$57.074
Benefit to Cost ratio (BCR)	2.9	3.9	5.0
Internal rate of return	32%	42%	52%
National-level CBA			
Net economic benefits (NPV) $m	$8.407	$21.344	$34.582
Benefit to Cost ratio (BCR)	1.3	1.7	2.2
Internal rate of return	9%	16%	22%

Source: MartinJenkins CBA Model

We have also used a higher discount rate of 5%. There is no change to the overall story, with a positive BCR and NPV expected.

Table 13: Cost benefit analysis – Sensitivity analysis (+ 1% on discount rate)

CBA result metrics	Base 4% discount rate	5% Discount Rate
Regional-level CBA		
Net economic benefits (NPV) $m	$42.130	$36.930
Benefit to Cost ratio (BCR)	3.9	3.8
Internal rate of return	42%	42%
National-level CBA		
Net economic benefits (NPV) $m	$21.340	$17.710
Benefit to Cost ratio (BCR)	1.7	1.7
Internal rate of return	16%	16%

Source: MartinJenkins CBA Model

Trail Two: The Plains Trail

Summary of the trail

The Plains Trail is a 98 kilometre trail, starting in Springfield, passing through Sheffield, Darfield, and West Melton before ending in Rolleston. The trail will be a civic trail, with its primary function to connect towns.

Small towns will provide points of interest, while local users are expected to comprise about half of the users. The number of walkers expected is negligible and very few international users are expected.

The trail is expected to be constructed in 2024/25, with the region responsible for 100% of the construction, and ongoing operational and maintenance funding requirements.

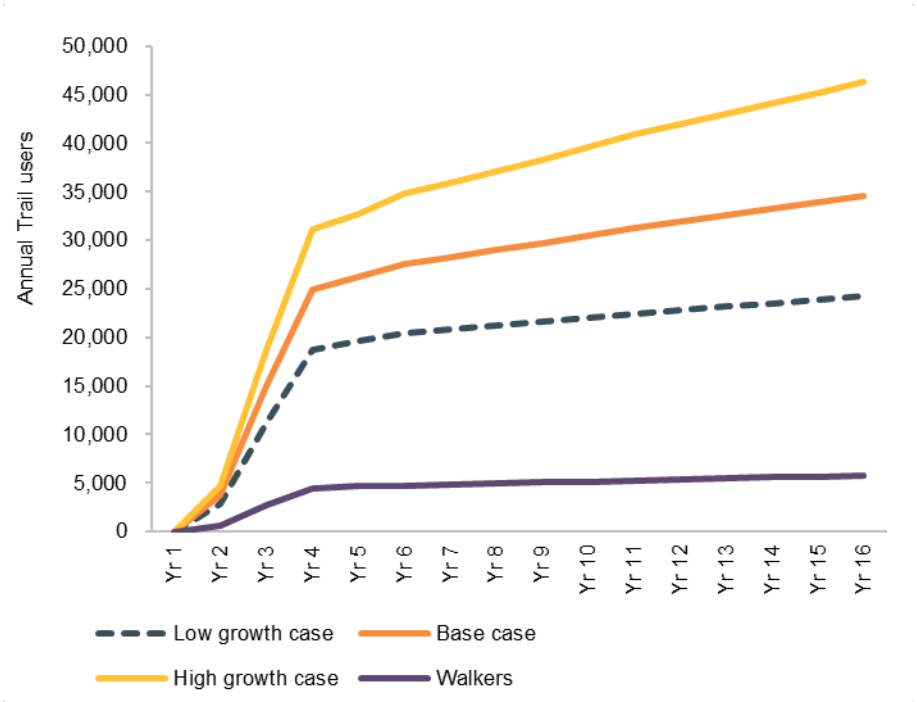
Trail user projections and length of stay

Table 14: Plains Trail use estimate – when trail is fully established

Trail users (annual)	Cyclists	Walkers
Commuters	5,000	
Local single (or part) day	10,580	4,250
Local multiday	770	
Out of region single day	280	200
Out of region multiday	7,570	
International single day	0	
International multiday	750	
Total	**24,950**	**4,450**

Source: Roam Consulting

Figure 7: Plains Trail user projections (Cyclists and Walkers)



Source: Roam Consulting

Cyclists: trail user projections

When the trail is fully established, we estimate there will be 21,750 cyclist users per year, growing to around 30,000 cyclists over the next 15-years (Table 15).

Table 15: Plains Trail cyclist trail user projection

Trail users (Cyclists)	Fully established (Year 4)	Year 16
Commuters	5,000	7,768
Local single (or part) day	10,580	14,219
Local multiday	770	1,035
Out of region single day	280	376
Out of region multiday	7,570	10,174
International single day	0	0

Trail users (Cyclists)	Fully established (Year 4)	Year 16
International multiday	750	1,008
Total	**24,950**	**34,579**

Source: Roam Consulting

Data sources and assumptions underpinning user estimates

To estimate the volume of use by cyclists, we have used the following information and assumptions:

- 30% of multiday High Country visitors will also complete the Plains Trail, the majority of whom will choose to finish in Christchurch.
- Multiday users will spend an average of $560. This is lower than the High Country Trail as the trail is more accessible, and less nights on the trail are required.
- The trail will be an easier and safer proposition for cyclists and walkers than using the road.
- The trail will be highly popular with the local community (estimated 21,000 users per year), especially for commuting and recreational use. Local schools will also use the trail (500 students per annum).
- 5,000 locals will use the trail for commuting each year, of which 5% will be new to cycle commuting.
- When the trail is fully established (assumed to be 3 years after the trail is complete), the Plains Trail will attract 9,400 multiday users per year.
- There will be 20,200 single day users of the trail, making up 68% of total users. The trail's proximity to Christchurch makes the Plains Trail accessible to a large population base that is more likely to use the trail for day trips rather than overnight visits.
- Local Canterbury trail users will be more likely to use the trail multiple times a year. Day trips from Christchurch by train and riding home are expected to be popular.

Costs

The costs applied in the model were provided by the Frame Group and are summarised in Table 16. We assume the construction costs occur in one year. Two cost options have been modelled: a base case 2-metre wide asphalted trail, and an alternative option hard-packed surface. Ongoing maintenance costs are expected to be the same irrespective of the trail surface.

The region is expected to responsible for all the capital and operating funding requirements.

Table 16: Plains Trail Costs

Trail Section	Base Case Capital cost Asphalt Option ($m)	Capital cost Hard-Packed Option ($m)	Maintenance and operations cost	Construction years
Section O: Springfield to Sheffield	$3.880	$1.590	$31,050	2024/25
Section P: Sheffield to Darfield	$4.444	$2.286	$37,710	2024/25
Section Q: Darfield to West Melton via Kirwee	$8.021	$4.085	$65,430	2024/25
Section T: West Melton to Rolleston	$0	$0	$24,540	
Total trail cost	**$16.345**	**$7.961**	**$158,730**	

Source: Frame Group

Economic assessment

Summary of the CBA assessment

Over the 15-year period, the total benefits of the Plains Trail outweigh the total costs at both the regional level and national level. A large proportion of these benefits are generated by the new commuting cyclist users who generate significant health benefits.

Table 17 shows that, for the Canterbury and Selwyn regions, the present value of benefits generated by the Plains Trail is $18.950 million compared with total costs of $17.566 million. The benefits at the national level are slightly greater because consumer surplus and health benefits are included for out-of-region New Zealanders in the national level model.

An alternative option has been modelled for the trail using a hard-packed gravel surface, rather than the more expensive asphalt option. It is assumed that there are no additional benefits from an asphalt trail compared to a compacted gravel trail (that is, all other underlying assumptions remain constant). The present value of net benefits is positive in both scenarios, albeit marginally positive in the asphalt option.

The results shown in the table below are for the base case user projections. The CBA model has also been run at plus and minus 25% of these base projections – the results are provided later in the sensitivity analysis.



Table 17: Plains Trail cost benefit analysis summary

CBA result metrics	Regional perspective (asphalt surface)	National perspective (asphalt surface)	Regional (alternative hard-packed surface option)
Total costs $m	$17.566	$17.566	$9.504
Total benefits $m	$18.950	$19.540	$18.950
Net economic benefits (NPV) $m	**$1.384**	**$1.974**	**$9.450**
Benefit to Cost ratio (BCR)	**1.1**	**1.1**	**2.0**
Internal rate of return	**5%**	**5%**	**15%**

Source: MartinJenkins CBA Model

The benefits quantified in the economic model are summarised in Table 18.

Table 18: Plains Trail summary of benefits

Outcome	Benefit
Visitor expenditure	New activity on the trail is projected to contribute additional visitor expenditure to the region over the 15-year time period (after taking into account displacement effects), contributing about $9.433 million to the regional economy in net GDP (profits and wages after tax, in present value terms) or $0.6 million pa.
Construction and ongoing jobs	The construction of the Plains Trail infrastructure is estimated to support 105 jobs in the first year. Additional visitor expenditure from users riding and walking the trail will support an average of about 34 jobs each year. This estimate includes both the direct and indirect impacts of the visitor expenditure. Indirect impacts consider the impacts on local suppliers to support the cycle trail.
Health benefits	At a national level, health benefits provide more than 60% of total trail benefits. Five percent of commuter users are expected to be new to cycling commuting and are the primary source of the health benefits. The Plains Trail will encourage increased physical activity that will improve health outcomes, reducing national health costs by $11.883 million over 15-

Outcome	Benefit
	years. At a regional level, the improved health of local users will reduce health costs by about $8.436 million over the 15-year timeframe. Benefits arise primarily from new commuters.
Consumer surplus	Nationally, additional users attracted to the Plains Trail are estimated to derive $6.587 million in consumer surplus value over 15-years in present value terms. Regionally, local users are estimated to derive $1.082 million in consumer surplus in present value terms.

