

# KAWATIRI COASTAL TRAIL

Final Report

## Business Case

23 July 2018



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# PREFACE

This report has been prepared for the Charleston Westport Coastal Trail Trust by Jason Leung-Wai from MartinJenkins (Martin, Jenkins & Associates Limited).

MartinJenkins advises clients in the public, private and not-for-profit sectors, providing services in these areas:

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- Evaluation and research
- Strategy and investment
- Performance improvement and monitoring
- Organisational improvement
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## Business Case Review

Name	Role	Organisation	Comment
Helen Wilson	Development Manager	Development West Coast	Review letter in Appendix 2



# EXECUTIVE SUMMARY

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The proposed Kawatiri Coastal Trail will be a spectacular all year round attraction providing an outstanding visitor experience.

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The Kawatiri Coastal Trail will feature wild coastal views, with highly interesting geology and landforms such as the Cape Foulwind headland and exceptional ecological diversity. The Trail provides access to a great variety of native plant groups and sequences such as the Kahikatea wetland and pākihi; and wildlife including seals, penguins, weka and kiwi. It passes through areas of high significance to Māori, allowing them to share their story. It passes through gold rush heritage sites, making the rich history of the area available to locals and visitors alike.

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The Kawatiri Coastal Trail will focus on flora, fauna, culture, history and hospitality, with the aim of slowing people down so they can enjoy more of what the West Coast has to offer.

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The Trail will be built to a trail grade 1 and 2 as set out in the New Zealand Cycle Trail Design Guide, which makes it accessible to as broad an audience as possible. The Kawatiri Coastal Trail can be accessed at numerous places, enabling communities to use it, and making it easier for users to stop and enjoy the diversity of experience and the broad range of activities the area has to offer.

The quality and design of the Kawatiri Coastal Trail will ensure that it is easily accessible by locals and visitors. The analysis suggests that the Kawatiri Coastal Trail will attract 8,000 out-of-region users in its first year, increasing to 16,600 over ten years. The Trail will also be enjoyed by locals over 45,000 times in the first year, increasing to 55,000 uses in ten years.

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The vision is for the Kawatiri Coastal Trail to link and engage communities and catalyse economic, social and cultural opportunities in the Buller District.

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The proposed Kawatiri Coastal Trail is a 55 kilometre walking and cycling heritage trail running along the Coast from Westport to Charleston. The Trail has been identified by stakeholders as a priority project that will:

- provide social, health, and cultural benefits to local communities who use it
- bring financial benefits to the Buller District by encouraging more visitors to stay longer and spend more
- contribute to the development of the West Coast region's visitor sector by
  - encouraging visitors north to reduce pressure on the region's infrastructure and
  - building the West Coast's reputation as a natural wilderness and cycle trail mecca.

This business case sets out the strategic, economic, technical and management cases for the Kawatiri Coastal Trail.

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**Strategically, the Kawatiri Coastal Trail is aligned to local, regional and national efforts to encourage and accelerate regional economic growth.**

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The Kawatiri Coastal Trail has been identified by Buller as one of the two key priority projects that will contribute to the sustainable economic development of the area and has attracted strong community support. Iwi are fully supportive of the Kawatiri Coastal Trail and will be engaged in developing the story and interpretation boards to enhance understanding of, and improve engagement with, Māori in the area. The Kawatiri Coastal Trail was also identified through the regional economic development Action Plan as having the potential to contribute to the local visitor economy, but also the growth of the region's visitor industry by complementing other trails in the region, and encouraging visitors north of Punakaiki.

Going forward, the Trust is keen to engage with other trails and stakeholders on the West Coast to develop a network approach to leveraging the opportunities and benefits of the region's cycle trails. At a national level, the Kawatiri Coastal Trail is consistent with the objectives and criteria of the Provincial Growth Fund including job creation, community benefits, alignment with regional priorities, and clear public benefit. It is also consistent with the Ministry of Transport's objectives around active transport and improving road safety and the Department of Conservation's roles and objectives regarding the protection and use of the conservancy estate.

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**The present value of total benefits to the region over the first 12 years are estimated at \$18.2 million.**

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Economically, the Kawatiri Coastal Trail will be a major contributor to jobs and GDP, provide health and wellbeing benefits, and is a sound investment from a cost benefit perspective. The Trail will contribute about 30 full time jobs each year over the two year build. Once operating, the maintenance and spending of visitors will support a significant number of jobs. As the number of visitors grow, the jobs the Trail supports will grow. By 2031, the Trail will be supporting over 100 full time jobs. On average, over each of the first ten years of operation, the Trail will support 74 jobs.

Between 2021 and 2031, the Trail is expected to have attracted about \$79.1 million in additional visitor expenditure from outside the region, contributing about \$23.3 million to the regional economy. The Trail will also have health and consumer surplus benefits nationally and regionally. At a national level, the Trail will contribute about \$6.1 million in health benefits and \$4.50 million in consumer surplus benefits. At a regional level, the Trail will contribute about \$4.45 million in health benefits and \$263,000 in consumer surplus benefits.

These benefits are even more impressive when they are considered in the context of the current Buller economy, which has faced significant challenges in recent years including losing a quarter of all jobs between 2012 and 2017.

Considering the benefits against the investment of \$9.3 million and ongoing costs of about \$60,000 each year, the cost benefit analysis to 2031 estimates that the investment will have a net present value of \$6.9 million, a benefit: cost ratio of 1.6, and an internal rate of return of 15.0 percent.

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**The Kawatiri Coastal Trail is technically feasible to build. A preferred route with a range of alternative options has been identified and can be completed within two years of funding being secured.**

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A separate technical feasibility report was prepared by WSP-Opus, which demonstrates that the preferred route can be built within two years of the funds being confirmed.

The technical case shows there are no significant risks with obtaining resource consents and access agreements. Alternative options have been identified to address any potential roadblocks. The Trust is working closely with the consent authorities and major landowners to ensure this is a smooth process.



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**Governance structures and sustainable project processes are in place to ensure that the project can be completed on time and to specification.**

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Many people and organisations have contributed to the planning of the Trail, and considerable work has been done to ensure that the governance structures and project processes are in place and that stakeholders are informed and committed so that:

- 1 the project can progress as soon as funding is secured, and
- 2 funders can be assured that the project will be delivered as planned, that their investment delivers the desired outcomes and that the Trail is sustainable over the longer term.

The Trust is made up of a very committed group of volunteers with a diverse and strong skill set. They have forged strong relationships with stakeholders, iwi, and their surrounding community.

The Trust is acutely aware of ongoing financial sustainability. It has proposed an operating model to ensure that resources and funds are available for the ongoing maintenance and operations of the Trail. There is a strong focus on local ownership and participation, ensuring that the local community benefits from, and therefore supports the ongoing success of, the Kawatiri Coastal Trail.

It is estimated that the Kawatiri Coastal Trail and supporting infrastructure will require investment of \$9.3 million of which \$5.8 million has been tagged to the construction of the preferred route.

The Trust is seeking this funding through the Provincial Growth Fund. The Trust has identified options to seek funding from other sources if needed and has leveraged volunteer and local business support to provide value for money.

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**The Trust are committed to seeing the Kawatiri Coastal Trail deliver on their vision of linking and engaging communities to catalyse economic, social and cultural opportunities in the Buller District.**

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# KAWATIRI COASTAL TRAIL

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A 55 kilometre walking and cycling heritage trail connecting communities along the Coast from Westport to Charleston with spectacular scenery, a variety of plant and wildlife, and steeped in history and culture.

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*Kawatiri – Deep and Swift,  
the apt name given by Māori to the Buller River.  
The Northern West Coast bounded on one side by the rugged Tasman  
Sea, and to the east the Paparoa's and beyond  
to the majestic Southern Alps.*

*An area rich in history,  
with Māori heading south in their search for pounamu and,  
later, Europeans in pursuit of gold.  
Each leaving their mark on this unique region,  
and the generations that followed.*

*A place today juxtaposed  
between the extractive industries of the past and present,  
and the more recent pursuit of visitors seeking experiences.  
Both are reliant on, and indelibly forged into, the rugged geography  
and history that is the West Coast.*

*No other trail in New Zealand has the same mix of scenery,  
flora and fauna, geology and heritage –  
Māori and European.*

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# KAWATIRI COASTAL TRAIL

The proposed Kawatiri Coastal Trail is a 55 kilometre walking and cycling trail running along the coast from Westport to Charleston.

The Trail starts in Westport and ends in Charleston, passing through the communities of Carters Beach, Cape Foulwind and Tauranga Bay.

The Trail, and the visitors it attracts, will provide sustainable development opportunities for local people and communities.

Built to New Zealand Cycle Trail Guidelines for a grade 2 track, the Trail will attract a broad range of visitors and be accessible to the local community.

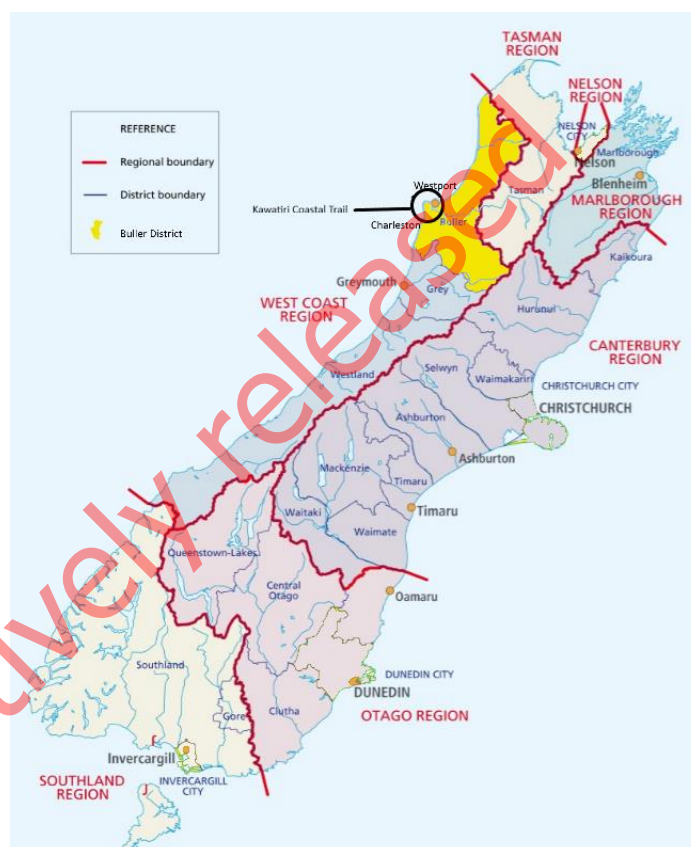
Users can join or leave at numerous locations, providing access to a number of attractions and providing flexibility for a range of itineraries. Because of the mild climate, the Trail will be used all year round.

The Trail will appeal to many people. It has spectacular, wild coastal views. The scenery is stunning and includes highly interesting geology and landforms, such as the Cape Foulwind headland. There is great variety of native plant groups and sequences such as the Kahikatea wetland and pākihi. Wildlife abounds throughout, including seals, penguins, weka, kotuku and kiwi.

Māori history in the area dates back to the early 1300s when, in their search for Pounamu, they formed the ancient Māori Tai Poutini Pounamu Trail. The Kawatiri Coastal Trail will also pass near an important historic site for Māori, where archaeological investigations have shown occupation about 1350.

European history followed the historic 1860s gold rush route from Westport south to Charleston. The Buller District has a compelling history, from gold mining in the early days through to coal mining more recently.

Figure 1. Buller District and the location of the Kawatiri Coastal Trail



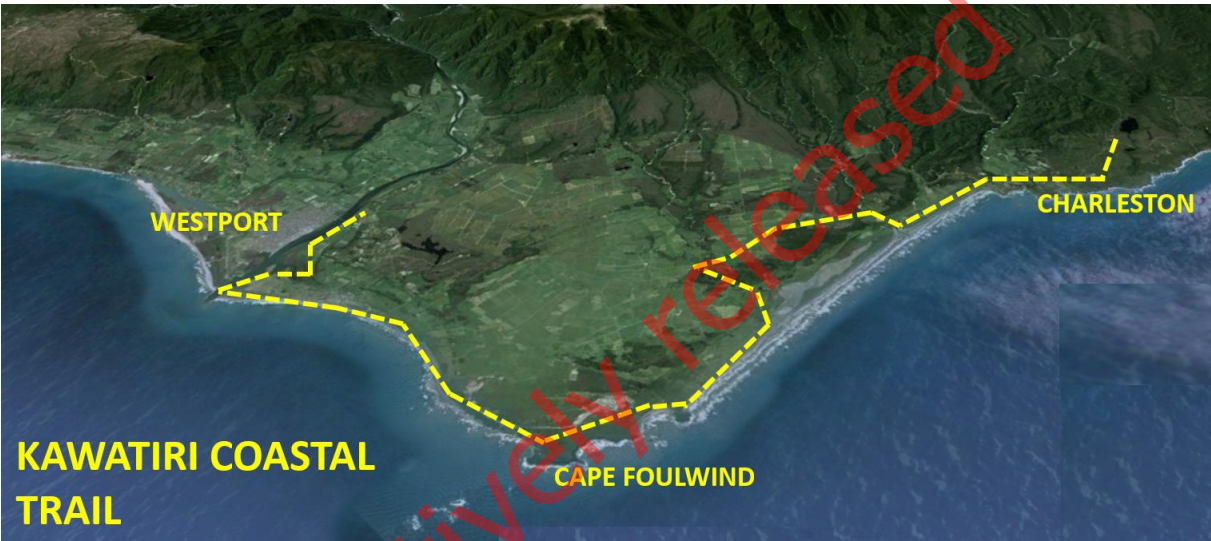
Source: LGNZ with MartinJenkins edits



The Kawatiri Coastal Trail will have interactive interpretation panels, cohesive signage, and web and phone-based applications to act as virtual tour guides, promoting the region’s heritage and cultural values.

