



AGENDA

Ordinary meeting of the

Sports and Recreation Committee

Thursday 24 November 2016

Commencing at 9.00am

Council Chamber

Civic House

110 Trafalgar Street, Nelson

Membership: Councillor Tim Skinner (Chairperson), Her Worship the Mayor Rachel Reese, Councillors Ian Barker, Mel Courtney, Kate Fulton, Brian McGurk, Mike Rutledge (Deputy Chairperson) and Stuart Walker

Guidelines for councillors attending the meeting, who are not members of the Committee, as set out in Standing Orders:

- All councillors, whether or not they are members of the Committee, may attend Committee meetings (SO 2.12.2)
- At the discretion of the Chair, councillors who are not Committee members may speak, or ask questions about a matter.
- Only Committee members may vote on any matter before the Committee (SO 3.14.1)

It is good practice for both Committee members and non-Committee members to declare any interests in items on the agenda. They should withdraw from the room for discussion and voting on any of these items.

1. Apologies

Nil

2. Confirmation of Order of Business**3. Interests**

3.1 Updates to the Interests Register

3.2 Identify any conflicts of interest in the agenda

4. Public Forum

4.1 James Horan - Nelson Mountain Bike Club

James Horan, from the Nelson Mountain Bike Club, will speak about the Parks and Reserves Track Strategy.

5. Confirmation of Minutes**6. Status Report - Sports and Recreation Committee -
24 November 2016****7 - 8**

Document number R6809

Recommendation

That the Committee

***Receives the Status Report Sports and Recreation
Committee 24 November 2016 (A1664423).***

7. Chairperson's Report

RECREATION AND LEISURE

8. Parks and Reserves Tracks Strategy 9 - 51

Document number R6380

Recommendation

That the Committee

Receives the report Parks and Reserves Tracks Strategy (R6380) and its attachments (A1657732, A1575993 and A1595471).

Recommendation to Council

That the Council

Adopts the Parks and Reserves Tracks Strategy 'Out and About – On Tracks' (A1657732) and the 'Implementation Plan – Proposed Tracks and MTB Hubs' (A1575993) and 'Proposed Tracks Location Maps' (A1595471).

9. Brook Valley Holiday Park: Options to Re-open 52 - 60

Document number R6605

Recommendation

That the Committee

Receives the report Brook Valley Holiday Park: Options to Re-open (R6605).

Recommendation to Council

That the Council

Approves a limited reopening of the Brook Valley Holiday Park, camp sites only, with a minimum increase in service standards, noting the increase in capital (\$14,500) and operational costs (\$12,500) to achieve this as detailed in report R6605; and

Considers a reduced rate for freedom campers; and

Considers any full opening of the Brook Valley Holiday Park on completion of the Brook Recreation Reserve Comprehensive Development Plan.

10. Natureland Capital Grant

61 - 64

Document number R6784

Recommendation

That the Committee

Receives the report Natureland Capital Grant (R6784).

Recommendation to Council

That the Council

Approves the request from Natureland Wildlife Trust to spend the remaining \$35,000 capital grant allocation towards projects in 2016/17, adjusting budgets accordingly.

PUBLIC EXCLUDED BUSINESS

11. Exclusion of the Public

Recommendation

That the Committee

Excludes the public from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Particular interests protected (where applicable)
1	Public Excluded Status Report - Sports and Recreation Committee - 24 November 2016	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)
2	Community Leases - Omnibus Report	Section 48(1)(a) The public conduct of this matter would be likely to result in disclosure of information for which good reason exists under section 7	The withholding of the information is necessary: <ul style="list-style-type: none"> • Section 7(2)(i) To enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)

12. Re-admittance of the public

Recommendation

That the Committee

Re-admits the public to the meeting.

Status Report - Sports and Recreation Committee - 24 November 2016

1. Purpose of Report

- 1.1 To provide an update on the status of actions requested and pending.

2. Recommendation

That the Committee

Receives the Status Report Sports and Recreation Committee 24 November 2016 (A1664423).

Shailey Burgess
Administration Adviser

Attachments

Attachment 1: A1664423 - Status Report - Sports and Recreation Committee



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Status Report - Sports and Recreation Committee – 24 November 2016

MEETING DATE	SUBJECT	MOTION	RESPONSIBLE OFFICER	COMMENTS
14 April 2016 (Community Services Committee)	Community Services Fees and Charges	<p>Resolved CS/2016/020</p> <p><u>THAT</u> the report Community Services Fees and Charges (R4753) and its attachment (A1507700) be received;</p> <p><u>AND THAT</u> the proposed fees and charges as detailed in attachment 1 (A1507700) of Report R4735 be approved effective 1 July 2016;</p> <p><u>AND THAT</u> minor corrections be undertaken as outlined through the meeting and these be communicated back via the Councillors' newsletter;</p> <p><u>AND THAT</u> it be noted that the charging regime for the Golf Course will be brought to a future Committee meeting;</p> <p><u>AND THAT</u> it be noted that the charging regime for the Trafalgar Centre will be brought to a future Committee meeting;</p> <p><i>(Note: this resolution has been split between the Community Services Committee and the Sports and Recreation Committee to fit within appropriate delegations)</i></p>	Peter Anderson	<p>Fees and Charges for Golf Course and Trafalgar Centre will be prepared in due course and brought to future committee meetings.</p> <p>Timing is dependent on completion and reopening of Trafalgar Centre, and finalisation of MoU between Council and Maitai Golf Club.</p> <p>Ongoing</p>

Parks and Reserves Tracks Strategy

1. Purpose of Report

- 1.1 To recommend to Council to adopt the Parks and Reserves Tracks Strategy 'Out and About – On Tracks'.

2. Summary

- 2.1 The 'Out and About – On Tracks' Strategy provides clear direction for the Council, key partners and the community with regards to the planning and provision of front country off road recreation.

3. Recommendation

That the Committee

Receives the report Parks and Reserves Tracks Strategy (R6380) and its attachments (A1657732, A1575993 and A1595471).

Recommendation to Council

That the Council

Adopts the Parks and Reserves Tracks Strategy 'Out and About – On Tracks' (A1657732) and the 'Implementation Plan – Proposed Tracks and MTB Hubs' (A1575993) and 'Proposed Tracks Location Maps' (A1595471).

4. Background

- 4.1 Following discussion on the 'Out and About - Active Travel and Pathway - based Recreation Travel Policy' during the Long Term Plan 2015-25 deliberations, a sum of \$10,000 was allocated to develop a Parks and Reserves off road tracks strategy.
- 4.2 The strategy will encourage the shared use of tracks and trails with courtesy, care and consideration recommended between and within user

groups. Conflict reported by some users and concern from representatives of the Brook Valley Community Group will be addressed by providing planning objectives and an implementation plan.

- 4.3 Various groups and individuals have been consulted in the preparation of the strategy including the Nelson Mountain Bike Club, the Mountain Bike Trails Trust, Tasman Cycle Trails Trust, Bicycle Nelson Bays, Over Fifties Walking Group, Waimea Tramping Club, Athletics Nelson, Nelson Walkers Unite, Brook Valley Community Group, Department of Conservation and Tasman District Council.
- 4.4 A Council workshop was held on 12 July 2016. Feedback was received from councillors as follows:
 - General support for converting the existing 'shared use' section of the Maitai Walkway from the lower Nile Street Bridge at Domett Street to Jickells Bridge immediately above Branford Park as 'exclusive use walking'.
 - Differing responses on converting the existing 'shared use' section of the Maitai Walkway from Jickells Bridge above Branford Park around the Maitai Cricket Ground to Gibbs Bridge beside Sunday Hole as 'exclusive use walking'. Officers advised that this would be discussed further with stakeholders.
 - General support for converting the existing Grampians 'shared use' paths to 'exclusive use walking' with a 'shared use' track between Motueka Street/Blampied Street over the Grampians to Blick Terrace.
 - Upgrading the tracks to the Maitai Caves and Dew Lakes should be deferred at this time until further information is known on possible environmental effects.

5. Discussion - Strategy Content

The strategy includes the following sections:

- 5.1 Demand analysis. This section assesses the participation levels and considers population profiles and projections to 2025.
- 5.2 Key findings. These relate to either 'behavioural' or 'design/infrastructure' aspects.
- 5.3 Hierarchy and grading of tracks. The draft strategy explains three levels of use hierarchy (shared use, priority use and exclusive use) which applies to users, be they pedestrians or cyclists. It further covers the grading or level of difficulty of tracks for both walkers and mountain bikers.
- 5.4 Desired outcomes. These include contributions to improved social, mental and physical well-being of residents, benefits to the local economy, an embedded culture of courtesy and respect and reduction in any negative environmental impacts.

- 5.5 Statements of intent. These include user equality; consultation; track design and sustainable management; hierarchy and grading systems that are defined understood and managed; and a code of conduct.
- 5.6 Planning objectives to achieve the desired outcomes.
- 5.7 Procedure for new track developments.
- 5.8 Implementation plan. This lists the key actions over the next ten years and is appended to the strategy to enable amendments to be made over time. It includes proposed tracks for walking and cycling, hierarchy and grade. Construction will be subject to any necessary resource consents, available funding for development and agreement between the Council and the applicant on responsibility for ongoing maintenance.
- The implementation plan will be reviewed in 2017 as part of the Parks and Reserves Asset Management Plan 2018-28 prior to its adoption and thereafter every three years.
 - The Parks and Reserves Asset Management Plan will inform the Long Term Plan 2018-28 which determines work on track development and related facilities annually through its Annual Plan.
- 5.9 Memoranda of Understanding. For non-Council built tracks Memoranda of Understanding will be entered into with the Nelson Mountain Bike Club and other applicant groups or individuals covering development and maintenance funding responsibilities, hierarchy, grade and quality of build and be a condition of approval prior to commencement of work.
- 5.10 Responses to the proposed strategy are as follow:
- Nelson Mountain Bike Club
- 5.11 The Club opposes the exclusion of bikes on the Maitai Walkway between the Nile Street Bridge at Domett Street and Jickells Bridge immediately above Branford Park.
- 5.12 The Club accepts in principle the proposed changes to the track system on the Grampians but is concerned that loss of these links prematurely will result in riders being encouraged to ignore the restrictions because no alternative has been provided.
- 5.13 The Club requests that restrictions on mountain biking on the Grampians not be undertaken until the reinstatement of the existing Codgers tracks is completed and that a route between Bishopdale and Brook Valley via the south Grampians is completed and open to riding.
- 5.14 The Club has requested further trails to the Maitai Caves, the Dew Lakes and beyond to Department of Conservation 'back country' land. These however have been excluded from the strategy at this time to allow further investigation of possible environmental effects. These routes can be considered when the Implementation Plan is reviewed for the Parks and Reserves Asset Management Plan 2018-28.

Nelson Walkers Unite

- 5.15 Supports the Strategy document. Supports the exclusion of MTBs on the Maitai Walkway between Gibbs Bridge and the Nile Street/Domett St Bridge.

Brook Community Group

- 5.16 The Group asks for a balance of walking and MTB tracks with clear maps and signage. It asks to be consulted on activities or changes to activities in the Brook Valley. It supports discouraging parking at Betsy Eyre Park and asks to be consulted on the location of a future MTB hub in the Brook.

Tasman Cycle Trails Trust

- 5.17 The Trust is planning a future extension to the Dun Mountain Trail from the upper Maitai Valley to join the existing trail at the Tantragee Saddle and the Maitai Walkway below the Maitai Camp. It is also working with Council officers on a route alongside the Tahuna Beach Camp to join the existing Great Taste Trail at Nelson Airport. These trails will be addressed as future amendments to this strategy through the Parks and Reserves Asset Management Plan 2018-28.
- 5.18 Following adoption of the Strategy the Nelson Mountain Bike Club will be advised in writing of the process it must adhere to prior to the commencement of work on a new or existing track. Other future applicants for new track developments will receive the same advice.

6. Conclusion

- 6.1 The draft 'Out and About – On Tracks' strategy is expected to provide a managed way forward for the future development and operation of the off road tracks network on Council land.
- 6.2 The Implementation Plan lists the proposed new tracks and changes to the existing track hierarchy. This will be reviewed in 2017 for the 2018-28 Parks and Reserves Asset Management Plan and thereafter on a triennial basis.
- 6.3 Officers recommend the adoption of this strategy.

Andrew Petheram

Property Parks and Facilities Asset Manager

Attachments

Attachment 1: A1657732 - Out and About - On Tracks [↓](#)

Attachment 2: A1575993 - Implementation Plan [↓](#)

Attachment 3: A1595471 - Proposed Tracks Location Maps [↓](#)

Important considerations for decision making

1. Fit with Purpose of Local Government

The recommendation is for the provision of good quality fit for purpose recreation tracks. Most tracks will be 'shared use'.

This activity provides for the recreation needs of the local community but is increasingly drawing visitors from further afield. The Nelson/Richmond/Tasman mountain bike track network was accredited as an International Mountain Bike Association Gold Ride Centre in August 2015, placing it among the best mountain bike destinations in the world.

2. Consistency with Community Outcomes and Council Policy

The recommendation is consistent with the intent of the Long Term Plan 2015-25 and the Community Outcome of 'Our communities have access to a range of social, educational and recreational facilities and activities'.

It is consistent with other previous decisions by the Council including the 'Out and About' – Active Travel and Pathway-based Recreation Policy.

The strategy fits with Nelson 2060 by encouraging a vibrant and sustainable Nelson and a thriving economy.

3. Risk

There is little risk in adopting the Strategy and there are opportunities to amend or add to the implementation plan through the Parks and Reserves Asset Management Plan on a triennial basis.

A risk to cyclists' safety could occur if cyclists are excluded from the Maitai Walkway before a cycle lane along the short length between Branford Park and Nile Street is developed.