Source: MartinJenkins CBA Mode

Regional-level cost benefit analysis results

From the regional perspective, the benefits received exceed the base case costs, as reflected in Table 19.

Table 19: Plains Trail CBA summary metrics – Regional level

Summary metrics - Regional	Base case asphalt option	Alternative hard-packed surface option
Total benefits (PV)	$18.950	$18.950
Total costs (PV)	$17.566	$9.504
Net economic benefits (NPV)	**$1.384**	**$9.450**
Benefit cost ratio	**1.1**	**2.0**
Internal rate of return (IRR)	**5%**	**15%**

Source: MartinJenkins CBA Model

The trail is expected to generate meaningful benefits in both visitor spend and health benefits by cycle users and $0.316 million of additional benefits from the 4,450 annual walking users.

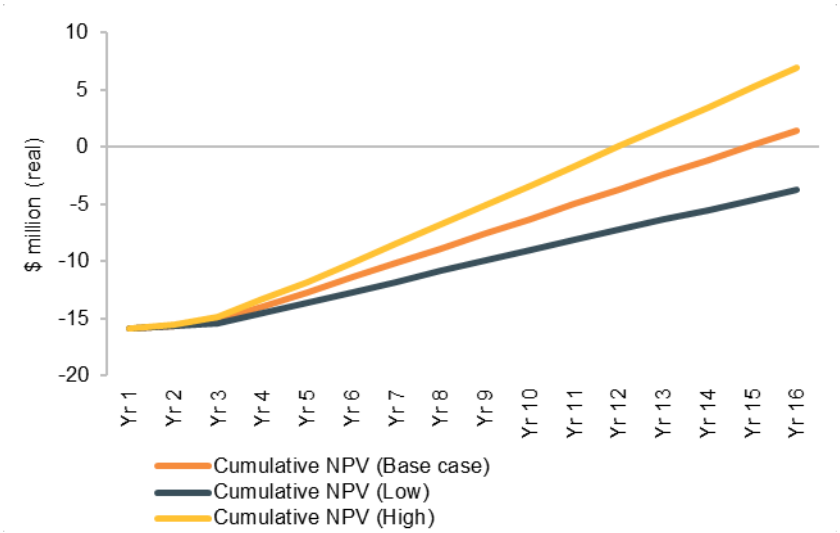
Table 20: Plains Trail benefits summary – Regional level

Benefits summary - Regional	Base case NPV $m
Cyclists:	
Visitors (PV)	$9.419
Health (PV)	$8.192
Consumer surplus (PV)	$1.024
Total benefits from cyclists	**$18.635**
Walkers:	
Visitors (PV)	$0.014
Health (PV)	$0.244
Consumer surplus (PV)	$0.057
Total benefits from walkers	**$0.316**
Total benefits:	
Visitors (PV)	$9.433
Health (PV)	$8.436
Consumer surplus (PV)	$1.082
Total benefits	**$18.950**

Source: MartinJenkins CBA Model

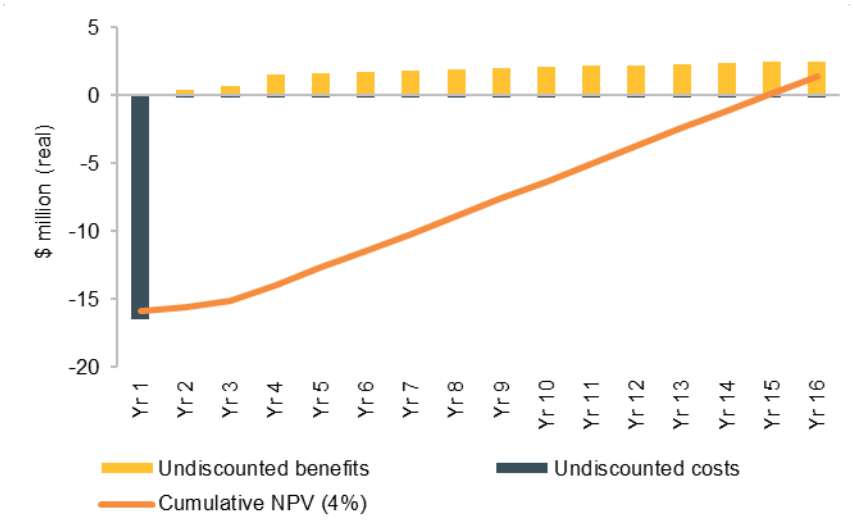
Figure 8 and Figure 9 show the cumulative NPV of the project over time from the regional perspective. The NPV ranges from -$3.8 million in the low use case to $6.9 million (high use case). The trail is forecast to generate a positive return from year 15 in the base case.

Figure 8: NPV (base case, high use case and low use case) – Plains Trail regional level



Source: MartinJenkins CBA Model

Figure 9: Costs, benefits and NPV (base case) – Plains Trail regional level



Source: MartinJenkins CBA Model

National-level cost benefit analysis results

From the national perspective, the benefits of the Plains Trail also outweigh the costs, consistent with the regional results. The 15-year net present value in the base case is $1.974 million (Table 21).

Table 21: CBA summary metrics – Plains Trail national level

Summary metrics - National	Base case asphalt option	Alternative hard-packed surface option
Total benefits (PV) $m	$19.540	$19.540
Total costs (PV) $m	$17.566	$9.504
Net economic benefits (NPV) $m	**$1.974**	**$10.040**
Benefit cost ratio	**1.1**	**2.1**
Internal rate of return (IRR)	**5%**	**16%**

Source: MartinJenkins CBA Model

The composition of the benefits derived at the national level are different to the regional level. Benefits from consumer surplus value arise, but there are no significant benefits from increased GDP, owing to few international visitors. Health benefits remain material. At the national level, total benefits of the project are slightly higher than from the regional perspective.

Table 22: Benefits summary – Plains Trail national level

Benefits summary - National	Base case NPV $m
Cyclists:	
Visitors (PV)	$1.070
Health (PV)	$11.627
Consumer surplus (PV)	$6.521
Total benefits from cyclists	**$19.217**
Walkers:	
Visitors (PV)	$0
Health (PV)	$0.256
Consumer surplus (PV)	$0.066
Total benefits from walkers	**$0.322**

Total benefits:	
Visitors (PV)	$1.070
Health (PV)	$11.883
Consumer surplus (PV)	$6.587
Total benefits	**$19.540**

Source: MartinJenkins CBA Model

Figure 10 and Figure 11 show the NPV for the project from the national perspective over time. For the high-use trail scenario (25% more users than the base case), the NPV is $7.670 million while the low use scenario (25% less users than the base case) has an NPV of $-3.342 million. The trail is expected to generate a positive NPV in the base case in Year 15.

Figure 10: NPV (base case, high use, and low use case) – Plains Trail national level

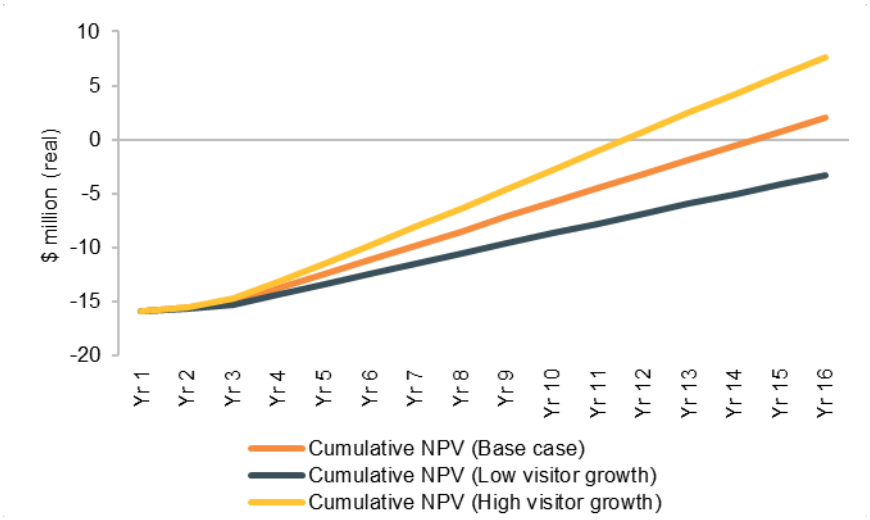
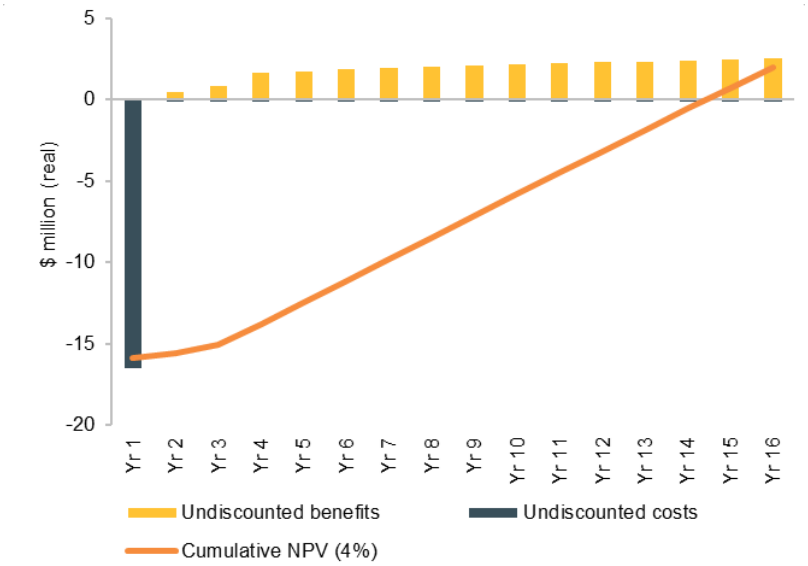


Figure 11: Costs, benefits and NPV (base case) – Plains Trail national level



Other social outcomes

Increased employment from construction and operations

In addition to the above benefits, the construction of the trail and the visitor activity generated by the trail will create new jobs in the Selwyn and Canterbury regions.

