

ACCOMMODATION AND PROPERTY BEVAN, CAMPBELL

Wakatipu

TRAFFIC ISSUES

Yes the faster the better. Traffic is getting worse and will continue to do so.

COUNCIL ONE-STOP SHOP

Best amalgamate all offices into one large one. It could be anywhere in Qtown including Fankton and industrial areas. Time limited Visitor parking should be provided if it out of the down town Qtown area.

RATES, FEES & CHARGES

* Reducing the rates charged for residential flats will only make investors more attracted to these purchases. It wont solve any affordable housing issues. * Land zoned for development should be charges rates according to its rating.

UNDERGROUNDING POWERLINES

All power lines should be underground where possible. I think its a waste of rate payers money so don't agree to us paying. I think the lines company should pay 100%, assuming they have to be moved, and they should be putting them in the ground. QLDC should specify all power lines to be buried, always. Where not possible a special consent needs to be applied for and reviewed if its acceptable circumstances to warrant not burying them.

LAGAROSIPHON

I would allocate more. 30k is nothing!

FURTHER COMMENTS

ALBERT TOWN COMMUNITY ASSOCIATION HEBBARD, BRUCE

Wanaka/Upper Clutha

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

Albert Town Community Association (ATCA). Submission for Annual Plan 2016-2017 Secretary: Sarah Read. Chair: Bruce Hebbard, Gunn Road/Alison Avenue Safety Improvements Residents have expressed concern over the ever increasing traffic volumes, including heavy vehicles and equipment, and the speed some vehicles are traveling along these roads. Andrew Edgar, Senior Engineer Property and Infrastructure, has conducted exhaustive tests and confirmed that a serious problem exists. The A.T.C.A. supports his suggestion for a roundabout at the Alison Avenue Gunn Road Intersection to control speed and to divert some of the heavy traffic to roads better suited to carry it. The ATCA requests funding is allowed for this project. Andrew Edgar will supply financial details for this project Andrew also suggested a pedestrian refuge adjacent to the bike park to protect users crossing the road and to act as a traffic calming measure. The ATCA understands that funding for this project has been found from the current budget. Albert Town Lagoon Funding Since Diana Manson has been appointed to developing and maintaining the parks and reserves in Albert Town she has developed a staged strategy for the Albert Town Lagoon. In the financial year 2016-2017 there are the projects she would like to progress. She has plans in place to install signs and plantings at the Alison and Lagoon Avenue entrances, to install an interpretive panel beside the lagoon, continue willow control and generally keep the waterway tidy. The ATCA has formed a sub-committee named the Guardians of the Albert Town Lagoon (GOAL) to oversee the future re-development of the lagoon. The Committee will oversee the three main areas of interest, that is the wildlife, the plantings and the structures (paths, viewing platforms, etc.) This committee consists of wildlife experts and community members interested in the future development of the lagoon for the enjoyment of Albert Town residents and the wider community. Ross Dungey Consulting has prepared a Draft management Plan which GOAL will further develop this and put forward as a future action plan for the lagoon. Diana Manson has suggested that a viewing platform be constructed in the 2016 ? 2017 financial year and already a local

builder has indicated he will donate his time to the project. Council could assist by allocating funding for materials and in-house work such as design, safety regulation, building permits and the like. (this type of assistance worked well with the recently completed BBQ pergola in McMurdo Park) The ATCA requests that the funding in the parks budget for next year continues as it has since the Lagoon Enhancement Plan was adopted in 2007. This to be used for the projects mentioned above ? the viewing platform, plantings, on-going willow control, and lagoon clean up etc. Diana will supply further details if required.

Albert Town Community Grant The ATCA requests this \$5000 again be allocated for the 2016-2017 financial year. This grant is utilized to fund projects of community importance around Albert Town.

Albert Town Signs The ATCA is advancing plans for new signs at the entrances to Albert Town. Once agreement is reached with the New Zealand Transport Agency (NZTA) we will then lodge an application with the QLDC. We will have enough funding from the ATCA community grant (two years) to construct and erect these signs but ask for an additional \$2500 to assist in the consent process. We would see this amount being used in-house for processing costs as opposed to an actual cash payment. Once the ATCA has obtained an agreement with the NZTA it intends making a presentation to the Wanaka Community Board.

Albert Town Footpaths The ATCA requests further funding is allocated to complete the next of the footpaths as submitted in the ten year plan last year, in order of priority. The top priority is the surfacing of the Kingston street footpath in asphalt. In the ten year plan the Community Board requested a footpath on the upper terrace, up stream of the bridge at Albert Town. (Their original submission incorrectly stated they wanted a path downstream of the bridge) The ATCA maintains that this path is unnecessary as there is a perfectly serviceable path on the lower terrace. It has been suggested by Rachael Brown, Community Board Chair, that funding for such a path will come from the parks budget. If there is funding for this path in the parks budget the ATCA requests this funding is transferred to be used to complete the footpath through the Albert Town Lagoon or transferred to the Albert Town footpath account.

Kerb and Channeling Last year the ATCA has listed in the ten year plan the last remaining streets in the township area which does not have kerb and channeling. We request funding to complete some or all of the Alison Avenue section in the 2016-2017 financial year.

Public Toilets That provision is made for new toilets on the Albert Town- Outlet Track to Cater for the huge number of cyclists and walkers using this track now and the numbers are increasing each year. The ideal place would be the unformed road reserve, the car park or the DOC reserve at the intersection of Gunn Road and Alison Avenue. Maybe a possibility exists of a joint project between Council and DOC.

Ballantyne Road The ATCA follows with interest the discussions concerning the recent spate of accidents and general condition of Ballantyne Road. Suggestions to overcome the problems range from a change of speed limit and signage to full tar sealing or the cheaper option Otta sealing. Whilst recognizing a serious problem exists and a funding solution needs to be found the ATCA is concerned especially if the sealing option is pursued that the funding is not channeled from the minor improvements budget. After the Annual Plan deliberations the ATCA would appreciate advice on what if any of these projects have obtained funding and any other decisions relating to them. After making submissions to the ten year plan and various annual plans the ATCA has not been informed of what if any parts (apart from proposed footpaths in Bernard Road and one other) have been adopted or scheduled to be carried out. We would like to speak on this submission at the Annual Plan Discussion.

ALPINE DEVELOPMENTS LIMITED PAETZ, C /O MATTHEW

Wanaka/Upper Clutha

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

We are neutral at this stage on the proposal to increase rates on land zoned for development but used for farming. The thrust of our submission is that whilst the stated intent in some of the explanatory material is to only increase rates on land zoned for development but used for farming, the actual content on pages 126/127 of the draft Annual Plan is worded ambiguously. Alpine Estate Limited owns 16 ha of land in Wanaka. It is zoned Rural under the Operative District Plan, but Low Density Residential under the Proposed District Plan. A new rating category is proposed as follows: '3. Vacant Sections/Zoned Land (Proposed) All rating units which are vacant properties and suitable for development or land zoned for development but used as Primary Industry.' The ambiguity comes in in terms of the definition of 'Primary Industry' rating units: 'All rating units: ? Used exclusively or principally for agricultural or horticultural purposes including dairying, stock fattening, arable farming, share sheep, market gardens, vineyards, orchards, specialist livestock, forestry or other similar uses, or ? Which are ten hectares or more in area and located in any of the Rural or Special Zones contained in the Queenstown Lakes District Council's District Plan as at 1 July of the current rating year. ? But excluding all properties used as Primary Industry but rated under Category 3 Vacant Sections/Zoned Land' The second bullet point is our key area of concern. Even though Alpine Estate Limited's land is not used for farming, the second bullet point seems to imply that because Alpine Estate Limited's land is more than 10 hectares, it is defined as 'primary industry'. We consider the reference to 'primary industry' between the two definitions is confusing and needs to be clarified. We think the intention is for Alpine Estate Limited's land, whilst it is still zoned Rural, to continue to be rated for primary industry use and NOT under the higher charging regime of Vacant Sections / Zoned Land', but would like Council's confirmation of this.

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

ARROWTOWN PROMOTION AND BUSINESS ASSOCIATION JULIAN, SCOTT

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

See attached document



17 April 2016

QLDC

annualplan@qldc.govt.nz

Annual Plan Submission

The Arrowtown Promotion and Business Association (APBA) key submission points are:

1. Parking. Ramshaw Lane upgrade for increase from 70 – 130 parks to be fully completed in September/October 2016 to alleviate Arrowtown CBD parking concerns.
2. Toilets. To build new Hansen Lane toilet block in 2016-17 for high capacity, improved service able to cope with coach load of visitors at once, architecturally designed to be sympathetic to heritage values.
3. Signage – improved and updated street (foot traffic) and trails signage
4. Lighting – need for safety lighting on Buckingham Street. Request the adoption of the Arrowtown Heritage Lighting Plan as the Arrowtown standard.
5. Rubbish Bins – replacements for old bins, and improved removal schedules at peak times.
6. Broadband – urgent need for upgrade to UFB (in QLDC 2015 submission to government)
7. Renewal Tree Programme – Council adopt a programme for heritage trees to ensure they remain healthy and continue underplanting.

Attached are the APBA 2016-17 Business Plan, APBA 2016 Strategy and APBA Budget 2016-17.

I wish to speak to the submission at the hearing.

Yours sincerely

Scott Julian

Chairman

www.arrowtown.com

Arrowtown Promotion and Business Association



Arrowtown Promotion and Business Association Report to Council Year end 2016-17

Content:

1. Mission Statement
2. Guiding Principles
3. Introduction
4. Chairperson's Report
5. Project Co-ordinator Report
6. Strategic Plan 2016-17

1 Mission Statement

The Arrowtown Promotion and Business Association's role is to promote and advocate the historical and natural character of Arrowtown while achieving responsible and sustainable growth.

2. Guiding Principles

- *Protecting what is intrinsic about the town - natural environment, historic heritage and walking environment*
- *Managed growth/sustainability*
- *Independent/separate voice*
- *Charm and friendliness. Welcoming town*



3. Introduction

The Arrowtown Promotion and Business Association is a non-profit community organisation made up of commercial ratepayers and other business operators. The Board is comprised of representatives from these groups and the Arrowtown Ward representative from the Queenstown Lakes District Council. The association employs a Project Co-ordinator. Under the APBA rules three additional members presently stand on the board. The Arrowtown Promotion and Business Association's activities cover the commercial area of Arrowtown and the Arrowtown School catchment area.

The APBA engages with Destination Queenstown (DQ), the Arrowtown Village Association (AVA), village residents, event planners and the Lakes District Museum to promote Arrowtown. Our role is similar to DQ, with a much smaller budget and additional requirements of protecting the historic Arrowtown precinct. Funding is sourced from the Arrowtown Commercial ratepayers as a rating levy. The APBA acknowledges the Queenstown Lakes District Council for its continued support.



The 2015-16 APBA Board consists of: Scott Julian (President); Kim Carpenter* (Deputy Chair); Bruce Gibbs (Treasurer); David Clarke; Adin May; Sam Gent; Sam Laycock; Anne Murchison; Lindsay Robertson; John Lapsley*; Brian Spicer*; Rob Andrews; Jim Griffiths; Richard Hoskin; Sue Patterson (Project Co-ordinator); and Scott Stevens (Council Representative). These members represent a cross-section of Arrowtown businesses and the wider business community including accommodation, food and beverage, outdoor tours and activities, and retail.

* denotes additional members

4 Chairman's Report

As we roll into autumn and all the beautiful Arrowtown colours tourist numbers continue to flow into the town.



APBA continues to work closely with and lobby council in ensuring the ever growing visitor numbers are catered for with the appropriate infrastructure. The main problem areas that exist and require attention are parking, upgrade of toilet facilities, updated and improved signage around the town, more street lighting to make it safer at night, and replacement of old rubbish bins. More points will be highlighted later in this report.

It is the responsibility of the committee to carefully monitor its spending on marketing. Both old and new initiatives are continually being explored and reviewed and can be categorised under the following:

Arrowtown guide

In its third year the guide is proving to be a very successful initiative at minimal cost to APBA. So far another 50,000 copies have been printed this year with another run planned for later in the year. It is updated each print run to provide a fresh seasonal look.

Website

Significant investment was put into a new look arrowtown.com website a year ago. We believe this to be 'state of the art' and online traffic has been growing on a monthly basis since its inception.

Special Events

APBA continues to support events such as the Motatapu, Lung Lunch and the Gibbston Valley Winery Concert. The economic benefits and big picture marketing of the town that these events bring cannot be underestimated. The NZ Golf Open Welcome Party (third year running) is now entrenched on the calendar while the newest event on the scene – Spring Arts Festival - looks to drive more business in our shoulder season of September. The Arrowtown Autumn Festival committee's flagship event is now condensed into 5 days and recently enjoyed high numbers over a stunning autumnal ANZAC Weekend.

4 Chairman's Report (continued)

Branded Merchandise

APBA has outsourced the printing and selling of branded merchandise to promote the town. New product lines are continually being sourced and trialled.

Famils

APBA continues to promote the town to frontline staff around Queenstown over two very popular hosted evenings in May and November.

Broadband

Our proposal for an upgrade in broadband services was submitted to council last June. We are now awaiting the result.

Digital Media

Recently a 'Digital Marketing Plan' has been presented to the APBA. As we know the importance of this kind of marketing cannot be underestimated in today's world. Once aspects of this report are analysed and prioritised we will be looking at focussing our marketing spend in some of these areas such as Google Adwords, blogging etc.

Research

A small team lead by John Lapsley has recently undertaken research on the streets of Arrowtown to get up to date information as to who our visitors are, where they come from and what they want to do here. This will further add to other research done 3 years ago and provide further support to where our marketing spend should be directed. There is a particular focus on the Chinese market which will be ground breaking.

Eco Centre & Policemans Hut

We have been working closely on developing the idea of an 'Environmental Centre of Excellence'. While at its early stages the 'Policeman's Hut' will be the interim interpretation centre planned for opening in the summer 2016. A feasibility study will be drawn up with the vision of creating the main centre adjacent to the Chinese Settlement along Bush Creek.

4 Chairman's Report (continued)

APBA values its relationship with the Arrowtown Village Association (AVA) and the support given to us by Destination Queenstown.

We are extremely thankful to the work our local councillor Scott Stevens has done for Arrowtown since he started on in his role as Arrowtown Ward Councillor. His contribution to the APBA has been invaluable. I would also like to publicly thank all other Board members who have served over the last 12 months.

Scott Julian

Chairman

Arrowtown Promotion and Business Association

5 Project Co-ordinator Report 2015-16 to 30 April

Key Partnerships and Communication Channels

- APBA members, Arrowtown Village Association (AVA); Lakes District Museum; Destination Queenstown; Tourism NZ; Chamber of Commerce; QLDC; HQWiFi; Millbrook; Arrowtown Autumn Festival Committee Sports Trust; Queenstown Trails Trust and Lagardere; QEII Trust; Wakatipu Reforestation Trust; Mt Soho (Mutt Lange Pastoral Lease properties); NZ Open (The Hills and Millbrook); Queenstown Frontline Information Centres and tourism operators.
- Media

Leverage Opportunities Realised or Assisted APBA Initiatives

- Arrowtown Welcome Party - official opening of the BMW ISPS Handa NZ Open
- Active Facebook promotional page and Instagram
- Support Arrowtown Charitable Trust's Heritage Lighting Project
- Annual fundraising calendar
- Annual photography prize

5 Project Co-ordinator Report 2015-16 to 30 April (cont.)

APBA Supported Events

- Arrowtown Autumn Festival - \$7,500 sponsorship to Festival, and sponsoring/organising Photo Competition with prizes
- Arrowtown Long Lunch
- Macpac Motatapu Adventure Race - \$7,500 membership sponsorship in prize vouchers, Official Supplier to Motatapu
- Jazzfest - \$1,500 sponsorship to Jazzfest for Arrowtown Day
- Cycleways – communicating and sharing info with key cycleways initiatives

Advertising

- AA; QT Magazine - quarterly; Whytewaters advertising, frontline training video – filming, and providing training questionnaire; DQ product Directory; QBook (Chinese and Japanese Map).

