

Report No:	RCN12-05-15
File No:	
Date:	15 May 2012
Decision Required	

REPORT SUMMARY

Report to: Full Council
Meeting Date: 24 May 2012
Report Author: Dugald Ley, Development Engineer
Subject: **Tasman's Great Taste Trail**

EXECUTIVE SUMMARY

This report provides a recommendation for funding of Tasman's Great Taste Trail in response to submissions to the Draft Long Term Plan 2012-2022.

RECOMMENDATION

That the report is received.

DRAFT RESOLUTIONS

THAT the Tasman District Council receives the Tasman's Great Taste Trail report, RCN12-05-15; and

THAT the Tasman District Council includes the completion of Tasman's Great Taste Trail loop (175 km) over years 2012 to 2019 in the final Long Term Plan with funding provided as noted in Appendix 1 of the report RCN12-05-15.

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1. PURPOSE

- 1.1 This report outlines a recommendation to Council for funding of Tasman's Great Taste Trail in response to public submissions to the Draft Long Term Plan 2012-2022 and following discussion at a Council workshop on 9 and 10 May 2012.

2. BACKGROUND

- 2.1 The Draft Long Term Plan stated that no funding is allocated in the next ten years to extend the Tasman's Great Taste Trail past the Stage One proposal which has been retained, ie from Richmond to both Wakefield and Mapua as a Grade 1/2 trail.
- 2.2 Ninety-three submitters were in favour of continuing the Tasman's Great Taste Trail project with most outlining the economic benefits that the Trail will bring to the region. A number of submitters have already made a financial commitment to their business in support of the Trail.
- 2.3 The Ministry of Economic Development has also requested that Council continue with the 175 km loop trail and have offered to contribute an additional \$150,000 if Council makes a commitment to extend the Trail to Kaiteriteri in the 2012/13 financial year. The Ministry has also requested that Council continues to advance the loop trail as originally planned in the feasibility study Council signed in 2010.

3. PRESENT SITUATION/MATTERS TO BE CONSIDERED

- 3.1 Stage One of the Trail is progressing and will be completed by 31 December 2012 (later than the planned date of 31 October 2012).
- 3.2 The 80 metre Wairoa Suspension Bridge is now underway, along with various board walks and paths around the Waimea Estuary which are also under

construction. Resource consent for the bridge over the Waimea River (end of Lower Queen Street) has been approved by Council. Stage One of the Trail is progressing favourably.

- 3.3 Tourists and local users will soon have access to parts of Tasman's Great Taste Trail that are worthy of recommending to others as a great ride.
- 3.4 Recent statistics show that cycle tourist numbers have doubled since 2008.
- 3.5 However these Stage One rides are only one-day rides and to obtain the economic benefits to the region as suggested by the Ministry and through submissions, the Trail is required to be extended to make it at least a three-to-four day ride which will result in visitors staying in the region for several days.

4. FINANCIAL/BUDGETARY CONSIDERATIONS

- 4.1 Both the Transportation Manager and the Community Services Manager had previously advised that they have committed funds to other projects in the Draft Long Term Plan; hence they had no further funding available in their budgets for this Trail.
- 4.2 In light of the number of submissions to the Draft Long Term Plan supporting funding of this project, staff have reassessed priorities for other projects and have estimated costs/timeframes to extend the Trail to complete the loop within seven years, ie by 2018/19.
- 4.3 Appendix 1 provides an estimate and timelines to complete the loop and take advantage of the funding of \$150,000 offered by the Ministry of Economic Development. Note – once Council has committed to this project, community sponsors and contributors can provide their support and some of the costs may well be reduced in the coming years.
- 4.4 The funding sources to complete the project were discussed at the workshop and agreement was reached that, as this was a District/Region wide asset, a shared facility rate be investigated to fund the project.

5. OPTIONS

- 5.1 The following resolution was passed at the Engineering Services Committee meeting on 26 April 2012:

THAT Council continues to meet the terms of the existing funding agreement with the Ministry of Economic Development for the delivery of Stage 1 of the Trail”.