Based on the activity estimates, the Plains Trail will support 105 full time jobs in the construction phase. Ongoing employment from additional visitor spending is expected to average about 34 full time jobs each year over the modelled period. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts.

Figure 12: Impact on regional employment



Sensitivity analysis

To provide an idea of how sensitive the CBA results are to changes in the actual number of trail users, we have run the model at plus and minus 25% of the base case user projections (shown in Table 23 below). The return of all three user scenarios is positive.

Table 23: Cost benefit analysis – Sensitivity analysis (± 25% on user projections)

CBA result metrics	Low (-25%)	Base user estimate	High (+25%)
Regional-level CBA			
Net economic benefits (NPV) $m	($3.779)	$1.384	$6.922
Benefit to Cost ratio (BCR)	0.8	1.1	1.4
Internal rate of return	1%	5%	9%
National-level CBA			
Net economic benefits (NPV) $m	($3.342)	$1.974	$7.670
Benefit to Cost ratio (BCR)	0.8	1.1	1.4
Internal rate of return	1%	5%	9%



Trail Three: Te Waihora East

Summary of the trail

The Te Waihora East Trail runs from the Little River Trails end through to the Selwyn Huts, with a side trip from the Huts, and is 56 kilometres in length.

Nearly 70% of users are expected to be locals. Two thirds of users are estimated to be cyclists and the remaining third to be walkers. The trail will predominantly host day trips but will provide opportunities for environmental and cultural revitalisation, as well as school and education opportunities.

The trail will be constructed in 2025/26. The region will be responsible for 50% of the construction and ongoing operational and maintenance funding requirements, with the balance funded nationally.

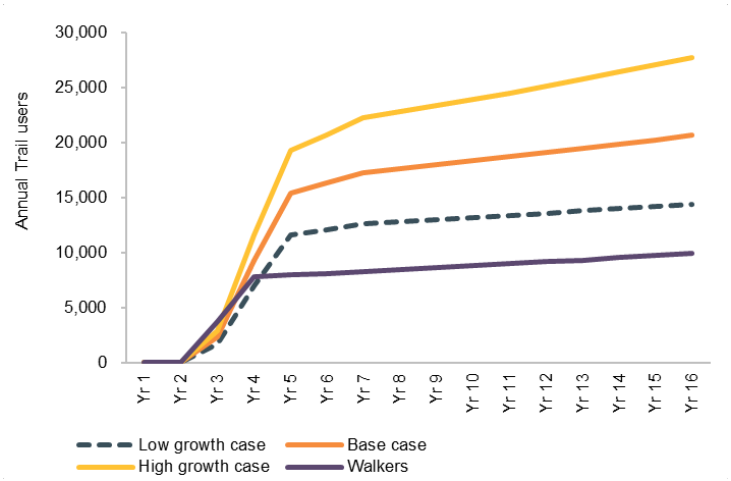
Trail user projections and length of stay

Table 24: Te Waihora East Trail use estimate – when trail is fully established

Trail users (annual)	Cyclists	Walkers
Commuters	900	
Local single (or part) day	10,180	3,750
Local multiday	920	250
Out of region single day	0	4,000
Out of region multiday	3,300	
International single day	0	80
International multiday	160	
Total	**15,460**	**8,080**

Source: Roam Consulting

Figure 13: Te Waihora Lakes East Trail user projections (Cyclists and Walkers)



Source: Source

Cyclists: trail user projections

When the trail is fully established, there will be 15,460 cyclist users per year, growing to around 20,700 cyclists over the next 15-years, shown in Table 25.

Table 25: Cyclist trail user projection

Trail users (Cyclists)	Fully established (Year 5)	Year 16
Commuters	900	1,119
Local single (or part) day	10,180	13,413
Local multiday	920	1,330
Out of region single day	0	0
Out of region multiday	3,300	4,600
International single day	0	0
International multiday	160	223
Total	**15,460**	**20,686**

Source: Roam Consulting

Data sources and assumptions underpinning user estimates

To estimate the volume of use by cyclists, the following information and assumptions is used in the modelling.

- Te Waihora East is likely to be a popular trail with the local Lincoln and surrounding communities, with an estimated total of 15,750 (66%) local users each year. It will provide a valuable and compelling link to the lake and the Selwyn River.
- User numbers for the Te Waihora East Trail will be 23,500 per year, and 6,200 per year for the Te Waihora West Trail (a total of 29,700 users per year for the Te Waihora section).
- As an off road trail and adjacent to waterways, the Eastern Trail will be attractive to a wide range of users.
- The trail will be popular with schools, given the off-road loop and conservation aspects next to the river and lake. 1,300 school students will use the Te Waihora Trail each year.
- Te Waihora East will benefit from the more direct link to Lincoln, making it a more accessible day ride.
- Domestic and regional visitors to the Te Waihora East Trail section will more likely stay and eat in Lincoln where there are more options, rather than in locations along the wider trail.

Costs

The costs applied in the model were provided by the Frame Group and are summarised Table 26. We assume the construction costs occur in one year.

Table 26: Te Waihora East Trail Costs

Trail Section	Capital cost ($m)	Maintenance and operations cost	Construction years
Section AA: Little River Trails End to Selwyn Huts	$5.680	$57,170	Year 2
Section GG: Lincoln Loop 2	$1.699	$27,100	Year 2
Section LL: Selwyn Huts Side Trip	$0.082	$11,400	Year 2
Total	**$7.461**	**$95,650**	

Source: Frame Group

Economic assessment

Summary of the CBA assessment

Over the 15-year period, the total benefits of the Eastern leg of the Te Waihora Trail outweigh the total costs at both the regional level and national level.

Table 27 shows that, for the Canterbury and Selwyn regions, the present value of benefits generated by the Te Waihora East Trail is $9.606 million compared with total costs of $4.472 million. The benefits at the national level are slightly greater because consumer surplus and health benefits are included for out-of-region New Zealanders in the national level model.

These results are for the base case user projections. The CBA model has also been run at plus and minus 25% of these base projections – the results are provided later in the sensitivity analysis.

Table 27: Te Waihora East Trail cost benefit analysis summary

CBA result metrics	Regional perspective	National perspective
Total costs ($m)	$4.472	$8.611
Total benefits ($m)	$9.606	$10.411
Net economic benefits (NPV) $m	**$5.134**	**$1.800**
Benefit to Cost ratio (BCR)	**2.1**	**1.2**
Internal rate of return	**18%**	**7%**

Source: Source

The benefits quantified in the economic model are summarised in Table 28.

Table 28: Te Waihora East Trail summary of benefits

Outcome	Benefit
Visitor expenditure	New activity is projected to increase visitor expenditure which in turn will increase regional net GDP by $2.942 million, or $193,000 each year. The relatively low increase in the value of visitor expenditure is because most of the trail users are locals.
Construction and ongoing jobs	The construction period is projected to support 48 jobs.

Outcome	Benefit
	The ongoing additional visitor expenditure will support an average of 11 jobs per year. This estimate includes direct and indirect impacts of the visitor expenditure.
Health benefits	Increased activity will improve health outcomes and reduce national health costs over the 15-year horizon by $6.673 million, or regional health costs by $5.061 million.
Consumer surplus	Regional users are estimated to derive $1.603 million in consumer surplus value over 15-years. Nationally, this figure is estimated to be $3.566 million.

Regional-level cost benefit analysis results

From the regional perspective, the benefits received exceed the costs, as shown in Table 29.

Table 29: CBA summary metrics – Te Waihora East Trail regional level

Summary metrics - Regional	Base case
Total benefits (PV) $m	$9.606
Total costs (PV) $m	$4.472
Net economic benefits (NPV)	**$5.134**
Benefit cost ratio	**2.1**
Internal rate of return (IRR)	**18%**

Source: Source

The trail is expected to generate meaningful benefits across all three categories. More than half of the benefits are attributable to reduced health costs from cycle users.

Table 30: Benefits summary – Te Waihora East Trail regional level

Benefits summary - Regional	Base case NPV $m
Cyclists:	
Visitors (PV)	$2.942
Health (PV)	$4.842
Consumer surplus (PV)	$1.551
Total benefits from cyclists	**$9.336**
Walkers:	
Visitors (PV)	$0
Health (PV)	$0.218
Consumer surplus (PV)	$0.051
Total benefits from walkers	**$0.270**
Total benefits:	
Visitors (PV)	$2.942
Health (PV)	$5.061
Consumer surplus (PV)	$1.603
Total benefits	**$9.606**

Source: MartinJenkins CBA Model

Figure 14 and Figure 15 show the cumulative NPV of the project over time from the regional perspective. The NPV ranges from $2.5 million in the low use case to $7.9 million in the high use case, and is expected to generate a positive NPV in year 9 in the base case.