Ongoing Projects:

- Supporting the safety and aesthetic aspects of the Arrowtown Charitable Trust's Heritage Lighting project
- Arrowtown Market Research - DQ's Visitor Insights Programme



5 Project Co-ordinator Report 2015-16 to 30 April (cont.)

Website

- New website established July 2015
- Event Calendar for community and members
- Member and partner listings eg Millbrook, Amisfield
- Increased social media programme and Facebook
- Providing website news blogs and updating media photos

Sourcing funds

- Branded merchandise and fundraising calendar
- Sourcing \$3,500 member sponsorship for Motatapu
- Sourcing prizes for events from member businesses eg Autumn Festival...
- Website charges for non-members

Sue Patterson, Project Manager



6 Strategic Plan 2015-16 and Beyond

a) **Key QLDC Focus Areas - APBA aims:**

i) **Parking** - The Arrowtown Promotion and Business Association endorses new parking initiatives to alleviate Arrowtown CBD parking concerns. We submit in the Annual Plan in April for the Ramshaw Lane parking upgrade for an increase from 70 to 130 parks to be fully completed in September/October 2016.

ii) **Toilets**

To build new Hansen/Romans Lane toilets in 2016-17 for high capacity, improved service to cope with coach loads of visitors at once, architecturally designed to be sympathetic to heritage values.

iii) **Signage** - Improved and updated street (foot traffic) in Arrowtown. CBD and trails signage at river.

iv) **Lighting** - Need for safety lighting on both main blocks of Buckingham Street to ensure local and visitor safety at night.

v) **Rubbish Bins** - Replacement of old bins, improved removal schedules at peak times.

vi) **Broadband**

Urgent need for upgrade to UFB. APBA and AVA submission to QLDC for inclusion in the QLDC case to the Ministry of Business, Innovation and Employment in the Rural Broadband Initiative 2. Two stages: 1) Arrowtown CBD 2) Arrowtown Residential

vii) **Renewal Tree Programme**

Request that council adopt a programme for heritage trees to ensure they remain healthy. Continue underplanting.

viii) **Retain Commercial Activities Boundary**

Commitment to follow our resource consent protocols to retain appropriate commercial activities in the Arrowtown CBD respecting the historical nature of the area.

6 Strategic Plan 2015-16 and Beyond (cont.)

ix) Public Transport

Seek to improve Public Transport services and communication to Arrowtown from Queenstown, the airport and other points in the Wakatipu. Increase route timetables and extend further into the evening.

x) Environmental

Aim to improve environmental aspects of the Arrowtown business area with a focus on tidy and timely rubbish collecting, cleaning/ sweeping of the CBD, cleaner air, and a focus as an area of environmental excellence. CBD/River Interface - commitment to practical use of this area while retaining natural beauty and historic nature.

xi) Historical

Strong focus on promotion of our point of difference in our built and social history. Explore the potential for development of an environment Centre on Bush Creek Pastoral Lease Land. Initial development of Police Hut as 9am - 5.30pm unmanned Visitor Centre to tell the story of the rejuvenation of the QEII covenanted wilderness land beyond.

xii) Ward Representation - The APBA supports the retention of the Arrowtown Ward and our independent council representation.

xiii) Festivals/Events

Develop winter and spring marketing programme with QLDC Events support. Support Autumn Festival, Spring Arts Festival, Welcome Party BMW Handa ISPS NZ Open), Arrowtown Trolley Derby, Arrowtown Long Lunch.

xiv) CBD/River Interface

Commitment to an attractive and practical use of the area between the CBD and the Arrow River while retaining the natural beauty and historic nature of this area.

xv) Events / Festivals

Where funding allows, continue working with Council and community groups towards the Arrowtown Autumn Festival, Motatapu Adventure Race, Winter Festival, and Jazz Festival. The APBA acknowledges the assistance of the QLDC Event Team in these areas.

Additional information supporting the Discover Arrowtown Annual Plan:

- APBA Projected 2016 and 2017 budget
- APBA Profit and Loss to 30 June 2015
- APBA 2015-16 Strategic Plan

The APBA acknowledges the following for photo provided:

Phillip Green (Police Hut), Sue Patterson (Stone Wall, Autumn Blaze of Colour, Piano Man - Library Green, Hitching at Fork and Tap, Gold Panning) and the Queenstown Trails Trust (Lupins);



**Arrowtown Promotion and Business Association
Income and Expenditure
For the Year to 30 June**

	2017 Budget	2016 Budget
INCOME		
QLDC Business Grant	\$ 121,061.00	\$ 119,625.60
BNZ Interest	\$ 600.00	\$ 600.00
Web Site Listings	\$ 600.00	\$ 600.00
Website Transfer (2015-16 only)	\$ -	\$ 1,200.00
Other Revenue	\$ 500.00	\$ 500.00
Guide Donations	\$ 2,400.00	\$ 2,400.00
Arrowtown Calendar	\$ 7,000.00	\$ 7,000.00
Total Income	\$ 132,161.00	\$ 131,925.60
EXPENSES		
Media Advertising		
Drone Footage	\$ 800.00	\$ 800.00
	\$ 800.00	\$ 800.00
Print Advertising		
AA Regional Visitor Guide	\$ 2,400.00	\$ 2,400.00
QT Magazine	\$ 5,600.00	\$ 5,600.00
Whytewaters (in room & touch screens)	\$ 4,300.00	\$ 4,200.00
Advertising Production Costs	\$ 1,000.00	\$ 1,000.00
Qbook	\$ 1,160.00	\$ 1,160.00
Casual Advertising Opportunities	\$ 2,000.00	\$ 2,000.00
	\$ 16,460.00	\$ 16,360.00
Print Material		
Arrowtown Official Guide	\$ 6,000.00	\$ 6,000.00
Arrowtown Calendar	\$ 4,500.00	\$ 4,500.00
	\$ 10,500.00	\$ 10,500.00
Distribution		
CO District Council	\$ 375.65	\$ 375.65
Greymouth i-Site	\$ 150.00	\$ 150.00
Wanaka i-Site	\$ 174.00	\$ 174.00
Hokitika i-Site	\$ 100.00	\$ 98.26
Queenstown Visitor Centre	\$ 288.00	\$ 288.00
VisitorPoint (Jasons) Qtn, Flnd, ZQN, Wka	\$ 4,080.00	\$ 3,780.00
Visitor Point (Jasons) Warehouse Distributio	\$ 1,400.00	\$ 1,400.00
DoC Visitor Centre	\$ 130.00	\$ 130.00
	\$ 6,697.65	\$ 6,395.91
Website		
Maintenace/Hosting/Domain Name	\$ 1,500.00	\$ 2,500.00
Website Upgrade	\$ 5,000.00	\$ 20,000.00
	\$ 6,500.00	\$ 22,500.00
Campagins/Promotions/Events		
Winter Marketing	\$ 5,000.00	\$ 5,000.00
Motatapu Miners Trail	\$ 4,000.00	\$ 2,000.00
Arrowtown Autumn Festival	\$ 7,500.00	\$ 7,500.00
Arrowtown Spring Arts Fetival	\$ 5,000.00	\$ 5,000.00

Autumn Photo Competition	\$ 900.00	\$ 900.00
Queenstown Jazzfest	\$ 1,500.00	\$ 1,500.00
Arrowtown Profile Advertising	\$ 1,000.00	\$ 1,000.00
Cardrona Signage	\$ 1,700.00	\$ 1,700.00
Trenz (alternate year)	\$ 6,000.00	\$ -
NZ Open - Welcome Event	\$ 4,000.00	\$ 4,000.00
Frontliner Famils	\$ 1,200.00	\$ 1,200.00
Artn Beautification Project	\$ 435.00	\$ 435.00
Police Hut Restoration/Eco Centre	\$ 500.00	\$ 500.00
	\$ 38,735.00	\$ 30,735.00
Signage		
Banners/Flags/POS Displays	\$ 500.00	\$ 1,500.00
	\$ 500.00	\$ 1,500.00
Image Library		
Media Packs/Images	\$ 2,000.00	\$ 1,000.00
	\$ 2,000.00	\$ 1,000.00
Product Development		
Professional Development	\$ 2,500.00	\$ 2,500.00
Media Famils	\$ 2,500.00	\$ 1,500.00
	\$ 5,000.00	\$ 4,000.00
Lighting Plan		
Lighting Plan (Arrowtown Charitable Trust)	\$ 1,200.00	\$ 1,200.00
	\$ 1,200.00	\$ 1,200.00
Administration		
Postage	\$ 200.00	\$ 200.00
General Office Expenses	\$ 400.00	\$ 400.00
Bank Fees	\$ 200.00	\$ 200.00
AGM/Meeting Expenses	\$ 600.00	\$ 600.00
Secretarial Fees	\$ 38,000.00	\$ 38,000.00
Legal Costs	\$ 500.00	\$ 200.00
Travel Expenses*	\$ 2,500.00	\$ 1,600.00
Telephone, Broadband and Mobile	\$ 1,000.00	\$ 800.00
Printing and Stationery	\$ 1,400.00	\$ 1,400.00
Subscriptions	\$ 900.00	\$ 900.00
	\$ 45,700.00	\$ 44,300.00
New Initiatives		
Social Media Strategy Plan & Implement	\$ 7,000.00	\$ 8,000.00
Video Library	\$ 2,000.00	\$ 4,000.00
Visitor Research	\$ 1,000.00	\$ 6,000.00
	\$ 10,000.00	\$ 18,000.00
Total Expenses	\$ 134,092.65	\$ 139,290.91
NET SURPLUS/DEFICIT	-\$ 1,931.65	-\$ 7,365.31

Notes:

Travel expenses include Trenz alternate years

ARROWTOWN VILLAGE ASSOCIATION HULLS, WAYNE

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

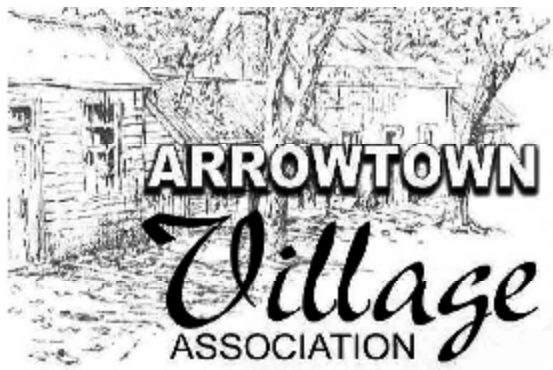
RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

See attached document



PO Box 140
Arrowtown 9351
New Zealand
Email: secretary@arrowtownvillage.nz

2016-17 ANNUAL PLAN SUBMISSION

1. SAFETY

There are many hazards encountered when walking around Arrowtown especially after dark. AVA request that QLDC carry out a safety audit of the hazard categories below and implement a plan to mitigate hazards found

- a. Branches of trees/bushes on the QLDC road reserve and on property street boundaries where they impede walking, cover street or traffic signage or are above sealed road surfaces and are likely to mark vehicles
- b. Walking surfaces which have tree roots, are uneven or pot-holed be they footpaths or where there are no footpaths the gravel surface abutting the edge of the road seal
- c. After dark many Arrowtown streets have insufficient street lighting for safe walking. AVA requests that QLDC establish a draft street light policy, consults the community and implements the resulting policy over a planned period of years
- d. Water channels beside roads vary greatly from nil to "large and wide" and rain water collects at the edge of the road in places
AVA request that QLDC establish a policy to include standards for water channels, soak pits and drains with a view to implementing the policy over a period of years
- e. The standard 50km/hour speed limit is not safe for pedestrians needing to walk on the road in many streets.
AVA requests that QLDC revisit the proposal to lower the speed limit and/or install speed bumps in parts of Arrowtown and consult the community on this

2. ARROW RIVER and TOWN CENTRE

Because of the location of the main channel below the CBD we are of the opinion that many visitors to Arrowtown never see the river or assume that Bush Creek is the river.

AVA request that QLDC install signage as follows –

- a. At Butlers Green/Chinese Village area and at the river bank below road to river side car park off Ramshaw Lane - Map of the river area from Butlers Green to below the Bus Park showing the river track, Bush Creek, ORC stop bank and the main river channel
- b. At the river end of Merioneth St – Map/directions to the river access "gate" off Wilcox Green
- c. To enable easier access to main river channel AVA request that QLDC lay some large stepping stones over Bush Creek in several locations
- d. Several signs directing visitors to Town Centre and parking

3. LIBRARY RESERVE

The library reserve is looking very "tired" and AVA requests that QLDC carry out the following work -

- a. Low fence around the edge needs repaired/repainted or replaced
- b. Parking beside the library needs restricted to the sealed area by replacing the rocks recently installed/removed or by extending the repaired/repainted or replaced low fence
- c. The grass/earth area between the library and the petanque court needs replaced with a permanent material because the foot traffic across it kills all the grass
- d. Many visitors and locals use this reserve to relax, have lunch, play with their children etc so more rubbish bins and more table/seat fittings should be provided

4. REPLACEMENT of ICONIC TREES

The trees along Buckingham St, Bedford St, Centennial Ave and on the Library Reserve are iconic

If QLDC has not yet done so AVA request that QLDC establish a tree replacement policy and action plan so that younger trees are growing amongst the mature trees as long term replacements

5. HERITAGE STONE WALL

AVA requests that during the 2016-17 year QLDC plans the repair/reinstatement of the heritage stone wall on Buckingham St above Butlers Green with a view to funding the work identified in the 2017-18 year

AVA wishes to speak to these submissions during the Annual Plan process and be consulted on resulting plans and policies.

Please also note that AVA formally supports the ABPA submissions to the 2016-17 annual plan process

For AVA



Wayne Hulls
Deputy Chair



29 April 2016

ASPIRING TRACKS NETWORK BIRKBY, KAREN

Wanaka/Upper Clutha

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

Please see attached document

Aspiring Tracks Network Annual Plan Submission 2016/2017

29th April, 2016

Dear Councillors,

The Aspiring Tracks Network (ATN) would like to thank Council for its support of this community-led collaborative effort. We would particularly like to highlight Parks Team member Diana Manson for her efforts as a representative of QLDC at the meetings, and Parks and Reserves Planning Team Manager Stephen Quinn for his support.

The ATN (see note #1 below) would like the following points noted, and supported by Council where required.

1. That a QLDC representative (we support the ongoing support of Parks Team rep Diana Manson) continue to be actively involved in the work of the ATN as agreed in the ATN MOU - see note #5 below.
2. The QLDC Events Team continue their work of reviewing the QLDC's management of permits and concessions for the use of tracks. These processes desperately need this work and any new processes should complement those of Department of Conservation (DoC), and be transparent and complete for both those wanting permits/concessions and for the community.
 - ATN are interested in being involved in creating a guidance policy for QLDC (and similar to DoC's) by which to assess the capacity for Upper Clutha tracks to entertain events and give event permits – e.g. number of participants, amount of time spent on the track and type of event.
 - This same policy must be considered by APL when assessing the capacity for commercial concessions.
 - ATN also supports the review of the fees structure for track use. The current format is confusing and lacks transparency. The Community Facility Funding Policy was due to be reviewed in December 2013 and is now well overdue. Financial year to date (July 2015 to April 2016 QLDC received a total income of \$2,230 (email Stewart Burns, 1 April 2016). This seems absurdly low. See note #3 below.
3. ATN has been working to complete the Upper Clutha Tracks Network implementation plan 2015 (see note #2 below and strategy attached). Ongoing funds are required to support the community-led implementation of this plan. To carry out this work, ATN have employed a Track Network Coordinator and are exploring future options to cover the costs of this position. ATN would like QLDC to support a process by which ATN receive a 'community track maintenance fee' from each event run in the Upper Clutha, to support their ongoing work. This may complement QLDC's current fee structure or replace it. ATN recommend that QLDC align with DoC (note #4 below) whereby QLDC retain the administration fee and ATN receive the concession **fee per person**. As noted above, currently QLDC receive very little by way of a maintenance fee from events and concessions. ATN believe that if this money were vested in that community there would be greater awareness and support for payment to use these track by the community, event organisers and commercial users. Based on the figures received from Council in note #5 below, there were only four permits provided for events to

be run on Council tracks. Locally we know of at least an additional five events that did not receive a permit.

Actions required by QLDC to make this work would be: 1) That this 'fee structure' be added to QLDC events information so events managers are aware of this; 2) QLDC (or APL on their behalf) collect these funds, QLDC tell ATN how much the fee is and ATN invoice QLDC. This would all be part of streamlining these processes in point 2 above.

4. ATN supports the completion of an Upper Clutha transport strategy. The transport strategy must include clear guidance on where the arterial and secondary walking and cycling commuter tracks will be designed into new and integrated into existing infrastructure. The strategy should highlight those new 'community connector tracks' as a value to the broad transport network. ATN would like to be included in discussions about new track developments, and how they will be development and maintained as part of the Upper Clutha Track Network.
 - As part of the Transport Strategy to encourage more cycling QLDC needs to include a cycling campaign. This campaign will encourage behaviour change of residents and visitors. It will include a logo specific to the Queenstown Lakes, a list of key stakeholders who should be involved and how this campaign can be used by Council going forward. One of the obvious opportunities is for local events to use this campaign in their traffic (should be transport) plans to encourage a reduced use of cars when road closures are proposed.
5. Another important component of the Upper Clutha Tracks Network Strategy is the need to understand our tracks – their use and by what groups of users. ATN would like Council to fund four track counters to be distributed throughout the Upper Clutha. This would help us achieve a number of our strategy objectives including:
 - Measure our actions – our success in getting capable mountain bikers off the outlet track and onto an alternative option,
 - Tell the story - providing a clear picture of the economic and social benefits of tracks to our community, and
 - Destination marketing - market the correct tracks to the right people at the right time of year.

There are currently zero QLDC track counters in the Upper Clutha. QLDC's KPI 17 – average daily use of trails, includes zero Upper Clutha tracks.