4. Financial impact

\$88,000 is included in the 2016/17 Annual Plan for remedial works and improvements to the Codgers mountain bike tracks; car parking, wash down and a portable toilet in the Brook Valley and a descending track and portable toilet on Fringed Hill. The Nelson Mountain Bike Club has indicated it will be funding the remainder of the costs. A further \$50,000 has been provided for a Grade 2 and 3 track at Marsden Valley.

The costs of implementing further tracks and related infrastructure beyond 2016/17 are unbudgeted in the current Long Term Plan 2015-25 but will be considered in the Long Term Plan 2018-28.

Preparation of a separate but related financial report has been provided for in the 2016/17 Annual Plan to consider the overall financial benefits of mountain biking to the City. This will inform decisions for the 2017/18 Annual Plan and the Long Term Plan 2018-28.

5. Degree of significance and level of engagement

Preparation of the strategy incurs a minor level of significance but consultation has been extensive and has included the following: Nelson MTB Club, MTB Trails Trust, Bicycle Nelson Bays, Over Fifties Walking Group, Waimea Tramping Club, Athletics Nelson, Nelson Walkers Unite, Brook Valley Community Group, Department of Conservation and Tasman District Council. All groups are generally in agreement with the draft document.

The recommendation is not significant under the Council's Significance and Engagement Policy

6. Inclusion of Māori in the decision making process

Maori have not been included in the preparation of this draft strategy document. Ngati Koata has been consulted as owners of adjacent land.

7. Delegations

The Sport and Recreation Committee's areas of responsibility include the provision and operation of recreation facilities and services.

The Sport and Recreation Committee has powers to recommend policies and strategies to the Council.

‘Out and About – On Tracks’

Nelson City Council’s Parks and Reserves Off Road Tracks Strategy

BACKGROUND

In October 2015 the Nelson City Council adopted its ‘Out and About’ – Active Travel and Pathway-based Recreation Policy covering physical activity on roads, footpaths and pathways either for travel or recreation purposes. During the Policy’s development it became evident there was a need to develop a complementary but separate strategy specifically for pathway based recreation.

‘Out and About – On Tracks’ is that strategy, and should be read in conjunction with ‘Out and About’ – Active Travel and Pathway-based Recreation Policy. Please note that the term ‘Pathway’ used in the earlier ‘Out and About’ Policy has been replaced by the term ‘Track’.

INTRODUCTION

Nelson is known and admired for the fact it is surrounded by an abundance of accessible outdoor recreation opportunities for residents and visitors alike.

Participation in activities using front country off road tracks has increased rapidly over the past 10 years, to the point where many tracks are now under pressure in specific areas. This has resulted in increasing conflict between some users, and there is no sign of participation growth slowing down. The recent identification of Nelson as a leading international mountain bike destination¹ is likely to increase participation and use by visiting bikers, and the number of walkers (particularly older walkers) is expected to increase in correlation with the growing older adult population resulting in greater demand and behaviour management challenges going forward. The situation needs to be managed proactively now to ensure a positive future for Nelsons front country off road recreation for residents and visitors alike.

The purpose of this strategy is to provide clear direction for the Nelson City Council, key partners and the community with regards to the planning and provision of front country off road recreation within Nelson City over the next ten years for residents and visitors continued use and enjoyment. It is to be a living document, so while the strategy itself will remain unchanged, the strategy’s implementation plan will change to take advantage of currently unforeseen strategic opportunities that will no doubt arise during the strategy’s lifespan. As a result the strategy’s implementation plan will be reviewed and updated triennially from October 2017 to enable inclusion and alignment with Council’s 2018-28 Parks and Reserves Asset Management Plan, which informs Nelsons Long Term Plan 2018-28.

¹ The Nelson/Richmond/Tasman mountain bike track network was accredited as an International Mountain Bike Association (IMBA) Gold Ride Centre in August 2015, placing it among the best mountain bike destinations in the world.
Nelson City Council’s Parks and Reserves Off Road Tracks Strategy 2016-2026

The term 'front country' has been used to differentiate between the different domains of off road tracks, and refers to those that are easily accessible from urban areas and cater for a range of physical fitness and skill levels, as opposed to 'back country' tracks, which are generally further away from urban areas, in more rugged terrain requiring higher levels of physical fitness and skills to reach and utilise, and are therefore not under the same level of participation pressures. While this strategy doesn't focus on 'Back Country' Off Road Tracks it does support the relationships and management arrangements currently in place between key 'Back Country' land owners such as private land owners, NCC, DoC, Nelson Mountain Bike Club (NMTBC), Mountain Bike Trails Trust (MTBTT) and other key users (e.g., Over Fifties Walking Group, Athletics Nelson, Nelson Tramping/Orienteering Club) which are considered appropriate and effective at this point in time.

The primary users and therefore focus of this strategy are walkers (including people with disabilities, those walking dogs, and walking with baby buggies), off road runners, mountain bikers and to a lesser extent people on assisted motorised bikes up to 300 watts who use front country tracks for their recreational enjoyment as opposed to transportation. Motorised bikes over 300 watts are treated as motorbikes and therefore not permitted on Council owned front country off road tracks.

Front country off road tracks include everything from well-formed wide gentle gradient local tracks alongside rivers, to more challenging rough technical narrow tracks with steep climbs, steps and drop-offs. The provision of bridle tracks is not included in the scope of this Strategy.

These recreation activities already provide significant economic benefit for the local economy and also offer substantial growth potential, particularly when linked to other bike tourism initiatives in the region (e.g. the Great Taste Trail). The ongoing support, development and promotion of front country off road track recreational use from domestic and international tourism (in particular mountain biking) will continue to bring economic benefits to Nelson for the foreseeable future.



THE STRATEGY

VISION: Nelson is a city held in high regard nationally and internationally for its sustainably managed and easily accessible network of scenic front country off road tracks, that provide enjoyable and safe recreation opportunities for all users.

AIM: To maximise recreation opportunities and enjoyment for all front country off road track users and minimise any potential conflict through effective track design and mutual respect between users.

OUR DESIRED OUTCOMES

The following outcomes guide future development and management of front country off-road tracks in Nelson.

1. Track-based recreation and sport participation contributing to improved social, mental and physical wellbeing of residents
2. Track-based recreation and sport attracting more visitors and events to the region and generating benefits for the local economy
3. Track-based recreation and sport events attracted to the region
4. An embedded culture of courtesy and respect between all users of tracks
5. Sensitive network planning and design reducing any negative user conflict and environmental impacts

OUR KEY PRINCIPLES/STATEMENTS OF INTENT

The following principles are fundamental to the future development and management of front country off-road tracks in Nelson.

1. All track users are equally important, and need to be catered for within the track network
2. Track user representatives will be consulted during the planning of physical track works
3. Tracks are to be designed and sustainably managed in accordance with industry best practice²
4. The Track Hierarchy and Grading System will be well-defined, clearly understood and appropriately managed
5. All track users adhere to Nelson's Front Country Off Road Track Users Code of Conduct
There will be an agreed, understood and honoured code of conduct for all track users which aligns with the track hierarchy, and emphasises the importance of the three C's, Courtesy, Consideration and Care.

OUR PLANNING OBJECTIVES

The following objectives drive future development and management of front country off-road tracks in Nelson to achieve the desired outcomes.

² Currently recognised standards include the Department of Conservation and the NZCT standards for design, management and tracks classification recommendations.

Objective	Commentary
Clarity in classification of track types and purpose and a clearly defined hierarchy with recognized levels of service.	Track types and purpose: are clearly defined for each track in the network, e.g. mountain bike downhill, tranquil walk Track standards: levels of service are clearly defined and identified for each track in the network, e.g. easy to advanced grade Hierarchy: ladder of tracks and ladder of track standards providing for all levels of ability and challenge within the track network
Consistency in use of standards in classification of each track within the network and consistency in communication to users of the standard of each track within the network	Consistency: The track is signposted and marked on maps as being of a specific standard with consistent level of safety, forward vision and gradient. It is preferable track grades remain for the entire track length, however if a change does occur it will be made clear via signage (and possibly mobile app software in future) Continuity: when choosing a route, users have accurate information about variations in level of service and difficult parts of the route.
Channelling encourages users to use tracks that are suited to their needs and expectations and enables exclusive use of a particular track or area or location when needed. <i>Where this isn't practical (e.g. an experienced mountain biker using a slower shared track as a link to a more technical trail) they need to ride at the pace of the track – adopting the principle of 'the path determines the behaviour' which will need to be part of the education process</i>	Channelling: providing alternative routes and separate tracks or areas. I.e. fast confident cyclists use tracks with higher degrees of difficulty/challenge and less confident riders use easier standard. Separation: keeping different users apart for all or part of a route. Separation of types of users is accepted as a means to minimise conflict between users and to manage demand. Exclusive use: being the most important user relates to fairness of access and provision (and track hierarchy), e.g. where the route has high value for a specific user group because of unique or special attributes not generally or widely available within the network.
An expectation of courtesy enables all users to have an attractive, positive, enjoyable experience and vulnerable users are protected.	Courtesy: respect for other users, both of different modes and of different standards within same mode of use, means users feel safe. Protection of users: Be clear about which users are most vulnerable, e.g. the walker on a shared track. Grow awareness: about the need for courtesy around the very young, the elderly and users with disabilities through a combination of etiquette, education and social enforcement of acceptable behaviour.

<p>Special or unique attributes of a track, area or location within the network are recognised, highly-valued and protected</p>	<p>Recognition: of special attributes including significant vegetation, proximity to stream or river edge environments, topography, cultural sensitivity, existing passive recreation use, and the level of existing community involvement and ownership to develop the asset.</p> <p>Protection of attributes: by clearly defining the type(s) of use permitted in keeping with the special or unique attribute (and experience derived from the attribute)</p>
<p>Track-based sport and recreation events are highly-valued and easily hosted within the network</p>	<p>Events: The network has defined tracks and areas with outstanding attributes for events and enable provision of facilities (either temporary or permanent) for participants, their supporters and spectators</p>
<p>Integrated planning and development with neighbouring land owners and controlling authorities providing a seamless experience for users</p>	<p>Regionally integrated: the Nelson track network meshes seamlessly with the network of tracks provided by neighbouring Councils, DoC, trusts and clubs. Routes are well connected, of a consistent standard with little or no difference in track experience (track design, construction and maintenance) along the route</p>
<p>Proactive planning and investment to meet changing and increasing demands from the projected growth in the resident population and visitor numbers, and new technologies, activities and events</p>	<p>Foresight and timely development: growth in demand is usually foreseeable and can be planned for through proactive development of the track network, new access points to the network from urban areas and ancillary facilities (e.g. parking and toilets). Agility in planning is also required to accommodate new technologies (e.g. bikes with electric motors), new activities and events</p>

PROCESS

Additional to the work completed when developing 'Out and About' The Active Travel and Pathway-based Recreation Policy, the Out and About – On Track strategy was developed by:

- An initial workshop with identified key users groups, to hear key issues and establish a process for the strategy's development
- Face to face interviews with each user group to further clarify key issues, explore potential solutions and ideas for improvement
- Review of relevant policies and strategies
- Review of relevant available participation data
- Development of a draft strategy, that was reviewed by Council, key partners and users
- Production of a final strategy

STRATEGIC ALIGNMENT

This strategy has given due consideration to, and sought alignment with the following organisations and/or policy documents, where relevant summaries can be found in the appendixes.

International

- International Mountain Bike Association (IMBA)

National

- Sport NZ Group Strategic Plan 2015-20
- The New Zealand Walking Access Commission (NZWAC) National Strategy 2010-2035
- Cycling NZ Strategic Plan 2015
- The New Zealand Cycle Trail Design Guide 2015
- The Department of Conservation Track Construction and Maintenance Guidelines
- Mountain Biking NZ Constitution

Regional & Local

- Nelson City Council 2060
- Nelson City Council LTP 2015-2025
- Nelson City Council 'Out and About' - Active Travel and Pathway-based Recreation Policy – October 2015
- Sport Tasman – Strategic Plan 2014-2017
- Nelson Tasman Cycle Trails Trust Strategic Plan 2015-2020
- Mountain Bike Trails Trust (MTBTT) – Nelson, Tasman, Marlborough 2015 Strategic Plan and various supplementary documents supplied by the MTBTT
- Nelson Mountain Bike Club (NMTBC) submissions

DEMAND ANALYSIS

Participation Rates & Trends

Securing accurate and quantifiable information on the current levels of participation for the front country recreation activities of walking, off road running and mountain biking in the Nelson/Tasman region has been a difficult process due to the mainly informal and casual nature on which no reliable information or data is accurately or regularly recorded, and is often not extrapolated from the sport as a whole (e.g. mountain biking grouped with cycling which includes road and velodrome, off road running which is grouped with road, track and jogging etc.).

As such a definitive picture of participation is not feasible. However, the following data provides an indication of current national and regional participation rates and trends.

2013/2014 Sport NZ Active New Zealand Survey

Nationally

- Walking is adult New Zealander's most popular sport and recreation activity with 60% participating (approximately 1,990,000 adults),
- Cycling is the 3rd with 24.8% (approximately 823,000 adults)
- Jogging/Running is 6th with 19.2% (approximately 635,000 adults).
- Cycling has grown the most of all the top 20 most popular sport and recreation activities, increasing 3% since 2007/08
- Sport and recreation participants interested in trying new activities rated cycling highly, with it being number one for men (5.5%) and number four for women (6.1%). Neither Walking or Jogging/Running were listed in the top five recreation activities adults would like to try.
- Walking (14.4%) was the most, and Jogging/Running (4.5%) the 5th most popular recreation activity that adults would like to do more of

2011 Sport NZ's Sport Tasman Young People's Survey Regional Profile

Regionally

- 15.4% of 11-18 year old boys and 14.1% of 11-18 year old girls regularly taking part in running, jogging or cross country.
- 9.3% of 11-18 year old boys and 4.8% of 11-18 year old girls regularly taking part in mountain biking.
- 7.4% of 11-18 year old boys and a significant 33.8% of 11-18 year old girls regularly taking part in walking.