Figure 14: NPV (base case, high use case and low use case) – Te Waihora East Trail regional level

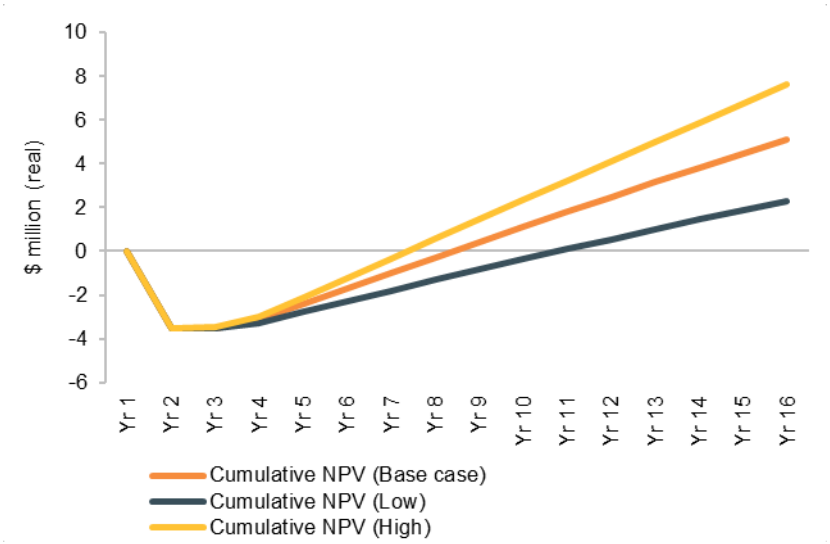
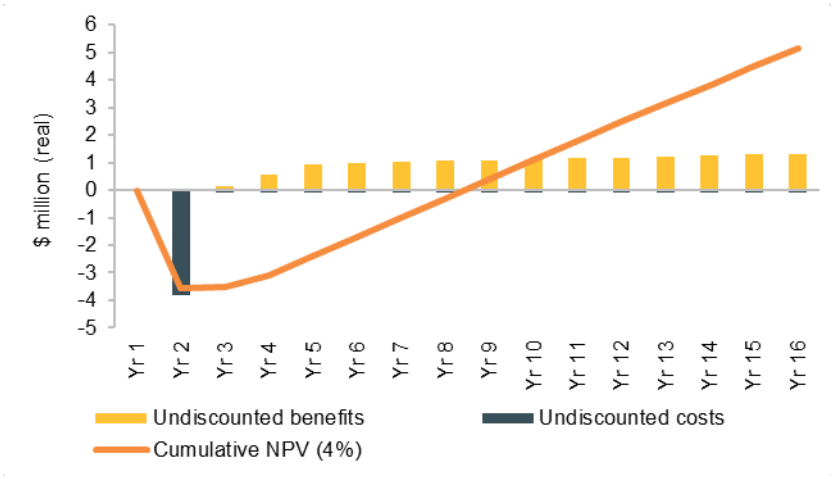


Figure 15: Costs, benefits and NPV (base case) – Te Waihora East Trail regional level



National-level cost benefit analysis results

From the national perspective, the benefits of the Te Waihora East Cycle Trail similarly outweigh the costs, consistent with the regional results. The 15-year NPV in the base case is $1.800 million (Table 31).

Table 31: CBA summary metrics – Te Waihora East Trail national level

Summary metrics - National	Base case
Total benefits (PV) $m	$10.411

Summary metrics - National	Base case
Total costs (PV) $m	$8.611
Net economic benefits (NPV) $m	**$1.800**
Benefit cost ratio	**1.2**
Internal rate of return (IRR)	**7%**

Source: MartinJenkins CBA Model

The composition of the benefits derived at the national level are fairly similar to the regional level, with reduced health costs comprising more than 60% of total benefits.

Table 32: Benefits summary – Te Waihora East Trail national level

Benefits summary - National	Base case $m
Cyclists:	
Visitors (PV)	$0.172
Health (PV)	$6.236
Consumer surplus (PV)	$3.350
Total benefits from cyclists	**$9.759**
Walkers:	
Visitors (PV)	$0
Health (PV)	$0.437
Consumer surplus (PV)	$0.216
Total benefits from walkers	**$0.652**
Total benefits:	
Visitors (PV)	$0.172
Health (PV)	$6.673

Consumer surplus (PV)	$3.566
Total benefits	**$10.411**

Source: MartinJenkins CBA Model

Figure 16 and Figure 17 show the NPV for the project from the national perspective over time. For the high-use trail scenario (25% more users than the base case), the NPV is $4.3 million while the low use case has a negative NPV of -$1.3 million.

Figure 16: NPV (base case, high use, and low use case) – Te Waihora East Trail national level

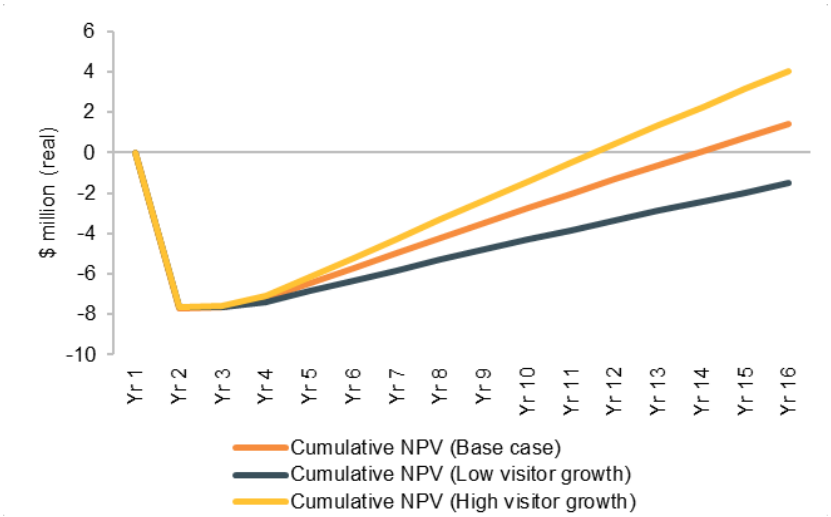
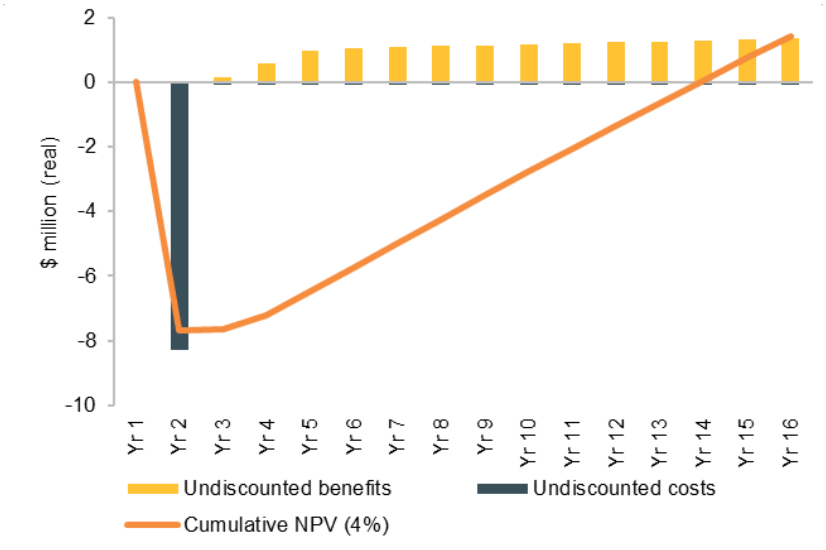


Figure 17: Costs, benefits and NPV (base case) – Te Waihora East Trail national level



Other social outcomes

Increased employment from construction and operations

In addition to the above benefits, the construction of the trail and the visitor activity generated by the trail will create new jobs in the Selwyn and Canterbury regions. Based on the activity estimates, the Te Waihora East Trail will support 48 full time jobs in the construction phase.

Ongoing employment from additional visitor spending is expected to average about 11 full time jobs each year over the 15-years modelled. The number of jobs resulting from the increased visitor spending includes both direct and indirect employment impacts.

Figure 18: Impact on regional employment



Sensitivity analysis

To provide an idea of how sensitive the CBA results are to changes in the actual number of trail users, we have run the model at plus and minus 25% of the base case user projections (shown in Table 33).

Table 33: Cost benefit analysis – Sensitivity analysis (± 25% on user projections)

CBA result metrics	Low (-25%)	Base user estimate	High (+25%)
Regional-level CBA			
Net economic benefits (NPV) $m	$2.550	$5.134	$7.896
Benefit to Cost ratio (BCR)	1.6	2.1	2.8
Internal rate of return	12%	18%	23%

CBA result metrics	Low (-25%)	Base user estimate	High (+25%)
National-level CBA			
Net economic benefits (NPV) $m	($1.285)	$1.800	$4.309
Benefit to Cost ratio (BCR)	0.9	1.2	1.5
Internal rate of return	2%	7%	10%

Trail Four: Te Waihora West

Summary of the trail

The Te Waiora West Trail is a 35 kilometre trail around the west side of Lake Te Waihora, which will be used primarily by local users. The trail will predominantly host day trips but will provide opportunities for environmental and cultural revitalisation, as well as school and education opportunities.

The trail will be constructed in 2030/31. National funding will pay for 50% of the build cost and regional funding the remaining 50%, plus ongoing operating and maintenance costs.

