



## Questions and Answers

### Phase Two Announcement: Projects approved to progress to Feasibility / Business Case

1. What is the status of each of the NZ Cycle Trail projects – both Phase One, the Quick Start projects that were approved in July 2009, and Phase Two?

#### Phase One

The Quick Start trails are all at various stages of development. Some are still finalising their feasibility studies and business cases, while others have begun construction. The seven Quick Start trails are:

1. Hokianga to Opua (portion of trail)
2. Hauraki Plains Trail
3. Waikato River Trail
4. Central North Island Rail Trail
5. Mountains to the Sea
6. St James Great Trail
7. Around the Mountain Trail

Approximately \$18 million will be provided from the NZ Cycle Trail Fund for the Quick Start projects.

#### Phase Two

The Phase Two trails have been approved to progress to the feasibility stage. Details about the 13 trails, including funding allocation, is shown in the following table.

Name of Trail	Description	If successful, amount allocated for construction from NZ Cycle Trail Fund (\$)	NZ Cycle Trail Fund Contribution to Feasibility Study (\$)
Tauranga Moana Coastal Cycle Trail (Tauranga)	Waihi Beach to Tauranga waterfront in the Bay of Plenty region, experiencing the Pacific Coast, Matakana Island and Tauranga Harbour, with the Kaimai range providing a backdrop. 75km	3,550,000	75,000
Old Motu Coach Road (Opotiki/Gisborne)	The journey follows historic military and coach roads, and an early 1900s stock track from	1,170,000	25,000

	Matawai to Opotiki. 138km.		
Thermal by Bike (Rotorua)	A 75km scenic cycleway from Rotorua to Orakei Korako incorporating four of the world's most unique geothermal areas.	3,070,000	15,000
Lake Track (Taupo)	Starting 15 mins from Taupo, an all-weather multi-day cycleway on the edge of Lake Taupo through native forest with views of the lake and Tongariro National Park. 100km.	2,100,000	50,000
Mountains to Sea Cycleway – link (Ruapehu)	The proposed trail would run from Horopito to National Park and into the Retaruke Valley. This is a key link in the 245km Mountains to Sea Cycleway from Ohakune to Wanganui, which takes in two iconic national parks and connects two districts. 33km link.	500,000	0
Heretaunga Ararau: Land of a Hundred Pathways (Hawkes Bay)	50km trail with optional starting points (Havelock North/Clive/Haumoana and Te Awanga). The trail will visit the Tukituki River Valley with views of Te Mata Peak. The trail will take riders along the coast towards Cape Kidnappers.	2,600,000	40,000
Dun Mountain and Tasman Cycle Loop (Nelson/Tasman)	45km extension to Dun Mountain cycling trail (Nelson). And, Tasman Loop – 3-day trail from Nelson to Tapawera, to Motueke and Kaiteriteri then returning via a coastal route. 175km.	2,630,000	62,500
Old Ghost Road (West Coast)	Resurrecting a long forgotten 1870s northern West Coast gold mining road as a multi-day, heritage-filled cycle trail. 60km section of a longer trail of which a part has been completed and an extension is planned.	2,000,000	20,000
Westland Wilderness Trail (Greymouth)	A cycling adventure from Greymouth to Ross, travelling through wild beaches, rainforests, lush wetlands and lakes, on a route explored by pioneering gold rush miners. 139km	3,200,000	12,500
Alps to Ocean	300km cycle trail from Aoraki/Mt	2,750,000	100,000

Cycle Trail (Mt Cook)	Cook National Park, descending 780m through the Mackenzie basin down the Waitaki Valley to Oamaru, with multiple access points to begin or end the ride.		
The Wakatipu Trail (Queenstown)	A 109km trail encompassing picturesque and historic Arrowtown, and Queenstown within the Wakatipu Basin.	1,830,000	66,750
Roxburgh Gorge Trail (Central Otago)	Cycle trail on the Clutha Mata-au River, covering the 33km of the Roxburgh Gorge between Alexandra and the Roxburgh Dam.	2,000,000	15,000
Clutha Gold Trail (Otago)	Off-road 73km trail in Otago running from Roxburgh to Lawrence along the Clutha Mata-au River.	3,800,000	15,000

## 2. How did you decide which trails would progress to feasibility?

The Technical Assessment Group (TAG) assessed all the proposals against the four key assessment criteria:

- Meeting a market demand
- Showcasing the best New Zealand has to offer
- Meeting the objectives of the Cycle Trail Project (short and long-term economic benefits, enhance New Zealand's competitiveness as a visitor destination, engage local communities and maximise complementary benefits where possible e.g. for health, recreation, commuters).
- Developing partnerships and stakeholder support

The TAG also considered:

- The accessibility of the land
- Whether the risks currently identified could be resolved at a reasonable cost and within a reasonable timeframe
- The trail's distinctive "point of difference" (i.e. the 'wow factor')

Following a short-listing process, the TAG made recommendations to the Funding Committee. The Funding Committee made the final decisions about which proposals would proceed to feasibility.

## 3. What is the Technical Assessment Group?

The Technical Assessment Group (TAG) is a team of specialists with legal, engineering, business and cycling industry expertise. The New Zealand Transport Agency is also represented on the TAG. The Group is chaired by the New Zealand Cycle Trail Programme Manager, John Dunn.

## 4. How many concept proposals did you get?

54

## **5. What happens to the unsuccessful applicants?**

It is hoped that the considerable investment made by the communities in their proposals is not lost. The TAG felt many of the trails deserve to be built and encourage the unsuccessful applicants to explore other funding mechanisms and options to develop their trail.

## **6. Can applicants challenge the decision, or ask the Funding Committee to review it?**

No. However, applicants are welcome to seek specific feedback on their proposal from the Ministry. It is then up to the applicants to decide whether to share that information with the public.

## **7. Why were they unsuccessful?**

All the applications were of a high standard. Nonetheless, with a limited funding pool, prioritising the trails was important and that has meant the ones going through to feasibility were considered “simply superior”.

## **8. Was it a deliberate decision to spread the trails relatively evenly between the north and sound islands?**

No, each project was evaluated on its merits.

## **9. What happened to the “Cape Reinga to Bluff” cycleway?**

With the limited funding available, the initial focus of the project has always been to develop a series of ‘Great Rides’ – a similar concept to the Conservation Estate’s Great Walks. The development of Great Rides will support regional clusters of economic and employment activity. They will also cater to a range of tourism experiences and provide a variety of cycling styles at varying levels of ability.

Once the trails are built there will be a network of about 2000 kilometres of iconic cycle trails available to local and international cycling enthusiasts.

## **10. Will there be another round of funding?**

Our focus is on the current funding available. Nonetheless, there is a groundswell of support for this project and perhaps once the Great Rides are established and a proven success, a further network of trails may be considered.

## **11. What happens once the feasibility studies are completed?**

The feasibility studies are expected to be completed by 31 May 2010. The Technical Assessment Group will then review them and make recommendations to the Funding Committee. Applicants will then be asked to submit a final Business Case. The Business Case will need to demonstrate, among other things, the resolution of any outstanding issues.

## **12. How many of these Phase Two trails will you actually build?**

We want all the trails to be built but the final outcome will depend on the feasibility studies and business cases.

**13. When will know which ones will be built?**

We expect to make an announcement around October this year.

**14. How many jobs will these trails generate?**

The number and type of jobs the trails will generate will be explored and developed as part of the feasibility study and business case. Work and Income will work with project applicants to support people into cycle trail jobs.