Event Participation

2013/2014 Sport NZ Active New Zealand Survey – Tasman Region

Regionally

- 13.6% (approximately 16,300 adults) took part in at least 1 recreation event in the past 12 months comparable to the national average of 17%.
- Of those events, 'Other running/walking' events were most popular (5.9%), 'Fun runs/walks' (5.2%) were 2nd, and 'Bike events' were 4th (3.1%).

Nelson Mountain Bike Club Membership

The majority of mountain bikers in New Zealand are casual informal users not affiliated to national bodies like Cycling NZ or Mountain Biking NZ. However, it is interesting to note that membership of the local club (NMTBC) is growing exponentially.

- NMTBC membership has increased by over 100% in the last 4 years, going from almost 900 members in December 2012 to over 1750 in October 2016.

Population Profile and Projections

The latest Statistics New Zealand population estimates for the year ended June 2016 tell us that:

- 50,600 people live in Nelson, a 6.5% increase since 2011
- There are slightly more females (26,000) than males (24,600)
- Nelson's median age (43.0 years) is higher than New Zealand as a whole (37.1 years)
- Nelson has a higher percentage of residents aged 65 years and older (18.9%), compared to the National average (14.9%)
- Nelson has a lower percentage of younger residents (18.0%) under 15 years, compared to the National average (19.6%)

NCC Population Projections (February 2015³)

Of particular relevance to this strategy are;

- Nelson's population is projected to increase by 3,500 to 57,800 by 2028, under the medium growth scenario, or by 7,200 to 57,800 under the high growth scenario
- The portion of the population aged 65 and over is expected to reach 27% in 2028 under the medium scenario, or 26% under the high scenario
- About half of the increase in Nelson's population and housing through to 2028 is projected to be in the Stoke area, about a quarter of growth is projected to be in central Nelson suburbs, with the remainder in Tahunanui, Atawhai or north Nelson.

Summary of Demand

The casual and mainly informal nature of front country off road track and trail use and the variance of available data make it difficult to quantify total participation numbers in the Nelson region. However, what can be said is that both the available data around participation and anecdotal evidence from user groups and Council staff alike very clearly indicate increasing participation levels and popularity of off road track and trail use by the wider community. The very fact that participation levels have reached the point where the track infrastructure is under pressure and conflict is arising between users at some key locations in the network is a clear indication of demand in itself. The current situation is expected to continue increasing both from increasing popularity and participation rates, and from expected population growth and predicted demographic changes most significant being the growth in the older aged population. This has significant implications for the mix of track provision in the front country bordering the urban areas of Nelson.

³ Population projections by Statistics New Zealand for Nelson are due to be updated in December 2016. Population estimates since the February 2015 projections have shown Nelson's population growth at a rate halfway between the medium and high scenarios.

KEY FINDINGS

The key findings to date summarised below generally relate to either 'Behavioural' or 'Design/infrastructure' aspects and interestingly appear to only relate to clashes between walkers and mountain bikers, no concerns were expressed by or about runners.

Behavioural

- There are concerns around people walking dogs that are poorly controlled on and off lead
- Some walkers feel undervalued and disrespected by other users and by Council
- Mountain bikers feel misunderstood due the inappropriate actions of a minority group of riders
- There is a theme in feedback that there is lack of respect and speed control by some mountain bikers when they come across other track users raising safety concerns
- There is a perception among some walkers that Council favours mountain bikers over walkers
- Some mountain bikers appear to be impatient, expecting walkers to move out of their way, while some walkers in large groups have blocked tracks making it difficult for other users (including mountain bikers) to easily pass.
- Walkers want peaceful places to walk, where they can relax and don't have to be on alert for other users, this is especially important for vulnerable users (such as elderly, disabled, families with young children)
- There appears to have been no real consultation with users in the past by Council before making track modifications, which has caused some frustration
- There seems to be little courtesy, consideration and care between some users
- There seems to be limited awareness by some users of how to effectively share tracks, there is a noticeable absence of any code of conduct or public promotional campaign beyond some signage, to this effect

Network and Track Design/Infrastructure

- Walkers need some quiet, peaceful walking only areas with appropriate amenities (shade, seating, shelter, toilets etc.)
- Mountain Bikers need some mountain biking only areas which can include for example highly technical jumps, as well as areas for inexperienced riders
- Vulnerable users need to be provided for through appropriate and sensitive design, these can be walkers, runners or mountain bikers.
- Many shared tracks are too narrow with blind spots and poor visibility around corners
- There are limited entry level track options for novice or inexperienced mountain bikers
- Poor planning and design is channelling incompatible users (fast mountain bikers/slow vulnerable walkers) onto inappropriate tracks, or at inappropriate entry points (limited visibility, narrow tracks)
- Growth in use is causing congestion at critical points in the network
- Some walkers like the varied routes, terrain and design that comes from shared use tracks
- Bushy vegetation that blocks lines of sight is a concern
- Track surface and gradient needs to be appropriate for the intended track user
- Though unintended some front country tracks also serve as commuter routes resulting congestion at key times

- The most popular tracks need to be the best designed and built to cater for numbers, they are currently congested at key times
- Where tracks cross or converge, there should be warning signs, track modifications to slow users and good sightlines to minimise safety concerns
- Track and trail modifications should be made for the benefit of all users, unless in an exclusive use area. The removal of steps to accommodate mountain bikers on some shared tracks has made them less suitable for walkers.
- Track entrance infrastructure such as adequate vehicle parking, gathering areas, toilets, BBQ and bike wash down areas, need to be provided and appropriately located.

Summary

- There are conflicting views among both walkers and mountain bikers as to whether the two activities are compatible. However, based on examples throughout the country, it is viable to share most tracks, if behavioural and design elements are appropriately addressed, and different users' needs are catered for.
- Vulnerable users (such as elderly, disabled, children, and inexperienced riders) have specific needs that need to be considered
- The number and variety of tracks currently available for walkers and mountain bikers to use is insufficient, particularly on high use tracks close to populated areas such as the Brook, Maitai and the Marsden Valley in Stoke.
- Courtesy, consideration and care between and within user groups is paramount
- Speed is a common concern for and between all users, and a speed differential is the reality regardless of activity type (e.g. slower mountain bikers also get 'surprised' by faster mountain bikers)
- Overall the key track design elements to consider appear to be:
 - Need a clear hierarchy and grading system for tracks
 - Need to have a balance of tracks of grades to suit the varying user abilities
 - Channelling and separation of users is a valid option, where appropriate
 - Clear lines of sight
 - Controlled vegetation
 - Appropriate signage to identify track and trail types, desired users, forewarn of merging or crossing tracks and trails
 - Inclusion of passing bays on narrow sections of track
 - Appropriate widths, surfaces and gradients for intended users
 - Adequate parking with provision of gathering areas in appropriate locations
 - Provision of viewing and rest areas adjacent to tracks at strategic points (e.g. after a steep climb, near a stream/river)
 - Shade, seating and shelter where appropriate

TRACK HIERARCHY, GRADING & DEVELOPMENT PROCEDURES

Hierarchy

One of the apparent gaps with Nelson City's existing front country off road track network is the absence of any clear hierarchy among the tracks. The following hierarchy has been devised to minimise conflict and maximise experience for all track users, please see the network maps which show a draft application of the hierarchy.

- **Shared Use Tracks**

Tracks available to all users, which will be designed and managed accordingly to ensure that speed and required skill level of potential users is complementary and taken into consideration alongside the needs of vulnerable users (elderly, disabled, younger children, novice and/or older riders) who will take precedence at all times (e.g. mountain bikers and runners slow down or dismount for walkers, and runners or walkers make way for an inexperienced child rider that is clearly doing their best to stay in the middle of a track). For example they may be wide tracks, of a gentle gradient, with a good surface and good lines of sight that are unobstructed by vegetation. It is understood that there will be a need for differentiation between and within shared track users, as clearly inexperienced mountain bikers and older less mobile walkers are not compatible, as the inexperienced rider will not necessarily have the skill level to manoeuvre around the less mobile walker who may have no idea a rider is near due to a visual or hearing impairment.

- **Priority Use Tracks**

Tracks that are available to all users however are most suitable and designed more for a particular user group, who take priority when using the track. For example, a single track in hilly rooty and rutted terrain that is a mountain biking priority use track however some runners or walkers wanting to experience more challenging terrain may wish use it, so they do so in the knowledge they are likely to come across mountain bikers travelling at speed and must maintain vigilance and make way for the biker by moving to the side of the track.

- **Exclusive Use Tracks**

Tracks that are designed, signposted and managed specifically for one particular activity only, no other users are permitted onto those tracks. For example a walking only track that is easily accessible ensuring the protection of vulnerable users in a peaceful setting, ideally with wide tracks (they may include narrow tracks frequented by numbers of vulnerable users and unable to be widened due to their topography) and seating where people can stop to enjoy the tranquil setting at their leisure, and a mountain bike only track that offers riders a technical, fast downhill opportunity on narrow single track with tight berms.

Where the different types of tracks converge, cross or meet there will be 'slow zones' with warning signs, track modifications to slow users and ensure good lines of sight.

Grading & Balance of Tracks with the Network

It is also apparent that there is an imbalance between the grades of tracks available within the network, regardless of activity. It is important that the track network caters for all users from the most vulnerable to the very active, especially given Nelson's predicted ageing, yet active population. Findings to date indicate there is a need for more entry level tracks, catering mainly for vulnerable users, especially for inexperienced mountain bikers (Grades 2-3) – however there needs to be a clear delineation between entry level track users as they may not be compatible unless on wide tracks with plenty of space for manoeuvring and gentle gradients.

Consistency in the application of grades (standard of track) along the entire track section is the key to an enjoyable user experience and general safety of users

It would be useful for all tracks to be graded utilising DoC walking track & NZCT grading benchmarks and standards to determine exactly what new track developments and remedial actions to existing tracks are required to provide a more balanced track network.

Procedure for New Track Developments

All new track development proposals will be considered for an environmental assessment, particular regard is to be given to proximity of tracks to outstanding landscapes or significant natural areas.

Once a proposal is considered environmentally appropriate, a Memorandum of Understanding (MoU) is to be developed between Council and any Group (or Groups) wanting to construct a new track, prior to obtaining Council approval and any funding commitments. The MoU will be developed in the spirit of collaboration and co-operation and will specify conditions such as track location details, hierarchy, standard and grade, quality assurance of construction, responsibility for ongoing management, maintenance, environmental management, monitoring and any restoration where appropriate plus the funding of cost related to the track.

Actual works will be detailed in the Implementation Plan, and included in the Parks and Reserves Asset Management Plan, which informs the Nelson Long Term Plan which specifies any funding for new track developments and their on-going funding by Council.

Triennial Planning Cycle

Council planning is based on a triennial planning cycle, therefore groups likely to present proposals for new track developments are encouraged to align their respective planning processes to maximise opportunities in the review years (2017, 2020, 2023 and so on), ideally using the first quarter of these calendar years to formulate proposals.

Annual Planning Cycle

In exceptional circumstances new track proposals that fall outside the triennial review years can be presented and considered through Council's Annual Plan process, however alignment with the Long Term Plan and a strong case for consideration outside of the three yearly planning cycle will be required.



New Track Development Schedule

The schedule below shows the timing necessary for new track proposals to be considered in alignment with Council's planning and funding cycles.

Action	Timing
Group/s to Approach Council Staff with a New Track Development Proposal	September 2017, 2020, 2023
Environmental Impact Assessment	October - November 2017, 2020, 2023
'Out and About – On Tracks' Implementation Plan Review	Oct 2017, 2020, 2023
Parks and Reserves Asset Management Plan 2018-28	February 2018, 2021, 2024
Submissions to Council's Annual Plan & Process (if required in non-LTP year)	February
MoU Agreed prior to funding of any works	April - May
Nelson Long Term Plan	June 2018, 2021, 2024
Proposal Inclusion in Council Policy & Finalisation of MoU	June 2018, 2021, 2024
Works approved for construction following Annual Plan adoption	1 July

APPENDICES

The following documents will be included in a separate Information Report;

- **Track Hierarchy Maps**
- **Agreed Grading and Scheduling of Tracks**
- **Implementation Plan**

The implementation plan will give effect to the strategy, providing clear direction for all partners and users by outlining the key actions to be undertaken over the next ten years to achieve the strategy's vision, aim, outcomes and objectives. The plan will include prescriptive and directive actions that have been prioritised with low cost high impact actions taking precedent, to create a culture of success and ensure identified agreed priority actions are made as quickly as possible for the benefit of all track users.

All partners involved in the strategy's development will need to commit to support the strategy's implementation by signing a Memorandum of Understanding regarding the NCC Front Country Off Road Tracks Strategy.

Key Implementation Reference Documents will be:

- The New Zealand Cycle Trail Design Guide
- The Department of Conservations Track Construction and Maintenance Guidelines

The following Appendices helped to inform the Strategy and Implementation Plan.

- **Strategic Alignment**
- **Mountain Bikers Code**
- **Mountain Bike Track Types – Grading 1-6**
- **DoC – Walking Track Grading System**

STRATEGIC ALIGNMENT

NATIONAL

Sport NZ Group Strategic Plan 2015-20

The Strategic Plan covers all areas of the Sport NZ Groups work – young people, adults and elite athletes.