6. ATN ask that QLDC continue to support the development of tracks in the Upper Clutha. ATN recognise these tracks connect communities, providing a huge benefit to locals and visitors for both recreation and transport. Thank you for QLDC's recent support of proposed track linking Hawea Flat with the Hawea River Track.

We support the ongoing development of the 25km Cardrona Valley Track linking Cardrona township to Wanaka. This track is clearly envisaged by our strategy and it an integral part of the overall Upper Clutha Track Network. Once completed, we support that the ownership of the track is then vested with QLDC to assume ownership and the ongoing maintenance of this track.
7. Sticky Forest is a strategically important recreation asset for the Upper Clutha. ATN support all endeavours by Council and the Community to work with the Sticky Forest land owner in an effort to continue to allow community access. This is with the ultimate aim of securing long-term access for the community either through a lease or purchase of the land. We

support Council in their development of a business plan for the acquisition of this land to help meet the current and future needs of the Upper Clutha community.

Please note we would like to be hear at the Annual Plan submission hearings in Wanaka.

Note #1: Background Information

ATN was set up in late 2013 and is made up of five representational member groups – Queenstown Lakes District Council (QLDC), Department of Conservation (DoC), Upper Clutha Tracks Trust (UCTT), Bike Wanaka (BW) and Lake Wanaka Tourism (LWT). The aim of the ATN is to explore ways and means of progressing a coordinated, efficient and effective direction for the future of the Upper Clutha track network. They will do this through:

1. governing the coordination and development of a strategy and action plan for the tracks of the Upper Clutha; and
2. use our collective voice and strength to play an advocacy role for the current and future development, enhancement, use and maintenance of the tracks of the Upper Clutha.

Note #2: Implementation Plan – Project Status 2015/2016

The ATN finalised the *Upper Clutha Tracks Strategy 2015*, along with an implementation plan and employed a Tracks Coordinator (Karen Birkby) in order to roll out that implementation plan. The short-term actions assigned by the strategy and their progress to date are outlined below:

- Develop succession plan for Sticky Forest – started with Council
- Develop consistent commercial use policy – started with Community Board and Council
- Develop track etiquette and signage – started, early stages
- Review and develop track user information – to start 2016/2017
- Establish volumes for use of high use tracks – started exploring more track counters, important long-side commercial use policy
- Develop collaborative planning processes – here we are
- Identify horse trails – UCTT
- Explore increased accessibility to tracks (e.g. wheelchair, pushchair access) – UCTT
- Explore options to improve user experience on the Lake Wanaka Outlet Track – Hikiwai Loop Track and includes many of the steps above.

Note #3: QLDC's pricing for use of Tracks

There is some flexibility in terms of community events. The amounts charged varies, either:

- The QLDC Community Pricing Policy –
 - 1- 2.10 Multisport events - '7.5% of gross revenue multiplied by % of council reserve land used for total event'; or
 - 2- Outdoor events / other grounds hire – e.g. <10,000m² hourly, charitable \$12.50, standard \$31.25 or commercial \$37.50; or
- \$5 per competitor (unsure where the policy is for this).

Note #4: DoC's pricing structure for use of tracks

TYPE	COST (excl. GST)	Term	Special condition
One-off Event permit	Sporting - \$230 + GST General - \$130 + GST	Duration less than 3 months	Permitted only once every 3 years 5 working days' notice required
Longer term concession	\$1550	Up to 10 years	Processing time – 3 months Annual fee applicable
Concession fee – per person	Less than 1 hr = \$1	1- 4 hrs = \$5	Greater than 4hrs = \$10

Note #5: QLDC and ATN's Income based on 2015 event numbers

Based on just the events that did receive permits and if they were to pay \$5 per head towards this fund, the fund would have accumulated almost \$3,150. If **all events** had paid their share, this figure would more than triple.

Name	Price	Competitor numbers	Where	Length of time	Possible Income to ATN Fund
Active QT/Sport Central	Fee waived	unsure of applicants	Clutha Outlet River Track	30 minutes	nil
Contact Energy 2015	\$5.00 per competitor	95	Esplanade reserve – Lake Hawea Control Gates to Camp Hill Road	18/04/15 – 19/04/15 – 7:30am – 6:00pm	\$950
Spring Challenge – navigation practise for school girls	Fee waived	Unsure of competitors	Eely Point	8am – 4pm	nil
Spring Challenge	\$5.00 per competitor	220 competitors	Albert Town camp ground, Eely point, Beacon Point Road	25/09/15 – 26/09/15 – All day	\$2,200
Total					\$3,150

Note #5: Memorandum of Understanding

We the under-signed Aspiring Tracks Network (ATN) agree as follows:

- 1) The ATN is made up of representation from five community stakeholders (Bike Wanaka, Department of Conservation, Lake Wanaka Tourism, Queenstown Lakes District Council and Upper Clutha Tracks Trust) and an elected member of the community.
- 2) The vision of the ATN reflects that stated in the Upper Clutha Tracks Network Strategy 2015-25 (hereon known as 'the strategy'), that *the Upper Clutha Tracks Network reflects the needs of a connected and active local and visitor community and provides a viable alternative to vehicle transport. The tracks network provides recreation and economic opportunities for all in our stunning environment.*
- 3) The objective of the ATN is to facilitate the coordinating of activities of those organisations/groups who are members of the ATN. ATN will facilitate collaborative action and to drive forward projects agreed upon in the strategy.
- 4) The strategy will be considered, and where possible will guide the planning and work of each of the ATN members.
- 5) Each member of the ATN may financially contribute to the employment of an Upper Clutha Track Coordinator.
- 6) Every ATN member will provide a representative on the ATN. This representative will be available to actively engage in ATN correspondence and ATN meetings. Any change in representation will be communicated with the ATN Chair within 1 month.
- 7) ATN members are to provide exceptional timely support to the ATN and where agreed, support for fellow track stakeholder group members.
- 8) ATN meetings will be bi-monthly unless required by agreement. Meetings will be arranged with at least two weeks' notice.
- 9) At ATN meetings ATN members should provide a written summary of any new or current planning or activity that may be of interest to the ATN. The summaries will be included in the meeting minutes.

AURORA ENERGY LIMITED

TODD, DEREK

District-wide

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

Aurora Energy Limited (Aurora) has reviewed the Queenstown Lakes District Council's (QLDC) Proposed Annual Plan 16/17 (Draft Annual Plan) and note that the period for public consultation ends on Friday 29th April 2016. Aurora therefore makes the following submission. SHIFT POWERLINES UNDERGROUND Background In the 'What's Different?' section of the Draft Annual Plan, discussion is included around the issue of trees located on private property which have grown into the existing high voltage electricity distribution network assets of Aurora. By way of background, the private owner of the trees was advised by Aurora's contractor Delta Utility Services Limited (Delta) that the trees were required to be trimmed to meet safety clearance requirements dictated by the Electricity (Hazard from Trees) Regulations 2003 (Tree Regulations or Regulations). Section 3 of the Tree Regulations state that the purpose of the regulations is to protect the security of the supply of electricity, and the safety of the public, by? a) prescribing distances from electrical conductors within which trees must not encroach; and b) setting rules about who has responsibility for cutting or trimming trees that encroach on electrical conductors; and c) assigning liability if those rules are breached; and d) providing an arbitration system to resolve disputes between works owners and tree owners about the operation of these regulations. The private tree owner was issued with a 'Trim or Cut Notice' as provided for under Section 9 of the Tree Regulations. The tree owner subsequently declared a no-interest in the trees as provided for by Section 15 of the Regulations. This provided Delta with the authority to remove the trees. Delta recognised that the trees were in a prominent location and consulted with QLDC before removal. Some members of the local community sought to have the trees remain. In April 2016, Delta carried out some short term tree trimming measures to ensure that the trees would not interfere with the overhead lines in order to provide the community with the opportunity to seek a longer term solution to the issue. DRAFT ANNUAL PLAN In the Draft Annual Plan, QLDC recognises that the community has a desire to save the row of trees that are located on private land. QLDC states: Although we have not yet set aside funds, we could allocate \$500,000 to pay half the cost of putting the powerlines underground along the Ladies Mile. This would be on the basis that the lines company contributed the other 50%. This would increase rates in the Queenstown/ Wakatipu wards by between 0.6 to 0.75% for median residential properties (around \$12 to \$20 per year). The impact on median businesses will be an increase of between 1.4 to 2.2% (around \$61 to \$124 per year). SUBMISSION The decision taken by Aurora to delay the felling of the 29 trees on Ladies Mile, and to undertake trimming, was a one-off temporary measure to remove the immediate public safety risk of the trees growing into the overhead lines and to allow the community the time to find a longer term solution. The solution before the community, under the Annual Plan, is that Aurora will pay half of the cost of placing this infrastructure underground. We note that QLDC and Aurora have agreed to explore the feasibility and cost of placing the existing powerlines at Ladies Mile underground and potential alternatives. Those discussions have yet to occur. While Aurora welcomes any long-term solution to dealing with the safety risk these trees present, any measures need to avoid setting a precedent where tree owners shift their legal responsibility, and costs, in relation to trees on private property on to electricity consumers. RELIEF SOUGHT Aurora seeks that the Shift Powerlines

Underground proposal be considered following further discussion with QLDC, to understand what, if any, respective roles that QLDC and Aurora would take in resolving this issue. Aurora wish to be heard in support of its submission.

LAGAROSIPHON

FURTHER COMMENTS

CANCER SOCIETY POWER, DIANA

District-wide

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

SUBMISSION TO QLDC 2016 ANNUAL PLAN From: Diana Power Cancer Society Health Promotion Coordinator
? Central Otago diana@cansoc.org.nz phn: 027 822 5825 PROPOSAL FOR A QUEENSTOWN/LAKES DISTRICT COUNCIL (QLDC) SUN PROTECTION PLAN PROPOSAL QLDC has a Sun Protection Plan for staff and the public where appropriate. RATIONALE FOR A QLDC SUNPROTECTION PLAN ? New Zealand has the highest incidence of and death rate from melanoma skin cancer in the world. ? There are also approximately 67 000 new non melanoma skin cancers annually. Most of these are not notified to the Cancer Registry however we know that skin cancer is New Zealand's most common cancer and they all must be treated. ? Skin Cancer is largely preventable. Over 90% of all skin cancers cases are attributed to excess sun exposure. Reducing over exposure to UV radiation is an evidence based method to decrease the amount of skin cancer in our communities. ? As an employer the QLDC has a duty of care to protect their workers and in particular the workers who spend much or all of their day outdoors where UV radiation is described as a significant hazard to this group of employees. With recent changes to the Health and Safety legislation there is increasing emphasis on minimising risk in the workplace. ? The general public are at risk of unintentional UV radiation skin damage during the September to April period in the councils many parks, reserves, sports fields and other council outdoor areas. While it is the responsibility of the individual to make healthy choices, when it comes to sun protection, the opportunity to support that choice in public places should be supported by local authorities. ? It is important to note that a certain amount of sun exposure is beneficial, providing the body with Vitamin D which is good for our health. A sensible sun protection policy should not affect the average person's ability to make Vitamin D. ? UV radiation exposure is cumulative over our lifetime. ? Many Councils throughout Australia have implemented successful sun protection policies. ? A Sun Protection Plan for the QLDC is particularly relevant in Queenstown/Lakes District with its high to extreme UVR levels over the summer months and the popularity of outdoor pursuits. Sun protection is recommended : From September to April when the UV Index is 3 or above. The UV Index is found at www.niwa.co.nz/UV-forecasts or on the free app uv2Day Our high skin cancer rates are due to: - 40% higher levels of UV radiation in New Zealand from September to April than countries at the same latitude in the northern hemisphere - Lower ozone levels in the southern hemisphere

- Clear skies due to lack of air pollution - The perihelion effect ? we are closer to the sun in our summer than northern hemisphere countries are in theirs because of the elliptical orbit of the earth around the sun. - Our outdoor lifestyle and tendency to ?seek the sun?. - A high proportion of people with fairer skin types which are more vulnerable to damage from UV Radiation. SUGGESTIONS FOR A QLDC SUN PROTECTION PLAN

The QLDC Sun Protection Policy will focus on Council employees and the general public. 1. A workplace Sun Protection Policy for council employees needs to cover the following: The QLDC will work to protect their employees from UV radiation skin damage from September to April, when the UV Index is 3 or above, by; ? Providing sun protection information to all employees ? Providing a training module for outdoor workers about skin cancer prevention ? Encouraging regular checking of skin for any changes to moles, spots and freckles ? Providing outdoor workers with access to personal protective equipment (PPE) such as protective clothing, broad brimmed or bucket hats, brims for hard hats, wrap-around sunglasses and at least SPF 30 sunscreen. ? Providing contractors with the QLDC's Sun Protection Policy and a signed commitment that they will adhere to the policy.

2. A Sun Protection Policy for the general public: QLDC will develop guidelines for parks, reserves, sporting venues and council outdoor events which could have the following objectives. ? Provide appropriately placed shade at pools, sports grounds, parks and gardens. Shade can either be natural (trees) or built structures. ? Encourage owners of outdoor eating venues to provide shade eg umbrellas, canopies and awnings, for patrons as part of their application for dining on council footpaths. ? Ensure shade is included in the planning of all new facilities. ? Give sun protection guidelines to organisations which lease or hire QLDC's recreation facilities over summer months. ? Promotional material around Council events in summer will include sun safety messages. ? Give reminders to the public at council events in summer that sun protection is needed by using SunSmart guidelines for events. The Cancer Society can assist the QLDC with Skin Cancer Prevention information and SunSmart Guidelines for events.

CO-DESIGN LAB CROCKFORD, VIC

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

I am submitting a proposal for seed funding to be provided by the council for the establishment of a Co-design Lab to boost social innovation in the Queenstown-Lakes. Please see attached document

Fail fast. Succeed faster.

A Co-design Lab will enhance social innovation in the Queenstown-Lakes.

What are our problems?

1 A highly-distributed community, leading to a highly-distributed approach to economic and social innovation.

2 The traditional models of economic development and social service design do not fit with the rapid change occurring in the Queenstown-Lakes.

What is the solution?

A Co-design Lab tasked with designing solutions to pressing problems, as identified by the community.

In mountaineering, the challenges of the landscape are met with a tactical approach often described as “light and fast”. Using this agile approach, the Co-Design Lab would be charged with failing fast and succeeding faster. **Why fail fast?** It sounds risky. In fact, it is about minimizing impact on rate and/or taxpayer input. Fail fast isn’t about the big issues - it’s about the small ones. **If you fail fast at the early stages, you ensure that the implementation of an end solution is not an expensive failure.**

Co-design. What is it.

Co-design asks the question:

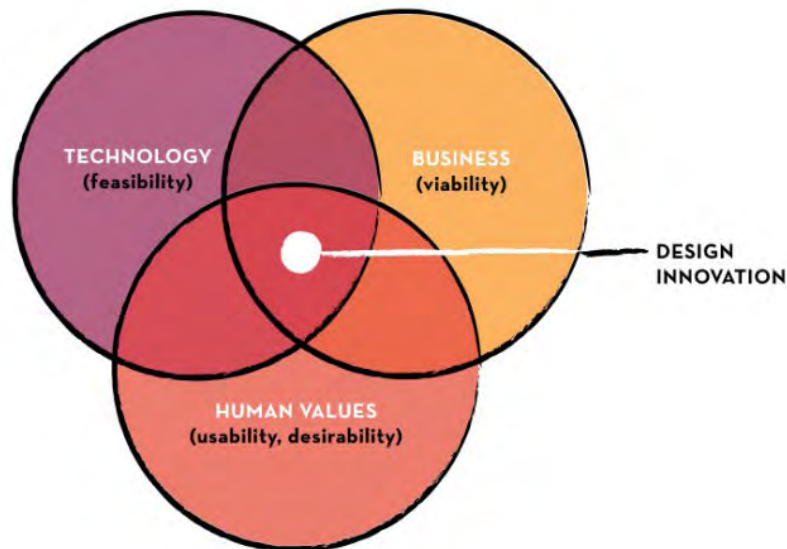
How do you get the people who will benefit from the outcome to design the outcome?

It is a social innovation process based on designing products and services in collaboration with the end user, or the community, recognising that 'users' are the experts in their own domain.

Co-design, which is adaptable and collaborative by its nature, is a way of enhancing traditional methods of policy-making and service design.

The intention of a co-design lab is to facilitate change which directly impacts identified challenges - it is solutions-focused. The proposed solutions must be **deliverable, feasible and viable**, as measured by the 'user' (public) response and the ability of the solution to be self-generating (self-funding).

The diagram below is from Stanford University's d school and illustrates design innovation thinking:



Pain points of traditional policymaking and service design:

Policymakers and public servants are often constrained by highly regulated time frames and limited resources with which to test innovative solutions.

Community engagement vehicles can struggle to close the idea generation loop and take concrete action (become stuck at the 'vision' stage).

