



**Gore District
Trails Feasibility Study
Final Report
31 July 2017**

GO DISTRICT RE RURAL CITY LIVING

Acknowledgements

The Gore District Trails Feasibility Study has been prepared by TRC Tourism Ltd (TRC) and Xyst for the Gore District Council.

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Executive Summary

The Gore District Council has commissioned this report to guide the development of the Gore District's trails for walking, cycling and horse riding.

Trails have brought many benefits to communities in New Zealand, including health and wellbeing benefits, tourism and economic benefits and lifestyle and social benefits. The Gore District Council seeks to bring these benefits to the people of the District through sustainable trails and has consulted with the community in the development of this strategy.

There are existing trails in the Gore District, however the development of this strategy has identified a lack of trails in the District's urban area, and a lack of connections from Gore to Croydon Bush and Dolamore Park. The Gore District Trails Feasibility Study seeks to build on the existing trails in the District with a trail network developed around the following principles:

- ▶ A small number of quality trails will encourage outdoor activity and walking/cycling transport for locals while adding to the variety of the District's visitor offer.
- ▶ Mountain bike trails in the region will be improved in quality, sustainability and diversity for local use and as a basis for events which attract visitors.
- ▶ Trails will be environmentally sustainable in their construction, maintenance and management.
- ▶ Trails will be planned to connect locals and visitors to the places they wish to go and will be accessible to those users and their activity levels.
- ▶ Priority will be given to trail developments where there is the greatest potential level of use.

The recommended trail network consists of a mix of shared walking/running/cycling trails and separate bridle trails in and around the town of Gore, ultimately providing a connected trail network from Gore to the Croydon Park mountain bike and walking trails and Dolamore Park. The two proposed bridle trails would commence from the existing horse riding facilities at the showground and racecourse/pony club. A shared trail loop is also recommended for the town of Matura.

This strategy does not recommend the development of proposed trails between Gore and Matura and Gore and Mandeville at this time due to the high cost of construction and maintenance, landowner access issues, the likely low level of use and the attractiveness of the route for visitors. An alternative, more scenic cycle trail route from Gore to Mandeville along the proposed Reaby Road Trail and utilising Dolamore Park and Otamita Gorge Roads is earmarked for potential future investigation once the core trail network is established.

The final network as it is proposed in this strategy will achieve the council's vision of a cycle, walking and horse riding friendly district, where locals and visitors have easy access to trails.

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1 Introduction

1.1 Purpose of the Feasibility Study

Vision

*A cycle, walking
and horse riding
friendly district,
where locals and
visitors have easy
access to quality
trails*

The Gore Trails Feasibility Study is a response to community demand for trails for walking, cycling and horse riding to improve the outdoor recreation, health, lifestyle and tourism opportunities in the Gore District in the Southland region of New Zealand.

The study investigates a sustainable approach to further development of the District's trails for local and visitor use and provides a framework for future trail development, decision making and applications for trail investment. It aims to encourage greater awareness and participation in walking, cycling and horse riding in the District.

The study applies to:

- walking trails for commuting, fitness and recreation, including mobility scooter use;
- cycling trails for commuting, fitness and recreation;
- mountain bike trails; and
- trails for horse riding.

The study was developed in the context of the *Southland Cycling Strategy 2016* which identifies a need for improved cycling infrastructure in towns such as Gore and Mataura and the improved mountain biking opportunities close to populated centres, including Gore¹.

Development of the study included consultation with stakeholders across the district including community workshops on two occasions during the project.

¹ TRC Tourism (2016). *Southland Cycling Strategy 2016-2026*. Prepared for Venture Southland, Invercargill City Council, Southland District Council, Gore District Council, Environment Southland and Sport Southland.

1.2 Benefits of Trails

The Gore District seeks to share in the benefits that investment in trails has provided to communities in other parts of New Zealand and around the world



Globally the provision of trails for recreation and tourism has been shown to lead to multiple health, lifestyle, social and economic benefits for communities. Trails provide important access to residents for outdoor physical activities and access to the natural environment. They:

- ▶ encourage more outdoor physical activity leading to improved physical and mental wellbeing;
- ▶ provide lifestyle opportunities and improve the liveability of a place;
- ▶ are low cost facilities for recreation accessible to many different groups in the community;
- ▶ encourage more walking, cycling and social interaction in communities;
- ▶ encourage awareness of and appreciation of the natural environment and support for its protection; and
- ▶ provide a venue for social interaction and development of community identity through volunteering and participation associated with trail activities, maintenance and conservation.

Trails have become an expected part of tourism destinations, as ways to access a destination's attractions and as total experiences in themselves. Tourism trails have multiple benefits:

- ▶ attracting more visitors or encouraging visitors to stay longer, resulting in increased visitor expenditure;
- ▶ economic benefits from employment and business opportunities in trail development, management, maintenance, events and supporting products and services; and
- ▶ protection and showcasing of natural, cultural and historic assets by providing sustainable access.

In 2015, it was estimated that the 22 Great Rides in the New Zealand Cycle Trail had approximately 1.283 million users, of whom 83% were walkers and cyclists and 17% commuter cyclists². The vast majority of trail users were New Zealanders (whether domestic visitors or local residents), while 13.5% were international visitors.

An assessment of the impacts of the trails estimated a 1:3.55 cost to benefit ratio – that is, for every dollar spent in the trails approximately \$3.55 in benefits was generated annually. For the whole of New Zealand, the annual economic contribution of the New Zealand Cycle Trail was estimated as \$37.4 million. The annual social contribution was estimated as \$12 million, made up of reduced mortality and reduced health costs associated with trail-related physical activity for commuting and recreation.

² Ministry of Business, Innovation & Employment (2016). *Nga Haerenga – The New Zealand Cycle Trail Evaluation Report 2016*.

2 Current Situation

2.1 Gore District

The Gore District covers 1,251 square kilometres centred around the Mataura River valley in the Southland region. The District is 64 kilometres north east of Invercargill and 150 kilometres south west of Dunedin. The town of Gore is the main centre. Established around a ford on the Mataura River, Gore is divided into east and west sections. Other towns and settlements include Mandeville, Waikaka, Pukerau and Mataura. At June 2016, the Gore District was estimated to have a total population of 12,500 people³ of which around 80% (an estimated 9,890 people) live in urban areas⁴.

The climate is generally moist, with annual rainfall from 500 mm to 1,000 mm. The north of the District is drier. Temperatures are cool to mild: the January mean daily maximum is 20°C⁵.

The District is known to southern Maori as Maruawai (Valley of Water) and the confluence of the Mataura River and Waikaka Stream was the site of seasonal mana whenua encampments. The pre-European landscape was characterised by forest, shrubland, tussock and swamp - today the landscape is predominantly farmland. The forested slopes of the Hokonui Range at Croydon Bush Scenic Reserve provide a scenic backdrop.

Intensive pastoral farming is the dominant industry in the District, with dairying having increasing dominance. Rural services, forestry, meat processing, fibreboard manufacturing and tourism are the district's other major industries.

2.2 Current Trails and Trail Use

Walking

There are several clusters of walking tracks located in reserves around the District. Short walking tracks are located in Hamilton Park in Gore and are managed by the Gore District Council. Walking track networks radiate from visitor nodes at Croydon Bush Scenic Reserve (managed by the Department of Conservation) and adjoining Dolamore Park (managed by the Gore District Council) (see Map 1). These two reserves are forested areas in the Hokonui Hills that are major local recreation destinations about 10 minutes drive from Gore. The Hokonui Tramping Club is involved in voluntary track maintenance in the reserves and has also developed several marked tramping routes.

Cycling

Cycling facilities are limited and roads have been generally designed with little consideration for the needs of cyclists. There are no purpose-built cycle trails in the District (other than mountain bike trails). The 2013 Census indicated that 1.6% of Gore residents cycle to and from work⁶. This compares with the Southland average of 1.8% and the New Zealand average of 2.6% in main urban areas and 1.7% in rural centres.

There is some interest in the community for the development of cycle trails or shared trails within and between the District's towns and recreational destinations.

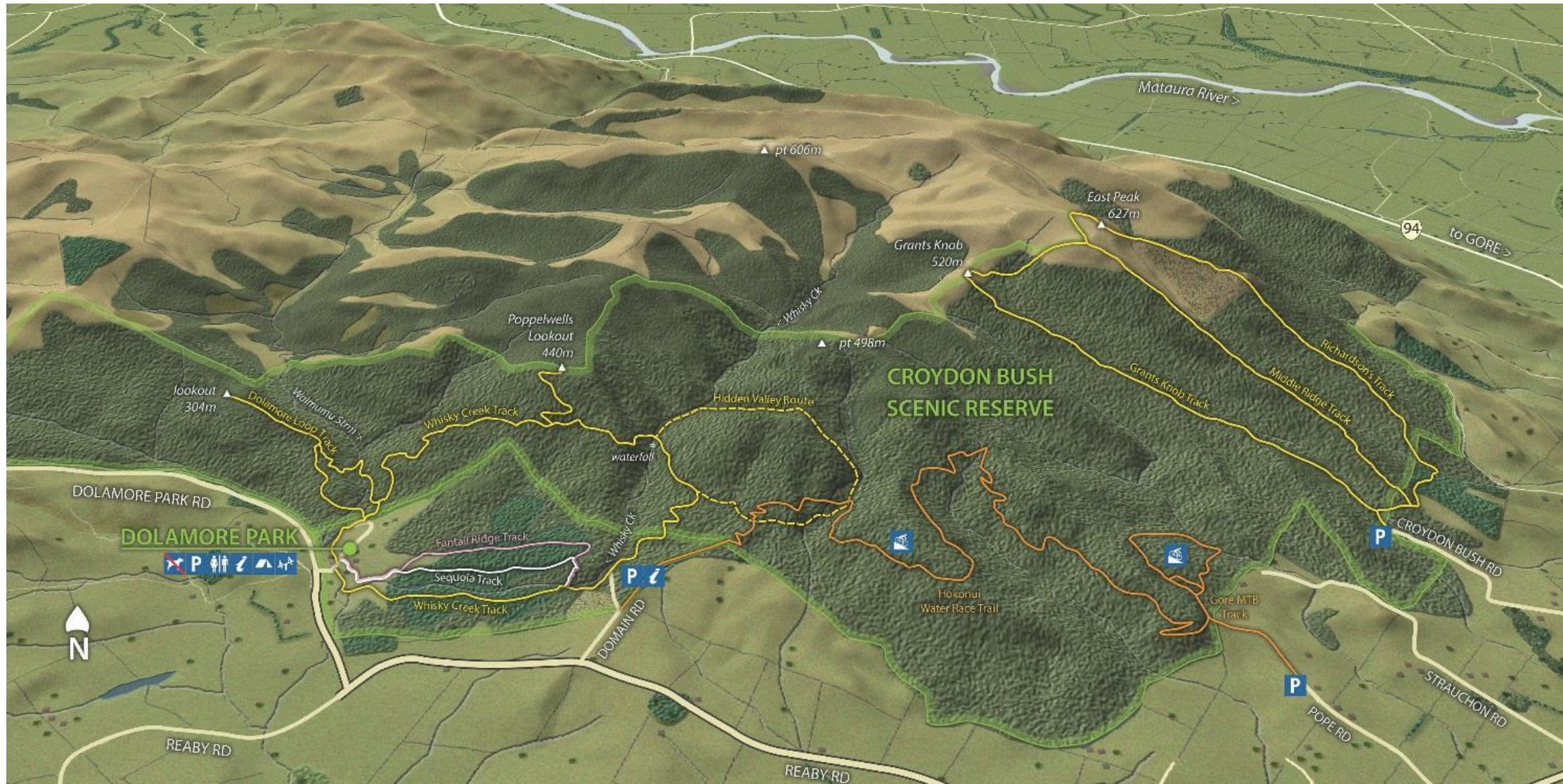
³ Statistics New Zealand. Subnational Population Estimates 30 June 2016.

⁵ Subnational Population Estimates, June 2016, Statistics New Zealand,

⁶ <http://southlandnz.com/discover/gore-district>

⁶ Statistics New Zealand (2015). *2013 Census QuickStats about Transport and Communications*.

Map 1 Trails at Dolamore Park and Croydon Scenic Bush Reserve, 20167



⁷ Source: Gore District Council (2016). *Dolamore Park*. Brochure.
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Mountain Biking

The Hokonui Water Race Trail and the earlier loop track were constructed by the Hokonui Mountain Bikers Club with the permission and support of the Department of Conservation. Approval for other informal trails is being sought.

Facilities at the trails are basic and there is limited wayfinding signage at this time. There is little information on use of the mountain bike trails. Some concern has been expressed in the community about the impacts of recent trail construction on the forest environment and the standards of the construction work.

While mountain biking in the Southland region occurs on managed trails dispersed through the region, there is limited development of purpose-built trail networks. Gore is emerging as a new mountain biking trail network for Southland in addition to the region's most popular mountain biking networks at Sandy Point and Bluff near Invercargill. Gore has the potential to be as significant as Sandy Point and Bluff with the support of the Department of Conservation. Gore also hosts the annual MLT Moonshine Trail mountain biking and running event which utilises trails at Dolamore Park and private land which is not normally open to the public⁸. This event attracted more than 400 participants in 2017.



⁸ www.moonshinetrail.co.nz

Equestrian

Horse Riding (Bridle) Trails

Horse riding is a popular activity in Gore, there is a strong culture of horse ownership and the District has some quality equestrian facilities. The Southern Equestrian Park Trust all-weather arena is situated at the Gore Showgrounds. Gore hosts the Southland Show Jumping Championships at this arena in February. Gore Pony Club is based on Gore Racecourse land and holds rallies most Thursday evenings between October and April, as well as an adult riding club on the first Wednesday of every month.

The District has no specific bridle trails. Horse riding occurs on local streets and roads. Some riders also pay a membership to the Southern Equestrian Park Trust to use its arena. The Southland Shafts and Wheels Club, based at the Gore Showgrounds, uses horse carriages on the streets and roads around Gore. Interest has been expressed in the development of off-road bridle paths to provide a safe alternative to riding on the road.