The exact route of the Kawatiri Coastal Trail is still to be finalised subject to detailed pre-tender site surveys but the majority of the preferred route has been mapped and surveyed with over 90 percent of the land access agreements already in place. The general route is shown in Figure 2.

**Figure 2. Kawatiri Coastal Trail**



Source: Charleston Westport Cycle Trail Trust

A standalone ride in its own right, the Kawatiri Coastal Trail will complement existing and proposed cycle trails in Buller, including the Kawatiri River Trail and Kawatiri Beach Reserve. It will contribute to the growing network of trails on the West Coast that will encourage more cycling enthusiasts to come to the region and provide scale that will enable sustainable services to be set up.

The network of trails is currently underpinned by the Old Ghost Road in the north and the West Coast Wilderness Trail in the south. Both of these are world-class cycle trails and part of the Ngā Haerenga Great Rides network. The Kawatiri Coastal Trail has the potential to link directly to the Old Ghost Road through a suggested new walking/cycling route from Westport to Ngakawau via the Charming Creek walkway. The Kawatiri Coastal Trail could also comfortably link via a suggested new inland route south of Charleston to the new Paparoa Trail and Pike 29 Memorial Track, which are expected to open in 2019.



## Future extensions

As well as complementing the existing Trails in the region, the Kawatiri Coastal Trail has the potential to link with future trail extensions to the north and to the south.

### North

With the Heaphy track opening to mountain bikes during the winter season, there is a real opportunity to continue southwards to Seddonville and connect with the Old Ghost Road to create a northern loop returning to Nelson. The route could travel inland from Karamea to Little Wanganui using existing gravel roads and would then need to negotiate the Karamea bluffs but could be a well-utilised route using the main road in a separate cycle lane down to Seddonville. This would make it possible for riders to undertake the Heaphy and the Old Ghost Road together as one big ride.

There is also an opportunity to continue north from Westport through to Seddonville using the Charming Creek Walkway to Ngakawau, then by the old railway embankment through coastal farmland from Westport to Ngakawau. This route would travel over multiple ownership private properties but could be viable if sufficient will and commitment was shown by landowners. This route would provide further economic opportunity from riders travelling the Heaphy and the Old Ghost Road by positioning them in Westport as a layover. In most cases currently, these trail users are commuting straight through Westport in shuttles, returning to the Nelson area. Westport could become the ideal service base to these other trails with those linkages.

### South

From the southern end of the Kawatiri Coastal Trail, a connection trail about 30 kilometres long could be constructed to the Paparoa Trail. From south of Charleston this trail would follow the old 1860s gold miners pack track to Fox River and would then follow the Inland Pack Track to meet the Paparoa Trail near the visitor epicentre of Punakaiki.

Recent research on the West Coast Wilderness Trail shows the majority of users originate from Auckland compared to Buller, where most are Canterbury-based. It is assumed that these visitors are either flying into Hokitika, driving, or taking the TranzAlpine from Christchurch via Arthurs Pass and bypassing Buller altogether. With this proposed southern trail connection from Charleston to Punakaiki, a direct link trail will create a significant opportunity for increased numbers of visitors who would not normally have travelled any further north than Punakaiki. This is a significant driver and opportunity for future Westport tourism growth, with the Kawatiri Coastal Trail being the catalyst.



## Funding the Kawatiri Coastal Trail

The purpose of this business case is to demonstrate the strategic and economic contribution of the Kawatiri Coastal Trail; and to show that the Trail is technically feasible and has the management and stakeholder support necessary to deliver. The business case has the ultimate aim of raising the necessary funding to see the Kawatiri Coast Trail become a reality.

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**Investment is needed to build the Kawatiri Coastal Trail and the supporting infrastructure needed to leverage the desired benefits.**

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The total cost of the Kawatiri Coastal Trail is estimated to be about \$9.36 million, of which \$5.86 million is the civil construction cost of building the track. The Trust notes that this is similar to the original cost estimate of about \$5.2 million. The remainder of the funding is for project management, final design and planning, other construction and promotion and maintenance. As is good practice, a 20 percent contingency has been applied, and potential savings from volunteer and industry contributions have not been subtracted from the estimated total cost.

The funding to develop the Trail will need to be raised from a range of sources.

### Provincial Growth Fund

The Provincial Growth Fund has been identified as the primary source of funding. Projects applying to the Provincial Growth Fund are assessed against criteria organised around four themes:

- **Link to Fund and government outcomes** – The project should lift the productivity potential of a region or regions, and contribute to other objectives. These include jobs, community benefits, improved use of Māori assets, sustainability of natural assets, and mitigating and adapting to climate change.
- **Additionality** – The project needs to add value by building on what is there already and not duplicating existing efforts. The project also needs to generate clear public benefit.
- **Connected to regional stakeholders and frameworks** – Projects must align with regional priorities. They will need to have been discussed and agreed with relevant local stakeholders.
- **Governance, risk management and project execution** – Projects will need to be supported by good project processes and those involved should have the capacity and capability to deliver the project. Projects need to be sustainable in the longer term beyond the Fund's life.

It is likely that the Kawatiri Coastal Trail will be considered as part of a package of projects on the West Coast region. Projects will be assessed to ensure that any investment fits with their scale and risk profile. The overall package of investments will be tracked to ensure strategic fit. Individual projects need to support and build on one another.





In addition, the level of funding provided will depend upon a number of factors including:

- how well the business case stacks up
- the amount of funding required and other potential funders
- other projects on the West Coast that require Provincial Growth Fund support
- the level of subscriptions to the Provincial Growth Fund.

### **Buller District Council**

The Trust has had discussions with Buller District Council and has asked for funding support through the Council's Reserve Contributions. Buller District Council sees the Kawatiri Coastal Trail as a flagship project and a key activity for encouraging and attracting visitors to the district. The Council will be looking to reflect this in their upcoming Long Term Plan. The amount Buller District Council could contribute is dependent upon other funding being secured for this project as well as other requests for funding support received by the Council.

### **Development West Coast**

Development West Coast is currently reviewing its strategy and process around how it funds projects that support regional development, including capital investment. In principle it is supportive of the Kawatiri Coastal Trail and has provided funding to complete the feasibility study and business case.

Initial discussions suggest there is the potential to approach Development West Coast once the technical feasibility and business case has been accepted, when decisions on the ability to fund and the level of funding can be negotiated amongst the potential funders.

### **Other potential funders**

The Trust has identified other sources of funding that will, or could potentially, contribute to the project.

#### **Lotteries Commission**

Cycle trails align with the Lottery Grants Board criteria and several trails have been successful in applying for grants, including the Old Ghost Road. If necessary, the Trust would apply to the Lottery Grants Board for a grant to support the construction of the Kawatiri Coastal Trail.

#### **Donations, volunteers and sponsorship**

There have been numerous offers of donations and support from the local community. The range of offers include discounts on materials, technical support, and volunteer support. Trust members have been involved in organising and managing volunteer builds and could realise savings of up to \$500,000.

For example, there are a group of retired builders and cycle trail volunteers involved in the Westport Menzshed and the Buller Cycle Club who have expressed interest in providing cutting, assembly and installation services for all non-critical construction elements, as well as a conservation volunteer network who wish to carry out planting and landscaping components. Specific elements are:

- Volunteer workforce



- Cutting, pre-drilling, prefabrication and offsite assembly of all timber elements of site furniture, seating, signage, shelters, etc. Onsite installation of all elements – Menzshed, Rotary, retired local builders under supervision by Trust members
- Landscape design, ground preparation and finishing, site weed clearance and vegetation supply, planting out, applying weed and browsing protection sleeves – Department of Conservation, Conservation Volunteers, schools and the general community. Non-track paving and hardstand areas – retired mining and civil construction workers
- Copywriting, graphic design, layout and pre-press of all interpretation and signage elements, website, social media and printed trail guides – Trust members.
- Sponsorship
  - The local branch of a significant national hardware chain has offered one-off specific project support of up to \$10,000 plus: all building materials, timber and fixings negotiated at cost plus a very small margin retained rate throughout the entire build. This provides large cost savings with direct purchase by the Trust and labour only contracts for the build.
  - Timber seating, shelters, benches, boardwalk boards, large signs can be all sponsored by local families and businesses – they will pay the costs for the elements building materials and their names will be routed into timber in perpetuity. Several of these have already been negotiated locally.
- The Trust has received various support commitments that include funding, maintenance, planning, landowner access discussions, and interpretation signage input from:
  - Buller District Council
  - Māwhera Incorporation
  - Ngāti Waewae
  - New Zealand Transport Agency
  - Walking Access Commission
  - Pāmu - Farms of New Zealand (Landcorp).
- Donations
  - There are currently collection boxes in 22 establishments / businesses across the Buller District that help with ongoing costs such as printing, marketing, web page development.

There is the potential to seek donations for the construction of the trail through collection boxes or through other methods such as the 'givealittle' page.

**Figure 3. Māori storehouse on the west bank of the Kawatiri River-1862**



Source: JC Richmond, Courtesy of Te Papa

The remainder of this business case sets out the strategic, economic, technical and management cases that will allow potential funders, including the Provincial Growth Fund, to assess whether the Trail is a valid and worthwhile investment proposition.



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# STRATEGIC CASE

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The Kawatiri Coastal Trail will provide economic, social and cultural benefits in an area that needs support. The project aligns to local, regional and national strategies to deliver sustainable regional economic outcomes.

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# STRATEGIC CASE

The strategic case demonstrates why the Kawatiri Coastal Trail is a desired investment. It sets out:

- the context within which the project sits
- the purpose of the project
- why the project is needed
- what the project will deliver
- how the project aligns to existing national and regional strategies.

## Overview

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**Strategically, the Kawatiri Coastal Trail is aligned to local, regional and national efforts to encourage and accelerate regional economic growth.**

---

The Kawatiri Coastal Trail has been identified by the community as one of the two key priority projects that will contribute to the sustainable economic development of the Buller District and has demonstrated community support. Iwi are fully supportive of the Kawatiri Coastal Trail as it will enhance understanding of, and improve relationships with, Māori in the area. The Kawatiri Coastal Trail was also identified through the West Coast regional economic development Action Plan as having the potential to contribute to the local visitor economy but also to the growth of the region's visitor industry by complementing other trails in the region and encouraging visitors north of Punakaiki.

Going forward, the Trust is keen to engage with other trails and stakeholders on the West Coast to develop a network approach to leveraging the opportunities and benefits of the region's cycle trails. At a national level, the Kawatiri Coastal Trail is consistent with the objectives and criteria of the Provincial Growth Fund including job creation, community benefits, alignment with regional priorities, and clear public benefit. It is also consistent with the Ministry of Transport's objectives around active transport and improving road safety, and the Department of Conservation's roles and objectives around the protection and use of the conservancy estate.



## Context

### The Buller District economy

The Buller District is the northern most of the three districts that make up the West Coast region of the South Island. In 2017, the district had a population of about 10,150 and employed 4,170 people.

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**A strong focus on mining has affected the Buller economy and there is a realisation that the structure of the economy has to change.**

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Buller's economy has traditionally been underpinned by the mining sector, which at its peak in 2012 accounted for over 1,000 high-value jobs. Since then, Buller has been hit hard by the decline in the mining sector and, more recently, the exit of Holcim. By 2017 there were only 337 people employed in mining. Employment in the district has fallen from a peak of 5,460 in 2012, a decline of 5.2 percent annually, or nearly a quarter of all jobs.<sup>1</sup>

With the economy heavily invested in minerals industries, firstly gold and then coal-mining and cement, there is a realisation within the Buller District, and its communities, that they have to re-invent themselves and identify other areas and activities to support their local economy.

### Tourism as a sustainable industry

Tourism is an area where Buller has a sustainable and substantial opportunity. The amazing natural environment, diverse flora and fauna, and rich history are a major drawcard for visitors.

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**The Kawatiri Coastal Trail has been identified as having potential to significantly contribute to visitor growth and is a sustainable economic opportunity.**

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The West Coast was in the first tranche of provinces to be engaged in the Regional Growth Programme. A Regional Growth Study was conducted over 2016 and the West Coast Economic Development Action Plan was agreed in 2017. The Kawatiri Coastal Trail was identified by the community and included in the Regional Growth Study<sup>2</sup> as a project that could make a significant contribution to affected communities, the visitor industry, the district and the region.

<sup>1</sup> Infometrics Regional Database.

<sup>2</sup> (MartinJenkins, 2016)



This business case is an action identified in the West Coast Economic Development Action Plan, which suggested the funding of a feasibility study for the Kawatiri (Charleston to Westport) Coastal Walking and Cycling Trail.

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## Successful trails can improve community wellbeing, attract visitors and support economic activity.

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A report<sup>3</sup> by the New Zealand Transport Agency identified the range of benefits of cycling including more liveable towns and cities, improved conditions for travelling within towns and cities, stronger local economies, reduced costs for councils, less impact on the environment, and healthier and more productive people.

A report<sup>4</sup> by the Ministry of Business, Innovation & Employment showed that for every dollar spent on trails, there was approximately \$3.55 of annual benefits.

A report by Tourism New Zealand<sup>5</sup> showed that tourists who cycle during their trip to New Zealand spend 50 percent more on their visit compared to a typical visitor.

The Kawatiri Coastal Trail will be a drawcard for visitors in the northern part of the West Coast region. It will contribute to the wider trail network that is gaining momentum in the region on the back of the West Coast Wilderness Trail and the Old Ghost Road. It will also be an asset that connects communities and activities in the district.

### Natural environment

The natural environment on the West Coast is renowned, underpinned by the Franz Josef and Fox glaciers and Punakaiki (Pancake Rocks). Close to 90 percent of the region's land area is a part of the conservation estate, and five of New Zealand's 13 national parks are wholly or partly located within this estate.