Economic development units often suffer from a lack of true multi-stakeholder input, as they tend to represent only the commercial view.

Experts and consultants can also be limited by their expertise bias (depth of knowledge versus breadth of knowledge).

Co-design in New Zealand....

Co-design is increasingly being used by public sector bodies around the world to develop policy, provide services and solve problems. While co-design has only recently emerged in New Zealand, there are concrete examples of its success already.

Rotorua Council

Community Portfolios, put together by Rotorua Council brings together community representatives, experts & councillors to:

Design solutions for issues such as inner city revitalisation, the Green Corridor and the Rotorua Food Network.

Rosemary Viskovic, Senior Policy Advisor, Strategy at the Council describes the Co-design process with respect to the Rotorua Food Network:

"During our focus groups on the sustainable living strategy there was a particular meeting where there was a lot of interest in food - people involved in community gardens, people providing food for disadvantaged people in the community, teaching budgeting and cooking and growing. As well as council staff interested in the Love Food Hate waste programme. Subsequently council staff, Healthy Families Rotorua (NZ) and Toi Te Ora Public Health Unit co-hosted a first network meeting with very broad invitation. The participants ranged from gardeners to individuals to organic food co-op, iwi, volunteers, food bank, a business. Collectively we came up with four project areas they want to work on and a quick opportunity was identified to pick and distribute surplus fruit to identified households."



Design Lab Christchurch

Design Lab is an extensive facility in Christchurch that was established in 2013 by the Canterbury DHB to bring together clinicians, engineers, architects and user groups, who are rethinking how health services are provided. The DHB states:

"The goal is that new ways of working are developed which inform the wider health system design process, even though they may challenge our traditional health views."

During the re-design of hospital administration areas, tools such as simulations and surveys were used to get the input of patients and workers who were given the resources to create cardboard mock-ups of their ideal space.

These mock-ups were then sent to an architect to flesh out into a plan for their Burwood facilities and administration areas across the DHB, currently being finalised.

<http://www.cdhb.health.nz/What-We-Do/Projects-Initiatives/Facilities-Development-Project/Design-Lab/Pages/default.aspx>



Auckland Co-Design Lab

The Auckland Co-Design Lab was established in 2015 as a 24-month proof of concept funded from The Treasury's innovation fund, with a mandate to:

"Facilitate and support a small number of multi-agency initiatives to explore solutions to some of Auckland's complex public sector challenges."

Although new, they already have an advanced pilot addressing the challenges associated with driver's licensing. Specifically, they are leading a number of public and private partners - including ACC, Auckland Council and the AA - in a process that explores solutions to the complex issues surrounding driver licensing for those that are not well engaged in the current Graduated Driver Licensing System. The important factor here is the focus on getting the input of those who are not engaging with current systems.

<http://www.driverlicensechallenge.nz/>



Open Lab + Ministry for Primary Industries

A collaboration between Massey University's Open Lab and MPI to assist MPI develop a strategy for encouraging young people into a career in the primary industries.

<http://openlab.ac.nz/projects/open-lab-projects/show/137>

Innovate Change and Northland DHB

Innovate Change facilitated a co-design process to assist the NDHB develop and implement a revised model of care to achieve its goals of preventing unplanned pregnancies, reducing sexually transmitted infections and improving youth health outcomes.

<http://www.innovatechange.co.nz/what-weve-done/northland-dhb/>

...and around the world.

World-wide, there are a number of organisations using co-design to the benefit of their communities:

The Australian Centre for Social Innovation/TASCI (Australia Public/Private)

Big Innovation Centre (UK Private)

Policy Lab (UK Government)

Design for Europe (European Union)

Human Experience Lab (Singapore Government)

Ministry of Technology (Denmark Government)

MindLab in Denmark (Denmark Public/Private)

Public Policy Lab (New York Public/Private)

UNDP Development Unit, Knowledge and Innovation (United Nations)

Organisational structure.

The co-design lab will require the following list of personnel. The remunerated roles (as indicated with '\$') will require a thorough recruitment process to be undertaken.



\$ Facilitator (full-time)

A professional facilitator with experience of the design process and, ideally, the policy process would need to be recruited for a fixed term contract (24 month proof of concept). This is the key role.



\$ Monitoring & Evaluation Officer (part-time)

Responsible for quantitative analysis (statistical outcomes), qualitative analysis (stakeholder experience of the solution) and more subjective (storytelling) roles. They will also monitor the 'law of unintended consequences': log 'spin-off' issues that may need to be addressed.



\$ Project Manager (contracted for individual projects)

Dedicated project managers would need to be employed on fixed term contracts during the implementation phase, tasked with overseeing the administration of solutions. Individual costs would relate to the scale of their role in relation to the solution.



Participant Hub (specialist cross-sector group)

A participant hub is a small group of citizens drawn from a cross-sector of the community. They are dedicated to intensive participatory solutions design sessions on a scheduled basis (this will have to be defined by the challenges set). This would not be a fixed group, but would be challenge-dependent. This group would be representative of a multi stakeholder view.



The Community (the end users)

The community requirements will frame the issue (via Shaping Our Future, The Cell etc.) The community will be invited to participate in 'service design jams' or similar throughout the process as part of the 'user feedback loop'. It is also anticipated that design sessions could be live streamed for wider community engagement. Prototype solutions will also be tested within the community.

Who is going to steer it?

The collaborators currently driving the project would make up the initial steering committee. The current team is:



Victoria Crockford (Vic)

Submitter of Co-design proposal.

<http://vizualize.me/viccrockford>



Rebecca Coutts (Bex)

Senior Designer at Fluid Visual Communications.

<http://fluid.net.nz>

It is envisioned that additional members will be required and that these will be drawn from a further diversity of disciplines. This will eventually form the team which oversee the Co-design Lab and ensure that the guiding principles are followed.



\$ Mentor (short term for initial set-up)

A mentor would be required to ensure that best practice is applied in the establishment of the Co-design Lab and to ensure the development of effective monitoring and evaluation tools and processes. Roger Dennis, the driving force behind the Design Lab in Christchurch, has agreed to consider the short-term role of mentor in the event that seed funding is achieved. Roger has experience of process-led innovation across a number of sectors, with a focus on ensuring measurable impact.

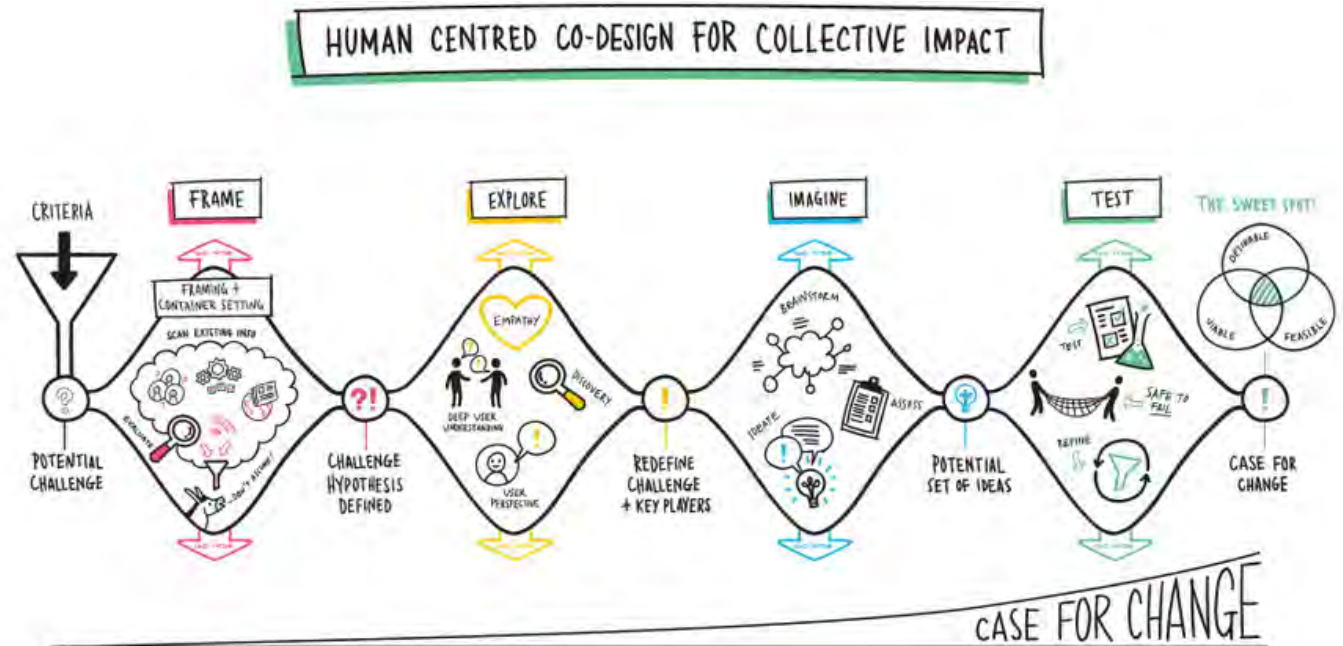
http://www.rogerdennis.com/ideaport/?page_id=485

The Co-design process.

Shown alongside is the diagram that the Auckland Co-design Lab has developed to guide their processes:

It is envisioned that as part of the set-up, an individualised process will be developed to take into account the uniqueness of the Queenstown Lakes District business and social environment. However, to illustrate how the Co-design process could be applied we have used distinct phases:

1. Challenge
2. Research & Inspiration
3. Ideas
4. Refinement
5. Prototyping
6. Implementation



On the following pages we have outlined these distinct phases, with examples pertaining to a hypothetical scenario identified from general public opinion and QLDC policy documentation. The hypothetical scenario is:

How do we meet the differing accommodation needs of different groups of people in the Queenstown-Lakes?

This problem has a wide impact, with different members of the permanent and temporary community impacted in markedly different ways. The conversation is challenging and debate is fierce. But, a thriving community relies on visionary, yet highly pragmatic, solutions to the problem being created: shelter is an essential of life. It is therefore an issue that is ripe to have an alternative process applied to it.

PHASE 1: Challenge

Using challenges identified by the QLDC Strategic Vision, Shaping Our Future, Catalyst Trust, The Cell, Downtown Queenstown, or others.

The challenge will then be defined as indicated, (with the hypothetical scenario indicated in orange below each)

Frame the problem

How do we meet the differing accommodation needs of different groups of people in the Queenstown-Lakes?

“Freedom camping put pressure on smaller communities to provide expensive facilities and services, such as public toilets and rubbish disposal.” <http://www.stuff.co.nz/business/77845470/60000-international-tourists-give-freedom-camping-a-go>

“This is the most unaffordable housing in New Zealand.” <http://www.stuff.co.nz/the-press/news/9558962/Queenstown-growth-poses-problems>

“A house and land package in Queenstown’s newest entry-level subdivision is being advertised for \$755,000. In another sign of the resort’s housing crisis, that’s 68 per cent higher than the country’s median house price of \$450,000.” <http://www.scene.co.nz/queenstown-affordable-housing--755000/327882a1.page>

“I have lived here 15 years and I am going to move because I can’t find a rental that I can afford in the right location.” Anecdotal evidence.

“I can make a lot of money renting my house out on Air B n B while I spend the season overseas.” Anecdotal evidence.

Identify Stakeholders

Who are the beneficiaries and possible interested parties/companies/individuals?

QLDC
Persons - visitor and resident - seeking Accommodation, Landlords
Tenants
Short-term visitors

People renting their homes
Hospitality Industry
Tourism Industry
Construction Industry
Ministry of Housing
Police & Social Services

Identify measurement criteria

Identify the criteria against which to measure solutions.

Is social adjustment required and/or acceptance of solution likely?

Does it align with national and local policy/regulations?

Does it align with QLDC Strategic Vision?

Are there rights issues, e.g. privacy, human rights?

Can it become self-generating/funding?

PHASE 2: Research & inspiration

Research the issue

Which other groups are already addressing the same issue and what are they proposing?
eg: Catalyst Trust, Shaping our Future, Affordable Housing Trust etc

Identify Assets

Who are the beneficiaries and the interested parties?
eg: Queenstown Resort College - research input?
Seasonal Facilities - are there any public or private facilities that have only seasonal use and/or are empty at any point during the year?
Any parties with financial interests or who may be motivated by possible benefits of outcome, e.g. tourism operators?
Landowners?
Businesses who have the most to gain from the solution?
Builders who can supply temporary housing?
Technology experts?
Experts in FIT travellers (Lonely Planet)?
QAC or other accommodation companies?
Any employers of short term staff (NZ Ski, bars, etc)?

Identify possible obstacles and/or risks

Could a solution have a negative impact?
eg: what are the potential negative impacts on natural environment?
Will there be cultural resistance?
Is there a lack of appropriate policy instruments?
Is there lack of funding?
Are there any groups that could be negatively impacted?

Analyse habits

Habits of stakeholders are analysed and possible points of intervention are identified.
eg: Visitor airport arrival (in Queenstown or other main international airports)
Road options
Avenues of communication

Research like communities

Research sister-cities
ie; What solutions has Aspen implemented in the Aspen Community Plan? Hangzhou City? Hikimi?

What about other NZ centres
eg: Christchurch?
What 'pop-up'/temporary solutions were created

in Christchurch when there was a sudden influx of workers post-quake? Have they evolved into permanent solutions?

Research International examples?
eg: Singapore - How does Singapore design solutions for such a high density urban population, while having the environment at the forefront?

Community input

The 'user perspective' is now sought out.

What is the viewpoint of the stakeholders?

Collect data in one-on-one or small-group scenarios with stakeholders.
eg: Interviewing a group of police officers

Identify 'voice' with which to capture and communicate perspectives to best effect
social media, print media, meetings?

What about the wider community?
eg: hold a "service design jam" where voluntary participants are given the subject of 'meeting accommodation needs' and are given the resources and support to come up with solutions in a short period of time.

PHASE 3: Ideas

A 'Participant Hub' is formed and taken through a facilitated design process to generate ideas based on how the problem is framed and what the research phase indicates.

Ideas generation

An example of preliminary ideas regarding the hypothetical issue are outlined below:

eg: Is there an overflow of accommodation somewhere?

Are there locations being under-utilised or used only seasonally? E.g. are there summer camping grounds that are not being used during the winter?

Is there a policy solution, e.g. a new migration scheme that includes community housing (such as the Recognized Seasonal Employer scheme <http://www.immigration.govt.nz/employers/employ/temp/rse/default.htm>)?

Is there an existing product that could provide a cost effective solution that meets local expectations of residential aesthetic?

eg: Mod Box - trialling their product and gaining product exposure?

Is there an existing service or platform that could be a part of the solution?

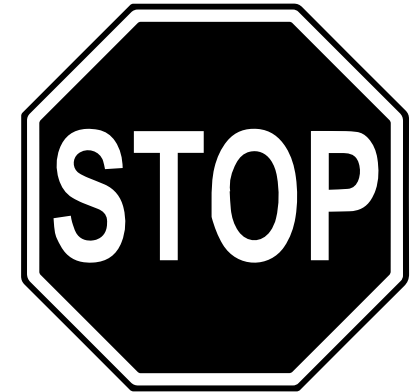
eg: Air B n B?

Can we make areas that currently operate as 'satellites' appealing as centres of accommodation, eg: Glenorchy?

Can we trial multiple use of resources?

eg: tourism operators ferrying customers can use vehicles simultaneously be for community transport on return trips?

PHASE 4: Refinement



Does the challenge need to be redefined following the ideas phase?

Have new stakeholders and/or assets and/or risks been identified?

Are there any 'spin-off' issues that need to be reported?

eg: Are residents renting their properties out aware of their rights and responsibilities?

Can this be achieved?

Are the financial/social/environmental costs acceptable?

Is the proposition achievable?

PHASE 5: Prototyping

Participants rate and comment on the ideas that will best solve the problem according to the given criteria.

Feasible ideas are formed into a individual fast action plans. We nickname these “snowballs’ which are generated and then sent out into the world to test.

Apply tools

A range of tools and methods could be applied to the snowballs, such as a public/private partnership forming an entity or a technological platform

eg: Mod Box and a number of the largest tourism and hospitality employers form a limited partnership to design and build a housing development specifically for their workers
OR

Ngai Tahu Property use the prototype of their Hobsonville Point investment to develop a partnership with the Affordable Housing Trust to create communities for permanent residents
OR

A localized Air B n B is developed which matches renters with empty homes on a seasonal basis.

Analyse

Feedback is sought and the snowball should either be ‘proved wrong and fail fast’ or ‘thrive and gain momentum.’

A case is made for implementation, based on the following criteria:

Viability - is it able to germinate and thrive?

Desirability - do people want it?

Feasibility - is it possible and practical to do easily or conveniently?

Feedback is sought and the snowball should either be ‘proved wrong and fail fast’ or ‘thrive and gain momentum.’

PHASE 6: Implementation

If the prototype idea passes the test, then the Co-design lab is tasked with driving the implementation of the solution.

The solution

A new business may be developed around the solution.

Private company involvement.