A summary of the existing trails in the Gore District is provided in Table 1.

Table 1 Gore District Trails and Routes, early 2017

Location	Name	Description	Length	Trail Manager
Walking Trails				
Dolamore Park	Fantail Ridge Track	Easy walking from the Dolamore Park car park	40 min return	Gore District Council
	Sequoia Track	Begins at the Sequoia Plantation in Dolamore Park and links to the Whisky Creek Track	40 min return	Gore District Council
Dolamore Park/ Croydon Bush Reserve	Whisky Creek Track	Signposted off the boardwalk section of the Dolamore Track. Follows a ridge to waterfalls and Poppelwells Lookout	2 hrs return	GDC
	Dolamore Track	Gravel surfaced loop walk starting from the Dolamore Park picnic area to a lookout	1 hr return	DoC
Croydon Bush Reserve	Hidden Valley Route	Loop off Whisky Creek Track	3km	DoC/Hokonui Tramping Club
	Grant's Track	Well formed track following a ridge from Grant's Bush in the east of the Reserve to Grant's Knob	2 km 30 min return	DoC/Hokonui Tramping Club
	Middle Track	Rough marked track from Grant's picnic area through steep terrain to East Peak	1-2 hr return	DoC/Hokonui Tramping Club
	Richardson Track	Rough marked track from Grant's picnic area through a pine plantation and steep terrain to East Peak. Can form a loop walk with Middle Track or Grant's Track	1-2 hr return	DoC/Hokonui Tramping Club
Hamilton Park, Gore	Waikaka Way Walkway	Relatively flat and picturesque walk Track follows the Waikaka River	1.3km 45 min return	Gore District Council
	Waikaka Way Loop Walks	Side loops off the Waikaka Way Walkway offering access opportunities for fishing	3km	Gore District Council

Location	Name	Description	Length	Trail Manager
Mountain Biking				
Croydon Bush Scenic Reserve, Gore	Royale with Cheese/Fatman with a rubber (strava)/Hokonui Bikers Fence to Fence	Fast narrow single track. Difficult ride that descends 132 metres over 1.3km	1.3km	DoC /Hokonui Bikers
Croydon Bush Scenic Reserve, Gore	Wet Rubber	Joins onto Royale with Cheese – less difficult track with no man made jumps and flow berms		DoC /Hokonui Bikers
Croydon Bush Reserve	Mean Banjo	Difficult single track	0.5km	DoC /Hokonui Bikers
	Squeal Like a Pig	Advanced trail	1km	DoC/Hokonui Bikers
	Vote for Pedro	Steep trail off Royale with Cheese with sharp corners, challenging in the wet	170m	DoC/Hokonui Bikers
	Water Race Trail	Mixed trail type – a wider two way trail through beautiful native bush between Pope Road and Dolamore Park	4.6 to 7 km	DoC/Hokonui Bikers
Equestrian				
Gore	Terry Road	Used by members of the Pony Club and some horse trainers		Gore District Council
	Reaby Road	Identified equestrian path along existing road		Gore District Council
	Racecourse Road	Identified equestrian path along existing road		Gore District Council
	Campion Road	Identified equestrian path along existing road		Gore District Council
	Charlton Road	Identified equestrian path along existing road		Gore District Council
	Gore Show-Grounds to Mataura River Walk	Identified equestrian path along existing road		Gore District Council

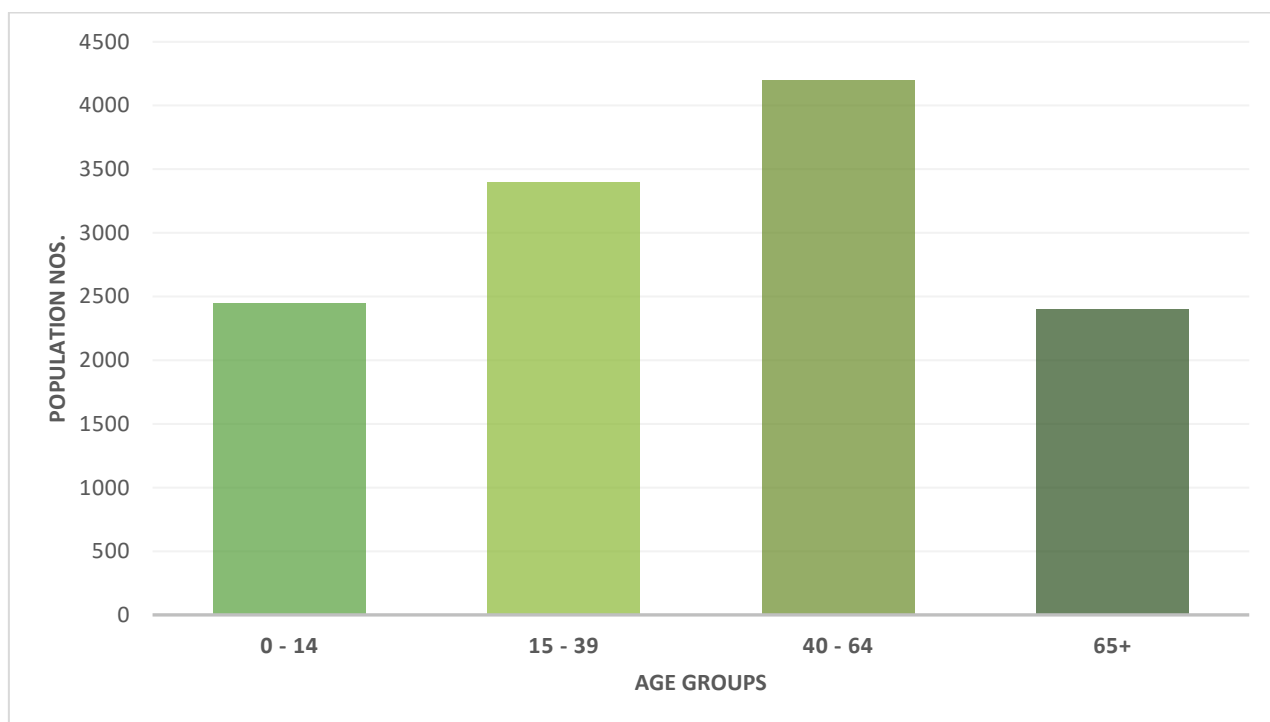
3 Demand for Trails

3.1 Local Residents

With 80% of Gore District’s population living in urban areas, provision of trails in and near the District’s urban settlements will be important for local residents.

The current population of the District is at a steady state without significant natural increase or migration⁹. The distribution of age groups in the District is shown in Figure 2. In common with New Zealand generally, the proportion of older people in the District’s population is increasing. About 19.2% of Gore’s population in the year ending June 2016 was aged over 65 years – higher than the New Zealand average of 15%. Nearly 34% of the District’s population was aged between 40 and 64 years. Trails will need to be provided at appropriate standards and in locations suited to the District’s older residents.

Figure 1 Population Distribution, Gore District, 30 June 2016



⁹ Statistics New Zealand (21 October 2016). *Subnational Population Estimates at 30 June 2016 – Estimated resident population, territorial authority and Auckland local board areas at 30 June 2013, 2015 and 2016.*

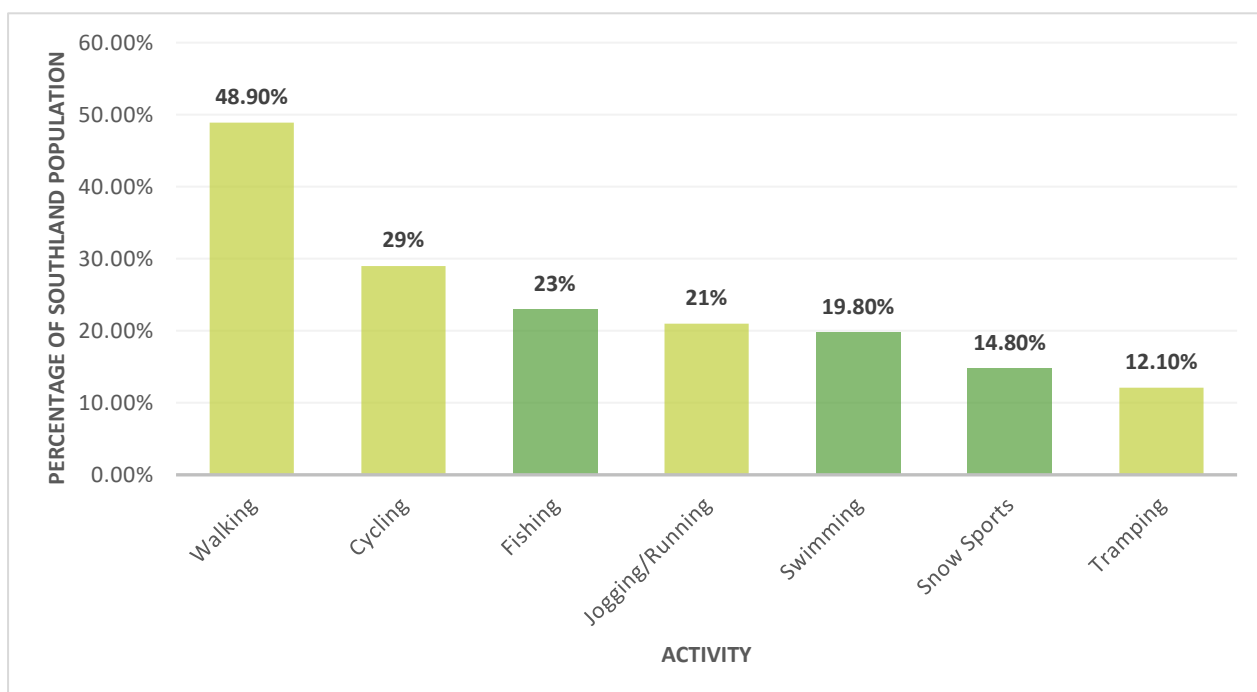
3.2 Southland Residents

Southland residents form a high component of Gore’s visitors (see section 3.3.2).

As at June 2016, Southland was estimated to have a population of 98,000 people – 2.1% of New Zealand’s population¹⁰. The population is concentrated in the urban areas of the south east. Invercargill has 54,700 people or 55.8% of Southland’s population. About 30% of Southland’s population lives in rural areas - twice the national average for New Zealand’s rural population. Most of Southland’s population is of European origin (78.6%) but has been gradually diversifying. Southland’s Maori population has been increasing and at 11.8% of the Southland population, is the largest Maori population on the South Island¹¹.

The Southland region has a similar population distribution to Gore - 20% aged 0 to 14 years (19,600 people), 31% aged 15 to 39 years (30,000 people), 33% aged between 40 and 64 (32,300 people) and 16% (16,000 people) aged 65 years and older.

Figure 2: Participation in sport and active recreation by Southland residents, 2013/14.



The trail-related activities of walking, cycling (which includes mountain biking), jogging/running and tramping are among the most popular physical recreation activities of Southland residents (which includes Gore residents). Figure 3 shows the most popular physical recreational activities in Southland based on the 2013-14 Active New Zealand survey¹². Walking and cycling are the region’s most popular physical recreation activities. The 29% participation rate in cycling is higher than the New Zealand average.

¹⁰ Statistics New Zealand (21 October 2016). *Subnational Population Estimates at 30 June 2016 – Estimated resident population, Regional council areas at 30 June 2013, 2015 and 2016*.

¹¹ Southland Mayoral Forum (October 2015). *Southland Regional Development Strategy*.

¹² Sport New Zealand (2015). *Sport and Active Recreation in the Lives of New Zealand Adults. 2013/14 Active New Zealand Survey Results*. Wellington, Sport New Zealand.

The survey found that the most common man-made recreational facilities were paths, cycleways and walkways; about 54% of adults surveyed had used these facilities in the last 12 months, while just over 33% of people in Southland had used off road bike trails or walking tracks. Fun runs and walks and other running/walking events were the most popular events in Southland, with 15.6% of adults having participated in one of these events. An estimated 2.9% of Southland residents participated in bike events, compared with 2% for all New Zealand. Among non-cyclists in Southland, 7% were interested in trying cycling. This was the second highest level of interest compared with other activities after golf (8.3%).

A survey of cyclists in Southland, conducted for the 2016 Southland Cycling Strategy, revealed a high level of support for improved cycling infrastructure, including cycle trails. Most respondents (81%) agreed cycling was a good investment for councils. Safety was a major concern and there was strong support for cycle lanes and off-road trails in urban and rural areas. Respondents also support more trails for recreation and tourism, emphasising the need for trails suitable for families and the provision of more amenities and services such as toilets, drinking water, camping, accommodation and cafes.

Mountain biking respondents saw a need for more mountain biking opportunities near the urban areas where they live. A greater range of trail difficulty levels, including trails suitable for families and young riders and improved trail maintenance were identified as key changes required to improve the region's mountain biking opportunities.

3.3 Visitors to Gore

Tourism Offer

Gore District's main visitor activities and attractions focus on heritage, arts, fishing and outdoor recreation. The District is located on SH1, the main highway between Dunedin and Invercargill, and SH 94 to Lumsden, so it is well placed to service passing visitors. The Gore District Council encourages touring visitors and promotes Gore as 'motorhome friendly' by offering overnight parking and camping sites, dump stations and laundry facilities.

Heritage attractions include the Gore Historical Museum, which offers insights into Gore's Maori and European settler past, and the Hokonui Pioneer Park which displays vintage farm machinery from the mid-19th century. The Hokonui Moonshine Museum tells the story of the area's illicit whiskey distilling. In Mandeville, 17 kilometres from Gore, the Croydon Aviation Heritage Centre and flights in vintage aircraft.

Every second March, the Hokonui Moonshiner's Festival celebrates the area's moonshine history.

Gore is also home to the Eastern Southland Gallery, which houses one of the finest art collections in New Zealand. A number of arts and performance events are held including the Hokonui Fashion Design Awards and the New Zealand Gold Guitar Awards.