Vision: 'New Zealand to be the world's most successful sporting nation'

Four focus areas:

- **Young people** – ensuring all Kiwi kids gain a love of physical activity and sport at an early age, from which they are more likely to enjoy lifelong participation in sport and gain all the benefits that come with it.
- **Local delivery of sport, especially in low-participation communities** – ensuring clubs, councils, schools, families and all those involved in the local delivery of sport working more closely together.
- **Competitive sport** – ensuring the traditional structures of sport are strong to sustain and grow participation.
- **Continuing to drive high performance outcomes** and achieve more winning on the world stage, through High Performance Sport NZ.

Within the Strategic Plan sits a High Performance Strategy 2013-20 (led by High Performance Sport NZ) and a Community Sport Strategy 2015-20, which is most relevant.

Community Sport Strategy 2015-20

Strategic Outcomes:

- More kids in sport and recreation
- More New Zealander's involved in sport and recreation

Focus Areas:

- School aged children
- Local Delivery
- Competitive Sport

Strategic Priorities

- **Insights;** Success is a well-informed, participant-focused sporting system at all levels
- **People;** Success is a network of skilled people delivering to and supporting participants
- **Spaces and Places;** success is more and better places for New Zealanders to play sport
- **Partners/Providers;** Success is a network of capable partners of sport, providing relevant sport experiences
- **Pathways;** Success is the system providing relevant opportunities and integrated experiences to participants that encourage their ongoing enjoyment

The New Zealand Walking Access Commission National Strategy 2010-2035

That strategy states 'Access to New Zealand's outdoors is part of New Zealand's culture and identity. The beauty and diversity of our landscapes enrich and inspire us. Having access to these places is part of New Zealand's culture and identity. We value actively participating in outdoor recreation as part of our heritage and our free, rugged and independent spirit'.

Vision: Walking Access is valued, enduring and understood

Objectives & Success Indicators:

- **Opportunities**

Enhanced opportunities for enduring walking access are available, clearly and consistently identified and located across the outdoors

- **Leadership**

Our approach and principals are values and adopted by central and local government, public and private land holders, businesses, communities and individuals

- **Attitudes**

Reciprocity and respect underpins provision of walking access, recognized as integral to our identity, with economic, recreation, health, and environmental benefits acknowledged.

Cycling NZ 2015 Strategic Overview

Cycling is more than a sport – to Cycling NZ it is a fundamental life skill, has something for everyone and has significant outcomes for society

Vision:

A nation embracing cycling

Mission:

Leading and enabling the growth and success in cycling for New Zealanders

Key Outcomes:

Increased Medal success international

Growth in participation and membership

The New Zealand Cycle Trail Design Guide 2015 (4th Edition)

The New Zealand Cycle Trail Design Guide was first published in February 2010 to assist people involved in planning, designing or building cycle trails that would make up the New Zealand Cycle Trail (NZCT). During the construction of the "Great Rides" lessons have been learnt along the way and this fourth edition updates and clarifies key technical information, particularly relating to trail grades.

A worthwhile read however it is very specific to 'Cycle Trail Development', and for the purpose of this strategy is superseded by IMBA and DoC Information detailed further in the appendixes.

The Department of Conservation Track Construction and Maintenance Guidelines

The guidelines provide advice and technical information on the construction and maintenance of recreation tracks for walkers and off road mountain bikers, with the aim of providing best practice information useful to Programme Managers, Rangers, and contractors in planning and carrying out work on tracks.

Standards for tracks are set out in the Department's Track Service Standards (SNZ HB8630:2004). While these state what a track should be like to meet the needs of different visitors, they do not describe how that can be achieved. That is the objective of this document. It is the "how to" guide for staff involved in planning for, constructing and maintaining tracks to meet the track service standards.

Mountain Biking NZ Constitution

Objects:

To promote and represent the interests of all mountain bikers in New Zealand;

- (b) To encourage mountain biking as a recreation and competitive sport;
- (c) To promote the following Off Road Code
 - Ride MTB and multi-use tracks only. Ask permission from landowners before heading out.
 - Respect other users; always give way to walkers
 - Leave no trace; never skid or drop rubbish
 - Keep your bicycle under control
 - Never spook animals; leave gates as you find them.
- (d) To promote the understanding, appreciation, maintenance (and) rejuvenation of the natural environment of New Zealand;
- (e) To organise, administer, and sanction events for competitive mountain bikers in NZ.
- (f) To uphold the rights and interests of cyclists and to communicate those interests to governmental and other authorities and to the public;
- (g) To provide fair representation directly or by affiliation, for all individuals and organisations who participate in the Sport;
- (h) To affiliate to and co-operate with kindred and other organisations, including the International Body.

REGIONAL & LOCAL

Nelson City Council 2060

A visionary document of what Nelson will be like in 2060 based on feedback from community workshops in 2011.

Vision:

'Nelson 2060 is an inclusive city, with a diverse range of residents who can connect easily to each other and to the beautiful place we call home. Our inclusive leadership style supports our unique approach to living, which is boldly creative, ecologically exemplary, socially balanced and economically prosperous'

There are Four Themes (the most relevant are highlighted) **supported by ten goals;**

- A sustainable city of beauty and connectivity
- **Outstanding lifestyles, immersed in nature and strong communities**
- A strong economy, built on knowledge and understanding
- Successful partnerships providing good leadership

The Ten Goals:

- We support and encourage leaders across our community
- We are all able to be involved in decisions
- **Our natural environment – air, land, rivers and sea – is protected and healthy**
- We produce more of our own food
- We are able to rapidly adapt to change
- We move from using fossil fuels to renewable energy sources
- **Our economy thrives and contributes to a vibrant and sustainable Nelson**
- Nelson is a centre of learning and practice in Kaitiakitanga and sustainable development
- Everyone in our community has their essential needs met
- We reduce consumption so that resources are shared more fairly

Nelson City Council LTP 2015-2025

This plan sets out Council's work programme over ten years, includes the Nelson 2060 Vision and themes.

There are Six Community Outcomes (the most relevant are highlighted):

- **Our unique natural environment is healthy and protected**
- **Our urban and rural environments are people friendly, well planned and sustainably managed**
- Our infrastructure is efficient, cost effective and meets current and future needs
- Our communities are healthy, safe, inclusive and resilient
- **Our communities have opportunities to celebrate and explore their heritage, identity and creativity**
- **Our communities have access to a range of social, educational and recreational facilities and activities**
- **Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement**

Nelson City Council 'Out and About' Active Travel and Pathway-based Recreation Policy 2015

Vision: An attractive, accessible and safe network that puts Nelson at the forefront of active travel and path based recreation

Outcomes:

- More residents seeing active travel as a fun, attractive and normal option for their daily life journeys
- An embedded culture of courtesy and respect between all users of paths and roads
- A safer network of complete and convenient routes for active travel and recreational journeys alike
- Active travel reducing the negative environmental impacts and personal cost from daily journeys
- Active travel and pathway-based recreation contributing to improved social, mental and physical well-being of residents
- Recreational cyclists attracting more visitors to the region and generating benefits for the local economy
- Sensitive network planning and design ensuring tranquil and contemplate areas available throughout the city for all users

Sport Tasman Strategic Plan 2014-2017

Purpose: More people, more active, more often

Approach: Lead, Support, Deliver

Culture: Community driven, can do, supportive, innovative

Six Focus areas:

- Leadership & advocacy; Communications, Council Advocacy, Partner Alliances, Sport NZ Partnership
- Kids Sport
- Capability
- Community Sport; Coaches & Volunteers, Target Communities, Recreation, Kiwisport/Sport Start
- Facilities; Management, Community Driven planning, Community hubs
- Events



Nelson Mountain Bike Club (NMTBC)

- Vision:** For Nelson to be an exceptional place to mountain bike.
- Mission Statement:** To facilitate, advocate, promote and encourage mountain biking in Nelson. Fostering local mountain bike trails and events, creating distinctive and valued community assets for the enjoyment of mountain bike riders of all abilities.
- Goals:** To ensure that NMTBC achieves its vision, the committee has defined some key objectives:
1. Foster and strengthen positive relationships with land-owners, local authorities and other stakeholders.
 2. Support the development and maintenance of high quality mountain bike trails and infrastructure that caters for all levels of riders.
 3. To have a positive effect on Nelson's environment.
 4. Encourage and support mountain bike events in Nelson (racing, working bees, social events etc.)
 5. Be a positive voice for mountain biking in Nelson.

NMTBC has 1,700 members and is the largest sporting association in the top of the South Island, and the second largest Mountain Bike organisation in New Zealand.

Nelson Tasman Cycle Trails Trust Strategic Plan 2015-2020

Vision: The Heart of Biking

The Nelson-Tasman region is a premier destination for domestic and international visitors drawn by a range of world class cycle trails and associated attractions and facilities, and has a high quality commuter and recreation cycle trail network for the local population.

Purpose

- To establish, promote and maintain designated cycle assets in the Nelson, Tasman, region
- To educate and to foster appreciation of the advantages of cycle assets

Principles

- To promote the use of cycle assets for recreation, tourism, health, scenic, economic and education purposes
- To work co-operatively with others involved in the provision and preservation of cycle assets
- To maintain the highest standards of professionalism and integrity

Mountain Bike Trails Trust – Nelson, Tasman, Marlborough – 2015 Strategic Plan

Purpose: The plan's purpose is to guide the Trust in its operational focus. As such, it is a living document and will be amended over time to take advantage of strategic opportunities and improvements.

Vision: Position the Top of the South as a national and international mountain biking destination, by developing a network of mountain bike trails for all abilities that will be a valued community asset

Modus Operandi

How the MTB Trails Trust will achieve this vision:

- Develop and promote a networked trail plan for the Top of the South, identifying new linkages and existing trails that require realignment
- Adapt and integrate the Epic Trails Plan into the Trust's objectives
- Lobby and advocate for the development of MTB trails which will also be multi-use
- Project manage trail development and maintenance to a sustainable, long term plan for individual trails and trail clusters
- Fundraise for individual projects, and include this role as a key part of the wider project management function

- Mobilise and manage a volunteer labour force for individual projects, trail maintenance and weed control if appropriate
- Engage and manage professional trail build resources where appropriate
- Manage relationships with all interested parties (DOC, Councils, Forestry Managers, Nelmac, like minded sports organisations, private land owners, and community groups)
- Generate a Friends of the Trust, and Corporate Friends of the Trust support structure

Core Philosophies

Those values important to the Trust:

- Community focused, environmentally sustainable and low impact approach to all Trust endeavors
- Open engagement with land managers and MTB community
- Free access to all trails where possible and appropriate
- An International Mountain Bike Association based approach to all trail development projects i.e. a sustainable design and build process will be used for all projects the Trust is involved with, including principal trail build leaders and contractors undergoing appropriate training and up-skilling in sustainability
- A professional approach to project management. Removing the load on council and DOC staff to drive public land projects through this approach
- No reliance of any kind on gambling based funding organisations for funding

New Zealand Cycle Trail Design Guide

DOC Track Construction and Maintenance Guidelines

Trail construction should be done in accordance with the above NZ specific guidelines.

Mountain bikers code

Respect the track, respect others and respect the rules.

The following MTB code was developed by the New Zealand MTB Association (NZ MBA) in liaison with key stakeholders and DOC.

Respect others

- Stay in control. So you can safely avoid others and keep yourself intact.
- Give way to walkers.
- Use a bell or greeting when approaching others. Most negative feedback from walkers on shared-use tracks concerns being surprised by bikers approaching without warning.
- Ride shared-use tracks in small groups. A 'bike-train' with a dozen riders displaces other users. 6-8, or less, is a better number.

Respect the rules

- Only ride MTB and shared-use tracks; stay off closed tracks – including those that are seasonally closed to protect the surface or minimise conflict with other users. Land managers are generally pretty reasonable so talk with them about issues or ideas you may have.
- Be prepared – take food, water, tools, First Aid and warm clothes. Plan for the unexpected – a change in the weather, an accident or getting lost and late.
- Obtain permission from private landowners before you set out.
- Leave gates as you find them either open or closed to keep stock where they are intended to be.

Respect the track

- Don't skid, cut corners or make new lines. Skidding creates water channels and causes erosion. Use both brakes to slow down without skidding as you approach a corner. Cutting corners is cheating and damages fragile ecosystems.
- Avoid riding in the mud and rain. Both bikes and walkers damage soft, wet tracks.
- Clean your bike to prevent spreading weeds like gorse and didymo.
- Take rubbish home – like banana skins, old tubes and snack wrappers. Rubbish in the outdoors detracts from everyone's experience.

Respect public access easements

Some mountain bike rides travel along public access easements through private land. All easements and tracks are well marked. Please:

- Stay on the public easement track.
- Leave gates as you find them.
- Do not disturb stock – cycle slowly through livestock areas.



Mountain Bike Track Types

Choose a track that match your skills, fitness and the experience you're after. Most tracks are more difficult when wet. Avoid riding in the mud and rain.



Grade 1. *Easiest*

Fairly flat, wide, smooth track or gravel road.



Grade 2. *Easy*

Mostly flat with some gentle climbs on smooth track with easily avoidable obstacles such as rocks and potholes.



Grade 3. *Intermediate*

Steep slopes and / or avoidable obstacles possibly on narrow track and / or with poor traction. There may be exposure at the track's outside edge.



Grade 4. *Advanced*

A mixture of long, steep climbs, narrow track, poor traction and difficult obstacles to avoid or jump over. Generally exposed at the track's outside edge. Most riders will find some sections easier to walk.



Grade 5. *Expert*

Technically challenging. Giant climbs, narrow track and numerous hazards including dangerous drop-offs, sharp corners and difficult obstacles. Expect walking and possibly bike carrying.



Grade 6. *Extreme*

Downhill / free ride specific tracks. Extremely steep sections with large drop-offs and other unavoidable obstacles. May include man-made structures and jumps.