Purchasing/modifying an existing solution.

Public/private partnership.

A technological platform created.

Defining steps

Define cost and timeframes.

Define input from stakeholders.

Mobilizing

Contact possible business partners or contributors and investigate opportunities.

Appoint project managers to run each 'snowball'.

Communicate through pre-identified channels
eg: social or print media.

Set expectations

Set specific expectations for launch and ongoing support, i.e. how much assistance or oversight is required by individual 'snowballs'.

Some may require minimal project management and/or become independently-managed at the outset, others may require more intensive oversight.

“Community at the centre of the Co-design process”

“It is about the adaptability required for 21st century governance”

“It facilitates the sharing of skills, resources and risk in designing policy interventions”

“It is about recognising that we have unprecedented opportunity to diversify our economy beyond the bedrock of tourism and hospitality”

How does it fit in?

Valid questions have been raised as to the value of adding 'another organisation' to what some consider a crowded space, eg:

The Cell has the mandate for developing an innovation ecosystem in the region.

Shaping Our Future has working groups dedicated to the framing of traffic issues and others.

The Co-Design Lab arose out of an identified need to provide a focal point for closing the ideas generation loop to ensure that implementation takes place, while not necessarily relying on the mechanisms of QLDC to do so.

QLDC has adopted a strategic vision and entities such as Catalyst Trust, Shaping Our Future and the Chamber of Commerce have communicated their long-term visions and strategic directions on wide-ranging issues. The Co-Design Lab differs in that it would be an output-focused entity, a tool that can be used by the 'input vehicles' to identify, test and implement solutions in the immediate term.

The Co-design Lab would be about bridging economic development and community engagement and taking definable and concrete steps in order to achieve our strategic visions. We know where we want to go – let's start walking down the path.

How do we start?

For the 24 month proof of concept period, it is proposed that:

The Co-design Lab will design solutions to two challenges identified by Shaping Our Future*.

* The specific nature of this collaboration is yet to be defined

These challenges are to be selected based on the criteria of:

a) **Measurability**

are the impacts of the challenges able to be quantified; will their impact be measurable?

b) **Urgency**

how immediate is the problem?

c) **Scale and/or level of impact**

will solutions to these challenges have a positive impact on a large number of people (scale) or resolve a particularly difficult challenge for a select group of people (level)?

Beyond proof of concept, it is anticipated that challenges will be brought by a range of groups including those with commercial interests, community well-being mandates & those charged with design of public spaces or services.

Financial inputs.

Seed funding of \$150,000 is sought from the council for a 24 month proof of concept period.

As with any solutions-focused entity, it is imperative that there is enough capital upfront to attract talent to the pivotal roles and ensure that a robust framework can be established. That noted, the mentality and the manifesto of the Co-design Lab is “light and fast”. This agility applies to ensuring that there is no wastage of any public input - neither money nor time.

The seed funding from QLDC would be applied to the cost of set-up associated with the Co-design Lab.

It will be necessary for additional per project funding to be sought when a viable, feasible and desirable solution requires such input. A mixed model of funding is anticipated, including for the proof of concept period.

Seed funding is also being sought from Treasury’s Better Public Service Fund, recognising that central government is a stakeholder in any social innovation initiative. The Better Public Service Fund is focused on entities that are able to create measurable impact. The submitters believe that a Co-design Lab, with its emphasis on outcomes and measurability, would therefore be a strong candidate to receive funding from this avenue. The submission for this fund closes on 20 May, 2016 and local MP Todd Barclay is providing a letter of support.

Crowdfunding is under consideration. This model is currently being applied in Australia whereby a philanthropic foundation (The English Foundation <http://www.englishfoundation.org.au/mobile/home>) is providing a fund for social enterprise, while running a campaign to match the amount in the fund with crowdfunding dollars*.

Private investment will be sought from relevant stakeholders for the development of the proposed solution(s). Relevant stakeholders could include but are not limited to: **Queenstown & Wanaka Airports, Ngai Tahu, Air NZ, Philanthropic individuals and groups, Commercial tourism operators, Hospitality industry, Connectabus and other transport operators, Universities, polytechnics and research institutes.**

* Submitter Victoria Crockford is scheduled to meet with Anna Guenther, PledgeMe’s CEO on May 11 to discuss the viability of applying this form of equity fundraising to a social innovation enterprise.

Seed funding expenditure.

Many of the participants will be giving of their time as citizens without remuneration, including the steering committee. However ensuring that remuneration, in particular the facilitator, is commensurate with the level of responsibility, has been identified as a key factor for success.

ONE-OFF COSTS

Brand development & website	\$10,000
Company set up, legal & financial	\$5,000
Community engagement Posters, print media etc.	\$4,000
Mentor Proposed 3 month period, with intensive on-site and follow up remote support.	approx \$10,000

ONGOING COSTS (per annum)

Facilitator salary	\$80,000
Desk/Office Space At the Front Room.	\$5,000
Design/Resources/Administration	\$4,800
Monitoring & Evaluation Officer salary	\$30,000
Desk/Office Space Possibly at the Front Room or another co-working space, e.g. The Hangar @ \$15/day	\$2,000
EST. TOTAL For costs of 24 month proof of concept	\$301,600

ADDITIONAL COSTS (variable project based)

Project Managers	\$TBD
Resources & Rental Pop-Up Labs, Public Design Jams or other ‘Break out’ events. (anticipated 3x ‘break out’ events per challenge)	per event \$2500

Initially, the Co-Design Lab will be structured as an Incorporated Society. Therefore the tax implications will be that of a company (at 30%). All costs are estimates and are exclusive of GST.

The self-funding future.

Following a proof of concept period, the aim is that the Co-design Lab would become a social enterprise: a venture that funds itself through its own intellectual property or spin-off entities.

All revenue would be reinvested in further design of community solutions - bearing in mind that the potential 'customer base' ties into the region's capacity for growth.

To clarify, this is not a request for public money to fund a for-profit business. It is about requesting that seed funding be considered for an entity that is focused on designing system changes to deal with the pressures of growth in an innovative and cost-effective way.

A brief case study is provided alongside. Please note, the example below is to illustrate how the Co-design Lab would be able to self-fund, it is not intended as a formal proposal for a solution.

International case study of self-funding model

The Design Council in the UK worked with police and medical professionals to design a pint glass that would reduce glass injuries during brawls as part of the Design Out Crime initiative.

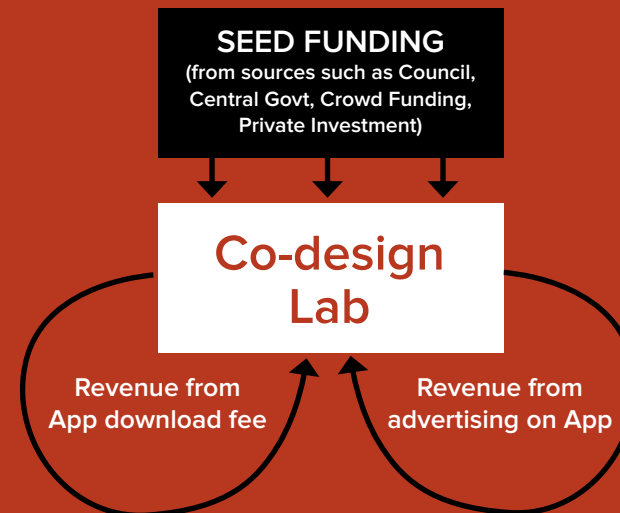
<http://www.designcouncil.org.uk/sites/default/files/asset/document/design-out-crime-alcohol.pdf>

Hypothetical case study of self-funding model applied to a Queenstown Co-design Lab

Challenge: To reduce congestion between Lake Hayes Estate/Shotover Country and the CBD in Queenstown.

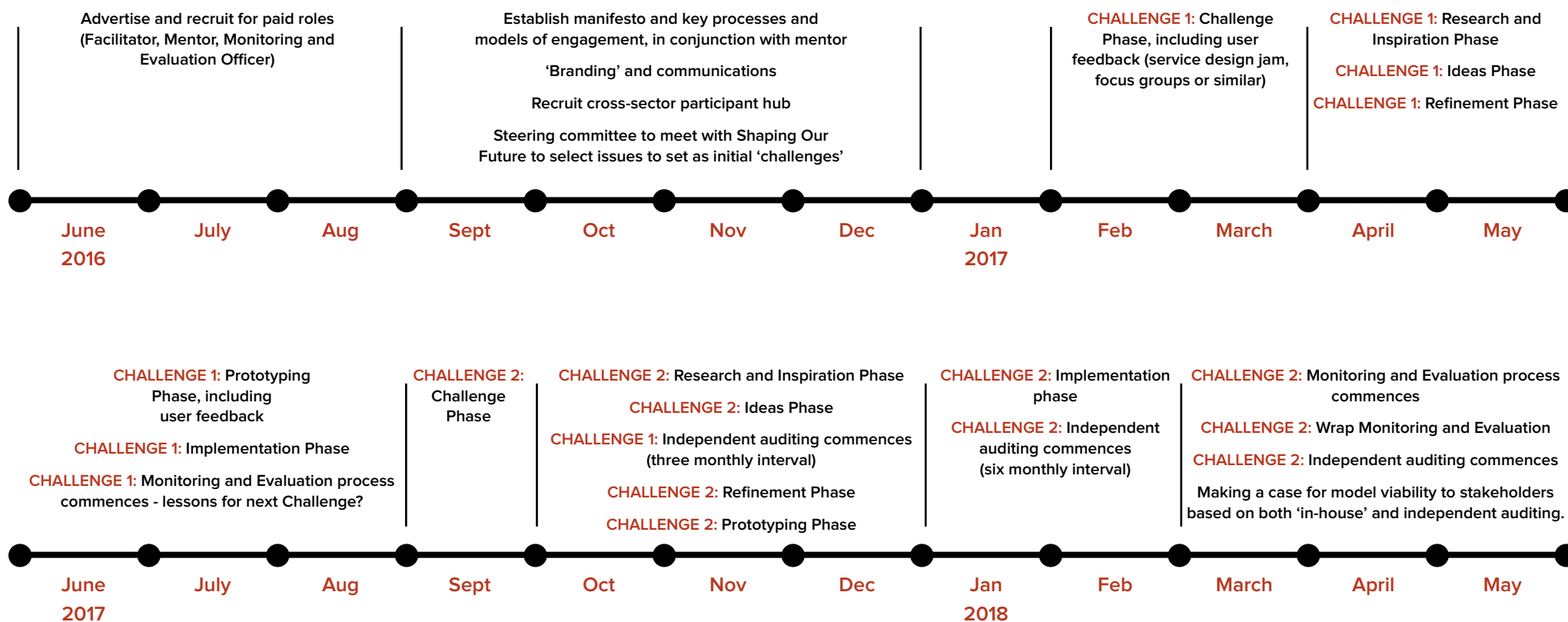
Solution: A localized Uber-style app is developed by the co-design lab that facilitates a user-friendly car sharing scheme. Revenue is generated from each download of the app and that revenue is re-seeded into addressing next challenge.

This diagram illustrates how revenue could be generated from a Co-design solution:



Estimated timeframe.

An estimated timeframe is provided below. The timeframe applied is contingent on seed funding from QLDC being approved in the June, 2016 round.



Measuring the impact.

It is of paramount importance that the results of the process (both positive and negative) are continually evaluated and measured. This permits the 'fail fast, succeed faster' philosophy to prevail.

A fundamental aspect of the Co-Design Lab process is measuring the impact of solutions.

The dedicated Monitoring & Evaluation Officer will undertake the following tasks as part of their role:

1. Quantitative analysis

statistical outcomes (data driven - surveys etc).

2. Qualitative analysis

Stakeholder experience of the solution (more subjective 'storytelling').

3. Monitor the 'law of unintended consequences'

Document and control 'spin-off' issues that may need to be addressed.

It is also envisioned that an independent auditor will be engaged to assess the Co-Design Lab against the funder's requirements.

To this end, it is proposed that an auditor could be seconded from QLDC or central Government to undertake an independent assessment at three month and six month intervals post-pilot for each challenge (these timelines may become more condensed depending on nature of the 'challenge' and its corresponding solution).

The Queenstown-Lakes has an effervescent energy, attracting a diverse range of highly-skilled and motivated individuals as residents and visitors.

The Co-Design Lab presents an opportunity to apply this knowledge in an innovative way, with a clear focus on developing measurable world-class solutions to localized problems for the benefit of all.

COMMUNITY NETWORKS WANAKA MURRAY, KATE

Wanaka/Upper Clutha

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

The Alpine Community Development Trust (operating as Community Networks Wanaka) appreciates the financial support of \$32,000 received from the Queenstown Lakes District Council in the form of rental payment for our offices at 73 Brownston Street, Wanaka. We are in the process of negotiating with our landlord for a further two years (starting 1st October 2016) of our lease. Our landlord has asked that the rent return to the original rate of \$34,000 pa however we are challenging this. We seek funding of \$34,000 from the QLDC for our rentals costs. Community Networks Wanaka is the only one stop social and health services hub based in the Upper Clutha. Our services include connecting people to and informing them of the support they require, coordinating services such as the School Holiday Club, the community foodbank, visits from government and non government agencies and taking a role in many community action initiatives such as the Wanaka Alcohol Project, the suicide prevention Life matters group and the Champion for Older persons group. Recently we secured funding from the Department of Internal Affairs for a three year Community Development Project. Please feel free to make contact should you require any additional information. We sincerely thank the QLDC for their support.

CRANKINGFINE LTD GOODWIN, JO

District-wide

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

Re. This submission is AGAINST re-zoning from rural to residential land zoned Rural on Planning Map 18 ? Wanaka Rural, Hawea Flat known as: ? Section 2 Blk XIV SECT 5 Lower Wanaka SD (CT OT18C/473) ? 50. This piece of land known to locals as ?Sticky Forest? is in our opinion the largest asset Wanaka has. It is used for mountain biking, walking, dog walking and being in the forest. Our organisation primarily builds and maintains mountain biking and walking trails. We do not have any professional involvement with the trails at Sticky but as an organisation do do many volunteer hours there and use our resources. It is important to our organisation that mountain biking continues to have a great reputation in Wanaka and Sticky Forest is the back bone to the industry in Wanaka. The trails in Sticky cannot be replicated to another site as the perfect combination of pine trees and the gradient is what makes a good mountain bike park work. Look at other towns such as Wellington, Rotorua and Nelson who are embracing their mountain bike community and how much success they are having. Wanakas river and lakeside trails are lovely but they are NOT mountain bike trails. Decades of passionate volunteer time and effort have been put in to creating and maintaining these high quality trails and provides a fantastic outlet for all members of the community to get involved with a project. Just come along to a working bee held every second Sunday to see the versatility of people volunteering in a happy and productive way? Please DO NOT rezone sticky forest, and instead take ownership of this unique part of our local culture and secure access to it for future generations. Thank you

CREAGH TRUST CAREY-SMITH, JEREMY

Wakatipu

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

Agree with increasing dog control fees as long as this 'user pays' is reflected in lower general rates Agree with both reducing residential flats rates and increasing for development land

UNDERGROUNDING POWERLINES

If the trees were there first then full cost should be lines companies. Agree the trees should be kept if possible. But cost of underground seems very high?

LAGAROSIPHON

Strongly agree, more should be spent

FURTHER COMMENTS

CYCLE TRACK SUB COMMITTEE OF CARDRONA VALLEY RESIDENTS & RATEPAYERS SOCIETY INC BROOK-LYNNE, KATHY

TRAFFIC ISSUES

COUNCIL ONE-STOP SHOP

RATES, FEES & CHARGES

UNDERGROUNDING POWERLINES

LAGAROSIPHON

FURTHER COMMENTS

Please see attached document

28 April 2016

QLDC Councillors

Dear Councillors

Cardrona Valley Track – Annual Plan Submission 2016

Background

The Cardrona Valley Residents & Ratepayers Society Inc (CVRRS) has great pleasure in being able to present the Cardrona Valley Track proposal for your consideration and support.

The Cardrona Valley Track was included as part of the QLDC Upper Clutha Walking and Cycling Strategy in 2005. In 2014 the CVRRS funded a detailed feasibility study which was undertaken by Wanaka track designers, Southern Land Ltd. The feasibility study concluded that a high quality Grade 1 (Family orientated) track could be constructed along the Cardrona Valley linking Ballantyne Road and the town of Cardrona. Such a track has an estimated construction value of \$1M.

Cardrona is the only town in the Upper Clutha not linked by a walking and cycling track. Ultimately, this track may also pave the way for a track linking Wanaka to Arrowtown via the Crown Range. The track will form an alternative transport link and fits with the Aspiring Tracks Networks' goals.

The Cardrona Community is very supportive of the project and the CVRRS believe the benefits will be similar to those arising from other tracks developed in the Upper Clutha area. The CVRRS have also sought the support of the Upper Clutha Tracks Trust, Aspiring Tracks Network and Lake Wanaka Tourism and their letters of support are attached. In terms of the local strategic documents this track fulfils the Upper Clutha Walking and Cycling Strategy of 2006 and the recently completed Upper Clutha Tracks Network Strategy 2015.

