

**QLDC Council
29 October 2015**

Report for Agenda Item: 4

Department: Infrastructure

Cycle Trail Standards and Specifications

Purpose

The purpose of this report is to consider adopting the proposed QLDC Cycle Trail Design Standards and Specifications.

Recommendation

That Council:

1. **Note** the contents of this report; and
2. **Adopt** the Queenstown Lakes District Council Cycle Trail Design Standards and Specifications 2015.

Prepared by:



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5/10/2015

Reviewed and Authorised by:



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14/10/2015

Background

- 1 QLDC administers over 180km of cycle trails and tracks. Development of cycle trails and tracks in the district is increasing, particularly as part of private land development and projects led by voluntary organisations.
- 2 The Council has recently taken over ownership of numerous sections of cycle trails and tracks, many of which have been built with significant design and construction defects, which results in the ratepayer funding realignment and repair works.
- 3 This had led to the development of the QLDC Cycle Trails Standards and Specifications.

Comment

- 4 The QLDC Trail Standards and Specifications (the Standards) are included as Attachment A to this report. They have been developed to reduce, for future tracks and trails, the most common trail defects noted in this District. Defects usually result from trail developers seeking the shortest and steepest line for their trails allowable under other commonly used industry standards for trail construction. The proposed standards have been prepared by a technical expert, Tim Dennis of Southern Land Limited, who has extensive experience in trail/track development, with input from the Queenstown Trails Trust, Queenstown Mountain Bike Club, the Upper Clutha Tracks Network Steering Group and Queenstown Lakes District Council.
- 5 The Standards have been developed to closely mirror the New Zealand Cycle Trail 'Cycle Trail Design Guide' 2010, with minor changes to take into account changes in design and construction that have arisen during the course of the National Cycleway projects, and to take into regard localised conditions.
- 6 The intention is to guide cycle trail designers and developers to achieve consistently high standards of cycle trail best suited to meet the needs of the community and to minimise future maintenance costs to QLDC.
- 7 Trails within the district will be graded as follows:
 - a. Grade 1 – Easiest
 - b. Grade 2 – Easy
 - c. Grade 3 – Intermediate

(Refer to full Standards in Attachment A for full specifications, methodologies and rationale). In order to provide the greatest accessibility to the trail network, every new trail should be designed where possible to meet Grade 1 or 2.
- 8 Mountain bike tracks and horse trails are outside the scope of The Standards.

Options

- 9 This report identifies and assesses the following reasonably practicable options for assessing the matter as required by section 77 of the Local Government Act 2002:
- 10 Option 1 Adopt the Standards as recommended
 - 11 Advantages:
 - 12 A high standard of accessible cycle trails will be built in the future
 - 13 Future maintenance costs will be minimised
 - 14 QLDC, developers, contractors and volunteer organisations will be aware of requirements

15 A network of safer, easier trails to walk or ride

16 Disadvantages:

17 More costs potentially incurred during construction

18 Option 2 Do not adopt the standards

19 Advantages:

20 Potentially less costs to developers and volunteer organisations constructing the trails

21 Disadvantages:

22 Inconsistent trail standards across the network

23 Council will continue to inherit trails with defects requiring repair at the cost to the rate payer

24 Higher maintenance costs

25 This report recommends Option 1 for addressing the matter.

Significance and Engagement

26 This matter is of low significance, as determined by reference to the Council's Significance and Engagement Policy because it is an operational document that aims to have a positive effect on the community and Council expenditure.

Risk

27 The risk has been identified as Strategy Risk SR1 - Current and future development needs of the community (including environmental protection), as documented in the Council's risk register. The risk is classed as insignificant. The Standards relate to this risk as they are an operational document which aims to have a positive effect on a community asset and council expenditure.

Financial Implications

28 The standards will not incur any significant costs to implement and should result in a reduction in Council expenditure in the long term.

Council Policies, Strategies and Bylaws

29 The following Council policies, strategies and bylaws were considered:

30 The recommended option is consistent with the outcomes and objectives set out in the 10 Year Plan (2015 – 25)

31 Significance and Engagement Policy – this proposal is not deemed significant as it does not impact significantly on Council assets, and does not affect a large number of residents and ratepayers to a moderate extent.

Local Government Act 2002 Purpose Provisions

32 The recommended option:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses by improving the quality of the District's cycle trail network and reducing maintenance costs.
- Can be implemented through current funding under the 10-Year Plan and Annual Plan;
- Is consistent with the Council's plans and policies; and
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

Consultation: Community Views and Preferences

33 The persons who are affected by or interested in this matter are the residents/ratepayers of the Queenstown Lakes district community who use the trail network.

34 The Council has undertaken consultation with the Queenstown Trails Trust, Queenstown Mountain Bike Club and the Upper Clutha Tracks Steering Group. Their feedback has been incorporated into the Standards.

Attachments

A Queenstown Lakes District Council Trail Design Standards & Specifications 2015