*"The Kawatiri Coastal Trail passes through a wide variety of environments and will offer an outstanding visitor experience that includes close-up encounters of an exceptional variety of species of flora and fauna. The birdlife includes iconic species such as kiwi and kotuku; the full range of migratory galaxiid species present on the West Coast are present in the rivers and streams, the vegetation is varied and often species-rich, providing habitat for species that are considered rarities elsewhere and includes plant species that are themselves of significant botanical interest." – Richard Nicholl, Ecologist (2018)*

Based on its natural environment, the West Coast region has seen strong visitor growth in recent times. However, the Buller District's geography, and the location of its main centres in relation to

<sup>3</sup> (NZ Transport Agency, 2016)

<sup>4</sup> (Ministry of Business, Innovation & Employment, 2016)

<sup>5</sup> (Tourism New Zealand, 2013)



transport infrastructure, means that it has not been able to fully leverage the large number of visitors that are coming to the West Coast.

## History and culture

The Buller District is rich in history, and every community has a story to tell. There is a strong interest in sharing that history through activities, restoration and interpretation.

### Charleston

The Kawatiri Coastal Trail links Westport to the historic town of Charleston. At its peak in 1868, during the gold rush, Charleston and the surrounding goldfield had a population of between 8,000 and 12,000. Charleston boasted 80 hotels, three banks, a library, post office, hospital and a fire brigade. There were three schools and three churches alongside a full array of businesses including bakers, butchers, drapers, bootmakers, carpenters, booksellers, bakers, chemists, blacksmiths, jewellers, tent makers, restaurants, hardware, fruiterers, stables and brewers.

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**In 1868, Robert Hannah opened the first Hannah's footwear shop, in Charleston.**

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By 1878, with over one million ounces of gold<sup>6</sup> having been extracted from the Charleston Goldfield, the population had dropped to just over 300. Today the sleepy village is rejuvenated with visitors keen to experience what life was like 150 years ago.

### Westport

Westport, the West Coast's second biggest town, also went through the gold mining boom and bust experience. Developing around the same time, a small trading settlement grew up on the eastern side of the Buller River. At the height of the gold rushes, the population grew to 1,500. The discovery and mining of high quality coal led to the progressive development and expansion of the Port. Until, the railway through the lower Buller Gorge was completed in 1944, all coal was exported by sea. Westport's population peaked at just over 5,500 in the 1950s. The population has gradually declined and now sits at around 4,000.

<sup>6</sup> This is only an estimate as gold production records are incomplete.



## The vision for Kawatiri Coastal Trail

The Trust see the Kawatiri Coastal Trail as more than simply another cycle trail. It will be infrastructure that connects and shares the environment, culture and heritage of the area, providing a range of experiences for walkers and cyclists locally, nationally and internationally. The vision is that:

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**By linking and engaging communities, the Kawatiri Coastal Trail catalyses economic, social and cultural opportunities in the Buller District.**

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For the Kawatiri Coastal Trail to deliver on this vision, it will be built with a strong focus on interpretation and activities that allow the heritage story, and the Buller's European and Māori cultural history to be shared and celebrated.

Ultimately, the Kawatiri Coastal Trail will act as a catalyst to support economic, social and cultural opportunities in the Buller District and the wider West Coast region.

## Opportunity and objectives

The opportunity is to build a cycling/walking trail that connects the communities and activities between Westport and Charleston. The Kawatiri Coastal Trail will also attract, and increase the length of stay of, visitors to the Buller District.

The Kawatiri Coastal Trail will be an activity that will attract visitors in its own right. Together with other projects<sup>7</sup> it is seen as a catalyst that will encourage more visitors to the Buller District and to the West Coast region.

The Kawatiri Coastal Trail will:

- attract new visitors to the district and extend the stay of existing visitors to the region
- encourage visitors across the network of trails on the West Coast and
- create a sustainable community asset for current and future generations.

<sup>7</sup> Oparara Arches is the other major visitor project identified in the Buller District through the West Coast Economic Development Action Plan.



## Attract new visitors and extend visitor stay

The target market for the Kawatiri Coastal Trail is primarily domestic short-stay (1 to 3 nights) visitors, with a reasonable standard of fitness. The Trust has identified the key markets as:

- families
- couples 30+ and
- couples/groups 55+.

These groups are more likely to have interests in history and culture, exploring the natural environment, a propensity for friendly interaction with locals, good food and wine, and relaxation.

### New visitors

The Kawatiri Coastal Trail will be a new infrastructure asset for the Buller District. While it may encourage existing visitors to stay longer, the majority of non-local users will be new visitors to the district and indeed, region.

The ability to attract new visitors is supported by the recently released economic impact analysis of the West Coast Wilderness Trail<sup>8</sup>, which found that 94 percent of visiting riders came specifically to ride their trail.

### Increased length of stay

The Kawatiri Coastal Trail (and an itinerary) will be designed to actively slow users down by adding components, activities and short, side trails, so that they end up staying the first night on either side of the Ōkari River, depending on where they start. At 55 kilometres (longer if you include a section of the Kawatiri River Trail), the Kawatiri Coastal Trail could encourage users to spend at least one night in the district and more likely two to three nights.

## Encourage visitors across the network of trails on the West Coast

The West Coast Economic Development Action Plan 2017 noted that the West Coast is becoming a significant destination for cyclists. Indeed, there are two trails in the region with Great Ride status – West Coast Wilderness Trail and Old Ghost Road. Both of these trails have built strong reputations as must-do rides, attracting over 20,000 visitors each year. There are also a number of other cycle trails – mountain biking, Heartland and touring routes – on the West Coast, and new trails are being developed such as the Paparoa Trail and Pike 29.

The Kawatiri Coastal Trail is more closely aligned to the West Coast Wilderness Trail in terms of grade and therefore visitor type. However, it does provide a foil to the geographically closer Old Ghost Road by providing a less challenging ride to contrast the technical requirements of the Old Ghost Road.

<sup>8</sup> (Gurden Consulting Ltd, 2017)



As identified in other cycle trail projects<sup>9</sup>, a network of trails in an area can:

- 1 attract new riders by providing more and extended options and
- 2 encourage visitors to stay for a longer period of time to explore additional tracks.

This flows through to trail operators and infrastructure providers. More visitors means they can provide additional options and increased activities. This, in turn, cycles back in terms of a better visitor experience encouraging more visitors.

## Create a sustainable community asset for current and future generations

There is a strong emphasis with this project on ensuring that it supports the local economy. The Trust will be pushing for the Kawatiri Coastal Trail to be built and supplied by businesses that employ local people. Similarly, the project will proactively ensure that the economic opportunities can be realised by locals. Based on the strong local support that exists, the Trust is considering an approach where supporting businesses conform to a universal code of ethics that will encourage local outcomes. Maintenance will depend heavily upon volunteer contributions from the communities along the Trail.

The Trust is already working with local businesses to ensure that the infrastructure and capacity is in place to match the demand for the Trail. There are ongoing discussions about how to raise the standard of customer services through a business start-up support programme in conjunction with Development West Coast and Co-starters, which will offer training, mentoring and funding opportunities to the many new businesses that will be required to support the Kawatiri Coastal Trail.

The Cape Foulwind and Tauranga Bay areas could develop further as a coastal settlement, with great restaurants and bar experiences, and private and compact accommodation options overlooking the Tasman Sea.

Charleston would continue to develop its offering, with a similar vibe but more likely expressed through a 19<sup>th</sup> century “gold rush” aesthetic.

The Trust accepts that the Kawatiri Coastal Trail will need to be self-sustaining in the current economic environment. Maintenance costs will be kept low through the formation of supporters’ volunteer groups in each of the four settlements along the Trail. These groups will be responsible for maintenance, using equipment and supplies provided by the Trust. Similarly, operational costs will be offset by volunteer support and contributions in relation to systems, IT and marketing.

The Trust is currently working to determine and formalise revenue streams to provide for maintenance and operations. These include ideas such as application sales, merchandising, commissions from service providers, and membership fees from an approved providers programme - “Platinum Partner”. These ideas have already been well-received from service providers, who share the view that those benefitting from the Kawatiri Coastal Trail should be contributing financially to its upkeep.

The details of these activities and opportunities are still being worked through with the various stakeholders and are discussed further in the Management Case section on pp. 63.

<sup>9</sup> See for example the business case for the Central Otago Queenstown Trail Network.



## Alignment to existing strategies and/or goals

The Kawatiri Coastal Trail is aligned with and supports a number of strategies at the national, regional, and local level.

### National strategies

At the highest level, the project is consistent with the Government's policy programme advanced in the Labour Party's pre-election Fiscal Plan, the Coalition Agreement and the Confidence and Supply Agreement. As noted in the Budget Policy Statement, priorities include sustainable economic development and supporting the regions and sharing the wealth generated by our economy with a wide range of New Zealanders.<sup>10</sup>

Enhancing and extending the New Zealand Cycle Trail is a priority action in the New Zealand Tourism Strategy<sup>11</sup> as is regional dispersal. A key focus of the Kawatiri Coastal Trail is to link communities and align with other trails to disperse visitors through the West Coast region, which is consistent with the challenge identified in New Zealand's Tourism Strategy of regional dispersal.<sup>12</sup>

It is also consistent with the Department of Conservation's outcome of enriching New Zealanders and visitors through outdoor experiences and stretch goal milestones where 50 percent of international holiday visitors come to New Zealand to connect with our natural places and 90 percent of New Zealanders' lives are enriched through connection to nature.<sup>13</sup>

The Kawatiri Coastal Trail will be a grade 2 trail, and would complement the West Coast Wilderness Trail and Old Ghost Road, as well as the new Paparoa Trail (due to open in 2019). The Kawatiri Coastal Trail is aligned to the Ngā Haerenga Great Rides primary objectives of:

- creating jobs
- building a high-quality tourism asset and
- maximising the range of complementary benefits that the cycle network provides to a wide range of New Zealanders.<sup>14</sup>

The Kawatiri Coastal Trail will create jobs at all phases (design, construction, maintenance). It will increase visitor spend, which will also support economic activity. The Trail will link several communities and encourage, and provide better access to, local activities between Westport and Charleston.

As noted earlier, the Kawatiri Coastal Trail is consistent with the criteria of the Provincial Growth Fund. It is consistent with several of the Fund's objectives including:

<sup>10</sup> (The Treasury, 2017)

<sup>11</sup> (Ministry of Business, Innovation & Employment, 2016)

<sup>12</sup> (Ministry of Business, Innovation & Employment, 2016)

<sup>13</sup> (Department of Conservation, 2016)

<sup>14</sup> As noted on the Ministry of Business, Innovation & Employment website at <http://www.mbie.govt.nz/info-services/sectors-industries/tourism/nga-haerenga-new-zealand-cycle-trail> sourced on 18 December 2017.





- jobs and sustainable economic development
- social inclusion and participation and
- resilience.

The Kawatiri Coastal Trail is in one of the 'surge regions' and builds on the strengths identified in the recent Regional Growth Study.<sup>15</sup>

## Regional strategies

The Kawatiri Coastal Trail has been identified as a potential key project to support economic development on the West Coast region.

### Tai Poutini West Coast Regional Growth Study

Cycle trails were identified as a major contributor to tourism on the West Coast as part of the Tai Poutini West Coast Regional Growth Study<sup>16</sup>. The study suggested there were issues around development and maintenance of cycle trails and that funding should be assessed as part of a broader review of funding for tourism development and promotion. The study also suggested that the proposed tourism strategy and action plan should identify the mix of cycle trails to proceed with.

### Tai Poutini West Coast Economic Development Action Plan 2017

The West Coast Economic Action Plan 2017<sup>17</sup> specifically included the action to develop the case for the Kawatiri Coastal Trail.

### Regional dispersal

Tourism is one of the largest and fastest growing sectors on the West Coast. However, much of the visitor economy is focused in the south of the West Coast, from the glaciers in the south to Punakaiki, 45 kilometres north of Greymouth and 56 kilometres south of Westport. Most visitors tend to go through Hokitika, with Greymouth and Westport mainly off the tourist path. There is intensive pressure on the infrastructure and facilities at Punakaiki and Franz Josef. A key challenge for the tourism strategy in the region is to address infrastructure issues in the pressure areas. Approaches to address this include encouraging visitors to explore more of the region include developing and promoting activities further north.

Recent research from the West Coast Wilderness Trail shows the vast majority of users originate from Auckland compared to Buller, where the majority of market feeders are Canterbury-based. It is considered that visitors to the West Coast Wilderness Trail are either flying into Hokitika, driving from Christchurch or travelling by train via Arthurs Pass, thus missing Buller altogether. With a proposed southern trail connection from Charleston to Punakaiki, a direct trail link would result in a significant opportunity for increased numbers of visitors who would not have travelled further north than

<sup>15</sup> (Cabinet, 2017)

<sup>16</sup> (MartinJenkins, 2016)

<sup>17</sup> (West Coast Governance Group, 2017)



Punakaiki. This is seen as a significant driver for future Westport tourism growth with the Kawatiri Coastal Trail being an essential component.

Along with the Oparara Arches project further north, the Kawatiri Coastal Trail is an enhancement for the Buller District that will help to disperse visitors northward up the West Coast region. At Charleston, the local community group are developing a proposal for a Charleston Goldfields Heritage Park. This would include a network of walking trails around the goldfields and a visitor centre. Charleston currently offers a limestone cave tour, black water rafting, a rainforest train and back-country nature and heritage tours. Because they are situated in close proximity to the Kawatiri Coastal Trail, these activities would complement and benefit from the Kawatiri Coastal Trail encouraging more visitors and increasing their length of stay.

### **Contribute to the reputation of the West Coast as a cycling destination**

Walking and cycling trails have been identified as a key activity that attracts visitors to the Buller District and indeed the West Coast region. The Kawatiri Coastal Trail will be a key trail in the network of West Coast Trails. Being built as a grade two trail, the Kawatiri Coastal Trail will act as a perfect foil to the more technical, mountain bike trails that are prevalent in the Buller District.

Further, being in the northern part of the West Coast where the weather is milder, the Trail will appeal all year round, ensuring that cycle visitors always have options when looking to visit the West Coast.