The CVRRS have met with Stephen Quin, QLDC Parks Manager to discuss the project. He advises "...the proposal to develop a new track between Wanaka and Cardrona is in accordance with Upper Clutha Tracks Network Strategy 2015 – 2025, that Council are a collaborative party of"

In terms of the bigger picture, Cardrona Alpine Resort has commenced summer riding activities and this has been well supported over the summer months. Additionally the Cardrona Distillery has recently opened. These developments make a track link with Wanaka all the more important and popular. The track will be built to cater for all riders and walking and will be a welcome addition to the tourism activities which are being heavily promoted by Lake Wanaka Tourism. It is estimated that 5,000 people will use the track in its first year rising to over 10,000 by year three. By constructing the track to a high standard the resultant tourism economic benefit to the local area will be significant. The Rail Trail calculated in 2011 that riders spend \$162 per day during their stay.

The track development will be progressed in the following stages:

- Secure ongoing ownership and maintenance (At this stage the QLDC is the most logical body to own and maintain a high quality cycle track)
- Secure access easements with all landowners
- Funding for track construction (Sources will likely include Central Lakes Trust and other funding bodies). At this stage we are not asking Council to fund the development costs
- Track construction & handover to Council

Once constructed it is estimated that maintenance of the track will consist of vegetation control and periodic surface repairs. The costs for maintenance are estimated between \$10-15,000 per annum spread over its 25km length. This assumes a full replacement of the asset over a 15yr life span. Good maintenance is likely to extend the lifespan together with initial high quality construction.

Council Support

We seek Council support for the following:

1. Agreement to assume ownership and maintenance of the track provided it is built to Council standards – Grade 1 easiest trail
2. In kind legal support to assist with securing legally binding access easements required to complete the project

We wish to speak to our submission.



Best regards

Kathy Brook-Lynne

kathy@cardronavillage.com

Cycle Track Sub Committee of Cardrona Valley Residents & Ratepayers Society Inc.

Attachments

- CVRRS Cardrona Valley Track Feasibility Report
- Track Map
- Upper Clutha Tracks Trust letter of support
- Lake Wanaka Tourism letter of support
- Aspiring Tracks Network letter of support

CARDRONA VALLEY TRACK PROPOSAL MAY 2014



Cardrona Valley from Snow farm Road

Report prepared for: Cardrona Valley Residents & Ratepayers Society Inc.



Report prepared by: Southern Land Ltd, Wanaka

Concept

To develop a 25km easy grade walking and cycling track to link Wanaka to the town of Cardrona in the Cardrona Valley.

Project Developer

Cardrona Valley Residents and Ratepayers Society Inc (CVRRS)

Background

In 2005 the QLDC adopted the Upper Clutha Walking and Cycling Strategy. This document sets out the community's desire for tracks and trails in the District. Links were anticipated between all the towns of the Upper Clutha including Wanaka to Cardrona.

The CVRRS approached the Upper Clutha Tracks Trust in 2011 to promote this track. The scale of the project was such that the Trust advised the best approach was to seek landowner agreement as a first step.

The CVRRS has now secured agreement in principal for access for a track linking the two towns. The Cardrona Community sees the track as another way to develop the economy of Cardrona as well as providing locals and visitors with an enjoyable rural walking and riding experience. Cardrona currently has limited public walking and cycling opportunities.

Demand and User Estimates

Tracks in the Upper Clutha are very popular. The outlet track has upwards of 30,000 visits per annum, while the more mountain bike friendly Upper Clutha River Track records over 9,000 visits and the Deans Bank mtb track over 50,000 per year. This demonstrates a demand for good quality cycling and walking tracks in the area. And we believe will ensure the success of this proposal. We estimate that due to the easy nature of the trail, walkers, family groups, fitness and social riders and international cycle tourers will be attracted to the track. We believe that a conservative estimate of its use is 5,000 in its first year rising to over 10,000 by year three.

Plus the trail offers a great destination of the Cardrona Pub and other similar facilities and the ability to offer return transport to Wanaka as the Luggate Pub does for walkers and riders of the Upper Clutha River Track.

The track has the potential to enable the development of associated tourism related businesses including hospitality and cycle related infrastructure as well as off road running and cycling events.

Project Detail & Description

The track would start from the Ballantyne Road Bridge 3km from downtown Wanaka. Access to the start is from existing formed roads and the Ballantyne Road foot and cycle path that currently finishes near the start.

The track would utilise the existing 4wd tracks along the Cardrona River bed before threading its way along the margins of the Cardrona River and Cardrona Valley Road to reach the Cardrona Village. Where possible, sections of riverside track are proposed to create the best possible riding and walking experience. The Cardrona River is a gently winding braided river with appealing willow grooves and quiet beaches that for the most part are inaccessible to the public.

Three bridges will be required with the most significant being at Branch Creek, where a 12m bridge is proposed. This and an aggregate surface will ensure that the track is accessible in most weathers and after significant rain events.

Landowners along the route have been generous in their support and provision of access to develop this concept.

Track Standards

Although it is not known what entity will administer the track (QLDC is preferred), from our experience developing over 300km of cycle trails in the lower south Island, we believe that the track should be built to meet the needs of the target market. We place this track in the Grade 2 (easy) category by virtue of the terrain, distance and likely user groups.

We believe the trail will most appeal to beginner and intermediate mountain bike riders, cycle tourists and walkers wanting an easy walking experience. Users fitting this category require well-built trails with good signage and way finding and enough track width to enable comfortable riding without feeling hemmed in. We propose a width of 1.5m. The track surface should be well compacted and relatively smooth. In practice this means the track will be fully gravelled. Hazards should be minimal and waterways should be bridged or culverted. Ideally the track should be stock free.

We would expect the ride to take 1.5-2hrs each way, while the walk 5-6hrs.

In summary, the track should be built as follows:

- 1.2-1.5m wide with compacted AP20 gravel surface
- Grades between 0-4 degrees
- All watercourses bridges or culverted

Project Budget

The project development cost (Appendix B) has been prepared following discussion with landowners, track marking and subsequent agreement in principal of the track alignment.

Considerations include:

- Culverts & Structures – Identify the need for engineered bridges, retaining walls or other structures as well as culvert locations. We have identified three bridges up to 12m in length
- Toilets – there is a need for at least one toilet for this length of track
- Signage – There should be clear and continuous way finding as the user group is not experienced in back country route finding, and to ensure the public stick to the track

- Gravel – to achieve the required smooth interlocking finish, clay bound gravel is required. We believe the base of the Snow Farm Road may provide this source and base our figures on crushing this to achieve an AP20 material.
- Consents – We have assessed the need for earthworks consents. Based on similar projects for charitable organisations, we believe consent is achievable.
- Fencing – In order to accommodate the trail, new or replacement fencing is required totalling over 7km.
- Legal agreements – While we have contacted each landowner and discussed the project to reach agreement in principle, these discussions will need to be formalised with legally binding agreements.

The project budget is almost \$1M including professional fees for project management and contingency sums. This represents a very cost effective track project and is around half the cost of similar cycle trails like Clutha Gold Trail in Roxburgh.

Options & Study Brief

Southern Land Ltd has been engaged by the CVRRS to scope and report on the practicality of developing a cycling and walking track to link the two towns. The study was fully paid for by the CVRRS.

Feasibility work has focused on working with landowners and developing a project budget taking into account each landowners management requirements.

The ideal would be to create a track separate from the Cardrona Valley Road as this will maximise user experience and encourage the greatest number of people to use it leading to the greatest possible public benefit.

However, this is not possible due to the location of the road and Cardrona River in places, necessitating sections adjoining the road. Further, farm management practices also mean in some sections it is not practical to accommodate a track and existing grazing in a way that would result in a high quality track. We are indebted to all landowners in the provision of access including allowing roadside fences to be moved to accommodate the trail next to the Cardrona Valley Road.

The option of using the true right bank of the Cardrona River was not considered due to the greater number of landowners and requirement (and cost) to cross the Cardrona River to do so.

Recommendations

- 1. That a Grade 2 walking and cycling track be developed from Ballantyne Road to Cardrona Village along the true left of the Cardrona River.**
- 2. That the QLDC be approached to underwrite ongoing maintenance**



Southern Land Ltd is a Wanaka based surveying, resource planning and land development consultancy. Our trail projects include the design & development of the Alps to Ocean, Roxburgh Gorge and Clutha Gold National Cycle Trails plus involvement in mountain bike parks, mountain bike tracks and outdoor recreational facilities across Otago. Southern Land Ltd is the leading trail design & development partner in the South Island.

Cardrona Valley Track

Development Cost Summary - 9 May 2014

Track formation	\$ 239,070
Culverts	\$ 31,550
Fill	\$ 27,300
Toilets	\$ 9,800
Fencing	\$ 99,400
Signage	\$ 13,000
Structures	\$ 109,650
Gravelling	\$ 208,320

Sub total	\$ 738,090
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RC consents (inc. fees)	\$ 14,480
HPT	\$ -
Geotechnical	\$ -
Structure design	\$ 6,065
Building consent	\$ 3,033
Legal agreements & easements	\$ 50,000

Sub Total - Design & Approvals	\$ 73,578
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Project Management of Development	\$ 81,167
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Contingency (10%)	\$ 89,283
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Total Development Cost	\$ 982,118
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24 Dungarvon Street, Wanaka 021 255 7927

Q4053 – Cardrona Valley Track

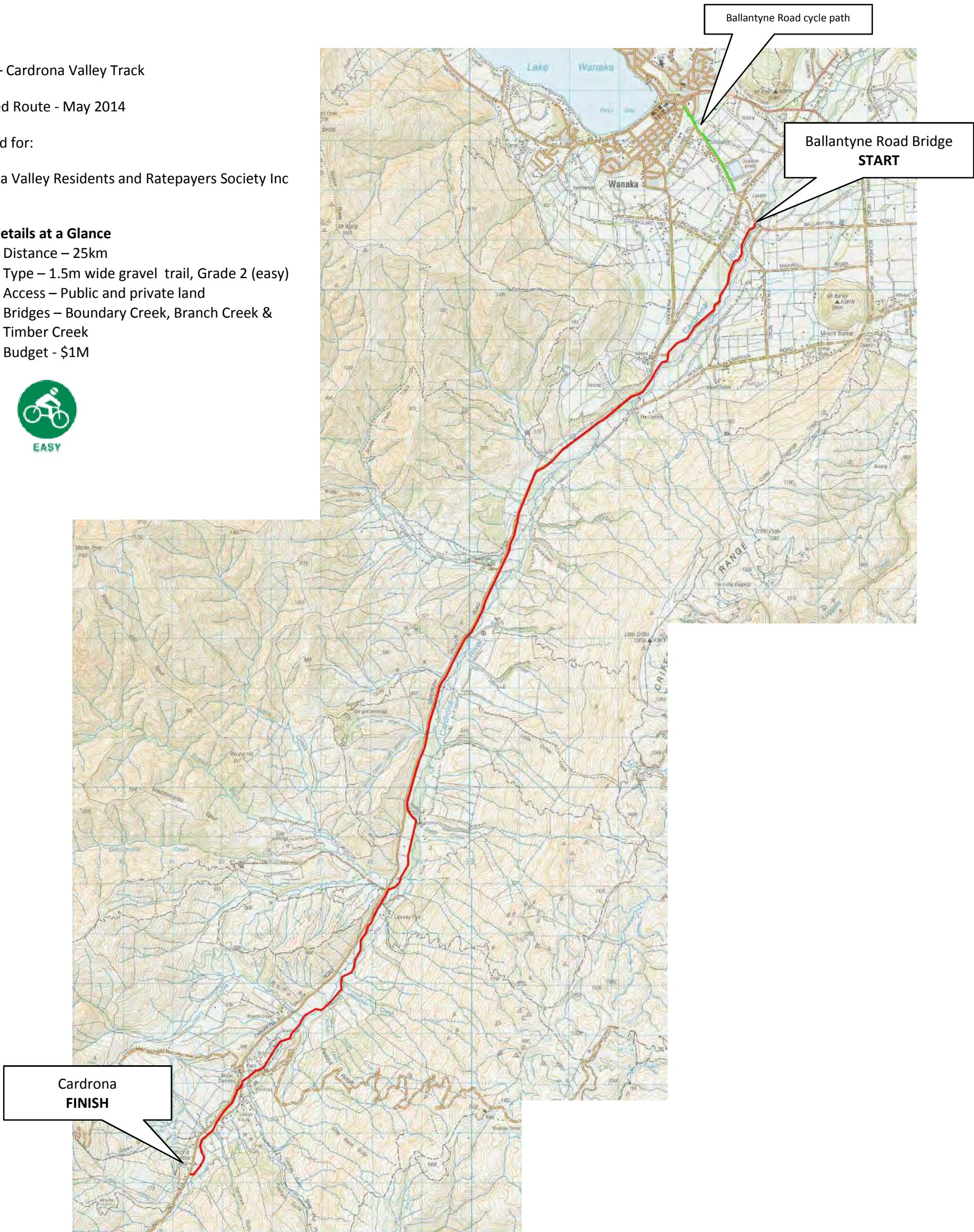
Proposed Route - May 2014

Prepared for:

Cardrona Valley Residents and Ratepayers Society Inc

Track Details at a Glance

- Distance – 25km
- Type – 1.5m wide gravel trail, Grade 2 (easy)
- Access – Public and private land
- Bridges – Boundary Creek, Branch Creek & Timber Creek
- Budget - \$1M



**SOUTHERN
LAND**

SURVEYING | PLANNING | LAND DEVELOPMENT

Route planning by: Southern Land Ltd, Wanaka

April 21, 2016

Cardrona Valley Residents and Ratepayers Society Inc.
c/o Kathy Lynne
kathy@cardronavillage.com

To whom it may concern,

The purpose of this letter is to state Aspiring Tracks Network's¹ (ATN) support of the Cardrona Valley Track proposed by the Cardrona Valley Residents & Ratepayers Society Inc (CVRRS).

ATN are charged to oversee and rollout the *Upper Clutha Tracks Strategy 2015*. The vision of this strategy is to:

The Upper Clutha's tracks network reflects the needs of a connected and active local and visitor community and provides a viable alternative to vehicle transport. The tracks network provides recreation and economic opportunities for all in our stunning environment.

The key components of the strategy vision are:

- Connecting Upper Clutha Communities;
- Enable recreation and commuter opportunities for all walkers, bikers and horse riders on Upper Clutha Tracks;
- Manage, develop and maintain Upper Clutha tracks; and
- Plan collaboratively.

The Cardrona Valley Track was included as part of the QLDC *Upper Clutha Walking and Cycling Strategy* in 2005 and has been carried on through to the *Upper Clutha Tracks Strategy 2015*. This track has been

¹ ATN was set up in late 2013 and is made up of five representational member groups – Queenstown Lakes District Council (QLDC), Department of Conservation (DoC), Upper Clutha Tracks Trust (UCTT), Bike Wanaka (BW) and Lake Wanaka Tourism (LWT).

envisioned as part of the Upper Clutha track network for a long time. The track fulfils our strategy's vision, in particular it is essential to connect the Cardrona Community to the rest of the Upper Clutha area and provides a viable alternative to vehicle transport.

We support the Cardrona Valley Track be developed as a high quality grade 1 track (as stated in QLDC's *Cycle Track and Trail Design Standards & Specifications 2015*) so as to be used by diverse groups of users. We support that the track will ultimately be vested in Council ownership who will then provide the ongoing maintenance and care of the track.

Warm regards,

A handwritten signature in black ink, appearing to be 'Ella Lawton', with a long horizontal flourish extending to the right.

Ella Lawton, Chair
Aspiring Tracks Network



Tim

From: James Helmore <james@lakewanaka.co.nz>
Sent: Thursday, 28 April 2016 3:55 p.m.
To: Tim
Subject: letter of support for Cardrona to Wanaka track

Hi Tim

Thanks for your information about the proposed Cardrona - Wanaka track.

It would make a great addition to our region and track network and one that Lake Wanaka Tourism would support the creation of.

The quality and grade of the proposed track would open it up to a broad user group giving it wide appeal, with walking, biking and running key reasons to attract visitors to our region.

Adding the Cardrona - Wanaka link to the existing track network would provide for more opportunity for visitors to enjoy the stunning landscapes our region is so well known for, and also allow visitors to connect to trails at both Cardrona Alpine Resort and Snowfarm.

Expansion of the trail network will encourage visitors to stay longer and spend more resulting in a positive economic impact on our economy.

I look forward to seeing this project come to fruition.