- 5.2 As discussed by Council at previous meetings, it is clear that the preference is for a Grade 1/2 trail (novice bike riders and families) as a base ride to achieve the ultimate trail.
- 5.3 However, to achieve a link from Mapua to Kaiteriteri by 31 December 2012 requires further time to negotiate with affected parties. Therefore, a lower Grade 3 trail is required for a temporary period. This temporary grading has been approved by the Ministry of Economic Development and would meet its “Great Ride” status.
- 5.4 Discussion included the use of either a District Facility or Shared Facility rate and also the use of funding from the Richmond, Motueka and Moutere Ward Reserve Fund Contribution accounts. It was generally accepted that Council use the Shared Facility rate as this project will benefit both Tasman District and Nelson City residents and will meet the purpose of the rate being funding for community, recreational, sporting or cultural regional projects.
- 5.5 At the workshops, the Community Services Manager tabled a recommendation to remove draft funding for Shared Facilities capital works as part of Council’s share of Saxton Field projects as Nelson City Council has also removed its share as part of its Long Term Plan.
- 5.6 The Community Services Manager also stated there was ability to fund a portion of the Trail in years three to seven through Reserve Fund contributions which is a levy on development and land subdivision. These figures are set out in Appendix 1.
- 5.7 Other funding sources were discussed and it is logical to assume and indeed becoming evident that local community funding can be sourced to upgrade and extend trails.
- 5.8 It was also the view expressed at the workshop that, as councils have recently been taken to task by central government to control spending, reduce rates etc, Government should fund a proportion of the cost to complete the loop.
- 5.9 This request for additional funding has been sent to the Ministry of Economic Development. We have had no formal reply but informally we have been advised that no further funding is presently available other than the \$150,000 client reserve which has been approved. Note, the response from the Ministry may be available by the time of the meeting on 24 May 2012.

6. PROS AND CONS OF OPTIONS

- 6.1 The preferred route from Mapua to Kaiteriteri is as per the route plans shown in Appendix 2.
- 6.2 The route via Seaton Valley is temporarily Grade 3 for one year until agreements can be confirmed with affected landowners to upgrade the Chaytor Track/Higgs Road links in 2013/2014.
- 6.2 The reduced grade on Tasman View Road is the result of doing the minimum work in light of Council's long term plans to upgrade this road and install a high pressure water main along its length in 2021/2022.
- 6.3 The route through Motueka-Riwaka is presently formed, albeit to a Grade 3/4 trail. Some upgrades (widening) will be required to raise it to Grade 2. It is envisaged that community groups in and around Motueka will co-contribute to upgrade the route to Grade 1/2 within a short timeframe (possibly one to two years).
- 6.4 It is noted that the route of Pigeon Valley to Woodstock will now not be part of the Tasman's Great Taste Trail but will be a "connecting network" route similar to the recently approved "Golden Downs" Trail.
- 6.5 The Ministry of Economic Development has advised that the programme and funding as set out in Appendix 1 will meet its requirements and will achieve a "Great Trail" status when completed.

7. SIGNIFICANCE

- 7.1 This decision is classed as of minor significance in terms of Council's Significance Policy, viz "The extent of which any decision is likely to be controversial in the context of numbers of people affected, the area or duration of the effect." The matter has been through a Special Consultative process by being consulted on through the Draft Long Term Plan.

8. RECOMMENDATION

- 8.1 It is staff's view that extension and commitment to completion of Tasman's Great Taste Trail will give economic benefit to all of Tasman District and that funding for this project should be given priority as this trail will be one of a very few nationally with "Great Trail" status. This will result in attracting many overseas visitors and stimulation of the economy in the region.

- 8.2 Appendix 1 sets out the budgets required for each year to complete the 175 km Tasman's Great Taste Trail. Also attached (Appendix 2) is a map showing the costings for each location. Note this will result in an increase in the Shared Facilities rate of \$2.25 (GST inclusive) over and above that in the draft Long Term Plan for year 2012/2013 and increase to \$6.31 (GST inclusive) from 2014/2015 for the duration of the loan period.
- 8.3 It is recommended that the completion of Tasman's Great Taste Trail loop and an extension to Kaiteriteri be funded via an increase in the Shared Facilities Rate.

9. TIMELINE

- 9.1 Council currently has a contract for consultancy services with the Nelson-Tasman Cycleways Trust. This contract is for the supervision of Stage One (44 km) of the Trail only. This is programmed for completion in December 2012.
- 9.2 Future works will include the design and construction of Stages 2 and 3 and connection to Kaiteriteri. A new and amended contract for consultancy services will be arranged immediately after Council has confirmed that the Tasman's Great Taste Trail will proceed.

10. DRAFT RESOLUTION

THAT the Tasman District Council receives the Tasman's Great Taste Trail report, RCN12-05-15; and

THAT the Tasman District Council includes the completion of Tasman's Great Taste Trail loop (175 km) over years 2012 to 2019 in the final Long Term Plan with funding provided as noted in Appendix 1 of the report RCN12-05-15.

Appendices

Appendix 1 – Financial Report

Appendix 2 - Map