The two existing Great Rides on the West Coast (the West Coast Wilderness Trail and the Old Ghost Road Trail) are best-in-class in New Zealand and are attracting attention nationally and internationally. Both of these are significant attractors of visitors to the region. There is support from both of these organisations, who believe that the Kawatiri Coastal Trail will complement and provide further options to attract new visitors and extend existing users length of stay. Both of these Great Rides recently attracted further investment through the Provincial Growth Fund to support their own development.

As well as the two Great Rides there are a number of other significant trails in the area, including the Paparoa Trail and the Pike 29 Memorial Trail (due for completion in 2019), Charming Creek, the Denniston Plateau with nine mountain biking tracks, Tiropahi Tram Track, Kirwans Track, Blacks Point, Big River Road and Hut in Reefton, and the Heaphy Track.

The Kawatiri River Trail is a relatively new walking and cycle trail running along the north side the Buller-Kawatiri River, before linking Westport with the nearby North Beach. This trail is heavily used by the community and visitors alike. With the Kawatiri Coastal Trail connecting to the Kawatiri River Trail in the Buller Bridge picnic area at the entrance to Westport, a central node accessing a variety of trails will be developed.

The proposed development of a network approach to operating and marketing the trails on the West Coast<sup>18</sup> will enhance the value of all of the trails, encouraging new trail visitors and extending the length of stay of existing trail visitors to the region.

<sup>18</sup> (West Coast Governance Group, 2017)



## Tai Poutini Māori Tourism Strategy

Te Rūnanga o Makaawhio, Te Rūnanga o Ngāti Waewae, Māwhera Incorporation, Ngāi Tahu Tourism and local Māori Tourism are working on a Tai Poutini (West Coast) Māori Tourism Strategy and Action Plan.

Māori history and visibility on the West Coast, in particular the Kawatiri, is limited. The Kawatiri Coastal Trail route runs near a number of significant Māori sites along the ancient Tai Poutini Pounamu Trail.

Māori tourism activity tends to occur from Greymouth south, with a strong focus in Hokitika and Franz Josef. Ngāi Tahu Tourism is one of the larger tourism operators on the West Coast.

The Kawatiri Coastal Trail provides an opportunity to re-engage the public on the Māori presence and the role they play in the history and the future of the district and, indeed, the West Coast region. As such, Te Rūnanga O Ngāti Waewae and Ngāi Tahu are fully supportive and have committed to participating in and supporting this project.

Te Rūnanga o Ngāti Waewae realise the potential of the Kawatiri Coastal Trail to share the history of Māori settlement and raise its profile in the district and region. The Trust is currently in discussions with Ngāti Waewae to determine how Māori history and current activity will be incorporated into the Trail. There is potential to develop a site of cultural significance housing Taonga in conjunction with CoalTown Museum and to use interpretive panels along the Trail to tell the Māori story.

### Local support

The Kawatiri Coastal Trail has strong support at the local level. Local businesses and the wider community have all shown positive interest and support. The Trail has a number of entry and exit points connecting the southern Buller communities and allowing locals to use it for commuting or recreational walking and cycling. The Trail also allows locals to showcase the Kawatiri, promoting pride in their area.

The level of volunteer support that has occurred to date and is committed into the future for this project from the communities in Charleston, Westport, Carters Beach and Cape Foulwind is testament to the perceived benefits. The Kawatiri communities are relatively isolated and so connectivity is important. With the loss of coal and cement jobs, tourism is seen as the key opportunity to sustain them and their quality of life.

The Buller District Council has identified the Kawatiri Coastal Trail in its top two priorities for regional development as part of the Provincial Growth Fund application.

**Figure 4. Gladstone Street in 1868 during the Gold Rush**



### **The itinerary of a typical Kawatiri Coastal Trail visitor**

Dave and Suzanne live in Christchurch and are happily in semi- retirement. Dave has a successful electronics business with a general manager in place to run it and Suzanne is a part time administrator. Still fit and with their own children moved on to better things, they enjoy exploring the country in the weekends. After a web search and recommendations from friends they decide to go over to the coast to do the Kawatiri Coastal Trail. Although they have their own mountain bikes, they opt to hire e-bikes so that their 55 km journey is more comfortable.

They leave on Friday morning in their Toyota Prado and slowly travel over the Lewis Pass towards Westport. They stop at Culverden for coffee and cake. Their next stop, around 1.30pm is at The Broadway in Reefton where they order cheese rolls, a panini, a savoury and two more coffees. They arrive in Westport at 3.30pm and park up at the Spa Motel where they have booked a room. Chris, their host, gives them some recommendations for where to go for dinner.

They walk down the main street and check out the shops. Suzanne spots Reynolds Shoes and sees a pair of boots she likes. They just don't have that sort of range back in Christchurch! They like the look of Johnny's menu and book for later that evening. That night they have a fantastic meal starting with some tapas, followed by whitebait fritters and the kiwi pork chop. Dinner is followed by several glasses of wine and local beer as they listen to the resident band Waiata. They wander back to the motel buzzing from the experience.

They are up at 7am dressed for a sunny day and head to J's café for breakfast. They then drive to the Buller Bridge picnic area and meet Steve the e-bike guy where he introduces them to their Giant full-suspension mountain e-bikes. After a brief run down on how they work, they pay for 2 days hire for 2 bikes including a shuttle return, download the trail app from the Trail website and gently head off towards Carters Beach.

They travel slowly and enjoy all the heritage sites along the way. They stop at Donald's for a lunch of fish and chips, washed down with a beer and a shandy. They carry on to Tauranga Bay where they stop and walk the seal colony track. They return to the Cape and check in to the Omau Settlers Lodge where they have booked a single room. Steve calls past, drops off their bags and swaps the batteries on their bikes so they have a full charge for Sunday. Later they head to the Star Tavern and have a meal and a few wines as they chat to the locals.

They then enjoy the trip further south after stopping for breakfast at the bagel food caravan in Tauranga Bay. They next stop at Annabel's pizzeria along Beach Road at Charleston and rave about the Napoli classic before heading south to the end of the trail. Its 3.30pm and they head to the new European hotel where the e-bike depot is.

They head inside the themed pub and host Ant gets them a local miners' brewery beer each. Shortly after, Steve turns up and packs their bikes into the trailer and takes them back to Westport to their car. They fuel up at Caltex and start the journey home to Christchurch.

*A review of the above itinerary suggests total spend within the Buller District of \$1,300, about \$325 per person per day. This is about \$120 more than the NZCT average spend. It is expected that about 20 percent of visitors would follow a similar itinerary.*



# ECONOMIC CASE

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The Kawatiri Coastal Trail is economically viable and will make a real contribution to the Buller District and the West Coast Region economically, culturally and socially.

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Proactively released



Proactively released

# ECONOMIC CASE

The economic case explores the costs and benefits of the Kawatiri Coastal Trail. It explores the:

- inputs into the project – investment and visitors
- outputs expected from the project – visitor spend, health benefits and consumer surplus
- outcomes the Trail will deliver – social cost-benefit analysis and wider benefits.

## Overview

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Economically, the Kawatiri Coastal Trail will be a major contributor to jobs and GDP, provide health and wellbeing benefits, and is a sound investment from a social cost-benefit perspective.

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The Kawatiri Coastal Trail is forecast to attract 8,200 users in its first full year, increasing to 16,600 after 10 years. Visitors from outside the region will account for 7,000 users in the first full year, increasing to 14,400 after 10 years.

The Kawatiri Coastal Trail will contribute about 30 full time jobs each year over the two year build. Once operating, the maintenance and spending of visitors will support jobs. As the number of visitors grow, the jobs the Trail supports will grow. By 2031, the Trail will be supporting over 100 full time jobs. On average, over each of the first ten years of operation, the Trail will support 74 jobs.

By 2031, the Kawatiri Coastal Trail is expected to attract about \$9.8 million in additional visitor expenditure from outside the region, contributing about \$2.9 million to the regional economy. The Trail will also contribute to health and consumer surplus benefits nationally and regionally. At a national level, the Trail will contribute about \$650,000 in health benefits and \$570,000 in consumer surplus benefits. At a regional level, the Trail will contribute about \$445,000 in health benefits and \$26,000 in consumer surplus benefits.

The present value of total benefits to the region over the first 12 years are estimated at \$18.2 million. Looking at the cost benefit analysis over the 12 years to 2031, it is estimated that the investment will have a net present value of \$6.9 million, a benefit: cost ratio of 1.6, and an internal rate of return of 15.0 percent.





## Inputs

The social cost benefit analysis is reliant on having an understanding of the cost of the project, a clear perspective on its likely impact on visitor numbers, how long they stay in the region, and how much they spend.

### Projected user numbers and spend

#### Visitor numbers

Visitor numbers are estimated based on visitors to other similar trails, including the West Coast Wilderness Trail, and local trails such as the Old Ghost Road. The analysis also draws on visitor forecasts prepared by the Trust. (Charleston Westport Coastal Trail Trust, 2018)

The Kawatiri Coastal Trail is projected to attract 8,200 unique users in the first year, increasing to 16,610 users in year 10 (2031). In year one, 7,000 visitors will be multi-day users, increasing to 14,420 multi-day users in year ten. Multi-day users are forecast to grow by 7.5 percent each year for the first ten years of operation.

The average length of stay for multi-day users is forecast to increase from 1.3 nights in year one, to 1.6 nights in year ten, a growth rate of 2.1 percent each year. A full profile of users over the first ten years is shown in Table 1.

**Table 1. Projected users by user type, 2021 to 2031**

Kawatiri Coastal Trail	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Commuters/ recreational use	45,000	45,900	46,818	47,754	48,709	49,684	50,677	51,691	52,725	53,779	54,855
Local single day	200	204	208	212	216	221	225	230	234	239	244
Local multi day	0	0	0	0	0	0	0	0	0	0	0
Out of region single day	800	900	1,008	1,119	1,231	1,329	1,409	1,465	1,495	1,525	1,555
Out of region multi day	6,000	6,750	7,560	8,392	9,231	9,969	10,567	10,990	11,430	11,887	12,362
International single day	200	225	252	280	308	332	352	366	374	381	389
International multi day	1,000	1,125	1,260	1,399	1,538	1,662	1,761	1,832	1,905	1,981	2,060
<b>Total users*</b>	<b>8,200</b>	<b>9,204</b>	<b>10,288</b>	<b>11,401</b>	<b>12,524</b>	<b>13,513</b>	<b>14,315</b>	<b>14,883</b>	<b>15,437</b>	<b>16,013</b>	<b>16,610</b>

\* excluding commuters





The forecast for the initial number and profile of users is similar to that on the West Coast Wilderness Trail, which currently attracts around 9,000 visitors in a year, with close to 90 percent of them being New Zealanders from outside of the West Coast.

The Old Ghost Road, while a slightly different market, attracts about 11,000 users, and is gearing up for ongoing increases, with the main constraint being availability of hut accommodation. The Old Ghost Road also has a high proportion of foot traffic, with trampers accounting for about a third of users.

The following table sets out the initial and multi-day users for the Kawatiri Coastal Trail for the first full year of operation 2021 and the tenth year of operations (2031) as well as the average annual growth from 2021 to 2031. The numbers do not include commuters.

**Table 2. Current and forecast change in user numbers and length of stay**

	2021	2031	Change (%pa)
Total users	8,200	16,610	7.3%
Multi-day users	7,000	14,420	7.5%
Average length of stay for multi-day users (nights)	1.3	1.6	2.1%

The growth scenario for the Kawatiri Coastal Trail is based on 8,200 visitors in the first year. There will then be growth of 12.5 percent in year two, easing steadily to 4.0 percent in 2027. Growth in multi-day users remains higher, at 4.0 percent each year from 2027, whereas day-users drops to 2.0 percent each year from 2028.

On average, user numbers are forecast to grow by about 7.3 percent over the ten-year period. Over the last five years of the ten-year period, growth averages 4.2 percent each year.

## Walkers

In addition to the cyclists, it is anticipated that there will also be some walking-only users who will do short sections, or potentially the entire Trail. The Trail has been designed with a number of walkable sectors and side-road tracks to key vistas, vantage points and points of interest including limited numbers of non-able bodied user access points. Applying visitor traits and preferences to existing visitor numbers, the Trust suggests that about 60,000 domestic and 18,000 international visitors to the Buller District would take a walk of two kilometres or more. Many of these would choose to walk parts of the Kawatiri Coastal Trail and some even further. On the Old Ghost Road and the West Coast Wilderness Trail, walkers account for about 20 to 30 percent of users. Walkers have not been accounted for in the Kawatiri Coastal Trail cost benefit analysis as it is difficult to determine user numbers, but also additionality (whether they came or stayed longer because of the Trail). If they were considered, walkers could well contribute additional spending of around 10 percent over and above that of the cyclists.



## Commuters/recreational use

The Kawatiri Coastal Trail will provide safe off-main-road access between settlements along the route. The Trusts expect that children and adults will commute along the Westport to Cape Foulwind segment. There is demand from the locals as demonstrated by use on other tracks.

For example, there is currently a higher-than-average take-up of local recreational users in the Kawatiri Beach Reserve and Kawatiri River Trail tracks. They include runners, walkers, dogs, cyclists and family groups with mixed transport. The Trust have accessed recent traffic count data on those tracks which show that, during winter, 248 people use those existing trails daily. It is likely that numbers are significantly higher during the summer. The Trust expects a similar experience in some of the more accessible segments of the Kawatiri Coastal Trail.

If half of these existing users use parts, or all, of the Kawatiri Coastal Trail then this suggests about 40,000 local commutes or recreational uses per year. The projection for commutes/recreational use is for two percent growth each year.

## Target market

The target market considers the type of visitor the Kawatiri Coastal Trail will appeal to and where they come from. The Trust has identified three key visitor types and a strong focus on the domestic market. The Trust expects that the profile of out-of-region visitors will be relatively similar to the West Coast Wilderness Trail.

### Visitor type

As noted earlier, the target audience for the Kawatiri Coastal Trail is primarily domestic short stay (1 to 3 nights) visitors, with a reasonable standard of fitness. The Trust has identified the key markets as:

- families
- couples 30+ and
- couples/groups 55+.