Gore is renowned for the quality of its trout fishing and attracts fly-fishers in the October to April season. A number of operators offer guided fly fishing tours and lessons.

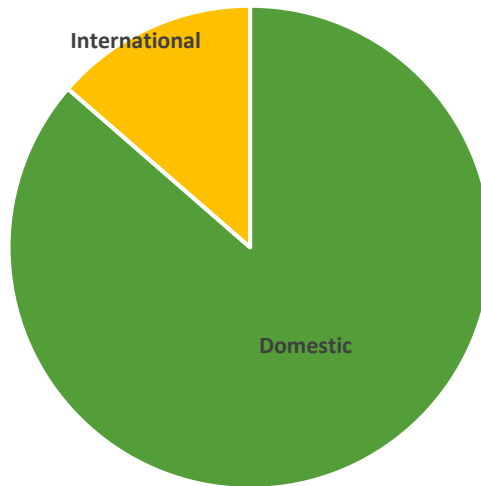
Croydon Bush Scenic Reserve shows what much of Southland once looked like with forest, grassland and shrubland communities which can be accessed on a range of walking tracks¹³. The adjacent Dolamore Park encompasses 95 hectares of native podocarp forest as well as lawn and exotic plantings, camping and picnic facilities.

¹³ www.doc.govt.nz/parks-and-recreation/places-to-go/southland/places/croydon-bush-scenic-reserve/

Tourism Visitation

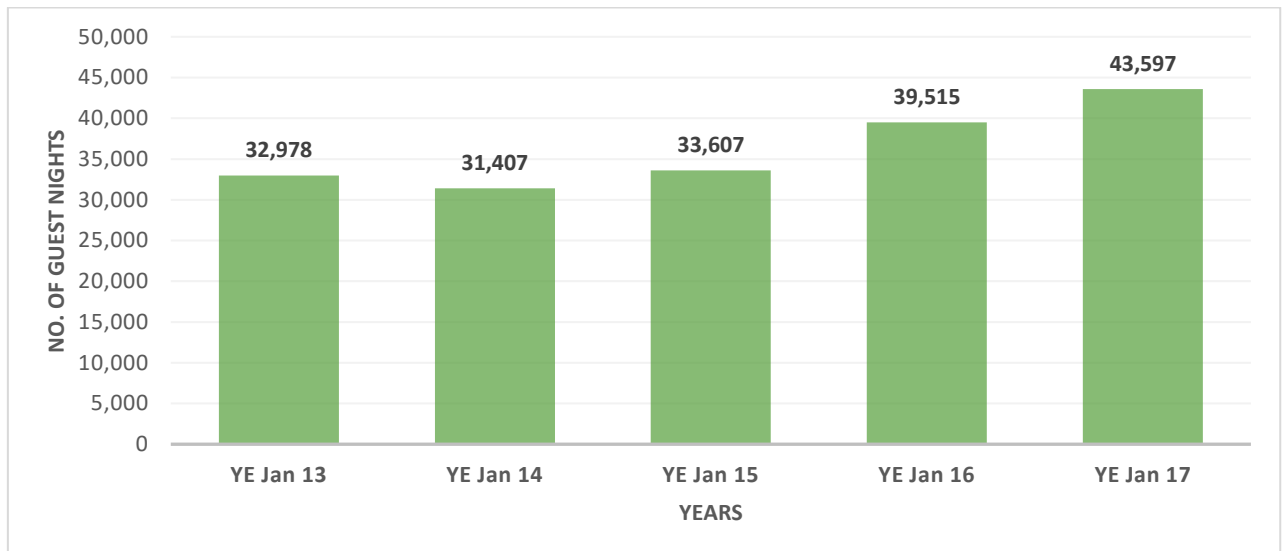
The Gore District's visitors are predominantly domestic. In the year ending January 2017, around 86% of the District's 43,497 guest nights were by domestic visitors¹⁴. In line with elsewhere in the Southland region, it is likely that a high proportion of these domestic visitors come from within the region and the nearby regions of Otago and Canterbury. The greatest number of international visitors come from Australia, while other significant source countries are Europe, the UK and the USA.

Figure 3: Domestic and International Guest Nights, Gore District, year ending January 2017



Gore has been experiencing a steady increase in guest nights and occupancy rates since 2014. The average length of stay in the District is 1.83 days.

Figure 4: Number of Guest Nights in Gore District, years ending January 2013 to 2017



¹⁴ Venture Southland (5 April 2017). *Southland Tourism Key Indicators, January/February 2017*.

Visitor expenditure in the Gore District has followed an increasing trend, though with some yearly variation. In the year ending February 2017 domestic expenditure in the District was \$57 million and international visitor expenditure reached \$9 million¹⁵. International expenditure has been increasing as a share of total expenditure, showing an increase of 29.1% the years ending February 2016 and February 2017. For the same period, domestic expenditure decreases by 5.7%. Similar trends were experienced for Invercargill City.

The Gore District's visitation is a small component of Southland's total visitation, comprising 4% of the region's 1,078,575 guest nights in the year ending January 2017 and 10.8% of the region's \$610 million in the year ending February 2017. Higher levels of visitation, international visitors and expenditure occur in Southland's major visitor destinations in the Fiordland area.

3.4 Trail Tourism

Trails have become a major focus for New Zealand's tourism. Attraction of visitors for walking, tramping, cycling and mountain biking experiences is supported by the New Zealand Government through the 9 Great Walks, the 22 Great Rides in the New Zealand Cycle Trail and promotion of significant trails and mountain biking destinations. Under the *Tourism 2025* framework, the New Zealand Government and tourism partners are also seeking to extend the regional dispersal of international visitors through improved local destination experiences and infrastructure such as more competitive local trails¹⁶.

The latest available analysis by Tourism New Zealand show that between 2009-2013, over a million international visitors participated in a walking or hiking activity during their visit to New Zealand, an average of 254,000 per year, or one in four holiday visitors¹⁷. Those travelling to New Zealand for walking and hiking stayed longer and spent significantly more than the average visitor. In the five years between 2008 and 2013, Tourism New Zealand estimated that 318,000 international visitors participated in cycling, 48% of whom participated in mountain biking¹⁸.

An evaluation of the New Zealand Cycle Trail estimated that there was a total of 1.8 million users of the 22 Great Rides in 2015, mostly recreational cyclists and walkers¹⁹. The majority were domestic visitors. About 13.5% (or 114,351 users) were international visitors.

The most popular destinations for walking and cycling in New Zealand offer a range of walking or cycling experiences often centred around a signature iconic trail or trail network and supported by services such as transport to trailheads, guided tours and accommodation. Trails destinations also tend to offer other attractions such as nature-based activities, outdoor pursuits, adventure activities, food and wine and events. New Zealand's most popular regional tourism organisation (RTO) areas for walking are Mackenzie, West Coast, Fiordland, Wanaka, Canterbury, Queenstown and Marlborough in the South Island and Lake Taupo, Ruapehu and Auckland in the North Island. Cycle tourism (which includes road, trail and mountain bike riding) is most popular in the Auckland, Canterbury, Queenstown, West Coast, Wellington, Rotorua, Nelson, Lake Taupo and Lake Wanaka RTOs.

There is limited information on equestrian tourism in New Zealand, but the number of international visitors who participate in horse riding while on their trip to New Zealand has increased since 2013, with an estimated 98,326 visitors horse riding in the year ending September 2016²⁰.

¹⁵ Venture Southland (5 April 2017). *Southland Tourism Key Indicators, January/February 2017*

¹⁶ Tourism Industry Aotearoa. *Tourism 2025, Growing Value Together*

¹⁷ Tourism New Zealand (February 2014), *Tourism Profile - Special Interest: Walking and Hiking*

¹⁸ Tourism New Zealand (April 2013). *Tourist Special Interest – Cycling*

¹⁹ Ministry of Business, Innovation & Employment (2016). *Nga Haerenga – The New Zealand Cycle Trail Evaluation Report 2016*.

²⁰ Statistics New Zealand. *International Visitor Survey*

Ride On, the New Zealand Horse Network Official Blog, defines domestic equestrian tourism as ‘horse riders who have their own horses, (who) want to ride their own horses in their own gear (saddles in particular)’²¹. Domestic equestrian tourism includes trekking clubs which organise local day treks or longer multi-day treks for members. There are also commercial trekking operators and horse trekking events, such as the Otago Goldfields Cavalcade which attracted 500 participants in 2016. Information on horse trekking trails and routes throughout New Zealand is provided by NZ Bridleways website (www.nzbridleways.info) and the website www.nzhorsestay.info offers information on accommodation that is horse friendly.

3.5 Nearby Trail Destinations

Some of New Zealand’s most successful trails destinations are a short road journey from Gore.

Queenstown, 168 kilometres by road from Gore, has over 190 kilometres of quality shared cycling and walking trails at easy to intermediate levels and five mountain biking facilities that offer a range of trail types from easy to advanced, uphill transport and skills development areas. The most popular parts of the trail network receive over 100,000 users a year.

The end points of the **Otago Central Rail Trail**, New Zealand’s original Great Ride of 150 kilometres between Middlemarch and Clyde in Otago, are 190 kilometres and 142 kilometres by road from Gore respectively. This trail, which has an international and domestic reputation, offers a 3 to 4 day cycle through mountain and valley scenery and old gold mining towns with opportunities to visit heritage sites, wineries, galleries, farms, cafes, ride a historic train and undertake local sporting activities. It is serviced by a wide range of accommodation, support services and tours. Annual trail use is estimated at over 15,000 multi-day trail users and up to 60,000 day users²².

Two other more recently established Great Rides – the 73 kilometre Clutha Gold Trail and the 34 kilometre Roxburgh Gorge Trail – are located to the north and south of Roxburgh, 96 kilometres from Gore by road. New Zealand Government funding has been provided to create a 500 kilometre cycle trail network that would link the Otago Central Rail Trail, Clutha Gold Trail, the Roxburgh Gorge Trail, a proposed Cromwell Gorge Trail and trails in Queenstown²³.

Another Great Ride, the Around the Mountains Cycle Trail, which will be about 180 kilometres when completed, provides a backcountry riding experience starting with a ferry ride across Lake Wakatipu from Queenstown to Walter Peak and traversing valleys in a circuit south to Mossburn and Lumsden before turning north to end at Kingston. Welcome Rock Trails, a commercial network of mountain biking and hiking trails and overnight hut and glamping accommodation, operates on private land on the Nevis Range near Garston.

Southland’s main purpose-built mountain biking trail networks are at Sandy Point and Bluff near Invercargill. Trail networks have also been established at Te Anau. Responses to the 2016 Southland cycling survey indicated that many Southland mountain bikers journey to Queenstown and nearby Wanaka to access the variety of mountain bike trails in those areas. Mountain biking also occurs on management trails in the Eyre Mountains/Taka Ra Haka Conservation Park, Mavora Lakes Conservation Park, Longwood Forest and Fiordland National Park.

²¹ <http://blog.nzhorsriders.info/2014/06/equestrian-tourism-what-is-it.html>

²² <http://www.otagocentralrailtrail.co.nz/about-our-trail/>

²³ <http://www.stuff.co.nz/national/80004695/central-otago-multimillion-dollar-cycle-trail-project-gets-financial-backing>

The Fiordland area has some of New Zealand’s classic multi-day tramping trails including three Great Walks – the Milford Track, Routeburn Track and Kepler Track. There are numerous walking trails used by Southland residents and visitors in Fiordland National Park and other Department of Conservation Reserves in the west, north and south east of the region.

Horse riding occurs in the Eyre Mountains/Taka Ra Haka Conservation Park north of Lumsden on shared tracks and routes in the Eyre Creek and Upper Mataura River areas²⁴. Further away from Gore, remote horse trekking occurs in parts of the Mavora Lakes Conservation Park where holding paddock facilities are provided²⁵.



²⁴ Department of Conservation (no date). *Eyre Mountains/Taka Ra Haka Conservation Park*. Brochure.

²⁵ <http://www.doc.govt.nz/parks-and-recreation/places-to-go/southland/places/mavora-lakes-conservation-park/>

4 The Way Forward

4.1 Approach to Trail Development

Vision

*A cycle, walking
and horse riding
friendly district,
where locals and
visitors have
easy access to
trails.*

As the Gore District is at an early stage of trail development the focus should be on consolidating and building the base of a trail network for residents and visitors, particularly in the areas of highest population and visitation.

The District is relatively close to several major tourism trail destinations which provide well-developed trail experiences. Gore's best trail-related tourism opportunities are provision of trails that are an adjunct to the District's tourism offer, enabling visitors to explore nature-based and heritage attractions. The walking trails in Croydon Bush Scenic Reserve and Dolamore Park already showcase the District's main nature-based attraction. The Croydon Bush Mountain Bike trails have potential to attract local and regional mountain bikers as an addition to the trail networks at Sandy Point and Bluff near Invercargill. What is lacking are trails in the District's urban areas and connections from Gore to Croydon Bush and Dolamore Park.

Trail development in the Gore District will be guided by the following principles.

Small number of quality trails

- A small number of safe, quality trails will be provided in the District to meet the needs of local residents for walking, cycling and horse riding. The trails will encourage outdoor activity and walking/cycling transport, while adding to the variety of the District's visitor offer.

Consolidate and improve mountain biking trails

- The quality, sustainability and diversity of the District's mountain biking trails at Croydon Bush should gradually be improved to provide for local use, as an additional mountain bike trail network in the Southland region and a basis for events which attract visitors.

Sustainability

- Trails should be environmentally sustainable in their standards of construction, maintenance and management.

Accessible and well connected trails

- Trails should connect people and visitors to the places they wish to go and be accessible to the planned users and their ability levels.

Level of Potential Use

- Priority should be given to trail developments where there is the greatest potential for use.

4.2 Proposed Trail Network

A range of trail proposals was developed in consultation with the community and the Gore District Council. The costs and benefits of each proposal were then assessed according to potential use, development requirements and constraints, and estimated construction costs. A summary of the assessment is in Table 2 and the details are provided in Appendix A.