Kind regards
James

James Helmore
General Manager (*aka The Dream Weaver*) ... in the world's first lifestyle reserve

Lake Wanaka Tourism
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Stay in touch with Lake Wanaka:



Check out our [Lake Wanaka in 90 seconds video](#), or for more information visit lakewanaka.co.nz



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P: 03 443 0800
F: 03 443 8621

27 April 2016

Queenstown Lakes District Council
Private Bag 50072
QUEENSTOWN 9348

Dear Sir/Madam

**RE: CARDRONA VALLEY TRACK – UPPER CLUTHA TRACKS TRUST – ANNUAL PLAN
SUBMISSION**

The Trust writes in support of the proposed new track linking Cardrona Township to Wanaka.

The Trust is aware that the Cardrona Residents Association will be making a submission to the Annual Plan for funding to assist in securing the access required and we support the application in this submission.

Yours faithfully

I Grant Fyfe
Chairperson

UPPER CLUTHA TRACKS NETWORK STRATEGY 2015 -2025



Introduction

This strategy is intended to guide the development, maintenance, communication and information for the Upper Clutha track network for the next 10 years (2015-2025). Upper Clutha residents view the existing extensive track network as a major nationally recognised, highly valued, community asset. This needs to be maintained and developed further by adding some new specific infrastructure and information to the network.

The development and maintenance of the network cannot rest with any one organisation alone. There are a number of reasons for this, including land ownership and the particular interests and mandate of the organisations contributing to the track network. This new strategy provides a vehicle to enhance collaboration between the various groups involved.

Development of the strategy has been a collaborative work of the Upper Clutha Tracks Trust (UCTT), Queenstown Lakes District Council (QLDC), Department of Conservation (DOC), Bike Wanaka (BW) and Lake Wanaka Tourism (LWT). It has also involved input from a number of individuals and groups, including the residents' associations of the Upper Clutha and interested groups such as bike rental operators, the Wanaka Walkers and the Upper Clutha Tramping Club. The implementation plan will be collaboratively carried out by the Steering Group and in partnership with additional community/commercial partners.

There are opportunities to use the tracks for tourism and economic development promoting the standard of living and the economic health of Wanaka. We may also want to collaborate with adjoining networks as part of the national network. Some potential commercial benefit from the track network is recognised. One of the challenges is to balance commercial use with wider community use so that everybody continues to have open use of the tracks.

There was significant agreement that a key function of the track network is linking our communities, and there was anxiety about the need for ongoing maintenance of the existing network. More work will need to be done to define and prioritise track development and maintenance.

Funding the development and maintenance of the track network will need to be sought from as many sources as possible, as there is no guaranteed source of funding for the future. We will need a creative approach to seeking funding with support from all interested parties in the community.

The strategy document is built around the key components, underneath which sit the strategic goals/aspirations. Goals are placed beneath the key component they have the most fit with. There is a degree of overlap between the key components and goals which are aligned with only one key component to reduce duplication.

There has been debate about how aspirational the strategy should be. There are aspirations for the track network and on balance we believe aspirational goals

should be included even if at the end of the strategy period they may not have been achieved. Alongside the aspirational goals sit strategic goals we believe are more likely to be achievable within the strategy period.

The strategy will be used to provide oversight so that work can begin while an implementation plan is developed. The implementation plan will then be attached to the strategy and both documents will be available to everyone.

Vision

The Upper Clutha's tracks network reflects the needs of a connected and active local and visitor community and provides a viable alternative to vehicle transport. The tracks network provides recreation and economic opportunities for all in our stunning environment.

Key Components of the Vision

Connect Upper Clutha Communities. The tracks network will connect the communities of the Upper Clutha. Work to complete the tracks network and link all our communities will continue to be key.

Enable recreation opportunities for all walkers, bikers and horse riders on Upper Clutha tracks. The tracks network will offer a viable alternative to vehicle use. Specific commuter tracks will be developed. In addition, Wanaka is a visitor destination and there is a demand for the commercial use of the tracks network because of the growing numbers of users wanting to access the tracks network with assistance.

Manage, develop and maintain Upper Clutha tracks. The tracks network will be linked so that development of the tracks network is accompanied by identified maintenance, planning and funding provision. Standards for development and maintenance are identified and agreed.

Plan collaboratively. Collaboration going forward will maximise development of infrastructure and information for the tracks network. Land ownership and the mandate of various organisations make planning for the tracks network across interest groups essential. This strategy is a guiding document for all interested organisations in the Upper Clutha.

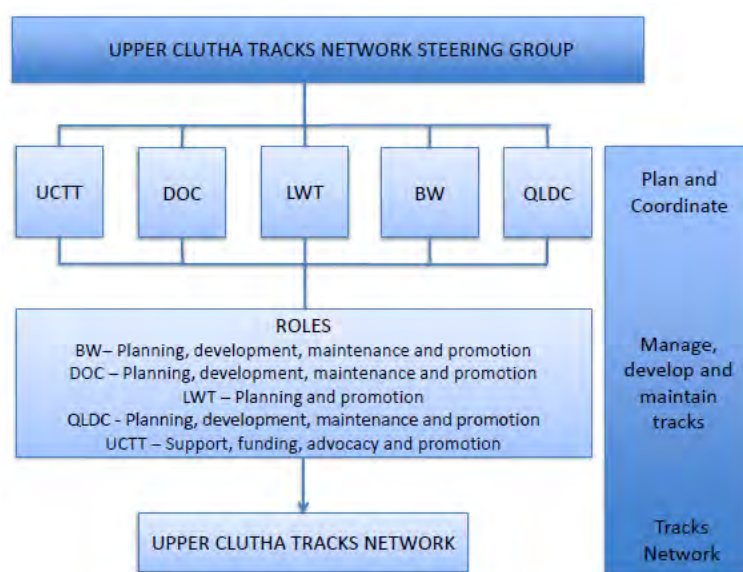
Scope

Urban Tracks: Within easy access from Lakes Wanaka and Hawea townships.

Rural Tracks: North to the head of Lake Hawea, south to Crown Range, east to Lindis & west to Glendhu Bay.

N. B. Tracks outside this scope may be developed in collaboration with other groups e.g. Wanaka to Cromwell track.

Upper Clutha Tracks Network Steering Group



Development Timeline

December 2013: Initial stakeholder meeting between UCTT, QLDC, DOC, BW and LWT to establish Tracks Steering Group.

May 2014: Submission to Queenstown Lakes District Council requesting \$10K funding support to carry out the creation of a Tracks Strategy for the Upper Clutha.

July 2014: Funding granted.

September 2014: Tracks Strategy Coordinator was employed.

October – December 2014: Interviews carried out with a broad range of commercial and community track stakeholders.

March – April 2015: Draft Strategy released to public for feedback.

May 2015: Strategy finalised.

Key Components of the Vision				
	Connect Upper Clutha Communities	Enable recreation opportunities for all walkers, bikers and horse riders on Upper Clutha tracks	Manage, develop and maintain Upper Clutha tracks	Plan collaboratively
Strategic Goals	Complete tracks network to link all communities	Create commuter tracks between communities	Develop succession plan for Sticky Forest	Use strategy to inform planning across organisations
		Identify horse trails	Maintain track network to identified standards	Develop implementation plan for strategy
		Increase accessible urban tracks (e.g. wheelchair, pushchair access)	Develop funding plan and partnerships	Continue track network steering group to co-ordinate and oversee
		Review track information – access/class/track users/track etiquette		
		Establish guidelines for commercial volumes on high use tracks		
Strategic Aspirations		Back country bike destinations		
		All weather bike track		
		Alpine bike track		

General Assumption:

Tracks will be maintained to the class/grade to which they are built unless there is a specific Manager's comment.

Refer to key page 13 for track class, user group and MTB grade.

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
Urban Tracks: Within easy access from Lakes Wanaka and Hawea							
BEACON POINT TRACK	Lake Wanaka foreshore	QLDC	1	3	1		
BUTTERFIELDS WETLAND WALK	Hawea River Swingbridge access	DOC	3	2	1		
DEANS BANK TRACK (MTB)	Loop track - Albert Town	DOC	3	2	3	Track maintained by Bike Wanaka	
DUBLIN BAY TRACK	Dublin Bay to Albert Town	DOC	3	2	2		
GLADSTONE TRACK	Lake Hawea foreshore	QLDC	2	3	2		
MILLENNIUM TRACK – Waterfall Creek to Glendhu carpark	Lake Wanaka Foreshore	QLDC	3	3	3		
GLENDHU BAY TRACK – Glendhu carpark to Glendhu campground	Lake Wanaka Foreshore	QLDC	2	3	1		
EELY POINT TRACK	Lake Wanaka Foreshore	QLDC	1	3	1		
HALLIDAY ROAD LINK TRACK	link to UC River Track	DOC	3	2	1		
HAWEA RIVER TRACK	Hawea River	DOC/QLDC	3	2	2	Developed as commuter track	
HIDDEN HILLS TRACK	Mt Iron access	DOC	3	2	2		

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
HIKUWAI CONSERVATION AREA	Albert Town	DOC	3	2	2-3	Junior Bike Park – maintained by BW	
HIKUWAI LINK TRACK	Gunn Rd to Outlet Track	DOC	3	2	1		
LISMORE BIKE PARK	Wanaka	QLDC	2	na	Various	Leased by BW	
LUGGATE CREEK TRACK	Luggate to Clutha River	DOC	3	2	na		
MT IRON TRACK	Wanaka	DOC	3	2	na	Public access easement	Part of the track does not meet standard for surface and/or width
NEWCASTLE TRACK	Albert Town – Luggate	DOC	3	2	2-3	BW - MOU to maintain the existing trails	
OUTLET TRACK	Clutha River Mouth to Albert town	QLDC/DOC	3	2	2		Part of this track remains below width standard
ROYS PEAK TRACK	Mt Aspiring Road to Summit	DOC	3	2	na	Public access easement	
STICKY FOREST	Wanaka	PF Olsen	5	na	Various	BW - MOU to maintain the trails.	
UPPER CLUTHA RIVER TRACK	Albert Town to Luggate	DOC	3	2	2-3		
WANAKA LAKEFRONT TRACK	Lake Wanaka Foreshore	QLDC	1	1	1		
WATERFALL CREEK TRACK	Lake Wanaka Foreshore	QLDC	1	3	1		

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
Rural Tracks: North to the head of Lake Hawea, south to Crown Range, east to Lindis & west to Glendhu Bay.							
AWA NOHOAKA TRACK	Grandview Range	DOC	5	5	4	Public access easement	
BOTTOM BAY TRACK	Glen Dene, Lake Hawea	DOC	3	2	2	Public access easement	
BREAST HILL TRACK	Hawea	DOC	5	5	4-5	Public Access Easement	
CARDRONA-CROM PACK TK (to Lowburn)	Pisa Conservation Area	DOC	5	5	4		
CARDRONA- MEG PACK TK (to Roaring Meg)	Pisa Conservation Area	DOC	5	5	4		
CARDRONA BIKE PARK	Cardrona	Cardrona Alpine Resort	Na	Na	Various	BW - MOU develop and maintain event tracks	
CHAIN HILLS ACCESS TK	Cluden valley	DOC	5	5	3	Public access easement	
CLOUDY PEAK TRACK	Argour, Tarras	DOC	5	5	4	Public access easement	
CLUDEN CREEK TRACK	Cluden valley	DOC	5	5	4	Public access easement	
CRAIG BURN ACCESS TRACK	Glen Dene, Lake Hawea	DOC	3	2	3	Public access easement	
CROWN RANGE SUMMIT TO ROCK PEAK	Pisa Conservation Area	DOC	3	2	3		
DEEP GULLY TRACK	Grandview Range southern access	DOC	5	5	3-4	Public access easement	
DIAMOND LAKE TRACK	Mt Aspiring Road	DOC	3	2	na		

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
DINGLE BURN PENINSULA TRACK	Dingle Burn access	DOC	3	2	3	Public access easement	
DINGLE BURN VALLEY TRACK	Dingle Burn valley	DOC	5	5	na		
DRY CREEK TRACK	Argour, Tarras	DOC	5	5	4	Public access easement	
DUNSTAN PASS TRACK	Cluden to Chain Hills	DOC	5	5	4	Public access easement	
EASTERN HILLS TRACK	Grandview Range southern access	DOC	5	5	4	Public access easement	
EMERALD BLUFFS LAKE ACCESS TRACK	West Wanaka	Longview Enviro Trust	2	3	na	Privately owned track	
GLEN DENE RIDGE TRACK	Glen Dene, Lake Hawea	DOC	5	5	4	Public access easement	
GRANDVIEW CREEK TRACK	Grandview Range northern access	DOC	5	5	4	Public access easement	
GRANDVIEW RIDGE TRACK	Grandview Range	DOC	5	5	4	Public access easement	
HUNTER VALLEY TRACK	Hunter Valley	DOC	2	5	3		
ISTHMUS PEAK SIDE TRACK	Glen Dene access	DOC	5	5	5	Public access easement	
KIRTLE BURN TRACK	Snowfarm access to Pisa	DOC	5	5	3		
LAKE HAWEA TRACK	Dingle Burn and Hunter valley access	DOC	5	5	3	Public access easement	
LINDIS PEAK TRACK	Old Faithful Road access	DOC	5	5	4	Public access easement	

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
LITTLE CRIFFEL TRACK	Cardrona Valley	DOC	5	5	4	Public access easement	
LOCHARBURN TRACK	Queensberry	DOC	5	5	na	Public access easement	
LONG ACRE TRACK	Chain Hills, Lindis	DOC	5	5	4	Public access easement	
LOWER TIMARU CREEK	Timaru Valley	DOC	5	5	na	Public access easement	
MATAKITAKI ACCESS TRACK	West Wanaka Bridge access	DOC	3	2	na	Public access easement	
McPHIES RIDGE TRACK	Chain Hills, Cluden	DOC	5	5	3-4	Public access easement	
MINARET BURN TRACK	West Wanaka	DOC	5	5	3-4	Public access easement	
MOTATAPU TRACK	Fern Burn carpark access	DOC	5	5	na	Public access easement	
MOU WAHO ISLAND - ARETHUSA POOL TK	Lake Wanaka	DOC	3	2	na		
PARKINS BAY ACCESS TRACK	Lake Wanaka access	DOC	3	2	2	Public access easement	
PISA RANGE RIDGE TRACK	Pisa Ranges	DOC	5	5	3-4	Public access easements	
SANDY POINT TRACK	Grandview Range access	DOC	2	1	na	Public access easement	
SAWYER BURN TRACK	Head of Lake Hawea	DOC	5	3	na		
SHILMAR TRACK	Chain Hills, Lindis	DOC	5	5	4	Public access easement	

Description	Location	Land Manager	Track Class	User Group	*MTB Grade	General Comment	Manager's comment
SOUTH AWA NOHOAKA TRACK	Grandview Range	DOC	5	5	4	Public access easement	
SPOTTS CREEK TRACK	Cardrona Valley Road to Summit	DOC	5	5	4	Public access easement	
TIMARU HIGH RIVER TRACK	Timaru Valley	DOC	5	5	na	Public access easement	
TINWALD BURN RIDGE TRACK	Mt Pisa station access to Pisa	DOC	5	5	4	Public access easement	
TUOHYS GULLY TRACK	Cardrona Valley	DOC	5	5	4	Public access easement	
WEST COAST GULLY TRACK	Grandview Range southern access	DOC	5	5	4	Public access easement	

STANDARDS NEW ZEALAND - CLASSIFICATION OF TRACKS

TKV01 Path
TKV02 Short walk
TKV03 Walking Track
TKV04 Easy Tramping Track
TKV05 Tramping Track
TKV06 Route

STANDARDS NEW ZEALAND - IDENTIFIER VISITOR/ USER GROUP

1 Urban Residents
2 Short Stop Travellers
3 Day Visitors
4 Back Country Comfort Seeker
5 Back Country Adventurer
6 Remoteness Seeker

NEW ZEALAND MOUNTAIN BIKE TRACK GRADING SYSTEM

1 Easiest
2 Easy
3 Intermediate
4 Advanced
5 Expert
6 Extreme
Na – not open to MTBs

*Grading for MTB tracks are an approximation only

Reference documents:

New Zealand Handbook: Tracks and Outdoor Visitor Structures - Standards New Zealand HB 8630:2004
Mountain Bike Track Grading System - The Kennett Bros 1995
Queenstown Lakes District Council – Cycle Trail Maintenance Specification, Draft April 2015
Queenstown Lakes District Council – Cycle Trail Design Standards & Specification, Draft April 2015.

Implementation Plan 2015 - 2025

There are a mix of strategic (more likely to be achieved within the strategy period) and aspirational goals (maybe less likely to be achieved) in both projects and track development. Where consultation is required, for example with a private landowner, this is a necessary first step before planning for the project/track can proceed.

The Steering Group (UCTT, DOC, QLDC, BW & LWT) will continue to provide management, operational and advisory support to the lead organisations delivering the implementation plan. The group is governed by an MOU.