These groups are more likely to have interests in history, exploring the natural environment, a propensity for friendly interaction with locals, good food and wine, and relaxation.

However, as the Kawatiri Coastal Trail will be built to the New Zealand Cycle Trail Design Guide for a Grade 2 trail, it will be accessible to nearly all user types. For example, even highly technical users riding the Old Ghost Road may use the Kawatiri Coastal Trail as a warm-up or wind down extension.

It is expected that the majority of visitors will ride the Trail for more than one day. Multi-day visitors will account for about 88 percent of out-of-region users.

### Geographic market

The geographic market is expected to be similar to the West Coast Wilderness Trail, where the domestic market accounts for about 90 percent of visitors.<sup>19</sup>

<sup>19</sup> (Gurden Consulting Ltd, 2017)



Within New Zealand, the main markets are in the South Island – Canterbury, Nelson/Marlborough and Otago. Auckland and Wellington are the main markets in the North Island. Visitors from Canterbury are a 4.5 hour drive away and from Nelson 3.25 hours away. Flight times from Wellington, the only direct air service to Westport, is an hour; and Auckland to Christchurch or Nelson flight times are less than the drive time from either location.<sup>20</sup>

Internationally, Australia is likely to be the largest market for the Kawatiri Coastal Trail. This is consistent with Tourism New Zealand’s cycling and mountain bike marketing efforts, with leisure cycling the primary target and mountain biking the secondary target.<sup>21</sup> Other potential international markets include North America, the UK and Europe.

The projections are for international visitors to account for 15 percent of out-of-region visitors in year one. Unless there is a targeted marketing push to attract international or local visitors, the ratio is not expected to change in future years.

**Visitor Spend**

Visitor spend is taken from the economic impact study done for the West Coast Wilderness Trail where the average daily visitor spend was \$210 inflated to 2017 dollars. To differentiate between single-day and multi-day spend, we assume that single-day expenditure is 80 percent of the average, and multi-day expenditure is 120 percent of the average.

This is a conservative estimate of spend. Breaking down the possible expenditure in the case study of a typical visit suggests total spend within the Buller District of \$1,300, or about \$325 per person per day. This is about \$120 more than the New Zealand Cycle Trail Inc. average spend. It is expected that about 20 percent of visitors would follow a similar itinerary.

For consistency across CBAs that have been completed for the Ngā Haerenga Enhancement and Extension Fund, the analysis assumes no change in daily spend in future years. The daily spend on the Kawatiri Coastal Trail for single-day and multi-day visitors is shown in Table 3.

**Table 3. Daily spend by user type**

Users	Daily spend (\$)
Domestic – single-day	173
Domestic – multi-day	259
International – single-day	173
International – multi-day	259

<sup>20</sup> The distance from Christchurch to Westport via SH7 is 333 kilometres.

<sup>21</sup> <https://www.tourismnewzealand.com/news/australians-encouraged-to-explore-the-south-island-by-bike/>



## Trail costs

The estimated cost to complete the Kawatiri Coastal Trail is \$9.3 million and it is estimated to have ongoing annual maintenance costs of just over \$62,000 in the first two years, falling to just under \$58,000 in future years. The costs were determined through the WSP-Opus technical feasibility report, and Trust estimates of other costs associated with the completion and operation of the Trail. A full break-down of costs is detailed in the technical case from pp. 47.

## Outputs

The economic case applies a social cost benefit analysis approach to determine economic, cultural, environmental and social outcomes as recommended by the Treasury<sup>22</sup> and developed for the Ngā Haerenga Cycle Trails funding applications<sup>23</sup>.

In terms of benefits that can be quantified, the majority results from increased visitor expenditure as more visitors are attracted and stay longer. Also captured by the analysis are health benefits as a result of New Zealand citizens being more active as a result of riding the trails. There is finally the consumer surplus, which is the value that citizens derive from using the trails over and above what they pay.

### Increased visitor spend

The increase in visitor spend is based on the Kawatiri Coastal Trail attracting visitors into the district, but also encouraging visitors already there to stay longer to cycle the trail. The third factor in increasing visitor spend is to encourage the availability and accessibility to amenities and activities that will increase visitors' daily spend. An analysis by Tourism New Zealand shows that, on average, a cycle visitor spends around 25 percent more on their visits than, and stays twice as long as, the average international visitor.<sup>24</sup>

The assessment of visitor numbers and the growth in visitor numbers is based on the user numbers and profiles of other trails on the West Coast and for similar trails around New Zealand. As outlined in Table 1, out-of-region visitor numbers are expected to grow from 8,000 in the first year of operation, to about 16,600 in year 10.

At 55 kilometres, the Kawatiri Coastal Trail will take most cyclists two days to complete. This would encourage visitors to stay at least one night and potentially two nights. When it is combined with other activities in the district, it will encourage visitors to spend a long weekend in the area. There is a strong focus and commitment by the Trust to look at identifying and making visitors aware of other activities along the Trail to encourage them to extend their length of stay.

<sup>22</sup> (The Treasury, 2015)

<sup>23</sup> (MartinJenkins, 2017)

<sup>24</sup> Tourism New Zealand Special Interest Infographic. Data sourced from the Ministry of Business, Innovation & Employment International Visitor Survey.



Length of stay is expected to start at about 1.3 nights (where 75 percent of multi-day users stay one night) in year one, increasing to 1.6 nights in year 10 (where close to 50 percent of multi-day users will be staying for two or three nights) as activities increase and amenities and services improve.

As noted earlier, daily spend is derived from the recent economic impact analysis of the West Coast Wilderness Trail. Our assumption is that the visitor type and therefore daily spend would be similar. We have made some adjustments to differentiate spend for day and multi-day visitors to account for accommodation.

**Table 4. Visitor benefits 2021 to 2031**

Visitor type	Visitor expenditure	GDP
Out-of-region – single-day	\$2,388,560	\$703,012
Out-of-region – multi-day	\$67,252,974	\$19,794,206
International – single-day	\$477,712	\$140,602
International – multi-day	\$8,967,063	\$2,639,228
Total	\$79,108,595	\$23,277,048

The analysis suggests that new visitors who ride the Kawatiri Coastal Trail would spend \$4.2 million in the Buller District in the first year of operation, increasing to \$9.8 million in year ten, for total expenditure over the ten years of \$79.1 million.

In terms of the value added or GDP component (profits and wages net of tax) of that spend, the Buller District would benefit by about \$23.3 million over the ten years - about \$2.1 million each year.

## Health benefits

The attribution of physical activity to health benefits is well established - there is good international evidence to show physical activity and reduction in mortality risk depending on levels of inactivity.

Health benefits resulting from increased physical activity are quantified on a per-kilometre basis. For commuters/recreational users, 6.2 kilometres is used per commute and 30 kilometres is used for local and out-of-region cyclists. Health benefits are based on a benefit value per kilometre of \$1.30, which accrue to all New Zealand residents that ride the Trail. The analysis does not consider the health benefit on commuters, with the project only increasing activity for single-day and multi-day riders.

The analysis also accounts for displacement, which is the likelihood that visitors would have done meaningful exercise anyway. A displacement factor of 75 percent is applied for local and out-of-region cyclists. There is no displacement factor for commuters. Health benefits for walkers is not included in the analysis.

At the national level, all additional domestic users are counted and, at the regional level, all additional local users, including commutes, are counted. At a national level, the health benefits accrue to all New Zealand residents. At a regional level, health benefits are for local riders only.





The following table shows the additional distance attributable to the project and after displacement of 75 percent. This distance is used to estimate health benefits.

**Table 5. Health benefits derived from kilometres travelled, 2021 to 2031**

Health benefits	Km - Before displacement	Km - After displacement
Local Rider – single-day	73,012	18,253
Local Rider – multi-day		
Out-of-region – single-day	415,063	103,766
Out-of-region – multi-day	4,636,950	1,159,237
<b>Total</b>	<b>5,125,025</b>	<b>1,281,256</b>

Based on these figures, the Kawatiri Coastal Trail will encourage New Zealanders to get on their bikes and ride an additional 1,281,256 kilometres.

## Consumer Surplus

Consumer benefit, or surplus, is the value that an individual derives from being able to enjoy the experience of cycling the trails. Similar to the health benefits discussed earlier, the benefits accrue to all New Zealand users. At a regional level, the consumer benefit is only from local users.

For single-day riders, the consumer surplus is calculated at 10 percent of the public holiday value of time (determined by the New Zealand Transport Agency) multiplied by the average length of activity.

For multi-day riders, the consumer surplus is calculated at 10 percent of the average daily spend multiplied by the average length of stay.

**Table 6. Consumer surplus, 2021 to 2031**

Consumer surplus	Additional users (2021 – 2031)	National	Regional
Commuters	547,592	\$247,840	\$247,840
Local Rider – single-day	2,434	\$15,128	\$15,128
Local Rider – multi-day		\$0	\$0
Out-of-region – single-day	13,835	\$238,856	
Out-of-region – multi-day	105,138	\$4,002,634	
<b>Total</b>		<b>\$4,504,458</b>	<b>\$262,968</b>

Over the 10 years from 2021 to 2031, consumer surplus is forecast to accrue to 2,434 single-day local riders, 13,835 out-of-region single-day riders, and 105,138 out-of-region multi-day riders.

Nationally, this would suggest a consumer surplus gain of \$4.5 million. At the West Coast region level, this would suggest a consumer surplus gain of \$263,000.



## Outcomes

There are well established economic, social, cultural, and environmental benefits as a result of the development of cycling and walking trails.

### Cost benefit analysis

The cost benefit analysis is made up of the costs to build and operate the Kawatiri Coastal Trail; and the benefits from visitor spend, health and consumer surplus. The cost benefit analysis is for the first ten-year period of the Trail operating.

The cost benefit analysis is based on the methodology and model applied to trails seeking support through the Ngā Haerenga Extension and Enhancement Fund with some variations.

In this business case, we have only considered the regional benefits as the project is focused on encouraging regional growth. Further, we have included the total cost of the project in the costs, rather than just the regional contribution. This is because:

- 1 the project is seeking funding mostly from central government, whereas the Ngā Haerenga Fund has a 50 percent local contribution criteria and
- 2 funders are interested in how the regional benefits stack up against the total cost of the project.

Because all costs are captured, and national benefits around health and consumer surplus are not captured, caution is advised if comparing against other cost benefit analyses that have been completed for applications to the Ngā Haerenga Fund.

### Regional cost benefit analysis

The Kawatiri Coastal Trail is expected to result in a net economic benefit of \$6.94 million. This represents a positive Benefit Cost Ratio of 1.6 and an internal rate of return of 15.0 percent. These summary metrics are shown in Table 7.

**Table 7. Summary cost benefit analysis metrics, regional, 2019 to 2031**

Summary metrics	Base case
Net economic benefits (NPV)	\$6,940,000
Benefit: Cost ratio, Regional	1.6
Internal rate of return (IRR)	15.0%

Table 8 shows the split between benefits and costs nationally between 2019 and 2031.



**Table 8. Present value of total benefits and costs, regional, 2019 to 2031**

Net benefit summary	Base case
Total benefits	18,174,112
Total costs	11,238,656
Net economic benefits	6,935,456

The present value of total benefits are expected to be \$18.2 million and the present value of costs are expected to be \$11.2 million. This gives net economic benefits of \$6.94 million in present value terms over the time period spanning 2019 to 2031.

The breakdown of benefits is shown in Table 9.

**Table 9. Present value of benefits by type, regional, 2019 to 2031**

Benefits summary	Base case
Visitor spend	15,031,139
Health	2,967,132
Consumer surplus	175,841
Total benefits	18,174,112

The largest share of the regional benefit (\$15.0 million or 83 percent of the total benefit) is the result of additional visitor expenditure.

Health benefits after displacement are calculated at \$365,000 in the first year, increasing to \$445,000 in year 10. The present value of health benefits over the first ten years of operations is \$2.97 million accounting for 16 percent of the benefits.

The consumer surplus in year one is calculated at \$21,600, increasing to \$26,300 in year 10. The net present value of consumer surplus over the first ten years of operations is \$176,000.

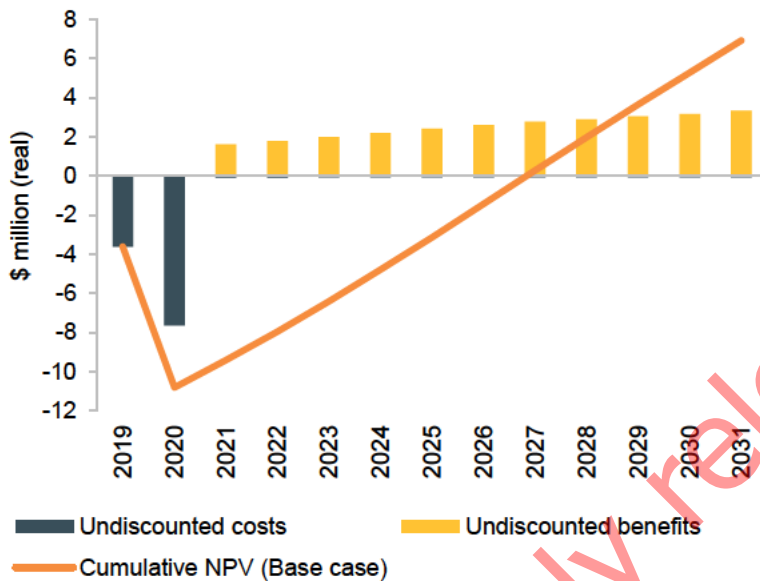
**Figure 5. Westport 1867**





Figure 6 shows the annual costs and benefits out to 2031 and shows the cumulative net present value.

**Figure 6. Annual costs, benefits and cumulative net present value for the region, 2019 to 2031**



As shown in the graph, the largest costs occur during the construction phase (2019 and 2020), and benefits start accruing from 2021. Benefits are greater than costs from 2027.