Respect others

- Stay in control
- Give way to walkers
- Signal your approach and pass with care
- Ride shared-use tracks in small groups

Respect the rules

- Ride only where permitted
- Obtain permission from private land owners
- Leave gates as you find them
- Be prepared - take food, water, tools, First Aid and warm clothes

Respect the track

- Don't skid, cut corners or make new lines
- Avoid riding in the mud and rain
- Take rubbish home
- Clean your bike to prevent spreading weeds



Department of Conservation
Te Papa Atawhai

New Zealand Government



Printed from: <http://www.doc.govt.nz/parks-and-recreation/things-to-do/walking-and-tramping/track-categories/>

Walking track categories

Choose a track to match your skills, fitness and the experience you want. All tracks listed on this website are given one of these six walking track categories.

Easiest: Easy access short walk

Duration: Easy walking for up to an hour.

Suitable for: People of all abilities, wheelchairs, buggies and strollers.

Standard: Even surface, well formed with no steps or steep sections. Stream and rivers are bridged.

Footwear required: Walking shoes.

Typical tracks: [Cape Reinga Lighthouse Walk](#) | [Milford Foreshore Walk](#)



Easiest: Short walk

Duration: Easy walking for up to an hour.

Suitable for: People of most ages and fitness levels.

Standard: Track is well formed, with an even, well drained surface. There may be steps. Stream and rivers crossings are bridged.

Footwear required: Walking shoes.

Typical tracks: [Riwaka Resurgence](#) | [Waterworks Walk](#)



Easy: Walking track

Duration: Gentle walking from a few minutes to a day.

Suitable for: People with low to moderate fitness and abilities. Some tracks suitable for mountain biking.

Standard: Track is mostly well formed, some sections may be steep, rough or muddy. Clearly signposted. Stream and river crossings are bridged.

Footwear required: Walking shoes or light tramping/hiking boots.

Typical tracks: [Arthur's Pass Walking Track](#) | [Orongorongo Track](#)



Intermediate: Great Walk/Easier tramping track

Duration: Comfortable multi-day tramping/hiking

Suitable for: People with limited backcountry (remote area) experience. Some tracks suitable for mountain biking.

Standard: Track is generally well formed, some sections may be rough, muddy or steep. Track has signs, poles or markers. Major stream and river crossings are bridged.

Footwear required: Light tramping/hiking boots.



Typical tracks: [Tongariro Northern Circuit](#) | [Lake Daniel Track](#)

Advanced: Tramping track

Duration: Challenging day or multi-day tramping/hiking

Suitable for: People with moderate to high level backcountry (remote areas) skills and experience, navigation and survival skills required. Some tracks suitable for mountain biking.

Standard: Track is mostly unformed, may be rough and steep. Track has markers, poles or rock cairns. Expect unbridged stream and river crossings.

Footwear required: Tramping/hiking boots.

Typical tracks: [Kapakapanui Track](#) | [Inland Track](#)



Expert: Route

Duration: Challenging overnight tramping/hiking.

Suitable for: People with high level backcountry (remote areas) skills and experience, navigation and survival skills required. Complete self sufficiency required.

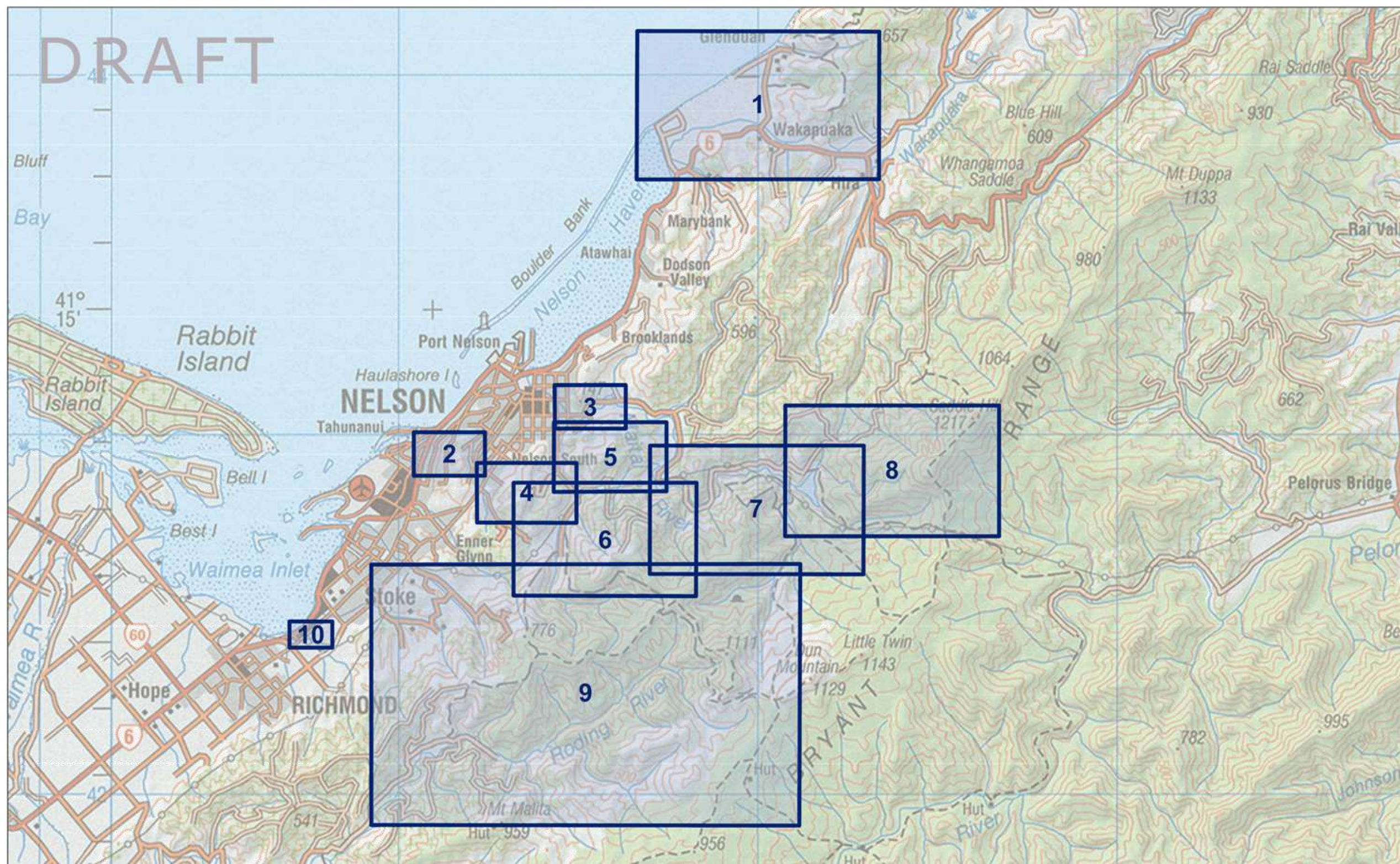
Standard: Track unformed and natural, may be rough, muddy or very steep. Track has markers, poles or rock cairns. Expect unbridged stream and river crossings.

Footwear required: Sturdy tramping/hiking boots.

Typical tracks: [Three Passes Route](#) | [Tararua Northern Crossing](#)



Map No	ID	Name	Locality	Priority	Ecological Assessment Required	Track Hierarchy	Walking Grade	Mountain Bike Grade	Land Owner	Proposed By
1	P7	Boulder Bank	Glenduan		Assess	Shared Use	Easy Tramping Track	2 - Easy	DoC	DoC/NCC
2	P42	Pipers Reserve Descent	Pipers Reserve			Shared Use	Walking Tracks	2 - Easy	NCC	Mountain Bike Club
3	P57	Maitai Walkway - Jickell to Domett St	Maitai	2		Exclusive Walking	Walking Track	MTB Not Allowed	NCC	Nelson Walkers Unite
3	P60	Branford North Side	Centre of NZ			Exclusive MTB	Walking Not Allowed	2 - Easy	NCC	NCC
4	P26	Grampians - Motueka to Blick	Grampians	3		Shared Use	Easy Tramping Track	3 - Intermediate	NCC	NCC
4	P58	Grampians Other Tracks	Grampians	3		Exclusive Walking	Easy Tramping Track	MTB Not Allowed	NCC	NCC
5	P17	Dun Mountain to Tanragee Link	Maitai	2		Shared Use	Walking Track	2 - Easy	Ngati Koata	Mountain Bike Club
5	P29	Jump Track	Codgers	1		Exclusive MTB	Walking Not Allowed	4 - Advanced	Ngati Koata	Mountain Bike Club
5	P31	Maitai to Tanragee Climb	Maitai	2		Shared Use	Walking Track	2 - Easy	Ngati Koata	Mountain Bike Club
5	P4	Atmore	Codgers			Shared Use	Walking Track	2 - Easy	NCC	Trails Trust
5	P49	Tanragee to Maitai Descent	Maitai	2		Shared Use	Walking Track	2 - Easy	Ngati Koata	Mountain Bike Club
5	P52	Turners Extension	Codgers			Shared Use	Easy Tramping Track	3 - Intermediate	Ngati Koata	Mountain Bike Club
5	P62	Track 2	Codgers	1		Shared Use	Walking Track	2 - Easy	NCC	Mountain Bike Club
5	P63	Amp Up	Codgers	1		Shared Use	Walking Track	2 - Easy	NCC	Mountain Bike Club
5	P65	Betsy Eyre	Codgers	2		Exclusive Walking	Walking Track	2 - Easy	NCC	Brook Community Group
6	P18	Easy Link Specification	Fringed Hill			Shared Use	Easy Tramping Track	3 - Intermediate	Ngati Koata	Trails Trust and Mountain Bike Club
6	P21	FDH3	Fringed Hill	3		Exclusive MTB	Walking Not Allowed	4 - Advanced	Ngati Koata	Mountain Bike Club
6	P22	FDH4	Fringed Hill	3		Exclusive MTB	Walking Not Allowed	4 - Advanced	Ngati Koata	Mountain Bike Club
6	P23	FDH5	Fringed Hill			Exclusive MTB	Walking Not Allowed	4 - Advanced	NCC	Mountain Bike Club
6	P25	Fringe Box Gully	Fringed Hill		Assess	Exclusive MTB	Walking Not Allowed	4 - Advanced	Ngati Koata	Mountain Bike Club
6	P27	High Face Link	Fringed Hill		Assess	Shared Use	Challenging Tramping Track	4 - Advanced	NCC	Trails Trust
6	P5	BD Upgrade	Fringed Hill			Shared Use	Easy Tramping Track	3 - Intermediate	NCC	Mountain Bike Club
6	P61	New Fringed Hill	Fringed Hill	1		Shared Use	Easy Tramping Track	3 - Intermediate	NCC/Ngati Koata	Mountain Bike Club
6	P64	Eureka	Fringed Hill			Exclusive Walking	Walking Track	MTB Not Allowed	NCC	Brook Community Group
7	P1	629 Climb	Fringed Hill	2		Shared Use	Easy Tramping Track	4 - Advanced	NCC	Mountain Bike Club
7	P2	629 Pine Descent	Fringed Hill	2		Exclusive MTB	Walking Not Allowed	4 - Advanced	NCC	Mountain Bike Club
7	P44	Reverse Face	Fringed Hill			Shared Use	Easy Tramping Track	4 - Advanced	Ngati Koata	Mountain Bike Club
7	P39	MXX1	Fringed Hill			Shared Use	Easy Tramping Track	4 - Advanced	NCC	Mountain Bike Club
7	P40	MXX2	Fringed Hill			Shared Use	Easy Tramping Track	4 - Advanced	NCC	Mountain Bike Club
8	P47	Saddle Hill Access	Maungatapu		Assess	Shared Use	Challenging Tramping Track	6 - Extreme	DoC	Mountain Bike Club
9	P28	Jenkins Hill To Third House (rebuild)	Barnicoat		Assess	Shared Use	Challenging Tramping Track	4 - Advanced	NCC	Trails Trust and Mountain Bike Club
9	P32	Marsden Trail 1	Barnicoat	1	Assess	Shared Use	Walking Track	2 - Easy	NCC	Trails Trust
9	P33	Marsden Trail 2	Barnicoat	1	Assess	Shared Use	Walking Track	2 - Easy	NCC	Trails Trust
9	P34	Marsden Trail 3	Barnicoat	1	Assess	Shared Use	Easy Tramping Track	3 - Intermediate	NCC	Trails Trust and Mountain Bike Club
9	P35	Marsden Trail 4	Barnicoat		Assess	Shared Use	Easy Tramping Track	3 - Intermediate	NCC	Trails Trust
9	P38	MV Descent 2	Barnicoat		Assess	Shared Use	Easy Tramping Track	4 - Advanced	NCC	Mountain Bike Club
9	P45	Roding Dam	Roding			Shared Use	Easy Tramping Track	4 - Advanced	NCC	Mountain Bike Club
9	P46	Roding Dam	Roding			Shared Use	Walking Track	2 - Easy	NCC	Mountain Bike Club
9	P55	Wooded Peak Climb	Fringed Hill		Assess	Shared Use	Challenging Tramping Track	6 - Extreme	NCC	Mountain Bike Club
9	P56	Wooded Peak Trapline	Fringed Hill		Assess	Shared Use	Challenging Tramping Track	6 - Extreme	NCC	Mountain Bike Club
10	P59	Wetland	Saxton Field			Exclusive MTB	Walking Not Allowed	2 - Easy	NCC	NCC
	H1	Brook Mountain Bike Hub	Brook Valley	1		n/a	n/a	n/a	NCC	NCC/NMTBC
	H2	Maitai Mountain Bike Hub	Maitai Valley	2		n/a	n/a	n/a	NCC	NCC/NMTBC
	H3	Marsden Mountain Bike Hub	Marsden Valley			n/a	n/a	n/a	NCC	NCC/NMTBC/TGTT