The recommended trail network for Gore District consists of a mix of shared walking/running/cycling trails and bridle trails in and around the town of Gore ultimately providing a connected trail network from Gore to the Croydon Park mountain bike trails and walking trails in this area and Dolamore Park (see Figure 5). In the town, the shared use trails would provide two easy loops in the west and east connecting commuting and recreation destinations and also linking places of interest for visitors. The two proposed bridle trails would commence from the existing horse riding facilities at the

showgrounds and racecourse/pony club. A shared trail loop is also recommended for the town of Mataura.

Table 2 Summary of the assessment

GORE DISTRICT TRAIL NETWORK DEVELOPMENT			
Priority	Trail	Use	Estimated Cost
1	West Gore Trail	Walking, running, cycling, mobility scooter	\$286,137
2	Mataura River Bridle Trail	Horse riding	\$105,229
3	East Gore Trail	Walking, running, cycling, mobility scooter	\$379,683
4	Mataura Trail	Walking, running, cycling, mobility scooter	\$151,979
5	Reaby Road Trail	Walking, running, cycling	\$338,799
6	Additional Mountain Bike Trail Development	Moderate grade (Grade 2 to 3) trail from Croydon Bush Road to Pope Road	Not costed.
7	Terry Road Trail	Horse riding, walking, running, cycling	\$359,499 (shorter option)
TOTAL			\$1,621,326

Development of proposed trails between Gore and Mataura and Gore and Mandeville is not recommended at this time due to the high cost of construction and maintenance, landowner access issues, the likely low level of use and the attractiveness of the route for visitors. An alternative, more scenic cycle trail route from Gore to Mandeville along the proposed Reaby Road Trail and utilising Dolamore Park and Otamita Gorge Roads is earmarked for potential future investigation once the core trail network is established.

4.3 Ongoing ownership / future maintenance

The costs of maintaining trail networks varies greatly and is influenced by many factors including the initial standard of construction, level of routine maintenance, frequency and intensity of weather events and the nature of assets provided on a trail.

Costs for maintenance generally fall on the local authority although in some communities, trusts have been formed to assist with either undertaking physical maintenance or raising funds to offset some of the local authority costs. In general, it is easier to raise funds for new projects than for maintenance works and so many Trusts have struggled to attract grants for maintenance activities. The use of volunteers for trail maintenance is also difficult. While volunteers can be useful for some tasks, their efforts should be targeted towards light maintenance, trail condition monitoring or visitor monitoring and cannot be fully relied on for full trail maintenance. Councils and trusts have the same health and safety obligations to volunteers as they do to staff and this has also impacted on the use of volunteers for trail maintenance, particularly where machinery use is involved.

It is recommended that the Gore District Council takes on the funding responsibility for the maintenance of the trail network as the principal beneficiaries of the trail network are the ratepayers of the district. The Council may wish to consider the establishment of a trust or other organisation to

assist with fundraising and community participation in the management and enhancement of the trail network.

Map 2 Recommended New Trail Development, Gore Area

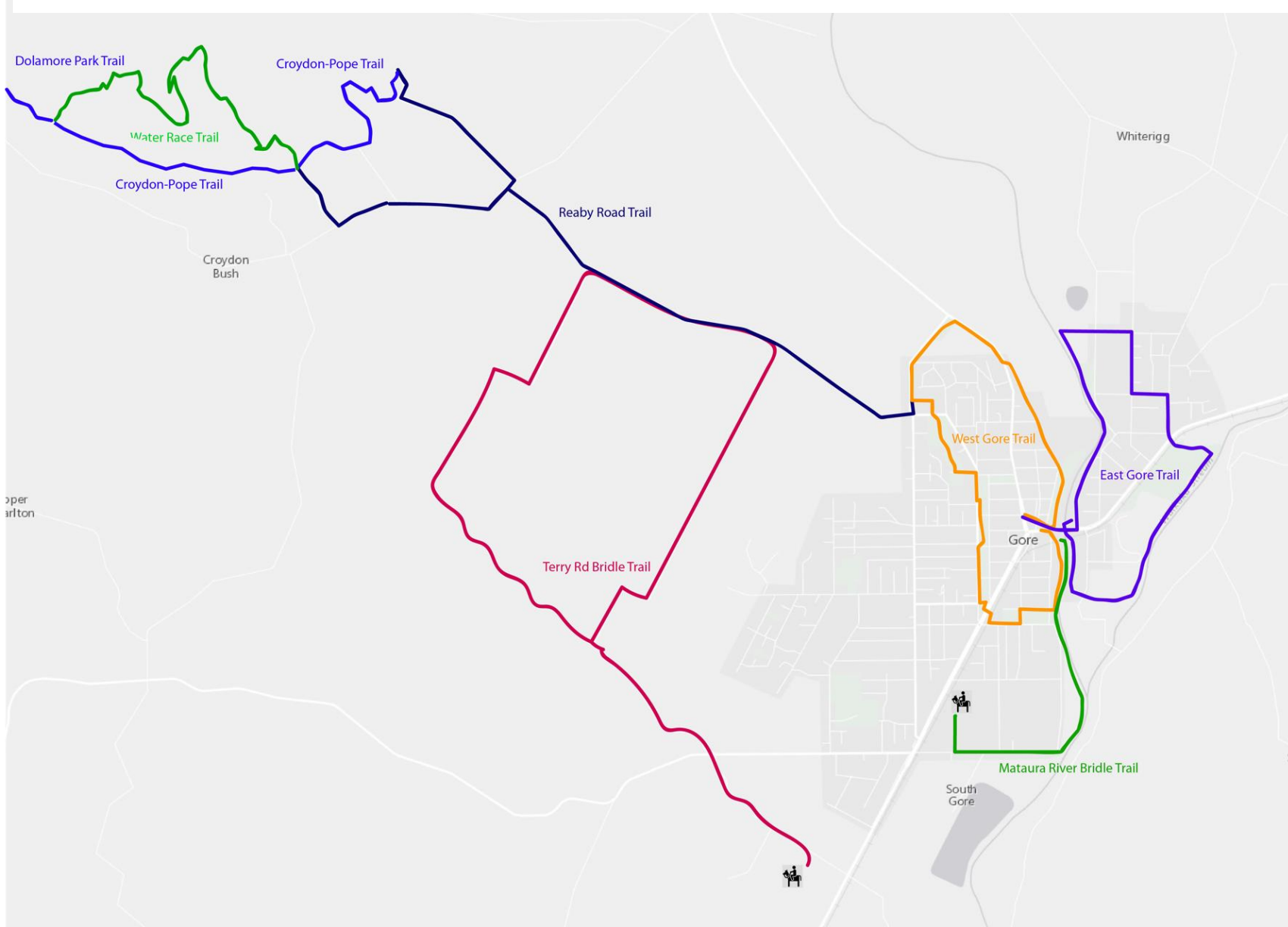


Table 3 Assessment of Gore District trail proposals

Proposed Trail	Description	Potential Use	Issues	Estimated Construction Cost	Recommendations
West Gore Trail	6.5 km loop from the Gore Visitor Centre linking key local features including the river, cemetery, Bannerman Park, Gore Main School, the Domain and Hyde park on existing footpath routes and flood banks.	Shared use for walking, running, cycling and mobility scooters. No horses. Walk of under 2 hours for visitors on flat and low gradients. Estimated 20,000 to 40,000 uses a year (55 to 110 a day).	New crossing of SH94 required, but this has an added benefit of improving connectivity to Croydon Lodge. Land access issues along flood bank need to be resolved.	\$286,137	Recommended first priority for development. Moderate cost trail with the strong potential for use by residents for exercise and recreation and by visitors to see the town's features. Staged approach to capital works: <ol style="list-style-type: none"> 1. Land access and formation along floodbank to Fulton Hogan Entrance 2. Route signage 3. Formation around Hyde Park 4. Formation along the Mataura River back to SH1.
East Gore Trail	6.77 km loop starting at the Gore Visitor Centre then crossing the Mataura River to take in the Airforce Museum, East Gore Art Centre and Hamilton Park on footpaths, quiet road verges and gravel paths. Options for the return from Hamilton park are: <ol style="list-style-type: none"> 1. Toronto Street, Ontario Street and Mataura Bridge 2. An extended scenic route along Waikaka Stream to 	Shared use for walking, running, cycling and mobility scooters. No horses. Walk of under two hours for visitors on flat and low gradients. Estimated 18,000 to 36,000 uses a year (50 to 100 a day).	New crossing of SH 1 required. New concrete path required along the Mataura River. Land access issues to Waikaka Stream and Mataura River flood banks needs to be resolved.	\$379,683 The \$192,000 cost of a 2.4m wide concrete trail along the Mataura River is a significant component. A gravel path would be considerably cheaper, lowering the project cost to \$182,000.	The trail is likely to get most use from residents for exercise and recreation and will also improve connectivity to Hamilton Park and a trail connection to west Gore. While the capital cost is high, a concrete surface along the Mataura River is preferred due to the potential for flood damage. Susceptible to flood damage, a hardened surface is recommended and is more sustainable in the longer term. In the first instance, the trail should be developed according to route option 1. There would be potential to extend the trail

Proposed Trail	Description	Potential Use	Issues	Estimated Construction Cost	Recommendations
	join the Mataura River flood bank.				to the Waikaka Stream/ Mataura River confluence area in the future after negotiations with land holders. Staged approach to capital works: <ol style="list-style-type: none"> 1. SH1 and Main Trunk Line level crossing improvements 2. Route signage 3. Formation through Hamilton Park 4. Formation from the Mataura Rail Bridge to Maitland Street.
Mataura Trail	4.9 km loop in the town of Mataura from Queen's Park along Main Street and Asquith Street to Tulloch Park where it joins with the proposed Tulloch Park Exercise Trail.	Shared use for walking, running, cycling and mobility scooters. No horses. Walk of under 1 hour for visitors on flat and low gradients. Estimated 5,000 to 10,000 uses a year (15 to 30 a day).	Negotiation of access with land holders and users is required to enable development of the trail on the unformed legal road between Asquith Street and Tulloch Park.	\$151,979	Development of the trail is recommended. The trail will provide an asset for recreation and exercise in the town of Mataura and has the potential to be used by the school for cross country activities. It connects with the proposed loop trail in Tulloch Park, thus providing more extended recreation opportunities.
Gore to Mataura Trail	13km one-way trail along SH1 and the Mataura River between the towns of Gore and Mataura utilising a combination of footpaths, private land and unformed legal roads. The trail	Shared use for walking, running and cycling. No horses. Fishing access to the Mataura River for	New crossing of SH1 near Carteret Street required Land access has not been formalised. Easements are required	\$913,458 This is a rough cost estimate based on the lineal rate of major cycleway projects.	Development of the Gore to Mataura Trail is not recommended at this time due to: <ul style="list-style-type: none"> • the high cost of construction and maintenance • the likely low level of use. The

Proposed Trail	Description	Potential Use	Issues	Estimated Construction Cost	Recommendations
	<p>would be formed on concrete footpaths, gravel surfaces and a shared road.</p> <p>An initiative of the Combined Lions Clubs of Gore and Mataura, who have gained in principle support from landowners along the route.</p>	<p>visitors.</p> <p>Estimated 3,500 to 7,000 uses a year (10 to 20 a day).</p>	<p>prior to construction</p> <p>Final route is subject to land owner agreement.</p>	<p>Annual maintenance costs are estimated at \$8,000 to \$15,000.</p>	<p>potential attractiveness of the trail to locals and visitors is lessened by the exposed route close to the highway and the lack of natural and cultural points of interest. The shorter travel time and smoother surface on the highway would remain a good alternative for commuter cyclists.</p>
Gore to Mandeville Trail	<p>A trail of about 17 km between the towns of Gore and Mandeville following the approximate route of the old railway line.</p> <p>An option of building the trail along the road corridor for SH94 was rejected due to the unattractiveness of the visitor experience.</p> <p>Another option to follow the margins of the Mataura River was also rejected due to the high potential for flood damage and the need for extensive fencing from farming activity.</p>	<p>Shared use for walking, running and cycling. No horses.</p> <p>Easy to moderate bike ride for visitors.</p> <p>Estimated 5,500 to 11,000 uses a year (15 to 30 a day).</p>	<p>Several crossings of SH94 required.</p> <p>Land access has not been secured. The rail corridor has been sold and incorporated into farming properties. There are concerns that trail access would have undesirable impacts on farm operations and create health and safety issues.</p> <p>Extensive fencing potentially required.</p>	<p>\$1.6 million.</p> <p>This is a rough cost estimate based on the lineal rate of major cycleway projects.</p> <p>Annual maintenance costs are estimated at \$10,000 to \$25,000.</p>	<p>Development of the Gore to Mandeville Trail is not recommended at this time due to the high cost, modest potential for use and significant issues involved in gaining access from private landowners.</p> <p>An alternative trail route from Gore to Mandeville could be investigated in the future as a lower priority once the core trail network is established. This would be a longer (about 30km) scenic route utilising the proposed Reaby Road trail (see below) and the Dolamore Park and Otamita Gorge Roads.</p>
Reaby Road Trail	<p>A 5 km off-road gravel trail link from Gore to Croydon Bush using the Reaby Road verge and connecting to Pope Road and</p>	<p>Shared use for walking, running, cycling and horse riding.</p>	<p>Two crossings of Reaby Road may be required.</p> <p>Some land may be required from adjoining</p>	<p>\$338,799</p>	<p>Development of the Reaby Road to Croydon Bush Trail is recommended. It would add to the extended trail opportunities near Gore, while providing the option of bike access to</p>

Proposed Trail	Description	Potential Use	Issues	Estimated Construction Cost	Recommendations
	Croydon Bush Road. It would provide bike access to the Croydon Bush mountain bike trails and also provide for an extended recreation route for walkers, runners and horse riders. the trail would be part of the route of the proposed Terry Road Bridle Trail (see below).	A moderate bike ride and access to mountain bike trails for visitors. Estimated 5,500 to 11,000 uses a year (15 to 30 a day).	properties. Shared use of the trail with horses. Appeal of the trail to mountain bikers who may prefer to drive to Croydon Bush. Downhill bikes are not suitable for cross country riding.		the Croydon Bush mountain bike trails. However, there is a level of uncertainty surrounding the extent of use by mountain bike riders.
Mataura River Bridle Trail	5 km linear trail starting from the Southern Equestrian Park Trust arena at the A & P showgrounds and using the Salford Street verge and the unformed legal road to the lower terraces along the Mataura River as far as SH1. The trail would be marked by signposts and mowed 4 to 6 times a year.	Local residents and visitors using the showgrounds as a staging post for horse riding. Estimated 3,600 to 7,200 uses a year (10 to 20 a day).	Opening of the unformed legal road between Blue Sky Meats and the Mataura River.	\$105,229	The Mataura River Trail should be the highest priority for bridle trail development. The development costs are modest, it has few constraints affecting development, and it builds on the current horse riding facilities at the showgrounds.
Terry Road Bridle Trail	This trail proposal consists of 2 options: 1. A linear trail from the racecourse and adjacent pony club along the verge of Racecourse Road, the Terry Road carriageway/verge and	Local residents and visitors using the racecourse area as a staging post for horse riding. Estimated 1,800 to 3,600 uses a year (5 to	Narrow verge of racecourse road and some parts of Terry Road. Encroachment onto neighbouring properties may be required. Road formation on Terry	\$359,499 for Option 1 – lowest cost option using existing roads and verges. If a full off-road trail is required, costs will be higher due to the costs of land access, fencing	The Terry Road Bridle Trail should be a lower priority. More detailed investigation and landowner negotiations should be conducted into route options.