### Wider social benefits

Cycle trails generate a number of benefits to the region that are not quantified through the cost benefit analysis. These include community, social, cultural and environmental benefits. A study<sup>25</sup> on the Otago Central Rail Trail identified a number of social benefits that cycle trails provide to communities including:

- mental and physical wellbeing such as health, aesthetic appreciation, sense achievement
- learning benefits – heritage and culture
- being together as a family
- meeting like-minded people, bringing new faces into small rural communities, enhancing social interaction and a sense of pride and community identity.

The intervention logic framework for public investment in cycle trails is shown in Appendix 1.

<sup>25</sup> (Blackwell, 2001)



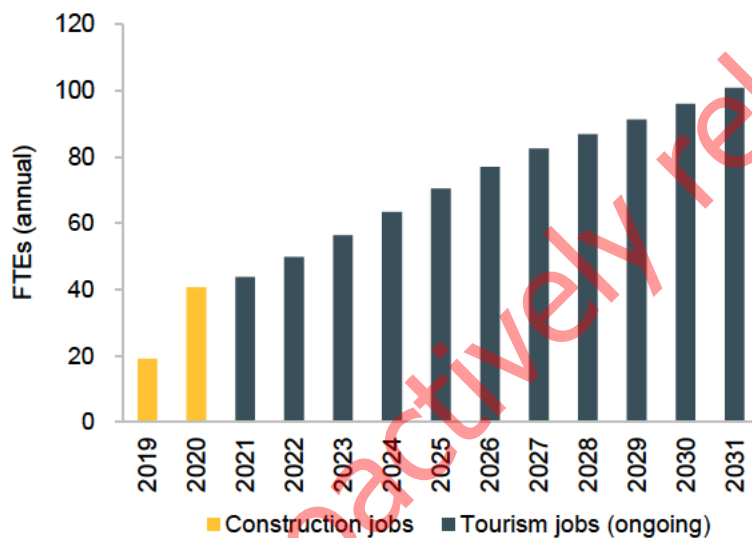
## Increased employment

For a district such as Buller, which is going through a transition phase with a significant loss in jobs and employment opportunities, especially in the mining and manufacturing sectors, the benefits of employment are critical. Although the Buller District has one of the smallest populations on the West Coast, it has the highest number of people, 460, on a jobseeker benefit. This is well up on the 386 jobseekers in the same quarter three years earlier.<sup>26</sup>

Based on the activity estimates, the Kawatiri Coastal Trail will support 30 full time jobs each year of the two year construction phase.

Ongoing employment is expected to average about 74 full time jobs each year for the first ten years of the Kawatiri Coastal Trail being open.

Figure 7. Impact on regional employment



## Community

The level of volunteer support (both to date and committed for maintenance) for the Kawatiri Coastal Trail from the communities in Charleston, Carters Beach and Cape Foulwind is testament to the perceived benefits. These are relatively isolated communities that see connectivity and tourism activity as key opportunities to sustain their communities and their quality of life.

The Trail will have a number of entry and exit points connecting the communities and allowing locals to use the trail for safe commuting, recreational walking and cycling. The trail will allow locals to showcase the Kawatiri area, promoting pride and collaboration amongst the communities.

<sup>26</sup> MSD Benefit Fact Sheets downloaded from <https://www.msd.govt.nz/about-msd-and-our-work/publications-resources/statistics/benefit/index.html#Latestbenefitfactsheetsrelease1> on 02 May 2018.



Older school-age children in Carters Beach would have a safer off-road route into Westport.

The Trail will also have positive impacts on health and the environment. Physical activity reduces risk of cardiovascular disease, diabetes & some cancers. It helps control weight & contributes to mental well-being, especially when it occurs in a natural outdoor setting. Health impacts are captured in the cost benefit analysis.

Taking part in physical activity and events enabled by the Kawatiri Coastal Trail will also increase opportunities to make friends and be part of the community.

Community recreational assets not only promote quality of life and wellbeing for residents, they also make the region a desirable place to live and do business. This, in turn, attracts others to live, visit and work in the region.

## Cultural

### Māori

Māori history and visibility on the West Coast and particularly in Buller is limited. The Kawatiri Coastal Trail will pass near a number of significant Māori sites, dating back to early activity along the ancient Tai Poutini Pounamu Trail.

The Kawatiri Coastal Trail provides an opportunity to re-engage the public on the Māori presence and the role they play in the history and the future of the Buller District and the West Coast Region. As such, Te Rūnanga O Ngāti Waewae and Ngāi Tahu are fully supportive and have committed to participating in this project.

Māwhera Incorporation also support the Trail and have indicated a willingness to contribute towards interpretation panels for the 12 Māori sites along the length of the Kawatiri Coastal Trail.

For over 500 years, Māori used the Kawatiri area as a key stopping point on the pounamu (greenstone) trail along the West Coast. Recent research, has shown that Māori history in this area is much more significant than previously understood. The estuaries and wetlands provided abundant food supplies for residents and travellers and in the early days of European settlement a large number of artefacts were found, mostly at Tauranga Bay and Ōkari.

#### Carters Beach site

Archaeological excavations near Carters Beach have revealed a small village existed as early as AD 1350. This location is a nationally important heritage site with some highly significant artefacts found.

*“Excavations at the Kawatiri archaeological site, near the mouth of the Buller River, indicates that people were living close to Westport by the early 14th century. Excavations have revealed a number of adzes and flaked tools, which come from a variety of sources including obsidian from Mayor Island in the Bay of Plenty, baked argillite (adzite) from Nelson and pounamu (greenstone) from the Arahura valley. It is clear that there was considerable exchange of different stones suitable for making tools.” From Te Ara<sup>27</sup>.*

<sup>27</sup> Simon Nathan, 'West Coast region - Māori exploration and settlement', Te Ara - the Encyclopaedia of New Zealand, <http://www.TeAra.govt.nz/en/photograph/21070/kawatiri-archaeological-excavation> (accessed 9 July 2018)



The Taonga discovered at the Kawatiri site have been offered for display to CoalTown by Ngāti Waewae/Ngāi Tahu and Ngāti Apa. This will make an engaging story and be of wide interest to residents and visitors alike who can learn about Māori history in the Kawatiri before using the Trail.

## Summary of economic benefits

The outcomes and associated economic benefits for the Kawatiri Coastal Trail are summarised in the following table.

**Table 10. Summary of benefits**

Outcome	Benefit
Visitor expenditure	New activity on the Kawatiri Coastal Trail is projected to contribute an additional \$79.1 million in visitor expenditure to Buller District over the first ten years of operation, about \$7.2 million each year. This would contribute about \$23.2 million to the regional economy in net benefit (profits and wages after tax) or \$2.1 million each year.
Construction and operational jobs	The construction and ongoing operations from additional visitor expenditure will support a number of jobs in the Buller District. Over the main construction phase (2019 and 2020), the projects will support an average of 30 jobs each year. From 2021 to 2031, the additional visitor expenditure from users riding the Kawatiri Coastal Trail will support an average of 74 jobs each year.
Visitor dispersal	An objective of the Kawatiri Coastal Trail is to create an 'iconic' activity that will encourage visitors to the West Coast to travel north to the Buller District. It is also designed to allow the communities of Charleston, Cape Foulwind, and Carters Beach to benefit from visitor activity. It is expected that the Trail will also encourage visitors to extend activity to other trails in the region, and that the tour operators will be able to better align itineraries to match infrastructure availability.
Health benefits	At a national level, the Kawatiri Coastal Trail will encourage increased activity that will improve health outcomes, reducing health costs by \$6.1 million between 2021 and 2031. At a regional level, the improved health of local users will reduce health costs by about \$4.4 million between 2021 and 2031.
Consumer surplus	Nationally, additional users attracted to the Kawatiri Coastal Trail are estimated to derive \$4.5 million in consumer surplus value between 2021 and 2031. Regionally, the present value of the consumer surplus derived by local users between 2021 and 2031 (commuters and recreational) is estimated at \$263,000.

Source: MartinJenkins



# TECHNICAL CASE

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The Kawatiri Coastal Trail is technically feasible and will be financially sustainable.

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Proactively released



Proactively released

# TECHNICAL CASE

The technical case presents more detail on the design of the Kawatiri Coastal Trail and shows that:

- the preferred route for the Trail is technically viable in terms of route, design, construction and ecology
- alternative options are available if the preferred route cannot be secured
- there is a good understanding of the capital investment and maintenance costs required and
- there are agreed measures of success in place.

## Overview

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The preferred route for the Kawatiri Coastal Trail has been identified. It is technically feasible to build, and it can be built within two years of funding being secured. The investment required to complete the Kawatiri Coastal Trail has been estimated at \$9.36 million.

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Alternative options have been identified to address any potential roadblocks. An independent technical feasibility report was prepared by WSP-Opus, which demonstrates that the preferred route is technically feasible, and can be built within two years of the funds being confirmed.

The technical case shows there are no significant risks with obtaining resource consents and access agreements. While there are still some challenges, a functional route can be completed with existing agreements, so any gaps are a case of fine-tuning and finalising the route options.

## Background work

From October 2015 until December 2017, a large amount of information gathering and field work was undertaken by Trust members. This included a desktop study of topographical maps, high resolution aerial photographs, cadastral maps, geological maps, and ecological and historic reports. Following early discussions with landowners, initial trail reconnaissance was undertaken. In some locations, for example Charleston, existing walking trails were potentially available. Over the following eighteen months and after a number of modifications, the preferred trail route was agreed by Trust members.

Trust members have visited, reviewed reports from, and had very useful discussions with, trail groups from the Old Ghost Road, West Coast Wilderness Trail and the Nelson Great Taste Trail. Regular meetings were held with Bob Dickson and key staff from the Westport office of the Department of Conservation, who provided design information on recently completed suspension bridges and track



construction. The New Zealand Cycle Trail Inc. Design Guide<sup>28</sup> was a valuable reference source for Grade 2 Trail requirements.

Key stakeholders were involved from early on and strong support has been received from Buller District Council, Department of Conservation, Development West Coast, Ministry of Business, Innovation & Employment, Te Rūnanga o Ngāti Waewae, Māwhera Incorporation, New Zealand Transport Agency, Landcorp, Advance Northern West Coast, Heritage New Zealand and West Coast Conservation Board.

The general public and local communities along the Trail have been kept well informed since October 2015 by press releases, social media, informal updates to the stakeholders and as well a series of public information meetings in April 2018.

## Feasibility studies

In August 2017, the Ministry of Business, Innovation & Employment and Development West Coast granted funding for the preparation of a business case and feasibility study. MartinJenkins were selected to prepare the business case, and WSP-Opus were selected to prepare the technical feasibility study.

A number of other studies have been completed to support the business case.

## Route Information for Trail engineering

A report was prepared by the Trust describing the route, section by section, and identifying ground conditions and where bridges and boardwalks would be required. Section aerial photos with the planned trail route, details on the four major bridge sites and a geological account of the route were also included.

## Surveying

Surveying of the proposed route was carried out by CJ Coll Surveying, a long established Westport-based surveying and resource management company. A Trust member assisted with the surveying, which reduced the cost. Accurate positions of the track and elevations have been important for the route engineering and for determining proximity to land boundaries, rivers and historic sites. The surveying has also shown where some short sections will have to be amended to get an acceptable grade.

## Preliminary design and costings

The Greymouth office of WSP-Opus were engaged to undertake preliminary design and rough order cost estimates for the Trail. Their assessment covered:

- four larger bridges across the Nile River, Big Tōtara River, Martins Creek and the Ōkari River

<sup>28</sup> (ViaStrada, 2015)





- a timber boardwalk structure
- smaller timber bridge structures
- Trail construction.

The report noted that the construction of the proposed Trail is technically feasible and travels through similar terrain such as the West Coast Wilderness Trail. (WSP-Opus, 2018, p. 3).

Rough order construction costs were estimated at about \$5.6 million, with an upper and lower bound confidence of 30 percent. Long Span Bridges had a lower bound confidence limit of – 10 percent.

WSP-Opus was also retained by the New Zealand Transport Agency to cover the Nile River bridge section of the Trail in a separate report, as the New Zealand Transport Agency have agreed to fund the construction of that bridge.

The full WSP-Opus report, including the Nile River Bridge, is provided as an attachment to this business case.

## Project planning and cost estimates

The Trust has prepared a document detailing the planning and cost estimates for the Trail, incorporating the WSP-Opus findings. This includes information on project management, final design and planning, civil construction, other construction (interpretation boards, signage, toilets, parking, shelters etc), contract tendering, construction support and sponsorship, maintenance programme and trail connections and linkages to other West Coast trails. This has been summarised and incorporated into the business case.

## Ecology and history

Mr Richard Nichol, an ecologist who works for WSP-Opus out of the Westport office, undertook fieldwork at three key areas (Hamilton's Wetland at Martins Creek, Ōkari River section, Bromielaw Creek to Tauhinu section) along the Trail and prepared a report highlighting the unique ecology values.<sup>29</sup> This report was required primarily for use in the Department of Conservation management agreement but is also valuable for resource consent applications and for ecological information for some of the interpretation boards.

The history along the Kawatiri Coastal Trail is nationally significant, with the trail following the ancient pounamu route and the 1860s gold rush route from Westport to Charleston. And there is much more. A history report has been prepared for the Trust, which identifies historic sites and outlines the history of the area. This report will inform the interpretation boards and app, telling the fascinating heritage stories along the Trail.<sup>30</sup> The ecology report is attached.

<sup>29</sup> (WSP-Opus, 2018)

<sup>30</sup> (Henley, 2018)



## Preferred solution/option and reason for selection

A preferred route has been identified that provides the highest quality experience while also being practical from a land access, construction and ongoing maintenance perspective.

The route through which the Kawatiri Coastal Trail will pass does not present any major technical challenges. Most of the route is flat to slightly sloping, with only a few areas where some relatively minor regrading will be necessary to get an acceptable grade. There are four river crossings with three requiring suspension bridges ranging in length from 43.7 to 53.6 metres. A steel truss bridge 25 metres long will span the fourth crossing.