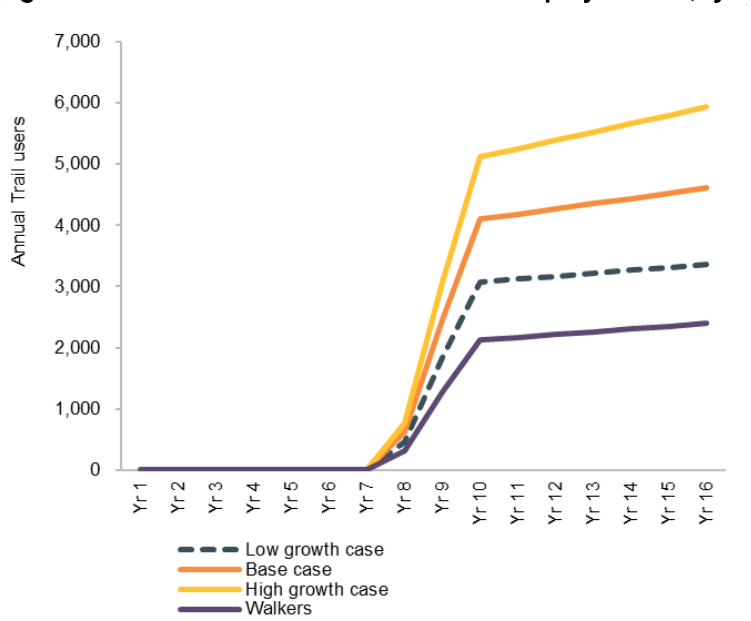
Trail user projections and length of stay

Table 34: Te Waihora West Trail use estimate – when trail is fully established

Trail users (annual)	Cyclists	Walkers
Commuters	0	
Local single (or part) day	2,110	850
Local multiday	40	
Out of region single day	0	
Out of region multiday	1,850	1,200
International single day	0	
International multiday	100	80
Total	**4,100**	**2,130**

Source: Roam Consulting

Figure 19: Te Waihora Lakes West Trail user projections (Cyclists and Walkers)



Cyclists: trail user projections

When the trail is fully established, there will be 4,100 cyclist users per year, growing to around 5,570 cyclists over the next 15-years (Table 35).

Table 35: Cyclist trail user projection

Trail users (Cyclists)	Fully established (Year 10)	Year 25
Commuters	0	0
Local single (or part) day	2,110	2,840
Local multiday	40	55
Out of region single day	0	0
Out of region multiday	1,850	2,540
International single day	0	0
International multiday	100	137
Total	**4,100**	**5,572**

Source: Roam Consulting

Data sources and assumptions underpinning user estimates

To estimate the volume of use by cyclists, we have used the following information and assumptions.

- User numbers for the Te Waihora West Trail will be 6,200 per year, which combined with the Te Waihora East Trail, will be a total of 29,700 users per year for the whole Te Waihora section.
- The trail is likely to be popular with schools, given the off road loop and conservation aspects associated with the river and lake. 1,300 school students will use the Te Waihora Trail each year.
- The on-road elements of Te Waihora West and its greater distance from Lincoln may reduce the range and number of users on this section.
- Te Waihora West is less likely to be perceived as a multiday trail.
- Domestic and regional visitors to the Te Waihora East Trail section will more likely stay and eat in Lincoln where there are more options, rather than in locations along the wider trail.

Costs

The costs applied in the model were provided by the Frame Group and are summarised Table 36. We assume the construction costs occur in one year.

Table 36: Te Waihora West Trail costs

Trail Section	Capital cost ($m)	Maintenance and operations cost	Construction years
Section BB: Selwyn Huts to Boggy Creek Reserve	$1.971	$26,610	2030/31
Section CC: Boggy Creek Reserve to Hearts Creek	$0.955	$24,860	2030/31
Section MM: Lakeside Domain Track	$0.024	$7,560	2030/31
Section DD: Lakeside Reserve to Taumutu	$1.294	$33,690	2030/31
Section JJ: Irwell River	$0.070	$1,950	2030/31
Total	**$4.315**	**$94,670**	

Source: Frame Group

Economic assessment

Summary of the CBA assessment

Over the 15-year period, the total benefits of the western leg of the Te Waihora Trail are outweighed by the total costs at both the regional level and national level. Although the build cost per kilometre is less than the Te Waihora East Trail, the type and volume of users are not sufficient to derive the necessary benefits to offset the costs.

Table 37 shows that, for the Canterbury and Selwyn regions, the present value of benefits generated by the Te Waihora Trail is $1.049 million compared with total costs of $1.966 million. The benefits at the national level are slightly greater but not enough to offset the costs.

These results are for the base case user projections. The CBA model has also been run at plus and minus 25% of these projections – the results are provided later in the sensitivity analysis.

Table 37: Te Waihora West Trail cost benefit analysis summary

CBA result metrics	Regional perspective	National perspective
Total costs $m	$1.966	$3.932
Total benefits $m	$1.049	$1.317
Net economic benefits (NPV) $m	**($0.917)**	**($2.620)**
Benefit to Cost ratio (BCR)	**0.5**	**0.3**
Internal rate of return	**(11%)**	**(17%)**

Source: MartinJenkins CBA Model

The benefits quantified in the economic model are summarised in Table 38.

Table 38: Te Waihora West Trail summary of benefits

Outcome	Benefit
Visitor expenditure	New activity is projected to lead to an increase in regional net GDP of $967,000 over the 15-year period.
Construction and ongoing jobs	The construction period is projected to support 28 jobs. The ongoing additional visitor expenditure will support an average of 6 jobs per year.

Outcome	Benefit
Health benefits	Increased activity will improve health outcomes and reduce national health costs by $642,000 or regional health costs by $60,000.
Consumer surplus	Regional users are estimated to derive $22,000 in consumer surplus value over 15-years. Nationally, this figure is estimated at $607,000.

Source: Source

Regional-level cost benefit analysis results

From the regional perspective, the costs to build and maintain the trail exceed benefits received, as reflected in Table 39. As mentioned previously, this is not a high cost construction issue but rather because there are not enough users on the trail to offset the costs.

Table 39: CBA summary metrics – Te Waihora West Trail regional level

Summary metrics - Regional	Base case
Total benefits (PV) $m	$1.049
Total costs (PV) $m	$1.966
Net economic benefits (NPV) $m	**($0.917)**
Benefit cost ratio	**0.5**
Internal rate of return (IRR)	**(11%)**

Table 40: Benefits summary – Te Waihora West Trail regional level

Benefits summary - Regional	Base case NPV $m
Cyclists:	
Visitors (PV)	$0.626
Health (PV)	$0.038
Consumer surplus (PV)	$0.017
Total benefits from cyclists	**$0.682**

Walkers:	
Visitors (PV)	$0.340
Health (PV)	$0.022
Consumer surplus (PV)	$0.005
Total benefits from walkers	**$0.368**
Total benefits:	
Visitors (PV)	$0.967
Health (PV)	$0.060
Consumer surplus (PV)	$0.022
Total benefits	**$1.049**

Source: MartinJenkins CBA Model

Figure 20 and Figure 21 show the cumulative NPV of the project over time from the regional perspective. The NPV is negative in all three cases, ranging from -$1.2 million in the low use case to -$0.6 million in the high use case.

Figure 20: NPV (base case, high use case and low use case) – Te Waihora West Trail regional level

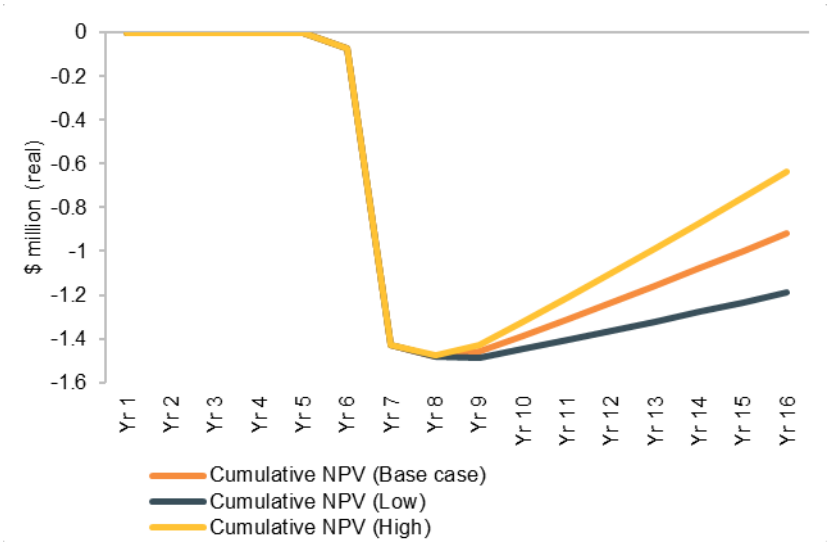
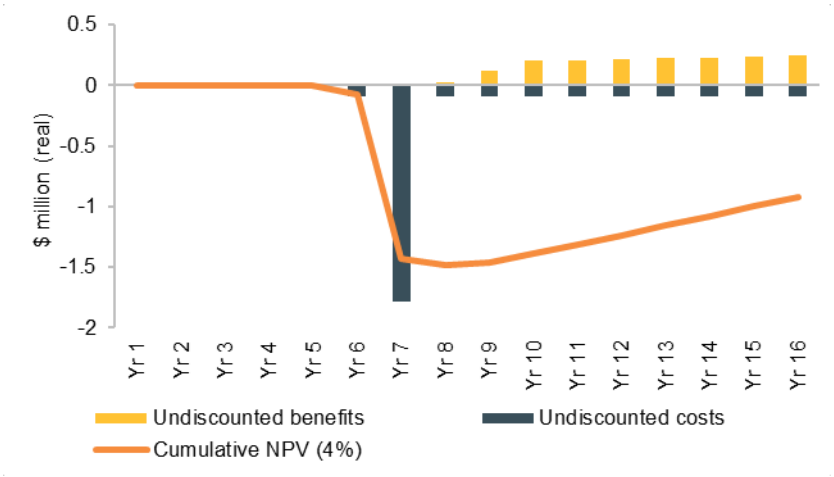


Figure 21: Costs, benefits and NPV (base case) – Te Waihora West Trail regional level



National-level cost benefit analysis results

From the national perspective, the costs of the Te Waihora West Cycle Trail also outweigh the benefits. The 15-year net present value in the base case is -$2.615 million (Table 41).