Proposed Trail	Description	Potential Use	Issues	Estimated Construction Cost	Recommendations
	<p>the proposed Reaby Road Trail to the end of Campion Road, returning by the same route.</p> <p>2. A loop from Campion Road back to Terry Road via Charlton Stream with an off-road section, creating a total trail length of 15 km.</p> <p>The trail would be marked by signposts and the off-road sections mowed 4 to 6 times a year.</p>	<p>10 a day).</p> <p>Opportunities for walkers, runners and cyclists.</p>	<p>Road does not follow the legal road near Charlton Road.</p> <p>Land owner permission is required to extend the trail from Campion Road to Terry Road via Charlton Stream.</p>	and trail formation.	
Croydon Bush Mountain Bike Trails	<p>The first priority for the mountain bike trail network should be completion of the Water Race Trail to a high standard, installation of quality signage and implementation of user monitoring counters.</p> <p>In the longer term consideration should be given to:</p> <ul style="list-style-type: none"> development of a moderate grade (Grade 2 to 3) trail from Croydon Bush Road to Pope Road approximately on the 240 metre contour. This would result in a connected trail network from the trails at Croydon Bush Road and continuing to Dolamore Park. The trail could be used by both walkers and mountain bikers. development of further intermediate and advanced level trails paced to the level of demand and the availability of adequate resources for sustainable development and maintenance of the trail network. 				

5 Appendix A. Trail Feasibility Assessment

5.1 West Gore Trail

Map 3 East Gore trail (orange) and West Gore trail (Green)



Description

The West Gore Trail is proposed to start at the Gore Visitor Centre and follow existing footpaths along Norfolk Street passing the Gore Clock Tower, Hands of Fame statue and Brown Trout to gain access to the Mataura River flood bank on the true right of the river. The trail follows the flood bank across both public and private land to reach the entrance to the Fulton Hogan quarry.

From there the trail crosses SH94 near 124 Hokonui Drive and follows the existing gravel footpath to Hokonui Pioneer Park. It then passes through the park and travels up the south side of Waimea Street past Croydon Lodge until the Gore Cemetery is met at the top of the hill. The trail passes through the cemetery and exits Bannerman Park at Martin Street and Ardwick Street past Gore Main School where it crosses the road on the existing pedestrian crossing to enter the Gore Main Reserve. After passing through the Gore Main Reserve it follows Fairfield Street to Eccles Street passing the War Memorial and the James Cumming Wing.

At Eccles Street the trail crosses SH1 at the existing crossing point and crosses the main trunk line to follow Hyde Street to Hyde Park. The trail traverses around the edge of Hyde Park before crossing River Street near the intersection of Oldham Street to gain the Mataura River Flood bank. It then continues up the flood bank to cross at the River Street/Norfolk Street roundabout, then crossing to the Brown Trout via existing pedestrian refuges and footpaths to return to the Gore Visitor Centre.

Users

- Locals for walking, running and cycling (no horses). Mobility scooter users.
- Visitors seeking a walk of under 2 hours duration on flat to easy ground.
- Estimated 20,000 – 40,000 uses per annum (55 – 110 users per day).

Key Statistics

- 6.5 km concrete footpath/gravel trail
- Elevation climbed – 93 metres
- Maximum gradient - 8%
- Suggested walking time - 1.5 to 2 hours

Issues

- New crossing of SH94 near Fulton Hogan Yard is required.
- Land access issues to resolve along the flood bank, but potential for land exchanges.
- Steeper grades in Waimea Street/Bannerman Park but these are mitigated by asphalt surface.

Table 4 West Gore Trail Cost Estimate

West Gore Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$15,000	
	Survey	1	Provisional Sum		\$10,000	Survey of existing boundaries, legal costs for land exchange
	Signs	1	Provisional Sum		\$15,000	
	Engineering Investigation	1	Provisional Sum		\$10,000	SH94 Level Crossing
Construction						
New formation (gravel)	2.4m wide compacted AP20 surface	2385	Metres	\$19.50	\$46,459	
Upgrade formation (Gravel)	2.4m wide compacted AP20 surface	615	Meters	\$15	\$9,225	
New Formation (concrete)	2.4m wide concrete path	159	Metres	\$180	\$28,620	
New Formation (concrete)	1.2m wide concrete path	135	Metres	\$90.00	\$12,150	
Asphalt Footpath	1.2m wide AC path	50	Metres	\$48.00	\$2,400	
Bridge replacement (Pioneer Park)	Timber beam bridge	6	Meters	\$1,500	\$9,000	
Fencing	Stock fencing	900	Meters	\$40	\$36,000	
Pedestrian Refuge	Crossing SH94	1	Each	\$22,200	\$22,200	
Railway Level Crossing	Upgrade crossing	1	Each	\$12,000	\$12,000	
Pedestrian Warning Signs	Yellow Diamond Each	10	Each	\$576	\$5,760	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$248,814	
Contingency (15%)					\$37,322	
Grand Total					\$286,137	

Recommendation

The West Gore Trail is recommended to be the top priority for implementation as it is potentially a quick win. This trail represents good value given the anticipated use by locals for exercise and recreation and by visitors to the District who may use the trail on foot or bike to see some key features of Gore including the Gore Cemetery and views over the Mataura River, Bannerman Park, Gore Domain and Mataura River. The crossing of State Highway 94 will provide additional benefits by improving connectivity between Croydon Lodge, the town centre and East Gore.

While the capital cost is moderate, a staged approach could be taken to construction with priority to capital works being directed as follows:

1. Land access and formation along floodbank to Fulton Hogan entrance
2. Route signage
3. Formation around Hyde Park; and
4. Formation along the Mataura River back to SH1.

5.2 East Gore Trail

Description

The East Gore trail is proposed to start at the Gore Visitor Centre and follow existing footpaths along Norfolk Street passing the Gore Clock Tower, Hands of Fame statue and Brown Trout before crossing the Mataura River on the SH1 road bridge. The trail then follows Latham Lane and River Terrace before leaving the road on a new formed trail to Woolwich Street Reserve (Walnut Grove) and following along the river to meet Maitland Street.

The trail then heads east along Maitland Street and past the Airforce Museum to cross to the east side of Hamilton Street which is followed until Lawrence Street. The trail passes along Lawrence Street to Wentworth Street before crossing Wentworth Street on the pedestrian crossing adjacent to the entrance to the East Gore School. From there, the trail crosses the State Highway and railway line to join into the partially completed trail around Hamilton Park emerging at Toronto Street.

At present, the trail is proposed to follow Toronto Street to Ontario Street and return via the Mataura River bridge. A trail would also be constructed under the road and rail bridge so that the trail users could avoid crossing SH1.

An alternative and preferred route to Toronto Street would be to extend the trail along the Waikaka Stream to join onto the Mataura River flood bank running parallel to Ontario Street. This would provide a longer and more scenic off road route.

Users

- Locals for walking, running and cycling (no horses). Mobility scooter users.
- Visitors seeking a walk of under 2 hours duration on flat to easy ground.
- Estimated 18,000 – 36,000 uses per annum (50-100 per day).

Key Statistics

- 6.77 km (using Toronto Street), concrete footpath/ quiet road/gravel trail
- Elevation climbed – 30 metres
- Maximum gradient - 3%
- Suggested walking time - 1.5 to 2 hours

Issues

- New crossing of SH1 near East Gore School required.
- New concrete path formation required along the Mataura River.
- Land access issues to resolve for access to Waikaka Stream and the Mataura River flood bank.

Cost Estimate

The estimated cost around \$380,000 includes \$192,000 for a 2.4 metre wide concrete cycleway/footpath along the edge of the Mataura River. Gravel would be suitable for the anticipated use and considerably cheaper, lowering the project cost to \$182,000. However, a gravel path would be susceptible to flood damage and for this reason a hardened surface is recommended.

Table 5 East Gore Trail – Cost Estimate

East Gore Trail – Cost Estimate						
Item	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$15,000	
	Survey	1	Provisional Sum		\$2,500	Survey of existing boundaries
	Signs	1	Provisional Sum		\$15,000	
	Engineering Investigation	1	Provisional Sum		\$10,000	SH1 Level Crossing
Construction						
New formation (gravel)	2.4m wide compacted AP20 surface	510	metres	\$19.50	\$9,934	
Upgrade formation (Gravel)	2.4m wide compacted AP20 surface	1287	meters	\$15	\$19,305	
New Formation (concrete)	2.4m wide concrete path	1072	metres	\$180	\$92,960	
New Formation (concrete)	1.2m wide concrete path	100	metres	\$90	\$9,000	
Ontario Street Crossing	Road crossing barriers/sign	2	Each	\$500	\$1,000	
Fencing	Electric stock hot wire	1	Provisional Sum	\$500	\$500	
Pedestrian Refuge (SH1)	Crossing SH1	1	Each	\$22,200	\$22,200	
Railway Level Crossing	Upgrade crossing	1	Each	\$12,000	\$12,000	
Pedestrian Warning Signs	Yellow Diamond Each	10	Each	\$576	\$5,760	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$330,160	
Contingency (15%)					\$49,524	
Grand Total					\$379,684	

Recommendation

The proposed trail route following Toronto Road (and excluding the confluence of the Waikaka Stream/Mataura River) is considered to be feasible. There is potential to improve the trail over time and extend the loop to the Waikaka Stream/Mataura River through land owner negotiations.

The trail represents good value given the anticipated use primarily by locals for exercise and recreation. The crossing of the state highway will provide additional benefits to the East Gore community by improving connectivity to Hamilton Park.

While the capital cost is high, a staged approach could be taken to construction with priority to capital works being directed as follows:

1. SH1 and main trunk Line level crossing improvements
2. Route signage;
3. Formation through Hamilton Park; and
4. Formation from the Mataura Rail bridge to Maitland Street.

5.3 Mataura Trail

Map 4 Mataura Trail



Description

The Mataura Trail will start at Queen's Park and follow existing footpaths along Main Street to join the existing trail on the true left of the Waimumu Stream to join Asquith Street. The trail then follows the existing footpath on Asquith Street to the corner of Asquith Street and Carlyle Street. From this point the trail follows an unformed legal road to gain access to Tulloch Park. The trail passes behind the Matura Gun Club to avoid the rifle range and then joins the proposed Tulloch Park Exercise Trail before returning to Queens Park via the existing footpaths on Main Street.

Users

- Locals for walking, running and cycling (no horses). Mobility scooter users.
- Visitors seeking a walk of under 1 hours duration on flat to easy ground.
- Estimated 5,000 – 10,000 uses per annum (15 – 30 users per day).

Key Statistics

- 4.9 km concrete footpath/gravel trail.
- Maximum gradient - 2%.
- Suggested walking time - 1 to 1.5 hours.

Issues

- Negotiating access using the unformed legal road between Asquith Street and Tulloch Park.