Compared to some recently constructed cycle trails that were built in areas with challenging mountainous terrain, the geotechnical conditions for the Kawatiri Coastal Trail are not difficult. The mostly flat terrain, generally good ground conditions and good access suggests that track construction should be relatively straightforward.

The preferred route is 55 kilometres, of which:

- 32.9 kilometres will need to be constructed (22.1 kilometres will be on formed roads)
- 80 percent of the Trail is on public land (Buller District Council, Department of Conservation, and Landcorp).
- three suspension bridges, ranging from 43.7 to 53.6 metres long, and a steel truss bridge 25 metres long, will need to be constructed.

Land-owners whose properties will be crossed have been notified and engagement to secure land access has been initiated. On the preferred route, about 51 percent of the land is owned or managed by Buller District Council. Other major landowners include Department of Conservation (12 percent), Landcorp (13 percent) and Holcim (9 percent). Most landowners (about 90 percent) have entered into memorandums of understanding that allow the Kawatiri Coastal Trail to be on their property. There are multiple options for relocating the final trail position to suit any remaining ownership or access challenges.

## Dependencies/constraints/risks

### **Land owner consents - The preferred route passes through the land of nine private landowners**

Most landowners (about 90 percent) have entered into memorandums of understanding that allow the Kawatiri Coastal Trail to be on their property.

There are still a few landowners that have not confirmed access, but this is largely due to no final confirmed trail position in relation to their properties due to further detailed site survey requirements. The Trust is confident that these will be resolved, but if not, there are alternative trail positions that can be considered.



## **9 percent goes through Holcim land, which is currently under review**

Holcim land is spread for some distance from Carters Beach out to Tauranga Bay. Holcim were supportive of the Trail at its conception and, now that the Holcim property portfolio is for sale, there is an agreement in place for the Trail to access and use some of that land if required. This has been highlighted to prospective purchasers but alternatives have also been considered so there is some flexibility in final trail location to ensure track connection.

## **Resource consents**

The Trust is working closely with the Buller District Council, and West Coast Regional Council to ensure that the consenting process goes smoothly and also with affected land owners to garner support for the project.

Throughout the landowner engagement, the Trust has discussed in detail, any likely consent requirements and built that into their planning. Two of the key Trust members also have professional skills and experience in consent applications, and can provide expert evidence in heritage, geology, landscape and visual effects.

## **Final design and price review**

While the preferred route has been selected and costs have been estimated, the project specifications are dependent on the final design and planning phase. This includes:

- detailed design including site investigation
- legal and access agreements
- resource consents and building permits and
- an archaeological assessment specifically for the trail route in the Charleston Goldfields area.

Once these are completed then the construction will be put out to tender. The final price is dependent upon the results of the tender process, which could come in over or under the estimated costs.

## **Project costs**

Project costs are made up of the construction of the Kawatiri Coastal Trail and its maintenance.

Capital costs are the costs incurred to design, secure access, commission, build and launch the Trail. Maintenance costs are the ongoing costs associated with maintaining the Trail.



## Capital Costs

Capital costs have been identified through the WSP-Opus technical feasibility and cost estimate report alongside project planning by the Trust for other costs associated with the development and operation of the Trail. The summary of costs is shown in Table 11.

**Table 11. Total project cost summary**

KAWATIRI COASTAL TRAIL COST ESTIMATE		
Item	Sub-total	Total
<b>Project management</b> Including tender process		9(2)(b)(ii)
<b>Final design &amp; planning</b> Detailed design including: <ul style="list-style-type: none"> <li>• site investigation<sup>31</sup></li> <li>• legal &amp; access</li> <li>• resource consents, building permits</li> <li>• archaeological</li> </ul>	9(2)(b)(ii)	
<b>Construction - civil</b> track, bridges, boardwalks (WSP-Opus base estimate) fencing survey lay-out		
<b>Construction - other</b> interpretation boards, signage, shelters, parking, toilets etc		
<b>Promotion</b> marketing, website, apps		
<b>Maintenance assets</b>		
<b>Sub-total</b>		
less Nile Bridge (funded by NZTA)		
<b>TOTAL</b>		
+ 20% contingency		
<b>Total</b>		<b>\$9,360,720</b>

### Project management

The build will be managed by a Trust-appointed project manager with a proven record in project management and preferably with skills and experience specific to cycle trail building. The Trust will provide an office, a vehicle, accommodation, phone, computer and weekly operating costs plus a relevant salary commensurate with the role. The construction period is forecast to be 24 months, which will include tender document preparation and management prior to build. Post construction, the

<sup>31</sup> Detailed design includes engineering \$130,000, surveying \$25,000, geotech \$25,000, and professional fees \$20,000.



phone, computer and vehicle will be retained by the Trust for use by the assets manager who will take up their part-time role once the build is completed.

The Trust has determined that there will be a regular reporting regime between 2-3 Trust build-management team members and the project manager. This will include reporting directly at least every two days of the build, weekly site visits to view progress by the build management team and written monthly reporting at a full Trust meeting. The Trust will also provide a written progress report to its key stakeholders every month. Any issues with contractors or materials that cannot be easily resolved within the scope of practice of the project manager will be dealt with by the Trust.

The Trust is recommending using the services of The Kennett Brothers as the New Zealand Cycle Trail Inc. approved Master Trail Builders. If appointed, they will undertake three reviews of the Trail to ensure that it is built to NZCT guidelines and specifications.

**Table 12. Project management activity, description and costs**

Component	Description of required activity	Cost Fully Contracted Market rates
Project Manager - fees	Project manager direct employment costs	9(2)(b)(ii)
Project Manager – other costs	Accommodation, travel, phone, computer, vehicle, internet, power, fuel, printing, office and meeting costs	
Trust Governance	Trust members regular reporting costs/fuel/fees	
Peer Review - Construction	3 Reviews by Master Trail Builder, fees, travel, etc	
Contract Management	Trust/contractor intervention, mediation, support	
Stakeholder reporting	Trust reporting to Development West Coast, Department of Conservation, Buller District Council and Ministry of Business, Innovation & Employment monthly	
<b>Sub-total</b>	<b>Project Management</b>	

## Final design and planning

The Trust features several suitably skilled professionals who have expertise in the areas of resource consenting, site investigations, local geology, landscape effects and expert evidence, planning and detailed design and construction specification. These members will work in an advisory capacity with the project manager who will be engaged to manage the final planning and tender documentation phase as it is a specialised body of work. Continuity, clear understanding of construction elements and full scope of the tasks required would be greatly enhanced with the project manager driving this process.

The close association of Trust to project manager is a necessary element of the Trail development, and is designed to ensure the project remains on track and on budget. The Trust are aware of similar projects veering off-target due to a lack of governance & oversight and are committed to avoiding this situation occurring.





**Table 13. Final design and planning, activity, description and costs**

Component	Description of required activity	Cost Fully Contracted Market rates
Detailed design & costing of Trail	Site investigation and design for all structures, and landscape features and costing direct with suppliers	9(2)(b)(ii)
Legal – access	Conveyancing and legal access/easement agreements, part funded with \$17,391 Walking Access grant	
Resource and building consents	Preparation, mapping and plans for any consent applications	
Archaeological	To cover report for Department of Conservation land at Charleston historic goldfields	
Tender documents, final construction drawings	The project manager will be involved in the preparation of tender documents along with key trust members	
<b>Sub-total</b>	<b>Final Design and Planning</b>	<b>\$300,000</b>

**Construction (civil)**

The build will be contracted out by tender due to the nature of the most likely funding channels. This is in contrast to existing local cycle trail builds, which have been almost always volunteer efforts. Despite the goodwill and high interest from locals for volunteer-led development, the size and scope of this whole project could not be undertaken voluntarily. Nonetheless, there is a subset of non-critical construction components that could use a volunteer workforce and substantially reduce overall costs, which can be quantified once final design elements are confirmed.

There are a number of different skills required for trail construction, so it is assumed that the winning tenderers could be made up of several different construction companies working together for this build. While it is not possible to predetermine or stipulate, the Trust will be encouraging local companies to tender for this work as this would provide maximum benefits both socially and economically and align with the aims and objectives of the Trust.

**Figure 8. Buller River in 1873**



Source: W M Cooper, Courtesy of Te Papa



**Table 14. Construction (civil), item, length and costs**

ITEM	TOTAL LENGTH (M)	Cost
Big Totara Bridge	50	9(2)(b)(ii)
Martins Creek Bridge	43.7	
Ōkari River Bridge	25	
Nile River Bridge	53.6	
Shorter span bridges	87.0	
Boardwalk – sensitive areas	400.0	
Boardwalk – standard construction	991.0	
Trail construction – Type G1	7,440.0	
Trail construction – Type G2	22,370.0	
Trail construction – Type G3	1,420.0	
Additional items as estimated by the Trust including allowance for:		
<ul style="list-style-type: none"> <li>• Ramp at Buller Bridge</li> <li>• Re-grading existing trail near Nile River</li> <li>• Blasting rock at Charleston South</li> <li>• Tree clearance at Charleston South</li> </ul>	N/A	
Fencing		
Survey lay-out		
Existing roading used	22,120.0	
<b>Sub-total</b>	<b>55,000.0</b>	

Note: OPUS cost estimate @CE) +/- 30%

### Construction (other)

The Trail only becomes a full experience once specific unique signage, interpretation and other features that are designed to endorse the region's heritage are added. Incorporating an established aesthetic and enhancing the user experience are the vital components that will set the Kawatiri Coastal Trail apart from other trails. These trail experience elements are also critical for local economic benefits as they have been specifically incorporated to slow the user down, make them stay longer, and spend more.

Westport has very strong community and local business support for projects and has built many halls, trails, public spaces and more using volunteer labour and donated materials. Signage, planting, shelters and much more could be produced by a volunteer workforce under supervision. The Trust has a master list of local builders and retirees who want to help, and have had offers of building materials at cost. The Trust will incorporate a volunteer element as it helps to solidify overall community ownership, create stronger communities and is also socially advantageous to the district's aging population.





**Table 15. Construction (other) description, activity and cost**

Component	Description of required activity	Cost Fully Contracted Market rates
Start & Finish Info boards	2 at Buller Bridge and Charleston south. 2 x interpretation boards with overall shelter roofing & seating under cover	9(2)(b)(ii)
Heritage interpretation boards	30 sites – 2-sided Interpretation boards 2400 x1200 with shelter roof overhang of 600mm each side.	
Specific site markers each way for 30 sites	Site markers are A3 90 degree hip height timber signs marking areas along trail – 60 required	
Wayfinder Track signs	Same as site markers but for distance, location, time, hazards etc. 144 (one per km each direction) plus additional 36 key hazard markers	
Shelters/interpretation sheds at key historic or landform locations	10 sites @ \$12,000. Packers Point, Western estuary, Kawau Point, Above Tauranga Bay, Above Ōkari, Charleston cliffs, Bromielaw, Middle terrace, Upper terrace plus 2 more evenly spaced over trail	
Light Bollards	216 PIR LED solar powered light bollards at every 250 metres for navigation and security in dim light	
Outdoor seats & picnic tables	20 permanent bench forms and 10 x permanent picnic tables with forms each side	
Landscaping, plantings and garden areas	Key landscape planting and site-works at key points along Trail, around shelters and signage structures and alongside Trail to limit maintenance and to meet environmental expectation under consent	
Toilets	4 x 6 metre relocatable containers each with 3 accessible toilets located at Buller Bridge, Ōkari, Rahui, & Charleston South. The Trail will also use existing facilities at Carters Beach, Cape Foulwind, Seal Colony, Tauranga Bay, & Constant Bay	
Parking and access	Parking and hardstand areas at key vista access areas along route to allow access by disabled – will probably seek assistance from BDC/DOC/NZTA to cover those costs	
Video Interpretation	10 short videos will be created to emphasize the heritage stories told at each of the 10 shelters.	
Broadcast WI-Fi on trail	Repeaters and server to work with broadcast Wi-Fi full trail	
Graphics / Copywriting	Writing and layup of all boards, signs and guides	
Buller Bridge area	Parking and hardstand areas at start - will probably seek assistance from BDC/DOC/NZTA to cover costs	
Charleston end	Parking and hardstand areas at start - will probably seek assistance from BDC/DOC/NZTA to cover costs	
<b>Sub-total</b>	<b>Construction (Other)</b>	<b>\$1,102,600</b>

The “construction other” component is estimated to cost about \$1.1 million to complete. However, this component provides many opportunities for savings through volunteer labour efforts, corporate and family sponsorship and support from local, regional and national authorities. Trust members have



been involved in organising and managing volunteer builds and could find savings of up to \$500,000 with this approach.

## Promotion

An essential part of making the Trail a success is getting the message out to potential users prior to completion. This was clearly demonstrated by the Old Ghost Road during their build. The Trust want to develop an early adoption marketing approach so that users are anticipating the Trail's opening and it gets high levels of top-of-mind recall. Trust members have agency, public relations, copywriting and graphic design skills and experience that will assist in this focus.

**Table 16. Promotion, activity, description and cost**

Component	Description of required activity	Cost Fully Contracted Market rates
Marketing & promotion	Development of a web/social media video teasing the Trail, regular updates to existing media channels and releases, strategic cinema and magazine advertising promotion to core target and billboard promotion at key feeder centres in Wellington, Auckland, Christchurch and Nelson regions	9(2)(b)(ii)
Website	To develop website suitable for virtual tour guide, ecommerce and bookings online with the ability to trace click-throughs and set links to all suppliers and to provide advertising revenue. Ongoing costs for further development and updates are included as annual costs	
App	To develop trail app and licensing, design and content and run as a virtual trail guide with links and advertising and App store fees included. Will be revenue generating for the Trust	
<b>Sub-total</b>	<b>Promotion</b>	<b>\$225,000</b>

Promotion is made up of marketing and promotion, a website and a trail application. The total cost of promotion is estimated at \$225,000.



## Maintenance, equipment and collateral

The Trust will be maintaining the Trail using volunteers coordinated by a part-time assets manager. Some basic equipment is required to carry out this role.