Proposed Tracks Overview Map



Legend

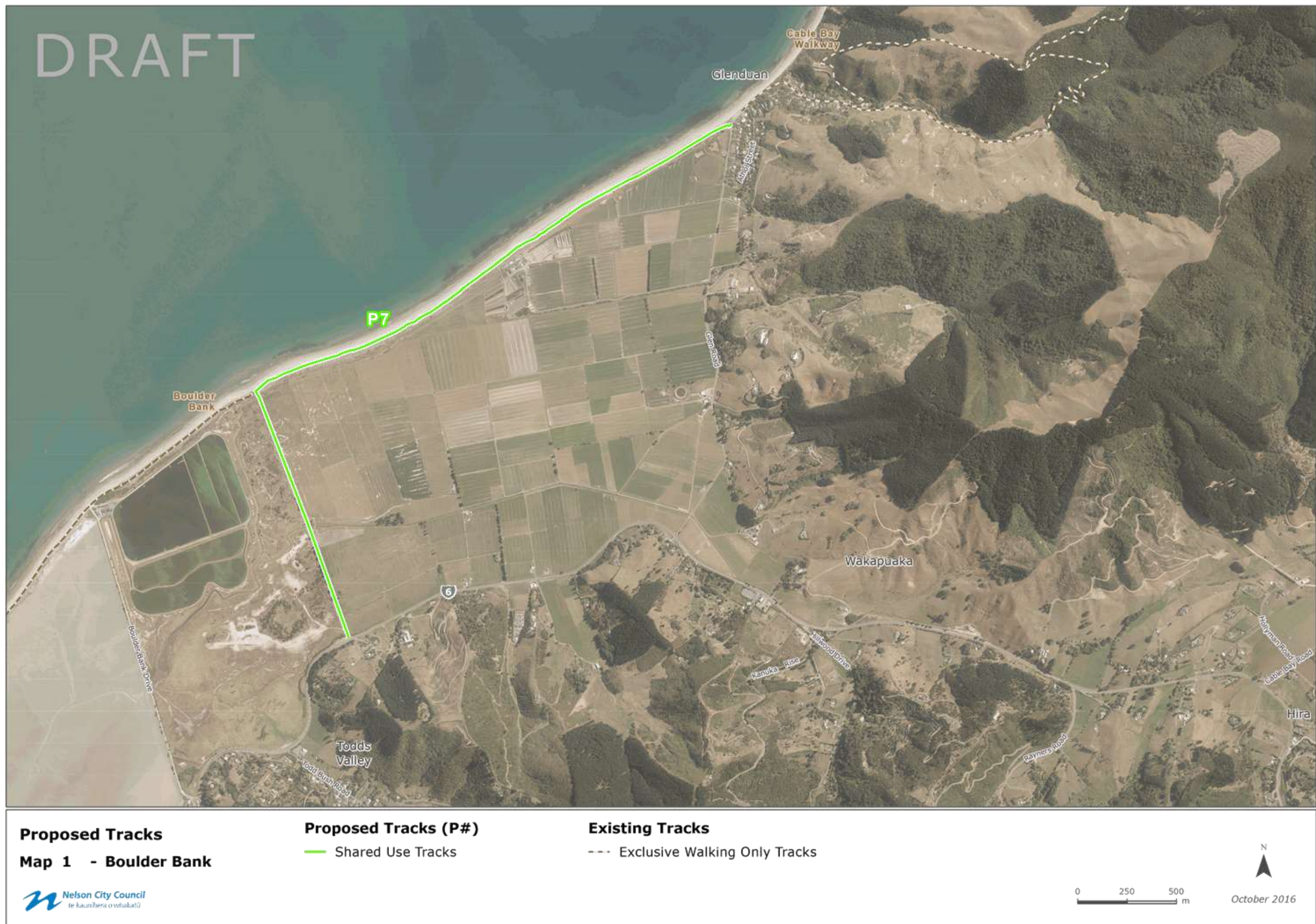
1 Map Number

- | | |
|------------------|------------------|
| 1 Boulder Bank | 6 Fringed Hill |
| 2 Pipers Reserve | 7 Maitai Dam |
| 3 Maitai Walkway | 8 Maungatapu |
| 4 Grampians | 9 Marsden Valley |
| 5 Codgers | 10 Saxton Field |



File Ref: A1595471
SS. Original map size A3.

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Proposed Tracks

Map 2 - Pipers Reserve



Nelson City Council
te kaitiaki o te kaitiaki

Proposed Tracks (P#)

— Shared Use Tracks

Existing Tracks

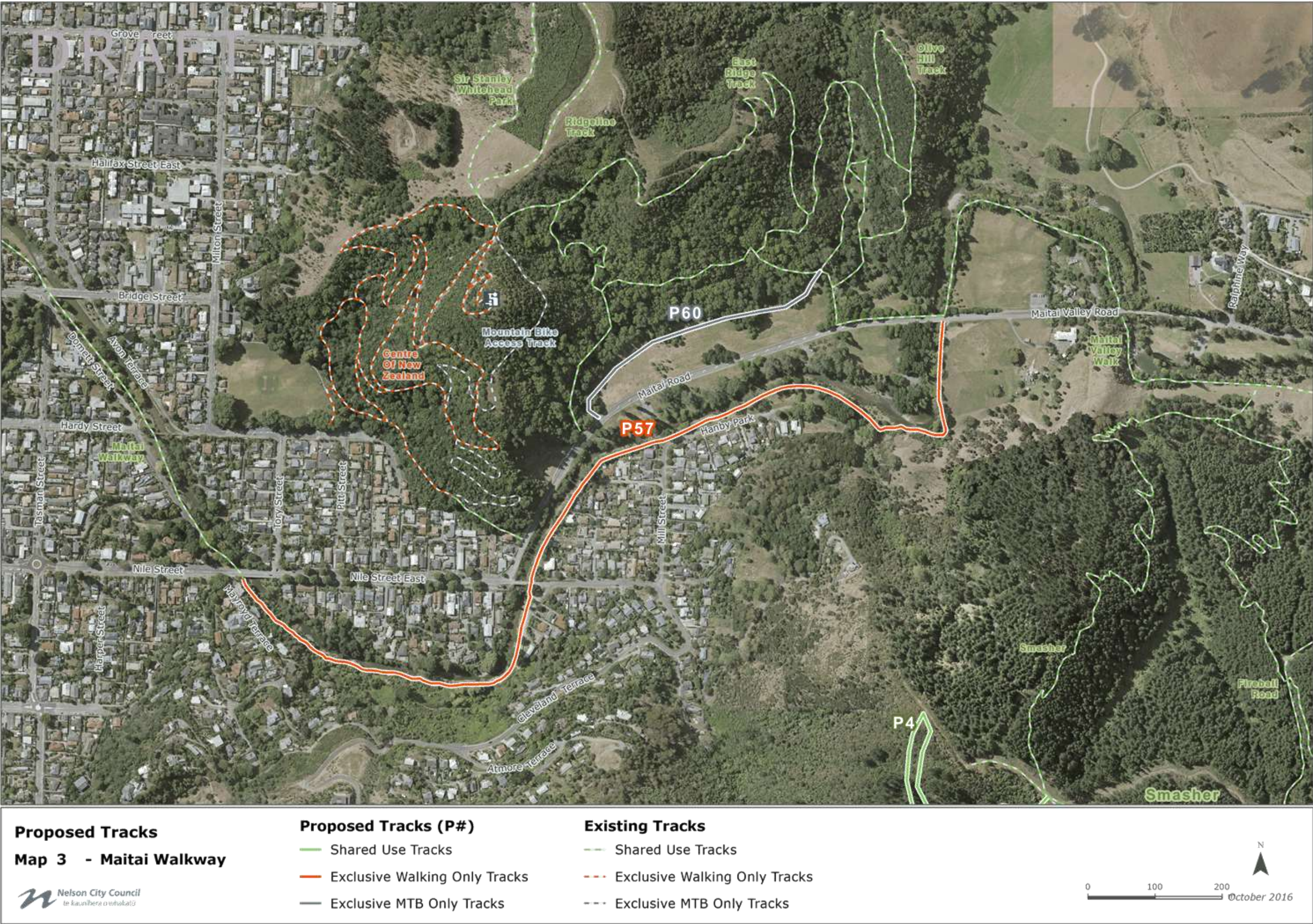
— Shared Use Tracks

0 100 200 m

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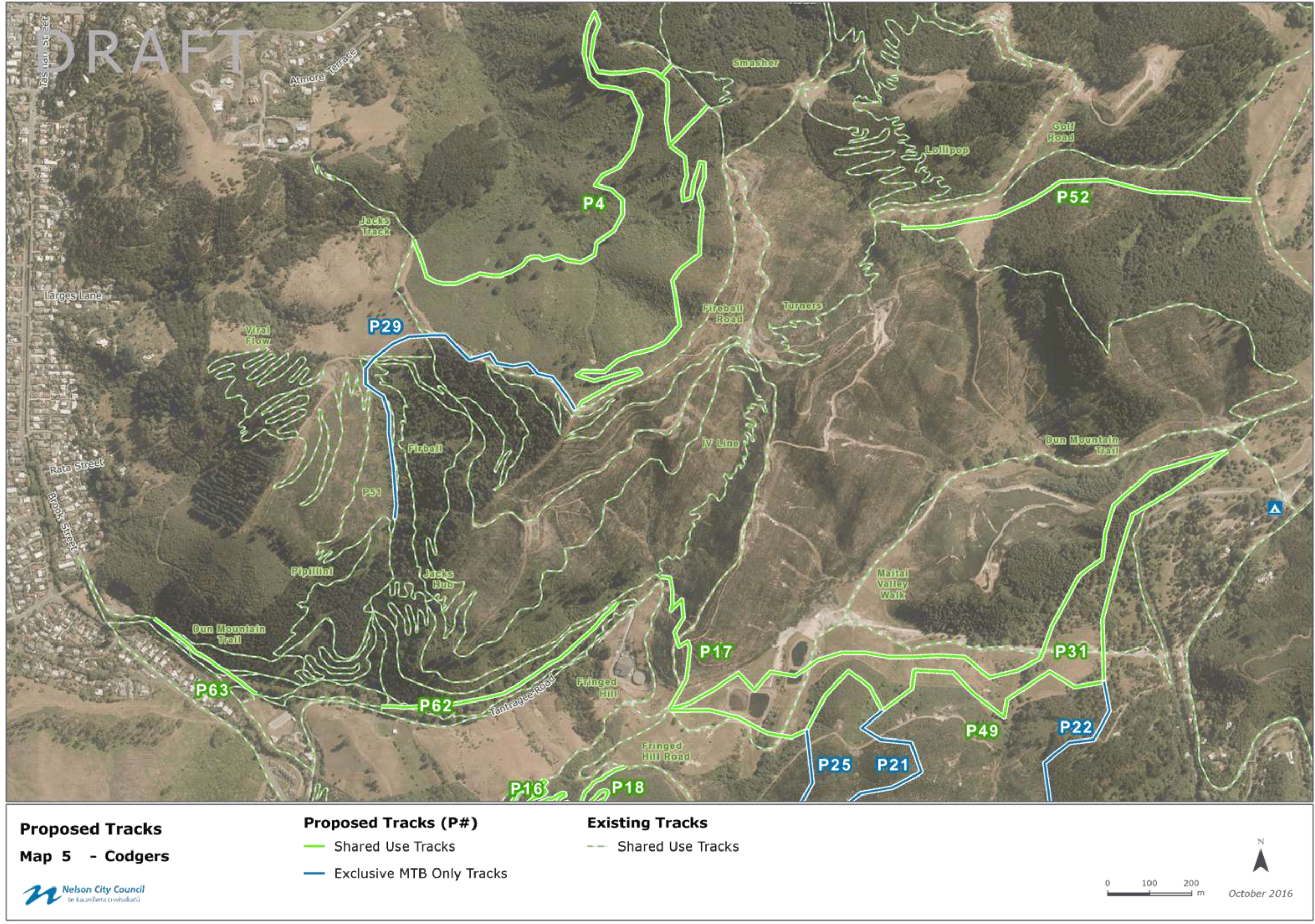
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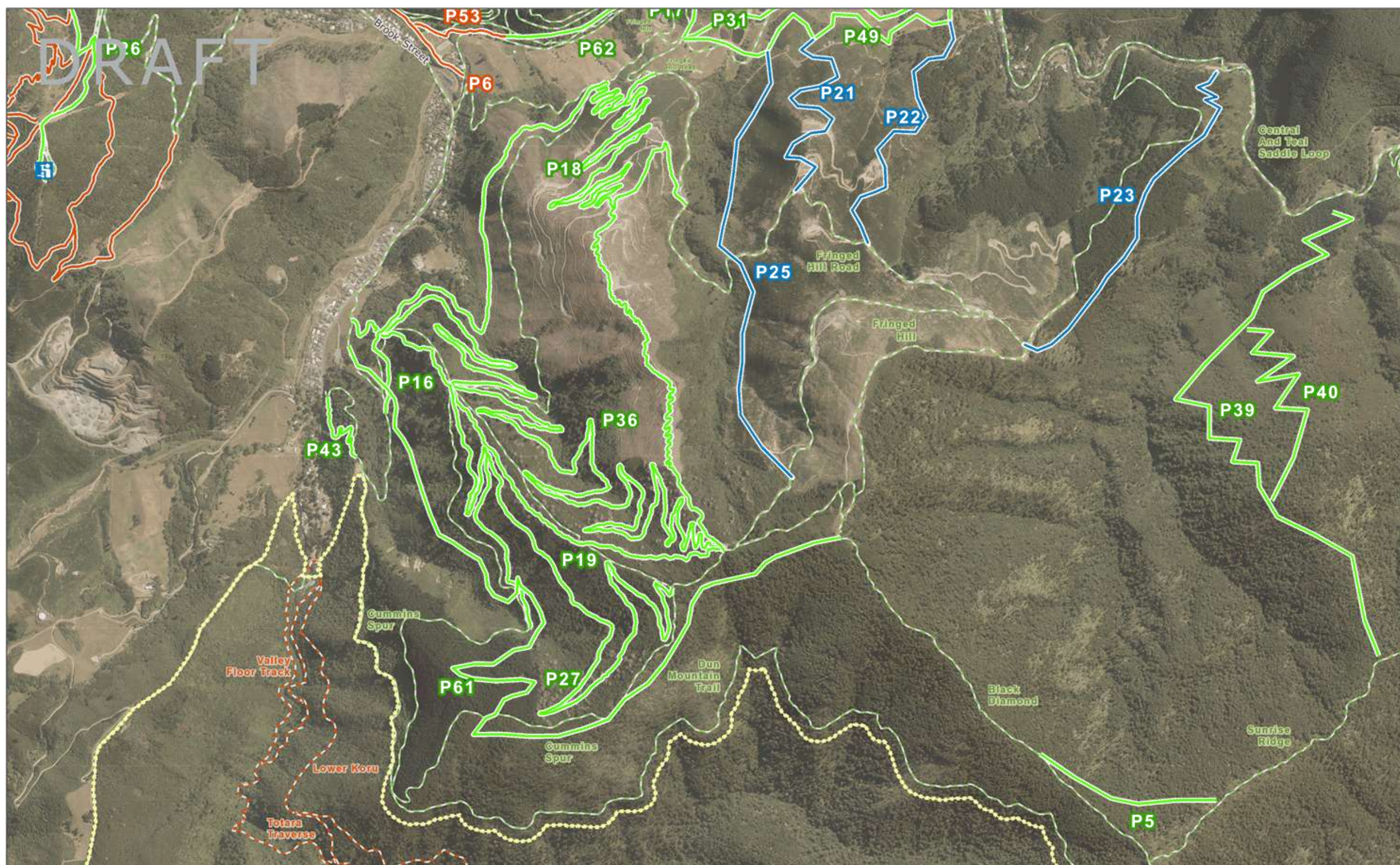