Cost Estimate

Table 6 Mataura Trail – Cost Estimate

Mataura Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$10,000	
	Survey	1	Provisional Sum		\$10,000	Boundary survey, legal costs
	Signs	1	Provisional Sum		\$12,000	
Construction						
New formation (Gravel)	2.4m wide compacted AP20 surface	1915	Metres	\$19	\$37,304	
Upgrade formation (Gravel)	2.4m wide compacted AP20 surface	780	Meters	\$15	\$11,700	
Bridge and Culverts	Additional culverts	1	Provisional Sum	\$15,000	\$15,000	
Fencing	Stock fencing	1	Provisional Sum	\$20,000	\$20,000	
Pedestrian Warning Signs	Yellow Diamond Each	2	Each	\$576	\$1,152	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$132,156	
Contingency (15%)					\$19,823	
Grand Total					\$151,979	

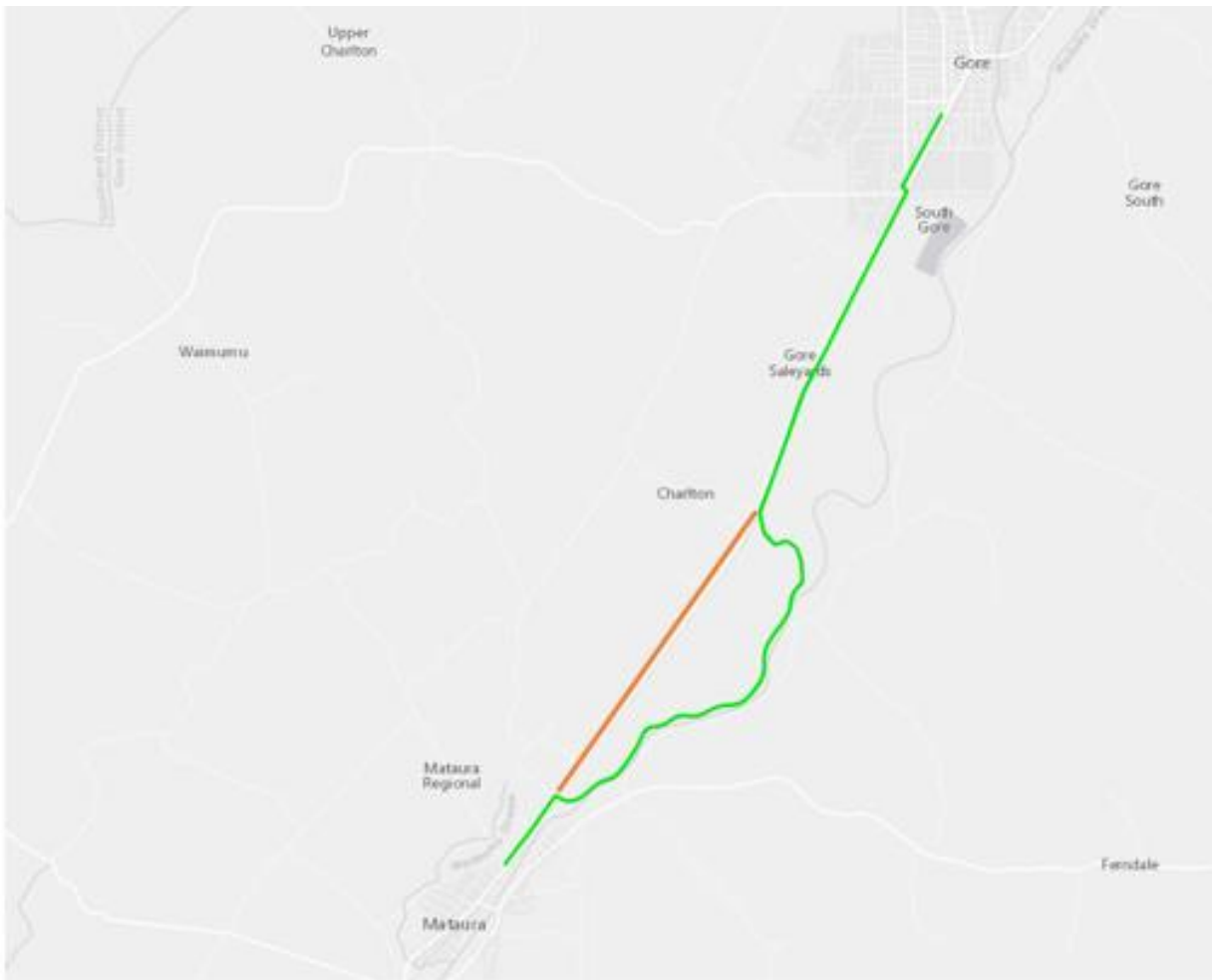
Recommendation

Development of the Mataura Trail is recommended as a high priority. The trail would provide a loop walk/cycle of reasonable distance suitable for exercise and connect into the proposed loop trail around Tulloch Park. The proximity of the trail to the school would also facilitate its use for school cross country activities.

Access from Asquith Street to Tulloch Park can be achieved entirely on unformed legal road. The road is currently used by the adjacent landowner as part of farming operations. Early discussion with the occupiers of the road reserve will be required to find a practical route suitable for recreational users while minimising the impact on farming operations. There is potential to consider stopping the balance of the road once the trail has been set aside.

5.4 Gore to Mataura Trail

Map 5 Gore to Mataura Trail



Description

The Gore to Matakura trail is proposed to start at the Eccles Street Playground where it would connect with the West Gore Trail. The trail follows existing footpaths on the north side of SH1, crossing SH1 at the existing pedestrian refuge adjacent to Charlton Road. The trail then would be formed between the railway line and SH1 on the existing wide verge to a point opposite Keir Road. From here it would cross private land to follow the old bed of the Matakura River or alternatively use Given Road to meet the Matakura River. From there, the trail would follow the river on a combination of unformed legal road and private land to re-join SH1 at River Road near Matakura. It would then cross the State Highway at Carteret Street to join with an existing footpath before connecting to the Matakura Trail at Tulloch Park.

Users

- Locals for walking, running and cycling (no horses)
- Visitors (predominantly fishing access)
- Estimated 3,500 – 7,000 uses per annum (10 – 20 users per day)

Key Statistics

- 13 km on concrete footpath/gravel trail/quiet shared road
- Suggested walking time 3 – 4 hours

Issues

- New crossing of SH1 near Carteret Street is required.
- Land access has not been formalised. Easements are required prior to construction.
- Final route is subject to land owner negotiations.

Cost Estimate

The estimated \$913,458 cost of the Gore to Mataura Trail is a high order estimate only as the trail route has not been assessed in detail. The estimate is based on a similar linear rate to other major cycle way projects. In particular, the costs associated with bridges, culverts and fencing can vary widely and impact on project costs significantly.

Table 7 Gore to Mataura Trail – Cost Estimate

Gore to Mataura Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$48,050	
	Survey	1	Provisional Sum		\$25,000	Survey of existing boundaries, legal costs
	Signs	1	Provisional Sum		\$18,000	
Construction						
New formation (gravel)	2.4m Wide Compacted AP20 surface	10426	metres	\$35	\$364,910	
Bridge and Culverts	Allowance for bridges and culverts	1	Provisional sum	\$150,000	\$150,000	
Fencing	Stock fencing	6000	metres	\$25	\$150,000	
Pedestrian Refuge (SH1)	Crossing SH1	1	Each	\$22,200	\$22,200	
Pedestrian Warning signs	Yellow Diamond Each	2	Each	\$576	\$1,152	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$794,312	
Contingency (15%)					\$119,146	
Grand Total					\$913,458	

Recommendation

The Gore to Mataura Trail proposal is an initiative of the Combined Lions Clubs of Gore and Mataura who have undertaken discussions with landowners along the trail.

The Gore to Mataura Trail is not considered to be feasible at this time given the likely low use and the high cost of construction (estimated at around \$914,000) and annual maintenance costs of \$8,000 - \$15,000. Use is likely to remain low due to the one-way nature of the trail, lack of natural and historical points of interest along the route other than the Mataura River, the distance travelled alongside the state highway (3.4km) and the exposed nature of the trail. There is some doubt as to whether the proposed trail would be used by commuting cyclists who may prefer to continue to use SH1 given the highway's smoother surface and direct route.

5.5 Gore to Mataura (SH1 Option)

It has been suggested that a direct route along SH1 could be constructed. While this trail would take a more direct route, it is likely to still be an unattractive proposition for trail users given the proximity to the passing traffic on the state highway. Commuter cyclists who are seeking to minimise travel time would likely use the smoother highway surface, even with the higher risks associated with cycling on the carriageway.

Description

The Gore to Mataura (SH1 option) trail is proposed to connect with the end of the existing footpath/shared road at Falconer Street in Gore and travel along the west side of SH1 in the verge to join the existing footpath at Cardigan Bay Road. An off-road trail would predominantly be used by commuting cyclists and for this reason a cost estimate has been prepared for a 2.4m wide asphalt path over a conventional compacted gravel surface widely used for recreational trails.

Users

- Locals for cycling/commuting between Mataura and Gore (no horses)
- Road touring cyclists
- Estimated 3,500 – 7,000 uses per annum (10 – 20 users per day)

Key Statistics

- 7.5 km on asphalt cycle path
- Suggested cycling time 30 minutes – 1 hour (Gore to Mataura)

Issues

- 30 drive way crossings, 6 local road crossings and two creek crossings.
- existing footpaths at either end are too narrow for high speed cycle use. Upgrading these would significantly add to cost.

Cost Estimate

The estimated \$1,275,582 cost of the Gore to Mataura (SH1 option) Trail is a high order estimate only as the trail route has not been assessed in detail. The estimate is based on a typical asphalt footpath cost used by Gore District Council (\$40m²). In particular, the costs associated with bridges, culverts and fencing can vary widely and impact on project costs significantly. It is noted that significant drainage works may be required given the run off from the adjacent highway and farms.

An equivalent gravel path would cost an estimated \$750,000 however the gravel surface would significantly impact trail usage.

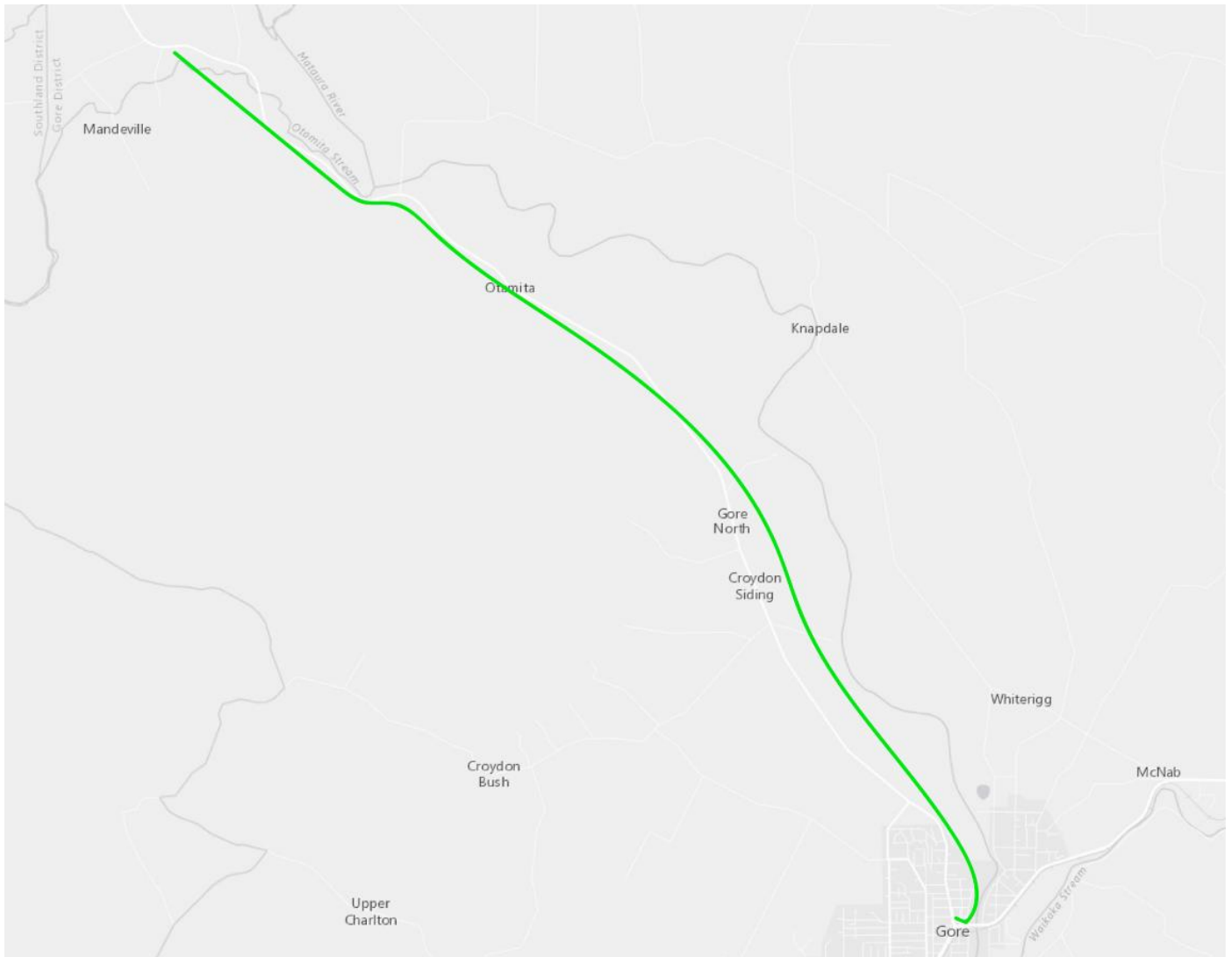
Table 8 Gore to Matura (SH1 Option) – Cost Estimate

Gore to Matura(SH1 option)– Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$60,746	
	Survey	1	Provisional Sum		\$5,000	Survey of existing boundaries, legal costs
	Signs	1	Provisional Sum		\$10,000	
Construction						
Asphalt Path	2.4m wide Asphalt cycle path	7488	metres	\$96	\$718,848	
Boundary Creek	1.5m wide timber bridge	15	metres	\$2,000	\$30,000	
Charlton Ck Bridge	1.5m wide timber bridge	20	meters	\$2,000	\$40,000	
Drainage and Culverts	Allowance for bridges and culverts	1	Provisional sum	\$150,000	\$150,000	
Pedestrian Warning signs	Yellow Diamond Each	8	Each	\$576	\$4,608	
Driveway crossing treatments	Safety treatments for driveways	30	Each	\$2,000	\$60,000	
Bollard Vehicle Control - Road Crossings	Timber and steel with signs	6	Each	\$5,000	\$30,000	
Total Estimate					\$1,109,202	
Contingency (15%)					\$166,380	
Grand Total					\$1,275,582	

The experience and safety of road cyclists could be improved with signs and widening the road verge to between 0.6 - 1.0m.

5.6 Gore to Mandeville Trail

Map 6 Gore to Mandeville Trail



Description

The Gore to Mandeville trail has been under consideration for a number of years. It is envisaged as a local tourism facility connecting Gore with the aviation centre and railway relics in Mandeville.

The trail as proposed would start at the Gore Visitor Centre and follow the West Gore Trail as far as the Fulton Hogan quarry. Several route options have been considered from this point to Mandeville.