Table 41: CBA summary metrics – Te Waihora West Trail national level

Summary metrics - National	Base case
Total benefits (PV) $m	$1.317
Total costs (PV) $m	$3.932
Net economic benefits (NPV)	**-$2.615**
Benefit cost ratio	**0.3**
Internal rate of return (IRR)	**(17%)**

Source: MartinJenkins CBA Model

The composition of the benefits derived at the national level are like the regional level, with reduced health costs comprising more than 60% of total benefits.

Table 42: Benefits summary – Te Waihora West Trail national level

Benefits summary - National	Base case $m
Cyclists:	
Visitors (PV)	$0.041
Health (PV)	$0.412
Consumer surplus (PV)	$0.398
Total benefits from cyclists	**$0.851**
Walkers:	
Visitors (PV)	$0.027
Health (PV)	$0.230
Consumer surplus (PV)	$0.210
Total benefits from walkers	**$0.466**
Total benefits:	
Visitors (PV)	$0.068
Health (PV)	$0.642
Consumer surplus (PV)	$0.608
Total benefits	**$1.317**

Source: MartinJenkins CBA Model

Figure 22**Error! Reference source not found.** and Figure 23 show the NPV for the project from the national perspective over time. For the high-use trail scenario (25% more users than the base case), the NPV is -$2.3 million while the low use case has a negative NPV of -$2.9 million.



Figure 22: NPV (base case, high use, and low use case) – Te Waihora West Trail national level

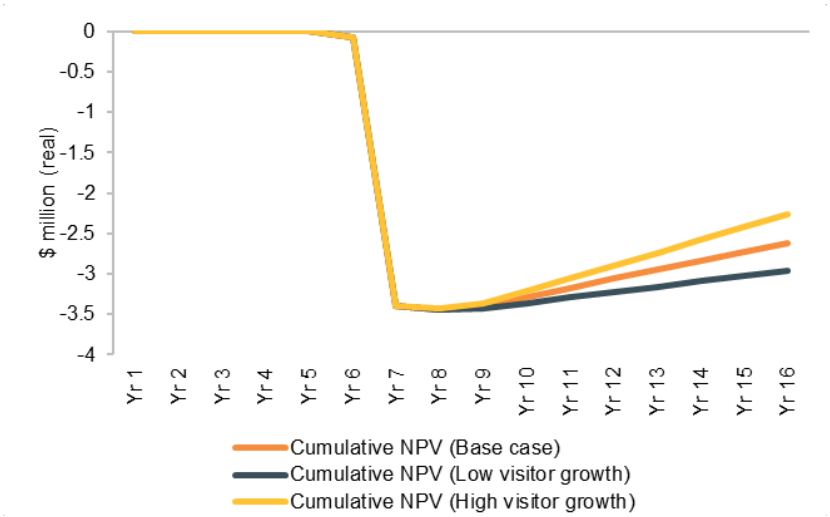
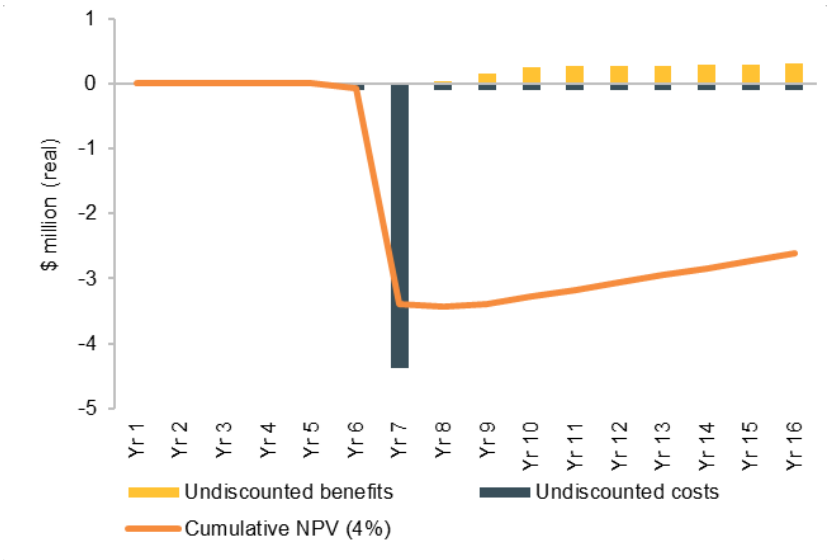


Figure 23: Costs, benefits and NPV (base case) – Te Waihora West Trail national level



Other social outcomes

Increased employment from construction and operations

In addition to the above benefits, the construction of the trail and subsequent visitor activity will create new jobs in the Selwyn and Canterbury regions. Based on the activity estimates, the Te Waihora West Trail will support 28 full time jobs in the construction phase.

Ongoing employment from additional visitor spending is expected to average 6 full time jobs each year over the 15-years modelled.

Figure 24: Impact on regional employment



Sensitivity analysis

To provide an idea of how sensitive the CBA results are to changes in the number of trail users, we have run the model at plus and minus 25% of the base case user projections (Table 43). All three scenarios have a negative NPV. Using a higher discount rate of 5% further exacerbates this.

Table 43: Cost benefit analysis – Sensitivity analysis (± 25% on user projections)

CBA result metrics	Low (-25%)	Base case	High (+25%)
Regional-level CBA			
Net economic benefits (NPV) $m	($1.190)	($0.917)	($0.637)
Benefit to Cost ratio (BCR)	0.4	0.5	0.7
Internal rate of return	(19%)	(11%)	(5%)
National-level CBA			
Net economic benefits (NPV) $m	($2.957)	($2.615)	($2.264)
Benefit to Cost ratio (BCR)	0.2	0.3	0.4
Internal rate of return	(23%)	(17%)	(13%)

Source: MartinJenkins CBA Model

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Appendix D – Trail Summary Posters

FRAME GROUP

WAIKIRIKIRI ALPINE TO SEA TRAIL

HIGH-COUNTRY TRAIL

ECONOMICS

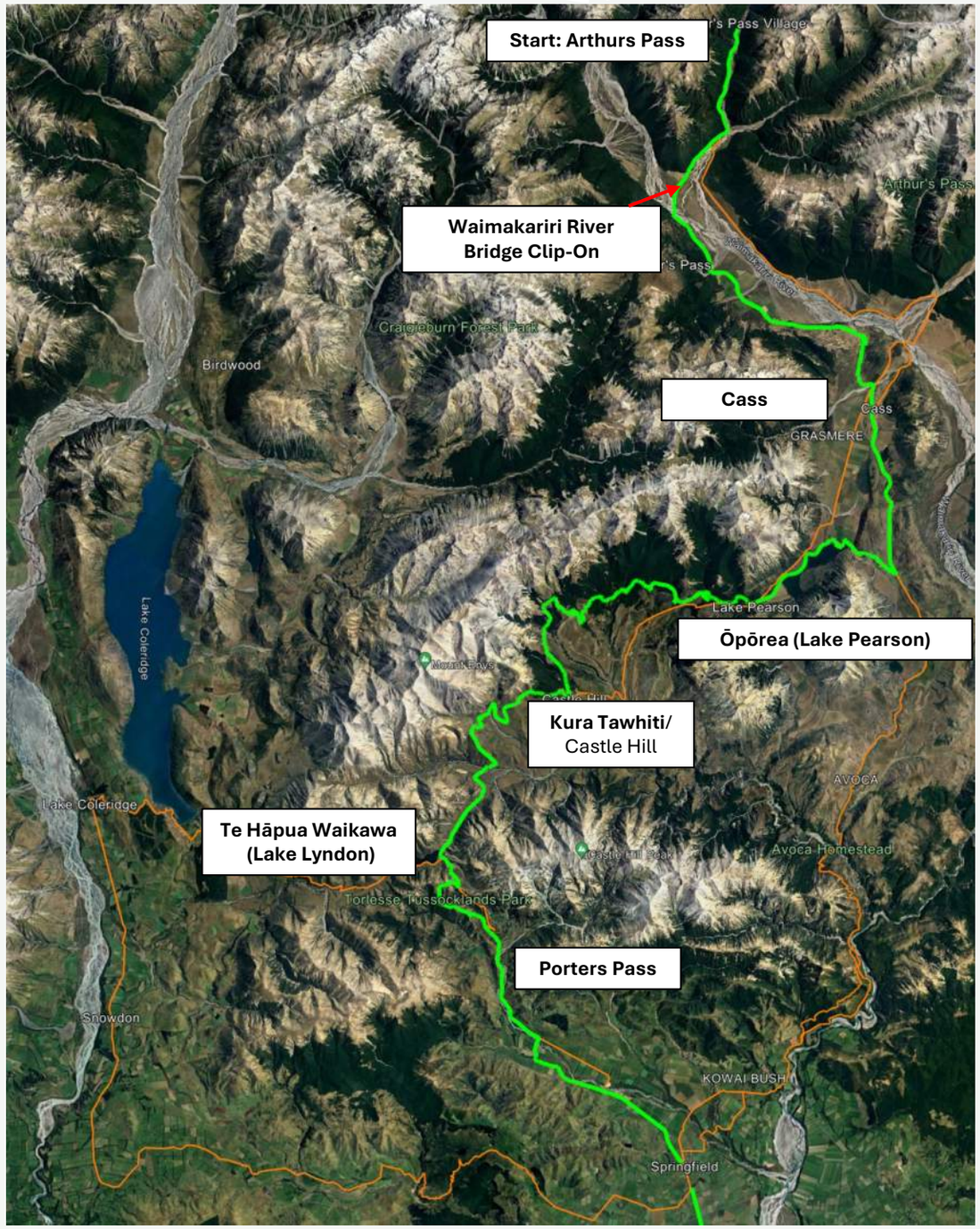
- Build Cost = **$30.8m**
- **Maintenance cost = $323k/yr**
- 10x major **suspension bridges**, 210 m Waimakariri bridge clip-on, alpine trails)
- **200 new jobs** for construction
- **366 ongoing jobs** from trail operation
- **30,680** annual trail **users**
- **Benefit:Cost ratio = 3.9**
- **Net Regional economic benefits = $42.1m**

USER EXPERIENCE

- **Easy** to **Intermediate** cycle trail
- **108 km** total length
- Gravel surface
- 2.2 m wide
- **Grade 2 and 3** cycle trail.