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Proposed Tracks
Map 6 - Fringed Hill

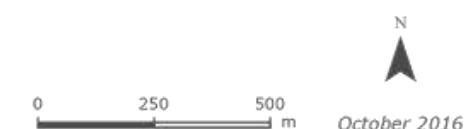


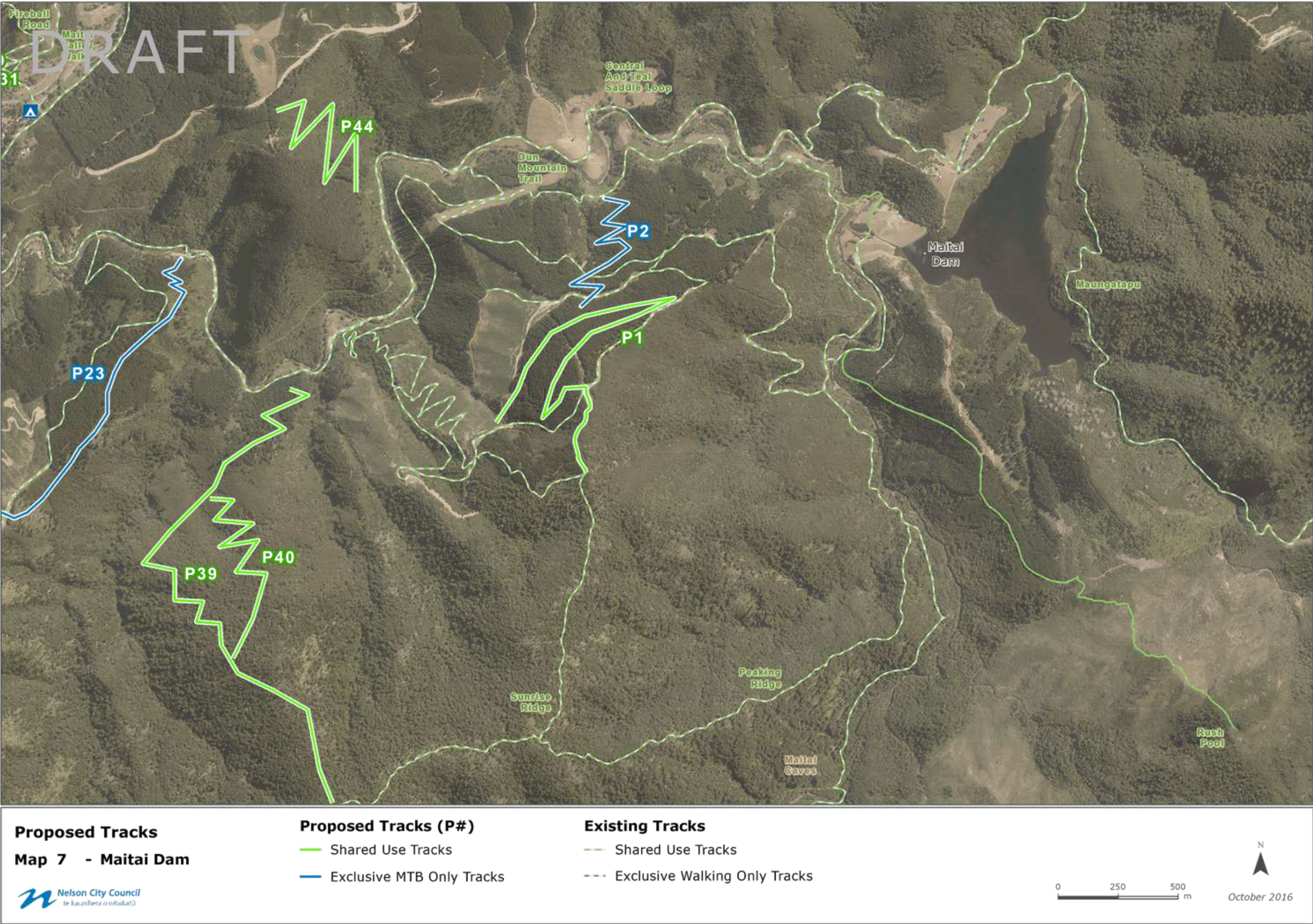
Proposed Tracks (P#)

- Shared Use Tracks
- Exclusive Walking Only Tracks
- Exclusive MTB Only Tracks

Existing Tracks

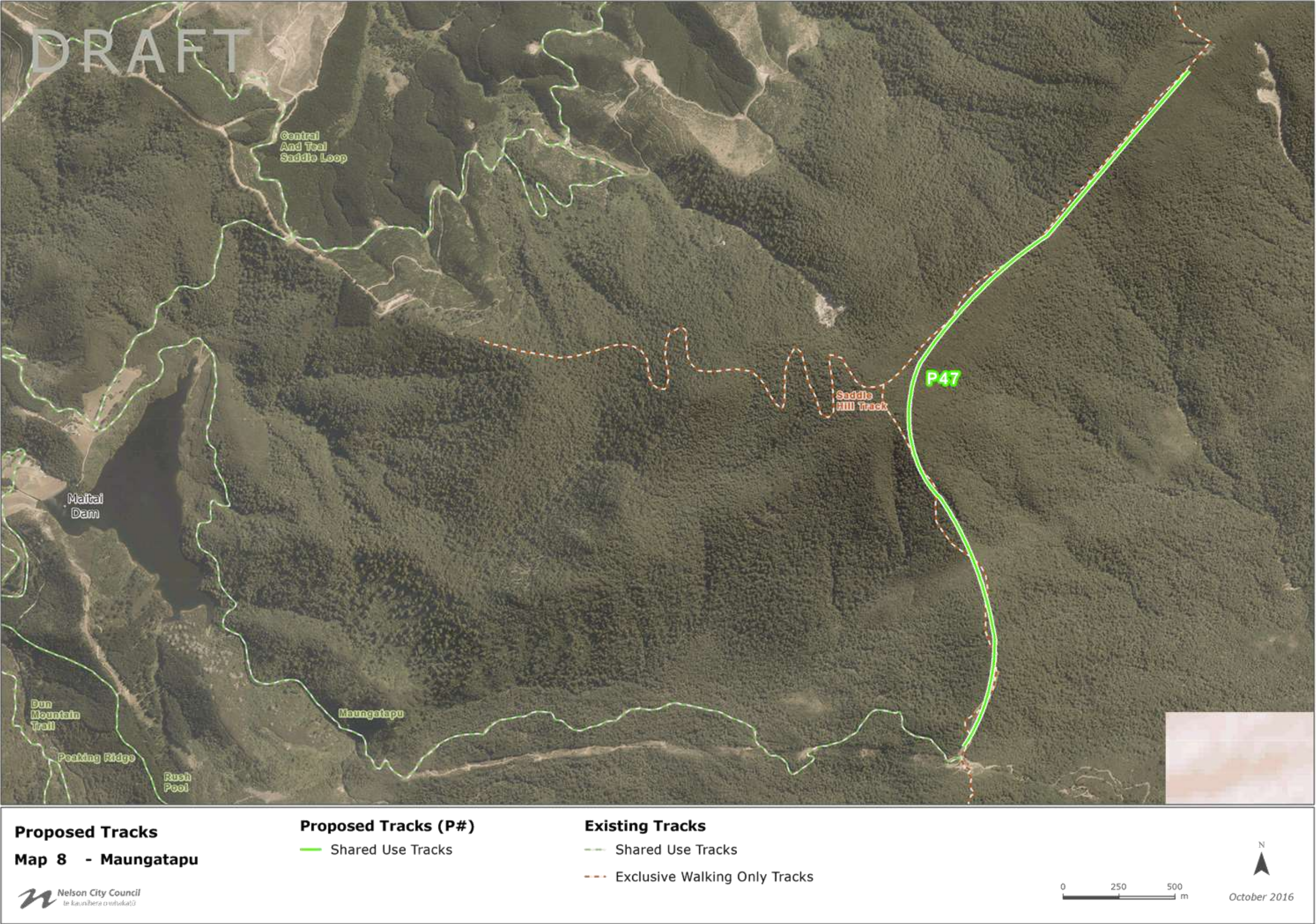
- Shared Use Tracks
- Exclusive Walking Only Tracks
- Brook Waimarama Sanctuary Fence





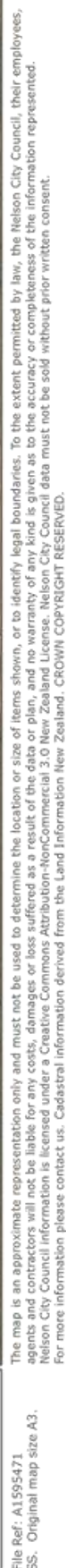
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Proposed Tracks
Map 10 - Saxton Field



Proposed Tracks (P#)
 — Exclusive MTB Only Tracks

Existing Tracks
 — Shared Use Tracks



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Brook Valley Holiday Park: Options to Re-open

1. Purpose of Report

- 1.1 To consider options and costs associated with the potential reopening of the Brook Valley Holiday Park (BVHP).

2. Recommendation

That the Committee

Receives the report Brook Valley Holiday Park: Options to Re-open (R6605).

Recommendation to Council

That the Council

Approves a limited reopening of the Brook Valley Holiday Park, camp sites only, with a minimum increase in service standards, noting the increase in capital (\$14,500) and operational costs (\$12,500) to achieve this as detailed in report R6605; and

Considers a reduced rate for freedom campers; and

Considers any full opening of the Brook Valley Holiday Park on completion of the Brook Recreation Reserve Comprehensive Development Plan.

3. Background

- 3.1 The Brook Valley Holiday Park has been closed to casual campers since early 2014, and future direction for the holiday park has been waiting on the Brook Recreation Reserve Management Plan, and a review of Council owned campgrounds.

- 3.2 The Brook Recreation Reserve Management Plan 2015-2025 adopted in principle by Council on 15 October 2015, has a vision that:
- "The Brook Recreation Reserve serves as a centre for environmental education and conservation and as a destination for camping and outdoor recreation, including appropriately-scaled and complementary commercial recreation and tourism development."*
- 3.3 The Brook Recreation Reserve Management Plan anticipates a Comprehensive Development Plan is prepared. That would aim to provide for a minimum of 65 camping sites (or a number defined as sustainable by a business plan), toilets, kitchen facilities and provision for other activities which comply with the Camping-Ground Regulations 1985. The Comprehensive Development Plan is subject to final adoption of the Brook Recreation Reserve Management Plan.
- 3.4 In August 2016, Council considered the campground reviewp. Officers are to undertake further work and report back to Council.
- 3.5 In September 2016, Council considered the possible reopening of one or more block of cabins for immediate use for tourism accommodation for the spring-summer period. This report outlines the matters associated with that proposal.

4. Discussion

Tourism demand

- 4.1 New Zealand and Nelson experienced a significant upturn in visitor numbers last summer season, and it was expected that numbers would be at least at similar levels this year. However, this may be impacted by the recent earthquakes. This may result in fewer international tourists but more domestic visitors (particularly from Canterbury) visiting the region.
- 4.2 Shoulder season visitor numbers are up on the same period last year. Occupancy rates for holiday parks across Nelson and Tasman in September were up 14%, signalling that there is still demand for this type of accommodation.

Current operations

- 4.3 The Brook Valley Holiday Park (BVHP) first opened in the mid 1920's, with its hey-day in the 1960's and 1970's. The condition of facilities at BVHP, constructed in the 1960's, are best described as adequate given acceptable standards for a campground today. Significant capital expenditure would be required to ensure the facilities met user expectations. The cabins themselves are structurally sound and clean; however, they are tired and dated. The toilet block can best be described as "beyond its use by date".
- 4.4 The routine management and operation of the BVHP is currently managed by Council staff (total of 1.25 FTE's). These two staff members

currently provide back up for each other as required, and undertake all administrative and cleaning duties.