OPTION 1 - FOLLOWING SH94 WITH THE TRAIL BUILT IN THE WIDE ROAD CORRIDOR

The road corridor option is not considered to be sufficiently attractive to visitors. Today's trail visitors are seeking quality nature-based and cultural settings. Given the strong cycle trail competition that exists regionally, we do not see biking along the highway as being consistent with the quality experience being sought.

OPTION 2 - FOLLOWING THE MATAURA RIVER MARGINS

The river margin option is not considered practical. The Mataura River is volatile and subject to frequent flooding and changes in its course. A trail located near the river would also be difficult to achieve without severely impacting on existing farming operations. Extensive fencing would be required to separate farming activity from trail users and these fences and the trail surface would be subject to frequent damage from flood events.

OPTION 3 - FOLLOWING THE APPROXIMATE ROUTE OF THE OLD RAILWAY LINE FROM GORE TO MANDEVILLE

The third route option is preferred as the trail would be located off-road and have the inherent advantage of historical interest given the previous use as a railway and the presence of a number of obvious railway features present along the route. Land access and cost are the two principal barriers to the development of this trail. The rail corridor has long been sold and incorporated into the neighbouring properties. Development of properties for dairy farming has added further challenges for trail development as cow lanes, fencing and irrigation systems can all provide hazards and barriers to trail users.

Some 13 individual landowners have properties along the route and formal access by way of easement would be required from all landowners prior to construction. Of the 13 landowners, only two have indicated support in principle to allow access across their properties. While there is potential to influence landowners over time and demonstrate the public good benefits of trail development, there remains some strong opposition to the provision of access on the grounds of impact on farming operations and health and safety.

Users

- Visitors seeking an easy to moderate bike ride from Gore to a heritage destination.
- Locals for walking, running and cycling (no horses).
- Estimated 5,500 – 11,000 uses per annum (15 – 30 users per day).

Key Statistics

- 17km gravel trail
- Suggested walking time - 5 to 8 hours

Issues

- Two to three crossings of SH94 depending on final alignment.
- Land access not secured.
- Extensive fencing potentially required.

Cost Estimate

The \$1.6 million estimated cost of the Gore to Mandeville trail is a high level estimate as the trail route has not been assessed in detail. The estimate is based on a similar lineal rate to other major cycle way projects. In particular, the costs associated with bridges, culverts and fencing can vary widely and impact on project costs significantly.

Table 9 Gore to Mandeville Trail – Cost Estimate

Gore to Mandeville Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$75,700	
	Survey	1	Provisional Sum		\$35,000	Survey of existing boundaries, legal costs
	Signs	1	Provisional Sum		\$18,000	
Construction						
New formation (gravel)	2.4m wide compacted AP20 surface	15381	Metres	\$35	\$538,335	
Bridge and Culverts	Allowance for bridges and culverts	1	Provisional Sum	\$150,000	\$150,000	
Fencing	Stock fencing	20,000	Meters	\$25	\$500,000	
Pedestrian Refuge (SH1)	Crossing SH1	2	Each	\$22,200	\$44,400	
Pedestrian Warning signs	Yellow Diamond Each	2	Each	\$576	\$1,152	
Bollard Vehicle Control	Timber and steel with signs	12	Each	\$2,500	\$30,000	
Total Estimate					\$1,392,587	
Contingency (15%)					\$208,888	
Grand Total					\$1,601,475	

Recommendation

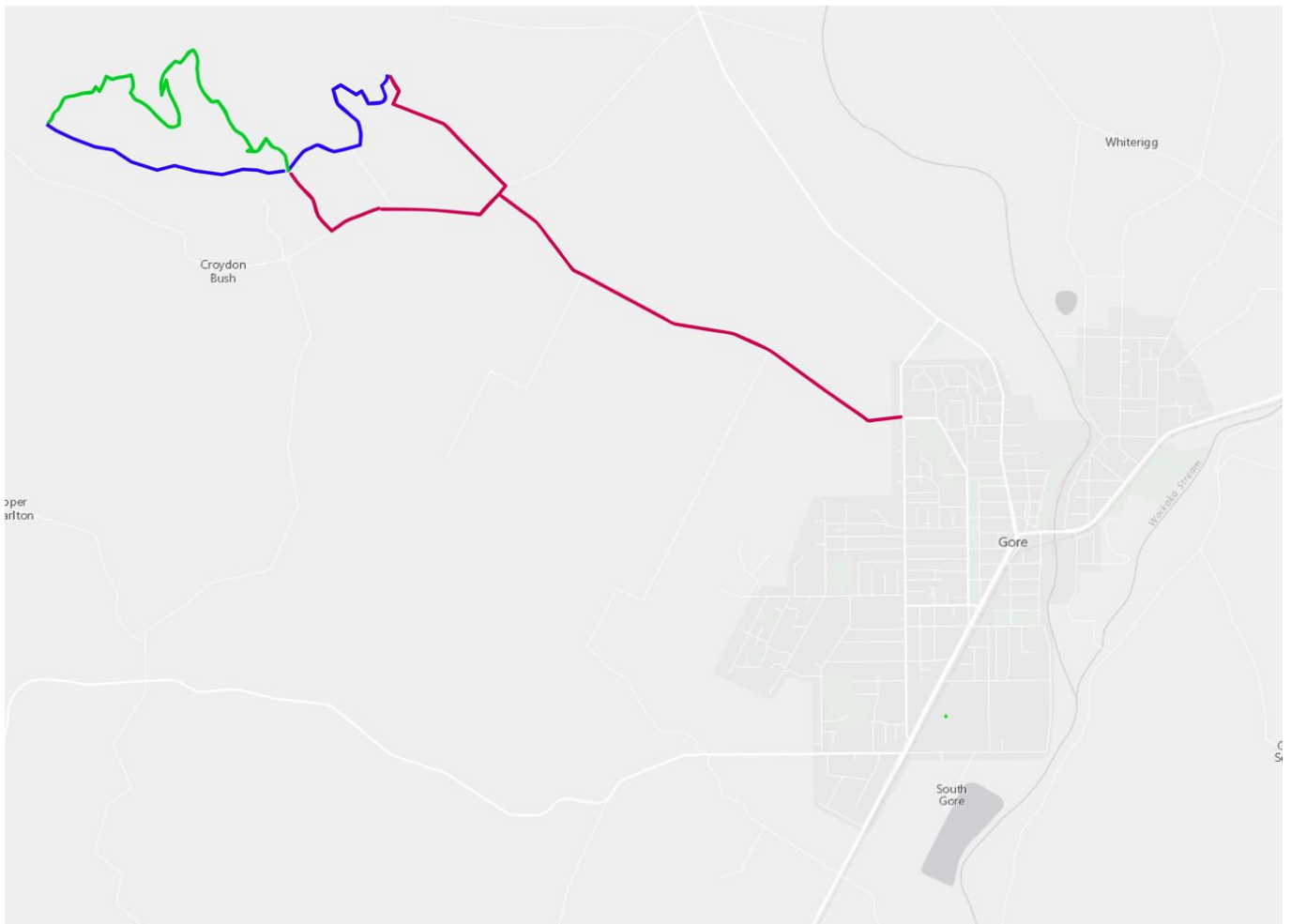
The Gore to Mandeville trail is not considered to be feasible at this time due to the likely modest use and high cost of construction and maintenance, estimated at \$1.6 million with annual maintenance cost of \$10,000 - \$25,000.

Use of the trail is likely to remain low discouraged by the one-way nature of the trail and the direction of the prevailing wind. However, this could be countered by the local history on the trail and destination in Mandeville.

An alternative trail route between Gore and Mandeville has been suggested using the proposed trail from Gore to Croydon Bush along Reaby Road and then via the Croydon Bush Trails and Dolamore Park Road to Otamita Gorge Road. The trail from Dolamore Park to Mandeville could use the existing road subject to a traffic safety assessment. This would be a very scenic route and could be quite appealing. However, the distance involved (approximately 30 km) and the climb into the Otamita Gorge may be limiting factors for some. It is recommended that this alternative route could be considered in the future once other higher priority trail projects have been completed.

5.7 Reaby Road Trail

Map 7 Reaby Road Trail (Red)



Description

This trail would provide an off-road link from Gore to Croydon Bush using the verge alongside Reaby Road and connecting with Croydon Bush and Pope Roads, where there are existing trail networks.

The trail would enable cyclists (predominantly) to access the mountain biking trails within Croydon Bush by bike from the township, but would also be available for walkers, runners and potentially horse riders as an extended circuit. In particular, this trail would assist teenagers to access the trail network without the need for a vehicle. While enthusiasm was expressed for this trail at the consultation workshops, there is some uncertainty attached to the potential level of use and whether people would prefer to drive to Croydon Bush and then make use of the extensive trail network there. Some specialist downhill mountain bikes are not suitable or comfortable for riding cross country trails.

Users

- Locals for walking, running, cycling and horse riding
- Visitors seeking a moderate bike ride from Gore or access to the Croydon Bush trails without a vehicle.
- Estimated 5,500 – 11,000 uses per annum (15 – 30 users per day).

Key Statistics

- 5km gravel trail from corner of Waimea Road and Crewe Street to Pope Road and Croydon Bush Road.
- Suggested walking time - 1.5 to 2 hours to park boundary.

Issues

- Two crossings of Reaby Road depending on final alignment.
- Some land may be required from adjoining properties.
- Shared use of trail with horses.

Cost Estimate

The \$338,799 estimate for the Reaby Road Trail is based on likely costs for labour and machinery. Actual costs will be strongly influenced by factors such as services relocation (including telecommunications), land acquisition (if required), traffic management and draining works.

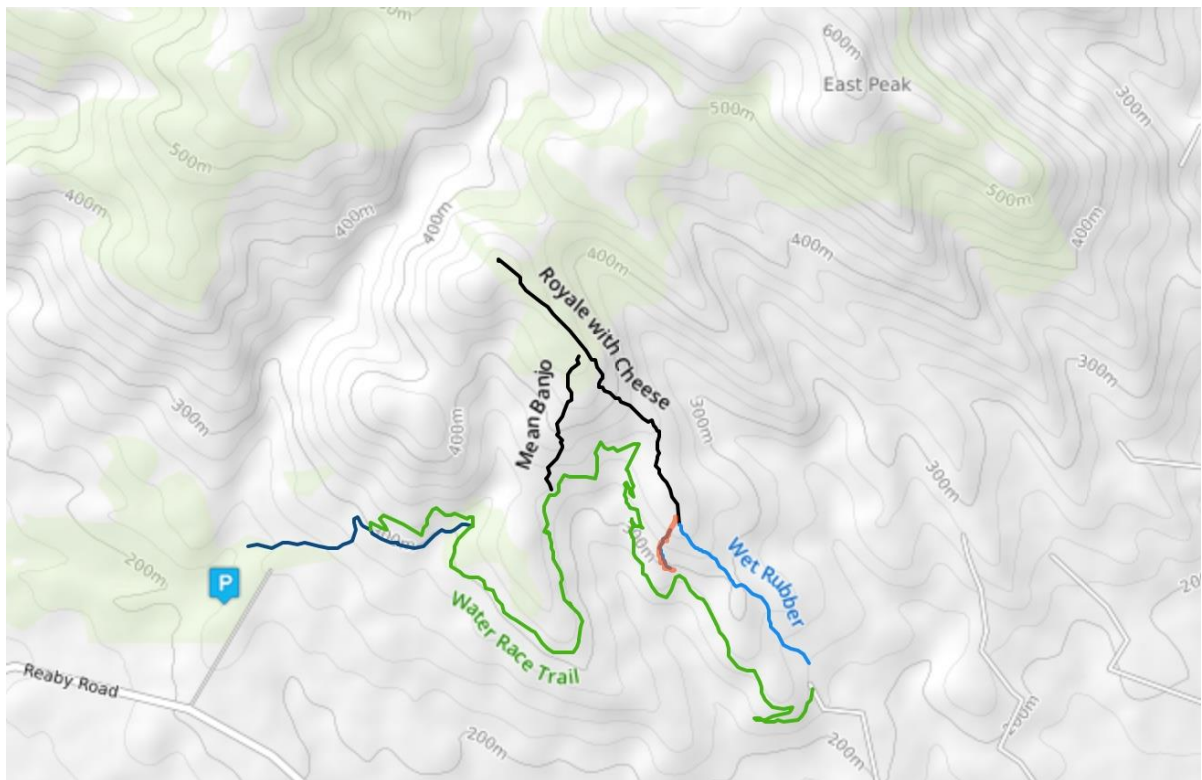
Table 10 Reaby Road Trail - Cost Estimate

Reaby Road Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$15,000	
	Survey	1	Provisional Sum		\$10,000	Survey of existing legal boundaries
	Signs	1	Provisional Sum		\$15,000	
	Traffic Management	1	Provisional Sum		\$25,000	
Construction						
Verge Clearance	Strip vegetation, fill hazards, level and re sow	5000	Metres	\$20	\$100,000	
Drainage Works	2.4m wide compacted AP20 surface	1	Provisional Sum	\$30,000	\$30,000	
Fencing	Stock fencing	2000	Metres	\$40	\$80,000	
Ped Warning signs	Yellow Diamond Each	8	Each	\$576	\$4,608	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$294,608	
Contingency (15%)					\$44,191	
Grand Total					\$338,799	

Recommendation

Development of the Reaby Road Trail is recommended as a lower priority than the proposed urban trails. There are some uncertainties about the actual demand for this trail (due to the ease of driving to the recreational facilities at Croydon Bush) and the construction costs are less predictable than for other proposed trails.

5.8 Mountain Bike Trails



Map 8 Existing Mountain Bike Trail Network

The most recent trail at Croydon Bush, the Water Race Trail (still undergoing development) is the most extensive trail in the mountain bike network and is suited to a range of abilities. The other trails (named Wet Rubber, Mean Banjo and Royale with Cheese, Vote for Pedro and Squeal like a Pig) are more technical downhill rides and are not official yet (Subject to DoC approval).

Consideration could be given to development of a Grade 2 – 3 trail from Croydon Bush Road to Pope Road on approximately the 240m contour. This would then provide a continuous trail network from the Department of Conservation Trails at Croydon Bush Road and continue through to Dolamore Park as a loop track for mountain bikers. There would be easier riding access to Dolamore Park for those not so confident on mountain bike trails.