Development Projects						
Description	Lead organisation	Land Owner	Users	Timeframe	Future Funding Options	Comments
Develop succession plan for Sticky Forest	BW	Ngai Tahu	Beginner - expert	2017		
Develop consistent commercial use policy	QLDC/DOC	na	all	2016	na	Incl. sporting events, filming & commercial users
Develop track etiquette and signage	BW/QLDC/LWT	All		2017	Sponsorship/ community grants	In liaison with DOC - consider logo for Tracks network
Review and develop track user information	BW/LWT	na	all	2016		Distribute information on signs and in publications, social media etc
Establish volumes for use of high use tracks	DOC/QLDC	DOC/QLDC	all	2018	na	Includes all commercial activities

Develop collaborative planning processes	Steering Group	na	all	ongoing	na	Terms of reference for the Steering Group is the guiding document for this work. Other representatives will be brought onto the Group as the need or relevant issues arise
Identify horse trails	QLDC	QLDC/DOC/ Private	Horse Riders			Relevant trails will be identified in planning documents
Explore increased accessibility to tracks (e.g. wheelchair, pushchair access)	QLDC	QLDC/ private	all	2015 and in review	NZTA QLDC	In conjunction with QLDC Walking and Cycling Strategy
Explore options to improve user experience on the Lake Wanaka Outlet Track	Steering group	DOC/ QLDC/ private	all	2018	Community grants QLDC	Width, standard and multi-use issues were raised. NB Bike Wanaka have established a supplementary MTB track above the Outlet track

Development of New Tracks								
Description	Lead Organisation	Land Owner	Track Class	User Group	MTB grade	Time frame	Future Funding Options	Manager's Comments
Cardrona-Wanaka track	Cardrona Res. Assoc. & UCTT	Private/LINZ/DOC						
Commuter bike track Glendhu Bay - Wanaka	UCTT & QLDC	NZTA					NZTA	
Commuter bike track Luggate - Wanaka	UCTT & QLDC	NZTA					NZTA	
Complete Gunn Road junior bike track	BW	DOC		Families	1-2	Done	Not required	First stage completed. Ongoing development as agreed.
Deans Bank - Dublin Bay bike track	BW	DOC		All	3	None		Single track development subject to DOC approval.
Dublin Bay - Maungawera Road	UCTT	DOC, QLDC	2	2	2	2016	Sponsorship, other Trusts, UCTT	Subject to resolution of legal road matters
Eely Point Loop bike track	BW	QLDC		Families	1-2	None	Trusts	Loop track around the Scout Den

Haast-Wanaka circuit *								
Hawea School track	UCTT	QLDC	1	1	1	2015	n/a secured	Track under construction
Luggate-Lowburn track	UCTT	Private, DOC, CODC	2	2	2	2017	Sponsorship, other Trusts, UCTT, CODC, central Govt	Signed MOU with other Queenstown & Central Otago track groups to pursue this proposed track. Feasibility Study due mid 2015
Makarora – Hawea track*								
Motutapu River track	UCTT	Private, DOC	3	3	3	2016	Sponsorship, other Trusts, UCTT	Some small sections will not be rideable
Mt Maude – circuit*		Private						
Newcastle Road 'replacement' Hawea Flat - Hawea River	UCTT	Private, QLDC DOC	1	1	1	2017	Sponsorship, other Trusts, UCTT, QLDC, NZTA	Subject to resolution of legal road matters. Non-motorised access to Hawea River track.
Extension of West Wanaka track*								
Outlet Track to Penrith Point	BW	QLDC			3	None	Sponsorship	

* are aspirational tracks

Upper Clutha Walking and Cycling Strategy

December 2006



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Section One: Strategy

Introduction

The Upper Clutha basin has some of the finest scenery in New Zealand with a good climate to match. It also has a strong reputation as an outdoor “playground” where healthy lifestyles are highly valued. As expected, visitor numbers are high and there is a growing resident population. This growth is placing increasing demand on the district’s infrastructure and the Council needs to look ahead to cater for future use.

As a community outcome, Queenstown Lakes District Council seeks to nurture healthy communities in a sustainable environment. Greater participation in cycling or walking as a recreational activity or as an alternate means of transport can help to achieve this. To facilitate this, the Council plans to improve and expand on the existing infrastructure such as footpaths, roading, multi use trails and purpose built tracks. The intention is to provide an extensive network of routes for walkers and cyclists which are safe, convenient and encourage their use. A range of opportunities are required to satisfy the needs of differing users, from cycle commuters to recreational walkers.

Queenstown Lakes District Council currently manages a suite of walkways and trails used by both cyclists and walkers in the Upper Clutha, mostly within or adjacent to residential areas. This is complimented by a range of tracks for both walkers and cyclists provided by the Department of Conservation, mainly outside the town boundaries.

Much discussion from Council forums and input from interested parties has gone into formulating this strategy. A public submission period gave the Upper Clutha communities an opportunity to fine tune the cycling and walking network so it will be second to none.

Purpose of this Strategy

It aims to highlight the existing walking and cycling routes and to propose improvements. To determine the gaps within the network and propose new links to ensure the vision is met. The strategy will also look at the Upper Clutha road network and make recommendations that will encourage safe commuting by cyclists and selected recreational road riding. An implementation plan will look at the priorities and a timetable for construction.

Scope

The land area covered by this strategy is the Upper Clutha basin with Wanaka and Albert Town townships near the centre. The smaller communities of Hawea, Hawea Flat, Luggate, Cardrona, Glendhu Bay and Makarora provide the outer boundary.

Further a-field, the recreation opportunities have already been covered effectively in the Otago Conservation Management Strategy and the Recreation Opportunity Review (2004) by DOC.

The Strategy will take into account the needs of walkers, pedestrians, runners, baby buggy pushers, disabled access, hikers, anglers, horse riders, mountain bikers, road cyclists, and cycle commuters.

Vision

That Upper Clutha’s walking and cycling environment reflects the needs of an active community, caters to all levels, provides a viable alternative to vehicle transport and provides recreation opportunities in a stunning landscape.

Goals

1. *Make walking and cycling an attractive and safe option for getting around the Upper Clutha area.*
2. *Promote the opportunities for walking and cycling in Upper Clutha.*
3. *Ensure that the needs of pedestrians and cyclists are always fully taken into account in the Council's land use and transport planning, recreation planning, urban design, engineering and land development processes.*
4. *Deliver a consistent approach to walkways in the Upper Clutha by working in partnership with other landowner agencies and interested parties.*



Policies and Actions

Goal 1: To make walking and cycling an attractive and safe option for getting around the Upper Clutha area.

- 1.1 To continue to expand the network of walking and cycling infrastructure in the Upper Clutha area using this Strategy as guidance, but also responding to emerging needs and opportunities.
- 1.2 Ensure the quality of new walking and cycling facilities meet the needs of different types of pedestrians and cyclists by application of the relevant New Zealand or international standards.
- 1.3 Develop safe walk and cycle-ways to schools in Hawea and Wanaka, and work with schools to promote walking and cycling to school.
- 1.4 Provide convenient connections, particularly within residential areas.
- 1.5 To link all communities in the Upper Clutha basin by trails.
- 1.6 Provide facilities for cycle parking at key locations and public facilities.
- 1.7 Work with landowners, statutory agencies and interested parties to provide practical public access along specific unformed legal roads and other routes of significance to the network.
- 1.8 Secure tenure where an existing walking or cycling facility within the network is currently on private land.
- 1.9 New walkways to comply with SNZ HB 8630:2004 Tracks and Outdoor Visitor Structures setting the benchmark for best practice standards. Purpose built mountain bike trails should comply with the International Mountain Biking Association guide "Trail Solutions".
- 1.10 Ensure there are adequate road crossing points and traffic calming measures at key locations within urban areas where walkers and cyclists traverse roads.

Goal 2: To promote the opportunities for walking and cycling in Upper Clutha.

- 2.1 Provide good quality and accurate information on walking and cycling opportunities through QLDC or other agencies brochures, and websites.
- 2.2 Provide good quality and accurate signage at all trail entrances and intersections.
- 2.3 Signpost unformed legal road accessways which are part of the network.
- 2.4 Encourage promotion of walkways as a visitor attraction in the Upper Clutha, particularly during the summer months.

Goal 3: To ensure that the needs of pedestrians and cyclists are always fully taken into account in the Council's land use and transport planning, urban design, engineering and land development processes.

- 3.1 Any reserve management plans completed should consider the needs of pedestrians and cyclists within the reserve.
- 3.2 Ensure that all road projects consider the needs of pedestrians (including pram pushers and disabled users) and cyclists such as footpaths, dropped kerbs, pedestrian crossings etc. Refer to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles and the New Zealand supplement to this for guidance.
- 3.3 Ensure new subdivisions allow for pedestrian and cycle links that are easy to use and safe.
- 3.4 Contribute to the District Plan process so that the rules facilitate greater cycling and pedestrian use, and encourages private landowners to allow public access.

- 3.5 Develop specifications and standards for the design and construction of walking and cycling infrastructure. This would be available for use by developers providing trails.

Goal 4: A consistent approach to walkways in the Upper Clutha is achieved requiring partnerships with other landowner agencies and interested parties.

- 4.1 Support the Upper Clutha Tracks Trust, as a stand alone group acting as a community voice on the walking and cycling network.
- 4.2 Link in with other organisations such as Te Araroa, Clutha Mata-au Parkway Trust, Otago Fish and Game Council, and residents/ratepayers associations to ensure that essential linkages are allowed for.
- 4.3 Work with Transit NZ to ensure facilities for cyclists and pedestrians on their roading network are catered for and funded to the fullest extent possible.
- 4.4 Work with private landowners to secure access where required to develop the network, and to provide access to and along waterways where possible.

Targets

1. To increase the proportion of commuter (school) trips made by walking and cycling to 50% by 2011 (from Census "Travel to Work" data).
2. To achieve a level of 75% resident satisfaction with Council provided walking and cycling opportunities by 2008 (QLDC resident satisfaction survey).
3. To decrease the number of pedestrian and cyclist crashes within the Upper Clutha area (LTNZ Crash Analysis System).
4. Increase the volume of walkers and cyclists using trail network (taken from specific track counters).
5. Aim to complete a trail spanning the whole Upper Clutha basin (from Gladstone to Glendhu Bay) by the end of 2008.

Review

This Strategy will be reviewed every three years, to coordinate with the review of the Long Term Council Community Plan.

Implementation Plan

	Walking and Cycling Facility Project	New or Upgrade	Time-frame	Lead Organisation	Length	Proposed standard	Estimated cost	Outside funding potential	Comments
Community Accessways									
1	Albert Town Lagoon walkway	New	2007/08	QLDC/ORC	600m	Short walk, mix compacted aggregate & boardwalk	\$20-25,000	Yes	Part of wetland restoration project. \$10,000 in LTCCP
2	State Highway: MacPherson St to Ardmore St	New	2007/08	QLDC	320m	Footpath, sealed	\$25,000 1.5m wide @ \$50 sq m	Yes	In front of DOC, continues path Transit has completed
3	Tramore St accessway	New	2006/07	QLDC	40m	Short walk	\$10,000		Funded from Wanaka accessways project.
4	Lismore Park footpath Kings Dr to Monley La	New	2006/07	QLDC	340m	Path, sealed	\$23,000		Funded from Lismore Park project
5	Lismore Park: Cliff Wilson to Little St & traverse link	New	2006/07	QLDC	600m	Short walk, compacted aggregate	\$12,000		Funded from Wanaka accessways project
6	Aspiring College to Rata St	New	2008/09	QLDC	800m	Short walk, compacted aggregate	\$16,000	Yes	Liaise with Min of Education
7	Kirimoko and Peninsula Bay subdivisions	New	2007/08	Developer	—	Short walk			
8	Youghal St extension – stop unformed legal road through golf course, form new trail around perimeter.	New	2007/08	QLDC	450m	Short walk, compacted aggregate	\$10,000		Funded from Wanaka accessways project
9	Warren St unformed legal road	New	2007/08	QLDC	100m	Short walk with timber steps and handrail	\$15,000		Funded from Wanaka accessways projects

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Arterial Links									
10	Golf course walkway SH84 to Ballantyne rd (traverses golf course behind McPherson St houses)	New	2007/08	QLDC	580m	Short walk, compacted aggregate	\$25,000 (includes some fencing)	Yes	This may be superceded by road in future. Funded from Wanaka accessways.
11	Golfcourse Rd between Ballantyne and Cardrona rds	New	2007/08	QLDC	1.2km	Short walk, compacted aggregate	\$20,000	Yes	Roadside walkway
12	Studholme Road connection	New	2008/09	QLDC	1.5km	Walking track			
13	3 Parks link tracks	New	—	Developer	—				
14	Mt Iron Rd to Albert Town (Lagoon Ave) via Riverside Tces	New	2007/08	QLDC	1.2km	Walking track	\$25,000	Yes	
15	Cardrona link between Hotel and community facilities	New	2007/08	QLDC	300m	Walking track	\$10,000		Roadside walkway
16	Aubrey Rd trail: Outlet Rd to Anderson Rd	New	2007/08	QLDC	2.5km	Walking track	\$25,000		Roadside walkway. Being built for roading by Walkways contractor

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Recreational Trails									
17	Ironside Hill to Glendhu Bay	New	2007/08	ORC	8km	Walking track or tramping track		Yes	
18	Hillend walking tracks	New	2007/08	Developer		Walking track			
19	Roys Bay marina to Bremner Bay	Upgrade	2006/07	QLDC	1100m	Short walk, compacted aggregate	\$20,000		No separate trail around Eely Point- to use existing road
20	Beacon Point Rd – close middle section to vehicles	Modify	2007	QLDC	2km	Improve section of road off Penrith Park	\$20,000		Funded from Wanaka foreshore/Beacon Point walkway project as above
21	Plantation Mountain Bike Park – secure tenure		2006/08	QLDC		Existing mtn bike tracks		Yes	
22	Albert Town to Dublin Bay adjacent to waterway		2007/08	Club/DOC	7.2km	Single track mtn bike		Yes	Mtn bike track
23	Unformed legal rd: Mt Aspiring rd to lake	New	2006/07	QLDC	1km				
24	Sawmill to Clutha River		2007/08		1km	Poled route			Clear vegetation, mark and add stiles
25	Cardrona lookout track	New	2007/08	QLDC	150m	Short walk, compacted aggregate	\$7,000		To hill behind Cardrona Hall, funded from Wanaka accessways budget
26	Cardrona river access and track along river to Snow Farm entrance	New	2007/08		2.3km	Walking track		Yes	
27	Lake Hawea foreshore: Flora Dora Pde to Muir Rd	New	2006/08	QLDC	2.3km	Walking track	\$60,000	Yes	

	Walkway Project	New or Upgrade	Priority	Lead Organisation	Length	Proposed standard	Estimated cost	Outside funding potential	Comments
28	Clutha Mata-au Parkway trail: along Clutha River, Albert Town to Luggate	New	2009	Upper Clutha Tracks Trust		To be confirmed		Yes	
29	Hawea: lakefront Muir rd to Johns Ck	New	2007/08	QLDC	3.4km	Poled route		Yes	
30	Hawea River track: Hawea to Albert Town	New	2007/08	Upper Clutha Tracks Trust	12.5km	To be confirmed		Yes	
31	Butterfield Rd unformed legal road to river	New	2008/09	QLDC	1.8km	Poled route			
32	Makarora River access tk	New	2008/09	QLDC	2.5km	Walking track	\$40,000	Yes	Excludes cost of bridge across Whites Ck
33	Luggate Creek to Clutha River	New	2007/08	DOC/Developer	3.6km				
34	Luggate Holdings walkways	New	2007/08	Developer		Walking track			
35	Albert Town to SH84 bridge via Cardrona Bridge	New	2007/08	QLDC/Developer	3.3km	Short walk and poled route	\$20,000	Yes	
36	Cardrona River: Snow Farm to Ballantyne Rd	New	2008/09			Poled route			Strongly supported by Cardrona Resident & Ratepayers Assoc
37	Makarora unformed legal road from SH to river opp cemetery	New	2008/09	QLDC		Poled route			

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Roading Improvements									
38	Ballantyne Road: SH84 to Riverbank Rd	Upgrade	2009/-	QLDC Roding	2.3km	Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road
39	Riverbank Road	Upgrade	2010/-	QLDC Roding	5km	Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road
40	SH84 & 6: Anderson Rd to Albert Town junction and then to Albert Town	Upgrade	2010/-	Transit	2.1km	Wider carriageway for cycles & pedestrian access		Yes - LTNZ	sealed shoulder each side and roadside path
41	Beacon Point Rd: Aubrey Rd to Penrith Park Dr	New	2007/08	QLDC Roding	1.6km	Footpath			Add footpath
42	Domain Rd (Hawea)	Upgrade	2010/-	QLDC Roding		Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road
43	Muir, Cemetery, Gladstone roads (Hawea)	Upgrade	2010/-	QLDC Roding		Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road
44	Mt Aspiring Rd to Glendhu Bay	Upgrade	2010/-	QLDC Roding	10km	Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road
45	Cardrona Rd: Wanaka to Riverbank Rd	Upgrade	2010/-	QLDC Roding	3.5km	Wider carriageway for cycles		Yes - LTNZ	sealed shoulder each side of road