- 4.5 Prior to the closure of the BVHP to casual campers in 2014, the camp was managed by 2.5 FTE's.
- 4.6 Nelmac provides maintenance services (mowing, recycling and refuse collection). There may be an increase in service required as a result of increased refuse if camper numbers increase.
- 4.7 It should be noted that BVHP also has 19 semi-permanent campers. These campers have reduced in number over the last two years.
- 4.8 There have been prior instances of conflict between campers which could pose a risk to campers and staff.

Operational expenses

- 4.9 The revenue from general user charges over the period 1 July 2015 to 30 June 2016 was \$108,165. Expenses for the same period total \$294,722. It should be recognised that the camp has been mainly closed over this period. This compares with revenue of \$232,150 from general user charges and expenses of \$423,628 for 1 July 2012 to 30 June 2013 prior to the "closure" of the BVHP.
- 4.10 An increase in numbers of campers will drive an increase in costs, as a result of increased staffing required.

Budget requirements for re-opening of BVHP

- 4.11 If BVHP is to reopen and be available to increased numbers, it would require capital budget provision for:
 - Maintenance work (estimated \$3,000) to bring the toilet block to the best presentation possible without significant works.
 - \$8,000 for replacement whiteware in common areas.
 - \$17,000 for mattresses/bedding/heaters and smoke alarms in cabins.
 - \$3,500 to complete the electrical maintenance for camper van sites.
 - The operating budget would need to increase as a result of increased staffing. The best estimate at this stage is a minimum of \$12,500 for increased security to \$38,000 (patrols most frequently over the peak period, and intermittently over the remainder of the season).

Freedom Camping

- 4.12 Currently BVHP is open to freedom campers. There has been little to no uptake of this service though as freedom campers are generally not willing to pay \$17 per person per night. Signage has been placed in Millers Acre, Montgomery Square and Buxton Square to reinforce the fact

that BVHP is available. This will encourage freedom campers to Council's three camp sites, including the Brook, as a first call.

- 4.13 Any significant increase in the number of freedom campers could drive an increase in expenses. This will need to be monitored and assessed during the year. Currently no major problems have arisen although demand is very low given the current operation of the camp.
- 4.14 It would be timely to consider the fees and charges with respect to freedom campers. Currently costs for a night are \$17 per person. In comparison the Maitai Camp charges \$10 per person. In order to maximise outcomes supporting the Council direction of catering for freedom campers at BVHP, it may be appropriate to consider a reduced fee.
- 4.15 Council needs to consider this direction for two reasons. Firstly, it is understood freedom campers are unlikely to pay any camping fee. Secondly, should a reduced fee (aimed at encouraging freedom campers) apply to all other campers? This needs to be considered in the light of camping in Nelson overall.
- 4.16 An option may be to offer a reduced price to freedom campers on the basis that they are self-contained campers, and limited use of ablution and areas in common likely to occur. Cabins would not be available at that reduced price.

Other Campgrounds

- 4.17 Council owns and leases the Maitai campground and the Tahuna Beach Motor Camp.
- 4.18 In the report to Council on the campground review, it was advised the Maitai Camp is leased until 2021. The current lessee has indicated that its focus is on providing a good standard of budget accommodation. However, the profitability of the camp is marginal and the review has identified that Council investment in infrastructure is required to ensure the long term viability of the camp.
- 4.19 The review found that Tahuna Beach Holiday Park is currently run as an effective and efficient campground, making a substantial return to ratepayers and maintaining strong community connections. The Park has developed a Revitalisation Master Plan and has a clear strategic focus on enhancing facilities to bring it up to a resort status.
- 4.20 It is possible an increase in camping at BVHP could reduce the number of campers using the Maitai in particular (given its focus on budget accommodation). Tahuna Beach has a different strategic focus. In addition, if the Maitai campground requires an investment in infrastructure, it will seek that from Council. This needs to be taken into account when considering any investment in BVHP.

5. Options

- 5.1 There are three options considered below with respect to potentially opening up the BVHP again this spring-summer. All options exclude costs to upgrade the ablution facilities to modern standards, which could be substantial.

Option 1: Limited reopening of the campground – Camp sites only	
<p>Reopen the BVHP campsites only. Minimal capital expenditure required (\$14,500). Increase in operational costs (security) may be required (\$12,500). This targets freedom campers who may be willing to pay a small amount to use facilities.</p> <p>Assumes no significant improvements in ablution facilities.</p>	
Advantages	<ul style="list-style-type: none"> • Freedom campers still accepted. • Slightly less administration and other resources required compared to a full reopening of the site. • Minimal capital expenditure required. • Only minor additional cleaning required.
Risks and Disadvantages	<ul style="list-style-type: none"> • May not meet potential customer demand. • Condition of facilities do not meet what is expected of a Council facility and may not meet user/customer expectations. • Reputational damage to NCC due to offering unsatisfactory facilities. • Potential conflict between casual and long-term camp residents. • Security risks for staff and customers. • Time constraints to have facilities ready for summer season. • No marketing of the facility has commenced for the upcoming season.
Option 2: Reopening of the campground	
<p>This option allows for a full reopening of the campground including campsites and cabins. This would require additional capex budget of \$31,500, and additional opex budget of \$38,000.</p> <p>Assumes no significant improvements to the ablution facilities.</p>	
Advantages	<ul style="list-style-type: none"> • Provides fit for purpose campground (other than ablution facilities and playground facilities) • Public perception likely to be positive.

	<ul style="list-style-type: none"> • Could provide additional budget camping choice. • May alleviate freedom camping issues for Nelson.
Risks and Disadvantages	<ul style="list-style-type: none"> • Significant time constraints to have facilities ready for summer season. • No marketing of the facility has commenced for the upcoming season. • Capital expenditure required to upgrade facilities. • Reputational damage to Nelson and/or Council may occur if marketing is not clear about the standard or facilities offered. Even so, people may not remember this upon arrival.
Option 3: Brook Valley Holiday Park remains closed (No increase in budgets)	
Status quo. The BVHP would continue to be managed on a day to day basis by existing NCC operations staff and would remain closed to casual campers.	
Advantages	<ul style="list-style-type: none"> • Fits current Council direction. • Fits existing budget provision. No increase in budget required. • No additional staff resourcing required. • No capital expenditure required for facilities at this time. • No risk of insufficient time to be adequately prepared for the summer season. • No marketing required. • Caters for freedom campers.
Risks and Disadvantages	<ul style="list-style-type: none"> • Existing facility remains unused

6. Conclusion

- 6.1 Considering timeframes required to deliver by summer there will be significant risk to reputational damage for NCC if a fit for purpose facility is not provided that meets community expectations and acceptable standards. The facilities are tired with the ablution blocks needing significant works.
- 6.2 There is no budget provision for reopening the BVHP this summer, nor any capacity within existing staff numbers. To achieve any option other than option 3 will require an increase in budget and staff resource and several other work streams to be either slowed down or dropped.

- 6.3 Officers recommend option 1 - that the Brook Valley Holiday Park opens for camp sites only with a minimum increase in service standards.

Peter Anderson

Manager Operations and Asset Management

Attachments

Nil

Important considerations for decision making

1. Fit with Purpose of Local Government

Campgrounds are local infrastructure that provide services to residents and visitors to Nelson. The recommendation of this report would ensure the services provided at Brook Valley Holiday Park are of an appropriate standard for levels of use and delivered effectively and efficiently.

2. Consistency with Community Outcomes and Council Policy

The recommendation is consistent with the Community Outcomes of Council to ensure we are meeting the current and future needs of our community. In particular the following outcomes:

1. Our unique natural environment is healthy and protected by Nelson being a place where everyone can enjoy the natural environment while it is protected for the future and by recognising the importance of a healthy environment for tourism, and minimise the impacts of human activities on the environment
2. Our communities have access to a range of social, educational and recreational facilities and activities where we have high quality and accessible recreation, education, health and community facilities.

3. Risk

The primary risk is reputational – Opening a facility that does not meet reasonable standards and what could be expected by users.

4. Financial impact

\$281,000 is included in the 2016/17 budgets for the operation of the BVHP including salaries. This budget allows only for operating of the park, assuming that the camp remains closed to casual campers and continues to be managed on a day to day basis by existing council officers, and for minor renewals.

If Council indicates a preference to reopen the camp for summer 2016/17 this will result in a requirement to increase existing budgets by between \$51,000 to \$70,000 per annum (this includes the cost of staff resourcing which would need to increase from 1.25 FTE to 2.5 FTE).

Any increase would need to be identified in future years Annual Plans, Asset Management Plans and Long Term Plans.

5. Degree of significance and level of engagement

This matter is of low significance. Other than historic public interest, the degree of significance to the community or subgroups when assessed against all the criteria in Council's Significance and Engagement Policy is low. Extensive consultation, which considered this facility reopening, has occurred during the development of the Brook Recreation Reserve Management Plan 2015-2025, Nelson City Council's Freedom Camping Strategic Plan 2016 and during earlier decisions by Council regarding closure of the BVHP. It is considered that no further consultation will need to occur.

6. Inclusion of Māori in the decision making process

No specific consultation has been undertaken with Māori.

7. Delegations

The Sports and Recreation Committee has the responsibility for campgrounds including the Brook Valley Holiday Park.

Natureland Capital Grant

1. Purpose of Report

- 1.1 To consider a request from the Natureland Wildlife Trust to bring forward the budget for the Natureland Capital Expenditure Grant of \$15,000 from 2017/18 to 2016/17.

2. Recommendation

That the Committee

Receives the report Natureland Capital Grant (R6784).

Recommendation to Council

That the Council

Approves the request from Natureland Wildlife Trust to spend the remaining \$35,000 capital grant allocation towards projects in 2016/17, adjusting budgets accordingly.

2. Background

- 2.1 As part of the funding agreement with Natureland Wildlife Trust, a grant of \$200,000 across five years of the agreement was allocated toward capital improvement projects at the facility.
- 2.2 Of the \$200,000 approximately \$35,000 has not yet been allocated and a request has been made for this to be made available to Natureland Wildlife Trust this financial year (2016/17) to carry out their final capital projects from the Grant.
- 2.3 The request is to carry out projects including update to structures, a new porcupine den on exhibit, lighting improvements, tarantula enclosure work, rabbit encounter work, baby changing table, sheds and visitor shelters, horticulture and plantings, new interpretation panels and signage, security upgrade with cameras, new fencing to shape visitor

flow and realignment of paddock. Quotes have been provided for all of the above.

3. Discussion

- 3.1 The current budget allocations, which were agreed during the Long Term Plan 2015-25, do not align with the request received from the Trust. \$20,000 is currently allocated in 2016/17 with the remainder (\$15,000) in 2017/18. Bringing forward this budget has minimal impact for Council.
- 3.2 Natureland Wildlife Trust has been managing the park since 2013 and have maintained a stable financial position. This request is supported as it fits with the strategic plan for the Trust.
- 3.3 The funding allocation has been used to leverage in-kind contributions and discounted goods and services towards the work to be carried out. For example, the Nelson Host Lions Club are donating labour for the paddock realignment; labour is being provided free of charge by two volunteers for all other projects; installation costs for security are being donated; heavily discounted rates for horticultural supplies.
- 3.4 Previous capital funds have been used for signage rebranding, development of a 10 year plan, demolition of the bird aviary (asbestos), Project Janszoon (breed for release and native bird rehabilitation project), update of the dragons den and cotton top exhibits, development of the marmoset agouti exhibit, paddocks, invertebrates, aviary pond, security improvements and the kea aviary project and have resulted in improved facilities for the animals and visitors to Natureland.

4. Options

- 4.1 Approve the request to bring forward the \$15,000 allocated in 2017/18 to 2016/17 to allow the remaining \$35,000 to be spent towards projects this financial year, adjusting budgets accordingly.
- 4.2 Decline the request and keep the budget allocations as per the current budgets.

Option 1: Approve the request	
Advantages	<ul style="list-style-type: none"> Natureland's Strategic Plan can be implemented in a timely way Further improvements to the visitor experience and animal welfare
Risks and Disadvantages	<ul style="list-style-type: none"> None
Option 2: decline the request	
Advantages	<ul style="list-style-type: none"> Budgets allocated as per Long Term Plan 2015-25
Risks and	<ul style="list-style-type: none"> Opportunity to leverage funds is reduced

Disadvantages	<ul style="list-style-type: none"> • Slower implementation of Natureland's Strategic Plan
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Shanine Hermesen
Manager Community Partnerships

Attachments

Nil

Important considerations for decision making

1. Fit with Purpose of Local Government

This is a discretionary activity. Previous consultation has shown Natureland is important to the Nelson community.

2. Consistency with Community Outcomes and Council Policy

The recommendations in this report are consistent with Councils objectives in the Long Term Plan 2015-2025 and align with Council's Community Outcome 'Our communities have access to a range of social, educational and recreational facilities and activities'.

3. Risk

The recommendation is highly likely to allow the Trust to improve capital facilities and enhance the visitor experience at Natureland and is unlikely to have adverse consequences as the Trust has already negotiated to leverage off the funding.

4. Financial impact

This decision will not have a long term cost associated with the recommendation as funding has already been allocated in the Long Term Plan and is managed through an existing funding agreement with the Trust.

5. Degree of significance and level of engagement

This matter is of low significance because the funding for the capital grant has already been allocated in Council's Long Term Plan which has been previously consulted on.

6. Inclusion of Māori in the decision making process

Māori have not been specifically been consulted on this report.

7. Delegations

The Sports and Recreation Committee has the responsibility for considering Recreation and Leisure Facilities and Services, and Parks and Reserves.