Further development of the Croydon Bush trails as a quality mountain biking destination requires DoC approval, improvements in signage and installation of monitoring counters to provide data on use that will assist management and applications for further trail funding. Improved planning and safe access trails to the downhill trails, trail construction and management are also required to ensure the sustainability of the trail network.

Recommendation

The priority for the Croydon Bush mountain bike trails should be completion of the Water Race Trail and the installation of quality signage and monitoring counters.

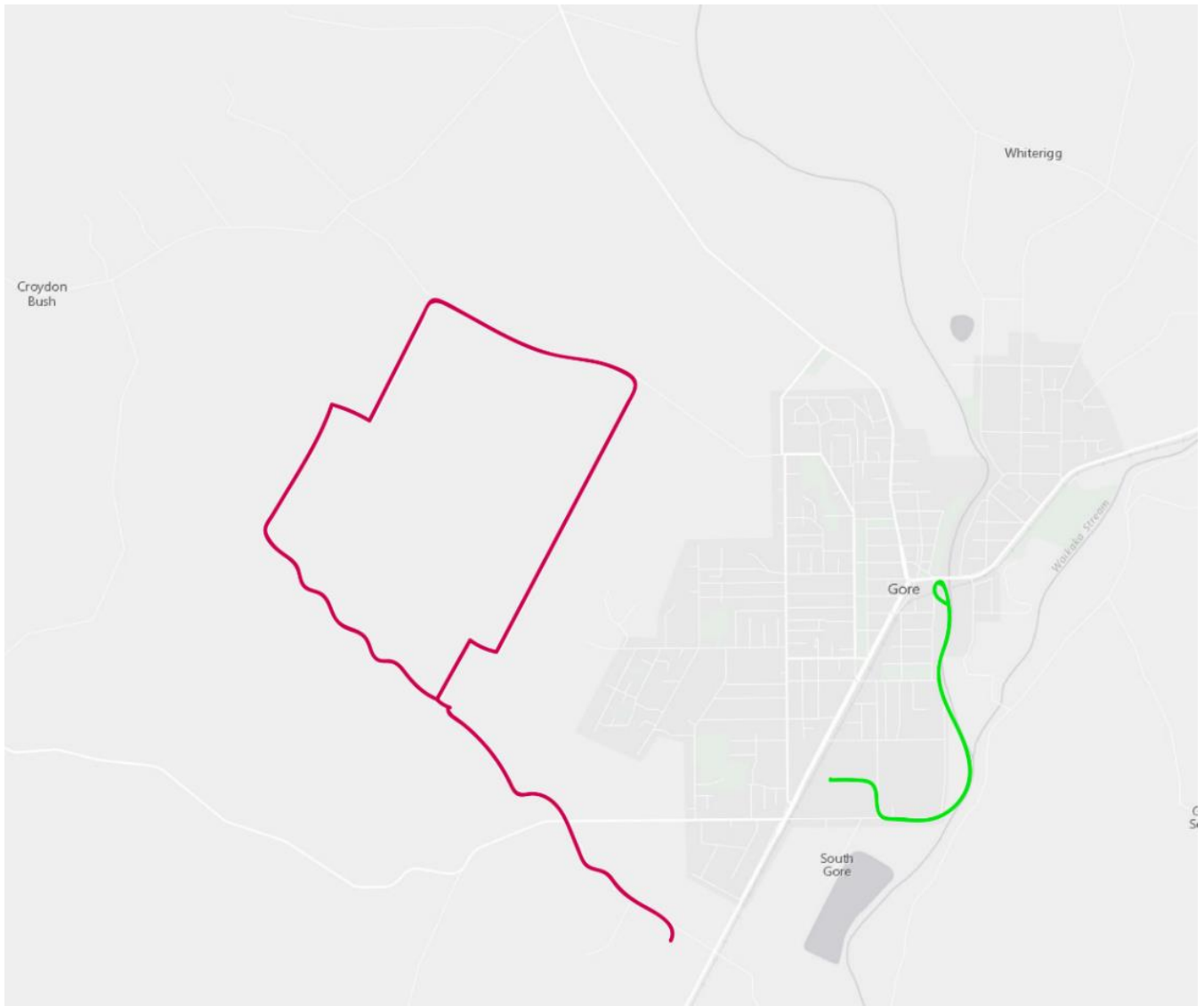
In the longer term, the development of a further moderate grade trail from Croydon Bush Road to Pope Road and then onto Dolamore Park should be considered as a potentially popular trail that would extend both the walking and cycling opportunities in Croydon Bush. This trail would also enable mountain bikers to ride back to Croydon Bush Road via a safe off-road trail. The development of further intermediate and advanced trails in the network should be considered subject to demand and the ability of the Hokonui Bikers Club to develop and maintain a sustainable trail network.

Other Biking Opportunities

Interest has been expressed in the development of a pump track and/or skills track targeted at younger riders. Plans are in progress for the development of a pump track at Tulloch Park which will be suitable for all ages. There is potential for a pump track to also be developed in Gore at a location such as Hamilton Park where existing BMX facilities are located.

5.9 Mataura River Bridle Trail

Map 9 Mataura River Bridle Trail (Green)



Description

This trail starts at the Southern Equestrian Park Trust arena (at the A&P Showgrounds) and uses the roadside verge of Salford Street to reach River Street. The trail would follow the unformed legal road that adjoins the Mataura River and runs between Blue Sky Meats and the Mataura River. The trail then follows the Mataura River on the lower river terraces as far as SH1 before returning via the same route.

The trail would be marked by sign posts and be mowed four to six times per year to maintain a defined horse riding route.

Users

- Locals and visitors using the showgrounds as a staging post for horse riding.
- Estimated 3,600 – 7,200 uses per annum (10 – 20 users per day).

Key Statistics

- km return mown trail
- Suggested riding time – 1 hour return

Issues

- Opening of unformed legal road between Blue Sky Meats and Mataura River.

Cost Estimate

The costs to develop the Mataura Bridge Trail are modest. The majority of the cost is associated with providing signs and removing hazards.

Table 11 Mataura River Bridle Trail – Cost Estimate

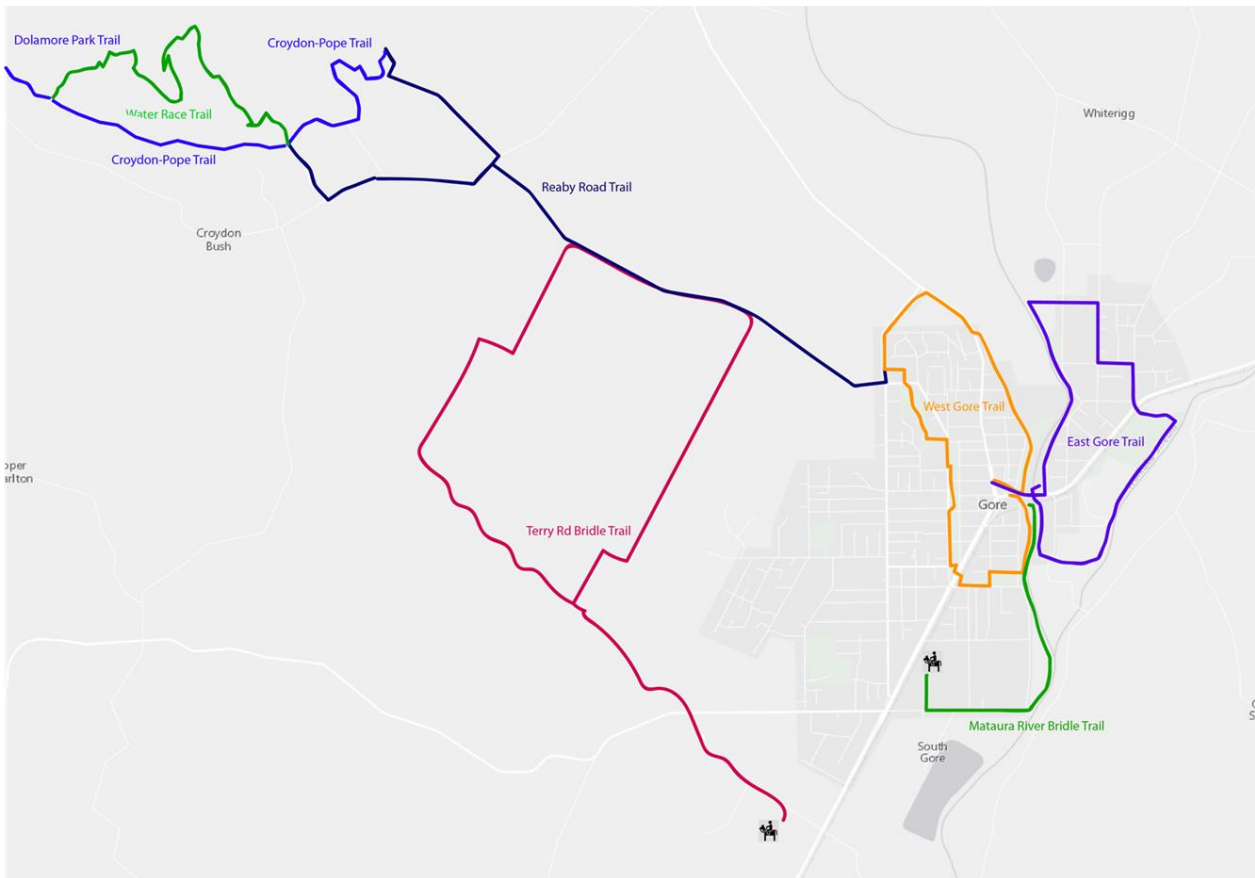
Mataura River Bridle Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$10,000	
	Survey	1	Provisional Sum		\$2,000	Survey of boundaries
	Signs	1	Provisional Sum		\$15,000	
	Traffic Management	1	Provisional Sum		\$10,000	
Construction						
Verge Clearance	Strip vegetation, fill hazards, level and re-sow	710	Metres	\$20	\$14,200	
Drainage Works	2.4m wide compacted AP20 surface	1	Provisional Sum	\$15,000	\$15,000	
Fencing	Stock fencing	200	Metres	\$40	\$8,000	Potential contribution
Horse Warning signs	Yellow Diamond Each	4	Each	\$576	\$2,304	
Bollard Vehicle Control	Timber and steel with signs	6	Each	\$2,500	\$15,000	
Total Estimate					\$91,504	
Contingency (15%)					\$13,725	
Grand Total					\$105,229	

Recommendation

The Mataura River Bridle trail is considered to be feasible and the highest priority for implementation among the two proposed bridle trails. There are few constraints to implementation.

5.10 Terry Road Bridle Trail

Map 10 Terry Road Bridle Trail (Red)



Description

This trail starts at the Gore Racecourse making use of the staging facilities at the racecourse and adjacent pony club. The trail follows the road verge along Racecourse Road before crossing Charlton Road to join onto Terry Road. The Racecourse Road verge is narrow in places and some encroachment on neighbouring properties may be required. The trail then joins Terry Road and follows the carriageway of Terry Road, leaving the carriageway in favour of the verge where possible. The trail then continues along Reaby Road sharing the formation of the proposed Reaby Road Trail. From Reaby Road, the trail continues along to the end of Campion Road returning by the same route.

An alternative route (as shown in the map) would require landowner permission and would follow Charlton Stream to re-join with Terry Road. This would create a more interesting loop trail with an off-road section.

The trail would be marked by sign posts and be mowed four to six times per year where required to maintain a defined horse riding route.

Users

- Locals and visitors using the racecourse as a staging post for horse riding.
- Estimated 1,800 – 3,600 uses per annum (5 – 10 users per day)

Key Statistics

- 15 km return (full loop) mown trail with shared use of quiet roads.
- Suggested riding time 2.5 hours return

Issues

- Narrow verge of Racecourse Road and some parts of Terry Road.
- Road formation on Terry Road does not follow legal road near Charlton Road.
- Land owner permission required to extend trail from Campion Road to Terry Road via Charlton Stream.

Cost Estimate

The costs of developing the Terry Road Bridle Trail are moderate and heavily dependent on the extent of new trail formation required. If the existing roads and verge are used, then costs will be modest. However, the costs of a full off-road trail will be substantial given the added costs of land access, fencing and trail formation. For the purpose of estimating costs, the lowest cost option from Racecourse Road to Campion Road (same way return) is provided as opposed to the return loop option.

Table 12 Terry Road Bridle Trail - Cost Estimate

Terry Road Bridle Trail – Cost Estimate						
Section	Type	Quantity	Unit	Rate	Total	Notes
Preliminary and General						
	Project Management	1	Provisional Sum		\$15,000	
	Survey	1	Provisional Sum		\$10,000	Survey of existing legal boundaries
	Signs	1	Provisional Sum		\$15,000	
	Traffic Management	1	Provisional Sum		\$15,000	
Construction						
Verge Clearance	Strip vegetation, fill hazards, level and re-sow	6400	Metres	\$20	\$128,000	
Drainage Works	2.4m wide compacted AP20 surface	1	Provisional Sum	\$40,000	\$40,000	
Fencing	Stock fencing	2000	Metres	\$40	\$80,000	
Ped Warning signs	Yellow Diamond Each	8	Each	\$576	\$4,608	
Bollard Vehicle Control	Timber and steel with signs	2	Each	\$2,500	\$5,000	
Total Estimate					\$312,608	
Contingency (15%)					\$46,891	
Grand Total					\$359,499	

Recommendation

The Terry Road Bridle Trail would provide an opportunity for a more extended ride and would also provide opportunities for cyclists, walkers and runners to make use of the trail to walk/ride or run from the town centre to Racecourse Road and then travel on this trail onto to Reaby Road before returning to the town centre.

The extension of this trail via Charlton Stream would be desirable but could only be achieved with the cooperation of the landowner.

Development of the trail is recommended as a lower priority. More detailed investigation, including land owner negotiations, is recommended.