GOVERNANCE AND MAN AGEMENT

To be developed in partnership with **Mana Whenua**, **DOC**, Private Landowners, **Kiwirail**, NZTA **Waka Kotahi,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- Immersion in spectacular **alpine landscapes**, remote wilderness, **history**, and nature.
- **Tranzalpine train** through **Waimakariri River Gorge** to Arthur's Pass trail start.
- Experience **Arthur's Pass National Park** and classic **High-Country Stations.**
- **Mountain lakes:** Ōpōrea (Lake Pearson) and Te Hāpua Waikawa (Lake Lyndon).
- Historic **Cass Train Station.**
- Craigieburn Forest Park.
- **Kura Tawhiti**/Castle Hill
- **Korowai**/Torlesse Tussocklands Park.
- Porters Pass.
- **Alpine Rivers:** Waimakariri, Bealey, Kowai, Cass, Porter.
- Significant cultural, environmental, social, and community benefits.

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

'A Great Ride of Aotearoa showcasing and celebrating all that Selwyn has to offer'

WAIKIRIKIRI ALPINE TO SEA TRAIL

PLAINS TRAIL

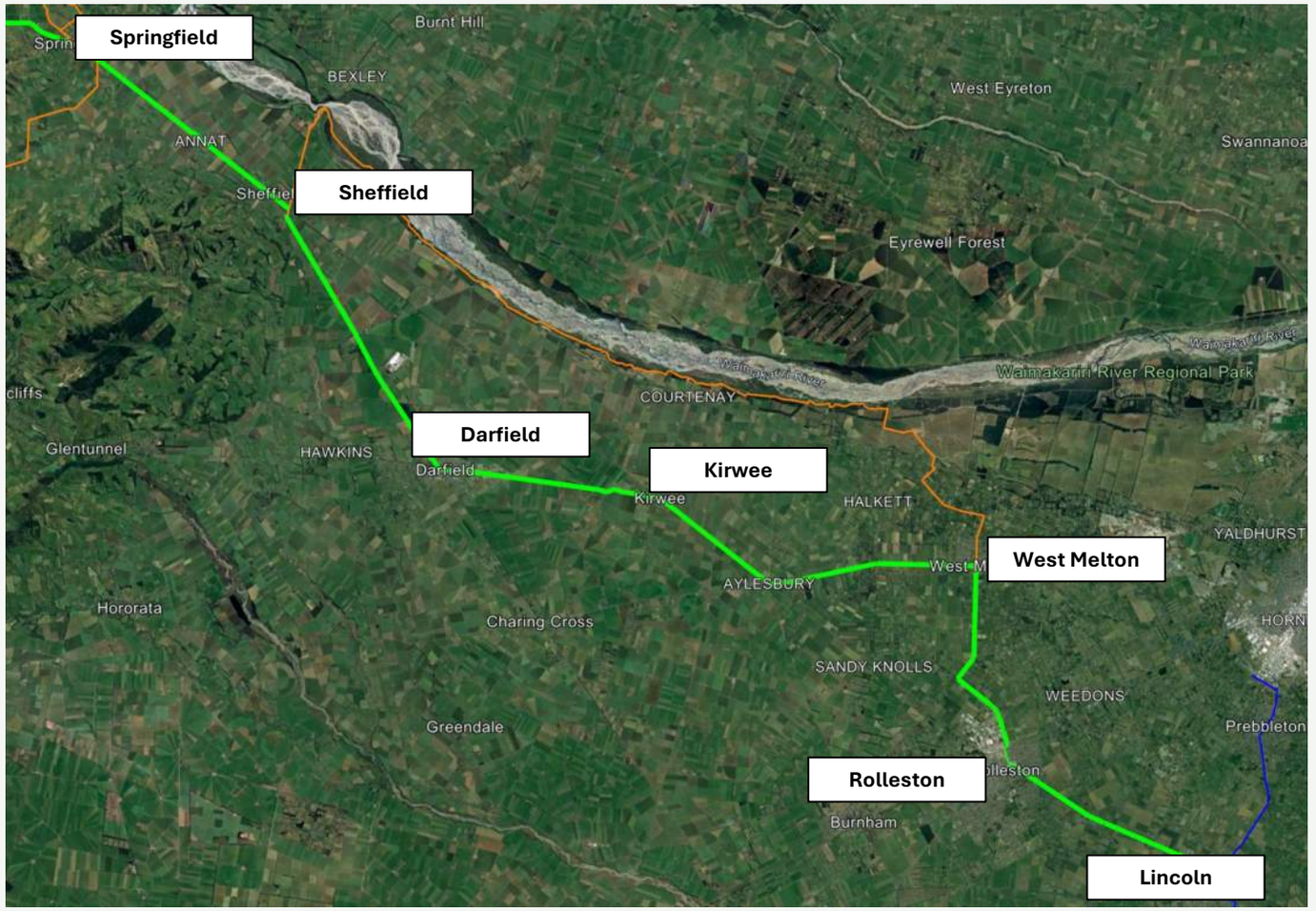
FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

ECONOMICS

- Build Cost = **$8.0m gravel (3.0m wide path) or $16.3m Concrete/Asphalt (2.0m wide path)**
- Maintenance cost = **$158k/yr**
- **105 new jobs** for construction
- **34 ongoing jobs** from trail operation
- **29,400** total annual users.
- **8,600** annual, out-of-region, multi-day trail users.
- + Active-Mode **commuting** for local residents.

Gravel Surface (3m wide)
- Benefit:Cost ratio = **2.0**
- Net Regional economic benefits = **$9.4m**

Concrete/Asphalt Surface (2.0m wide)
- Benefit:Cost ratio = **1.1**
- Net Regional economic benefits = **$1.4m**



Green = Preferred Trail, Orange = Alternatives and optional additions.

GOVERNANCE / MANAGEMENT

To be developed in partnership with **Mana Whenua**, Private Landowners, **Kiwirail**, NZTA **Waka Kotahi** and others.

HIGHLIGHTS

- Linking Selwyn towns: **Springfield, Sheffield, Darfield, Kirwee,** and **West Melton.**
- **Commuter Trails:** Wide, well-surfaced, accessible, flat, and safe - suitable for many different user groups.
- **Health and Safety Benefits** for Selwyn Communities by providing off road biking and walking opportunities.
- Connects onwards to **Rolleston, Lincoln, Christchurch,** and **Banks Peninsula (Little River Rail Trail).**
- **Celebrating, connecting** and **showcasing** the Plains communities and their stories.

USER EXPERIENCE

- **Easy** cycle trail
- **80 km** total length
- Concrete, asphalt and gravel surfaces.
- 2.5 m wide
- **Grade 1 and 2** cycle trail.

TE WAIHORA LAKESIDE TRAIL – EAST SIDE

ECONOMICS

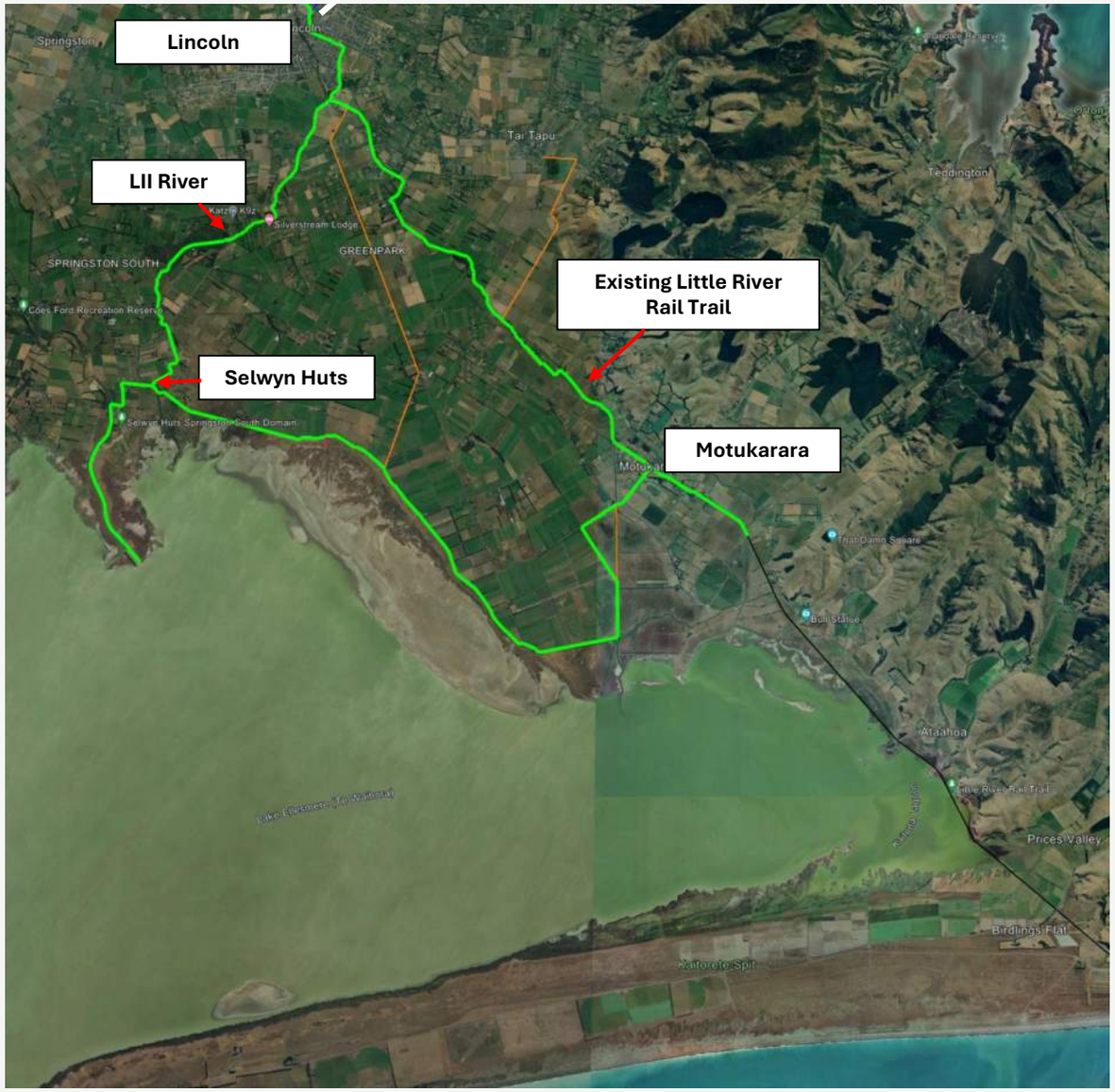
- Build Cost = **$7.5m**
- Maintenance Cost = **$95.6k/yr**
- **48 new jobs** for construction
- **11 ongoing jobs** from trail operation
- **23,540** total annual trail **users**
- Benefit:Cost ratio = **2.1**
- Net Regional economic benefits = **$5.1m**

USER EXPERIENCE

- **Easy** cycle trail
- **52 km** total length
- gravel surface with some timber boardwalk.
- 3.0 m wide
- **Grade 1 and 2** cycle trail.

GOVERNANCE / MANAGEMENT

To be developed with **Mana Whenua**, **Christchurch City Council**, Private Landowners, **Waihora Ellesmere Trust, Ellesmere Sustainable Agriculture Inc,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- Follows lake margins past **wildlife reserves** with excellent views of the lake and **birdlife.**
- Accessible **loop/day ride** from Lincoln, Rolleston or Christchurch.
- Honors the **cultural** and **historical significance** of Te Waihora.
- Wide, well-surfaced, accessible, **flat,** and safe - suitable for many different user groups.
- **1200 m timber boardwalk** over wetland margins through to Yarrs Flat Wildlife Management Reserve.
- **Waikirikiri**/Selwyn River mouth.
- Links to the existing '**Little River Rail Trail**' at Motukarara.
- Follows the **LII River** and **Halswell River** Canal.
- Encourages **habitat restoration** and **conservation.**

'Cycling and Walking T[redacted] Waihor[redacted] enjoying, understanding, respecting and protecting a taonga'

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS

TE WAIHORA LAKESIDE TRAIL – WEST SIDE

ECONOMICS

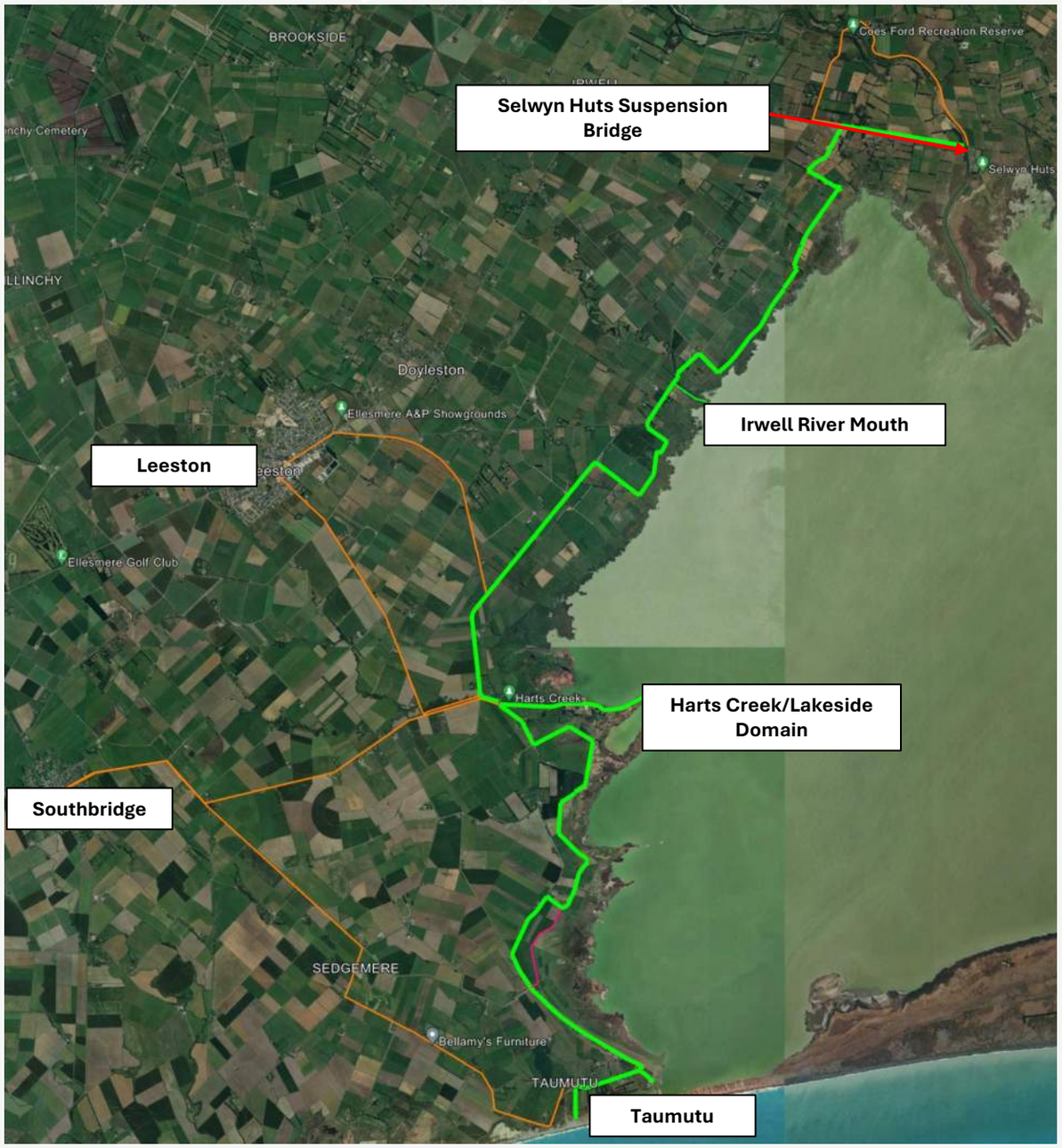
- Build Cost = **$4.3m**
- Maintenance Cost = **$94.6k/yr**
- **6,230** total annual trail **users**
- **28 new jobs** for construction
- **6 ongoing jobs** from trail operation
- **Benefit:Cost ratio = 0.5**
- Net Regional economic benefits = **-$0.9m**
- **Opportunities** for **Te Taumutu Rūnanga**

USER EXPERIENCE

- **Easy** cycle trail
- **31 km** total length
- gravel surface and boardwalks, some on road
- 2.2 m wide
- **Grade 1 and 2** cycletrail.

GOVERNANCE / MANAGEMENT

To be developed with **Mana Whenua**, **DOC**, Private Landowners, **Waihora Ellesmere Trust, Ellesmere Sustainable Agriculture Inc,** and others.



Green = Preferred Trail, Orange = Alternatives and optional additions.

HIGHLIGHTS

- New **suspension bridge** over **Waikirikiri/Selwyn River**.
- Follows western lake margins past **wildlife reserves** with excellent views of the lake and **birdlife.**
- **'Spoke' trails** at the Irwell River mouth, Hart's Creek, Lakeside Domain and Fisherman's Point.
- Experience the **Kaitorete Spit** from the **Te Waihora/Lake Ellesmere opening** at **Taumutu.**
- Honours the **cultural** and **historical significance** of Te Waihora.
- Wide, well-surfaced, accessible, **flat,** and safe - suitable for many different user groups.
- Encourages **habitat restoration** and **conservation.**
- Potential **opportunity** for **Te Taumutu Rūnanga**
- Future linkages to **Leeston** and **Southbridge.**

FRAME GROUP
HELPING AOTEAROA NEW ZEALAND ACCESS, ENJOY AND PROTECT THE GREAT OUTDOORS