**Table 17. Maintenance equipment activity, description and cost**

Component	Description of required activity	Cost Fully Contracted Market rates
Maintenance equipment and collateral	To purchase quad bike or side by side rhino, trailer, spray rig, hand tools, plate compactor, weed-eaters, safety equipment and track slope forming brush sled for all ongoing maintenance.	\$20,000
<b>Sub-total</b>	<b>Maintenance</b>	<b>\$20,000</b>

The concept is to have trail maintenance duties carried out by groups of volunteers made up of residents alongside the Trail; and other interested members of the community. These efforts will be coordinated by the part-time assets manager who is responsible for the operational condition of all trail pathways, signage, electrics, lighting, weed control and more.

The Trust will provide the equipment for carrying out maintenance and will, along with the assets manager, have an annual maintenance schedule prepared with seasonal variances. The idea is to slowly move through the Trail from community to community, weekly or monthly as tasks allow, and keep the Trail in top condition using a preventative maintenance strategy.

**Table 18. Maintenance tasks**

Task	By whom	Frequency	Reported
Asset safety and condition checks (excluding bridges)	AM	Weekly	Monthly
Check operation of all interpretation tech/WI-FI	AM	Weekly	Monthly
Collect and empty any rubbish found along trail	AM	Weekly	Monthly
Weed control spray and spot	AM/VOL	Monthly	Monthly
Vegetation maintenance and ongoing planting	AM/VOL	Monthly	Monthly
Regrade running surface, refill & compact	AM/VOL	Ongoing	Monthly
Clean all signage, structures and lubricate fasteners	AM/VOL	Quarterly	Quarterly
Test solar generation and battery status	AM/VOL	Monthly	Monthly
Check drainage and clear any blockages	AM/VOL	Monthly	Monthly
Maintain, service all maintenance equipment	AM	Monthly	Monthly
Full safety check / audit – all structures and surfaces	AM/BDC/DOC	2 years	2 years

AM – Assets Manager, VOL - Volunteer



Buller District Council has agreed to add the four proposed bridges to its asset register and will be responsible for the inspection and ongoing maintenance of those bridges.

The Trust collects revenue from Platinum Partners and uses that to provide a salary for the assets manager, materials for weed control, track reformation, lighting replacement, and repair for vandalism and other damage as well as further development of the trail assets. While the Trust cannot officially employ those doing maintenance, some funding could be set aside for gift vouchers or a weekly BBQ.

**Table 19. Maintenance description and costs**

Estimated Annual Maintenance Costs	Cost
Salary – Assets manager@ average 20 hrs/week	9(2)(b)(ii)
Assets manager tablet and phone annual costs	
Fuel, oil, servicing of all powered equipment	
Weed Spray, cleaning consumables, rubbish bags	
New plant material, bags, fertiliser and stakes*	
Depreciation/ Replacement of maintenance tools	
Roading material stockpiles for patch repairs*	
Gratuities for Volunteers/event costs	
<b>Total estimated annual maintenance costs</b>	<b>\$62,300</b>

\*for first two years operation whilst planting and surface interlock is achieved – returns to \$5,000 each from 2022 (\$57,800 annual)

Maintenance costs are expected to be \$62,300 in each of the first two years of operation. Following that, annual maintenance costs are expected to fall slightly to \$57,800 each year.



## Measures of success

The Trust considers four key measures of success associated with the project. These measures are a mix of deliverables, level of activity, and ongoing revenues to fund operations and maintenance.

**1. The Trail attracts the necessary funding to proceed.** The Trust is successful in raising the money and support needed to fund and build the preferred option for the Kawatiri Coastal Trail. This includes central government funding through the Provincial Growth Fund, but also local sources such as local government, Development West Coast, businesses and volunteers.

**2. The Trail is completed to New Zealand Cycle Trail Inc. design criteria standard on time and within budget.** The Trail is completed by December 2020 and opened to the public. The Trail has been signed off by a Master Trail Builder as meeting New Zealand Cycle Trail Guidelines for a grade 2 trail.

**3. The number of Trail users and length of stay meets expectations.** A review of users after the first year shows that the Trail has attracted the number and type of users projected in this business case. Existing and new businesses can see a clear increase in activity as a result of the Trail. Local communities are using the Trail for commuting and recreational purposes. They are working together to maintain the Trail and view the Trail as a great community asset.

**4. The Trail has the funds to cover ongoing maintenance and operations.** The Trail is financially sustainable. Projects to raise funding, such as the Platinum Partner programme, are successful and, along with other funding sources, can cover the operating and maintenance costs of the Trail, including the cost of the part-time assets manager and ongoing promotion and marketing.

**Figure 9. Train at Cape Foulwind Station**



# MANAGEMENT CASE

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The governance, management and monitoring structures are in place to ensure the effective completion of the Kawatiri Coastal Trail.

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Proactively released



Proactively released



# MANAGEMENT CASE

The management case demonstrates how the project will be delivered to specification and on time. It provides an overview of the funding sources for construction and operations, the governance structure, the key stakeholders and the management process.

The management case demonstrates that:

- the governance, management and monitoring structures are in place to ensure the effective delivery of the project
- stakeholders are engaged and supportive of the project.

## Overview

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**The governance structures and project processes are in place to ensure that the Trail can be completed on time and to specification.**

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Many people and organisations have contributed to the planning and work has been done to make sure that the governance structures and project processes are in place and stakeholders are informed and committed so that:

- 1 the project can proceed as soon as funding is secured and
- 2 funders can be assured that the project will be delivered as planned and that their investment delivers the desired outcomes and is sustainable over the longer term.

Financial sustainability is a critical part of the process with many trails across New Zealand, and indeed on the West Coast, struggling to cover ongoing costs associated with maintenance and operating costs. The Trust has put in place an approach to ensure that resources and funds are available for the ongoing maintenance and operations of the Trail. This will be tested and refined as the Trail is built.

The Trust is committed to seeing a Trail built consistent with their vision of linking and engaging communities to catalyse economic, social and cultural opportunities in the Buller District.



## Charleston Westport Coastal Trail Trust

The Charleston Westport Coastal Trail Trust has overall responsibility to deliver the project within an agreed budget and timeframe, and to the required quality. The Trust is the lead agency tasked in the West Coast Economic Development Action Plan 2017 to develop the case for the Kawatiri Coastal Trail.

An incorporated society with charitable status, Charleston Westport Coastal Trail Trust, was formalised in May 2016 to progress the Kawatiri Coastal Trail. The Trust originally formed in October 2015 to seek funding for construction of the entire trail as opposed to a volunteer piecemeal approach.

The Trust is made up of representatives from each trailside community and includes experts and industry specialists in geology and geotechnical construction, earthmoving, financial and investment management, project management, consenting and environment, landscape architecture, heritage and marketing. All committee members have been appointed for their experience, connections, and passion for completing the Kawatiri Coastal Trail.

### Committee members

The Charleston Westport Coastal Cycle Trail Trust is a volunteer organisation. The committee members are:

- Richard Niederer (Chairperson)
- Siobhan Neill (Secretary)
- Peter Campbell (Treasurer)
- Steve White
- Stu Henley
- Ant Black
- Sarah Stephen
- Annabel Gosset
- Jeanette Goode
- Evan Morris
- Jeff Richards
- John Dellaca

The Trust meets monthly or as required to work through the issues and address the projects to deliver the Kawatiri Coastal Trail.

The Trust has received \$100,000 from Development West Coast and Ministry of Business, Innovation & Employment to undertake a feasibility study (including technical design and costings for trail construction) and to prepare a robust business case for the Trail. The Trust received a grant of up to \$17,391 from the New Zealand Walking Access Commission to pay for legal costs associated with securing access agreements and easements. The New Zealand Transport Agency have also committed funding to complete the Nile River Bridge, which is estimated to cost \$210,000.

Committee members are providing support to the process in an effort to complete the necessary projects within budget. Committee members have provided significant support to the project to date in their own time; and are committed to continuing to do so until the Trail is opened and operating sustainably. Committee members all provide their time and expertise on a voluntary basis. Some funding to cover other costs for committee members has been raised through donations from the community.



Pending the completion of the business case, the Trust have not yet formally approached any other potential funders such as Lotteries, Pub Charity, Councils or Corporates.

## Stakeholders

There are a number of stakeholders who have an interest in the outcomes that will result from the successful completion and operation of the Kawatiri Coastal Trail. The stakeholders and their role and contribution to the project are noted in this section.

### Business case partners

Business case partners are those stakeholders that are contributing financially to the project. Each of these stakeholders has been engaged, or will be engaged in the implementation phase of the projects, and is aware of, and has contributed to, this business case.

**Table 20. Key partners**

Partner Organisation	Function/role/interest in relation to this business case	Relevant plans and projects (include links if available)
Buller District Council	Buller District Council is fully supportive of the Trail. Just over 50 percent of the Trail will be on Buller District Council land. Buller District Council was identified as a partner agency in developing the case for the Kawatiri Coastal Trail. Buller District Council, through its Reserve Contributions, may be able to fund some of the capital costs for building the Kawatiri Coastal Trail.	Annual Plan Long Term Plan Tai Poutini West Coast Economic Development Action Plan 2017
Development West Coast	Development West Coast has provided funding to prepare an economic case and a full business case for the Kawatiri Coastal Trail. Development West Coast was identified as a partner agency in developing the case for the Kawatiri Coastal Trail. There is a possibility that Development West Coast can provide further funding to support the Kawatiri Coastal Trail.	Development West Coast Strategy 2018-2025
Ministry of Business, Innovation & Employment	The Ministry of Business, Innovation & Employment has provided funding to prepare the economic case and a full business case for the Kawatiri Coastal Trail. The Provincial Growth Fund is expected to be the main source of funding to construct the Kawatiri Coastal Trail.	Tai Poutini West Coast Economic Development Action Plan 2017 Ngā Haerenga Cycle Trails
New Zealand Transport Agency	The New Zealand Transport Agency is interested in the project from a cycling access and safety perspective. This includes removing cyclists and pedestrians from state highways (SH67A and SH6). The Agency is also committed to funding the Nile River Bridge.	



**Buller District Council**

The Trust has had discussions with Buller District Council and has asked for funding support through the Council’s Reserve Contributions. Buller District Council sees the Kawatiri Coastal Trail as a flagship project and a key activity for encouraging and attracting visitors to the district. The Council will be looking to reflect this in their upcoming Long Term Plan. The amount Buller District Council will contribute is dependent upon other funding being secured for this project and other requests for funding support received by the Council.

**Development West Coast**

Development West Coast is currently reviewing its strategy and process around how it funds projects that support regional development, including capital investment. In principle, it is supportive of the Kawatiri Coastal Trail and has provided some upfront funding to develop the technical feasibility report and business case. Initial discussions suggest there is the potential to approach Development West Coast once the business case has been presented, and decisions on the ability to fund, and the level of funding, can be negotiated amongst the potential funders.

**Provincial Growth Fund**

The Provincial Growth Fund has been identified be the main source for capital funding of the Kawatiri Coastal Trail. The Trail has been identified through the Tai Poutini Action Plan and more recently, priority projects for the region. It is amongst the projects identified and presented to the Provincial Growth Unit for funding support as a ‘surge region’.

**Figure 10. Original Nile River suspension bridge**



**New Zealand Transport Agency**

The New Zealand Transport Agency has committed to fund the Nile River Bridge and is also interested in safety and increased use of active modes of transport.



## Key Stakeholders

A number of stakeholders have an interest in the success of the Kawatiri Coastal Trail. A summary of these and their relationship with the Trail is noted in Table 21 below. Members of the Trust are responsible for stakeholder engagement throughout the project.

**Table 21. Key stakeholders**

Stakeholder	Function/role/interest in relation to this business case	Relevant plans and projects (include links if available)	Extent of engagement / any issues or challenges
West Coast Economic Development Governance Group	The Governance Group recommended a case be developed as part of the action plan. We would expect the group to be involved in the decision on whether to support the case for funding.	West Coast Economic Development Action Plan 2017	The Governance Group has not been consulted as part of this process. They will make a decision, based on their assessment of the business case, on whether to recommend the Trail for Provincial Growth Fund funding.
Te Rūnanga o Ngāi Waewae/Ngāi Tahu	Iwi are playing an increasing economic, social and cultural role on the West Coast and are a key player in the tourism industry. However, visibility is low and history is limited. Iwi see this project as an opportunity to highlight who they are and what they are about. Te Rūnanga o Ngāi Waewae was identified as a partner agency in developing the case for the Kawatiri Coastal Trail.	The Tai Poutini Māori Tourism Strategy has been West Coast Economic Development Action Plan 2017	Iwi have been engaged several times on this project. They will assist with interpretation panels for the length of the trail – 12 Māori sites en-route. It is also possible that they can make introductions to potential funders of the Trail.
Māwhera Incorporation	About 0.55 kilometres of the Trail will go through Māwhera land.		Māwhera is supportive of the Trail and has given approval in principle for the Trail to go through Māwhera land as well as contributing to interpretation panels.
Department of Conservation	About 12 percent of the Trail will be on Department of Conservation managed land. The Department of Conservation was identified as a partner agency in developing the case for the Kawatiri Coastal Trail.	West Coast Economic Development Action Plan 2017	The Department of Conservation is fully supportive of the Trail and has given approval in principal for the Trail to go through Department of Conservation land. The Department of Conservation has also offered to provide technical support and advice on land access issues where relevant.
Pāmu Farms of New Zealand Landcorp	Landcorp is a state-owned enterprise that focuses on pastoral farming. About 13 percent of the Trail will go through Landcorp property. Landcorp was identified as a partner agency in developing the case for the Kawatiri Coastal Trail.	West Coast Economic Development Action Plan 2017	Landcorp is very supportive of the Trail and has given approval in principal for the Trail to go through its properties. They also have plans for some on farm environmental improvements along the Trail.
New Zealand Cycle Trails Inc.	New Zealand Cycle Trail Inc. is a membership based organisation funded by the Ministry of Business, Innovation &	West Coast Economic	The Kawatiri Coastal Trail is not a Great Ride. However, it will be looking to apply New Zealand





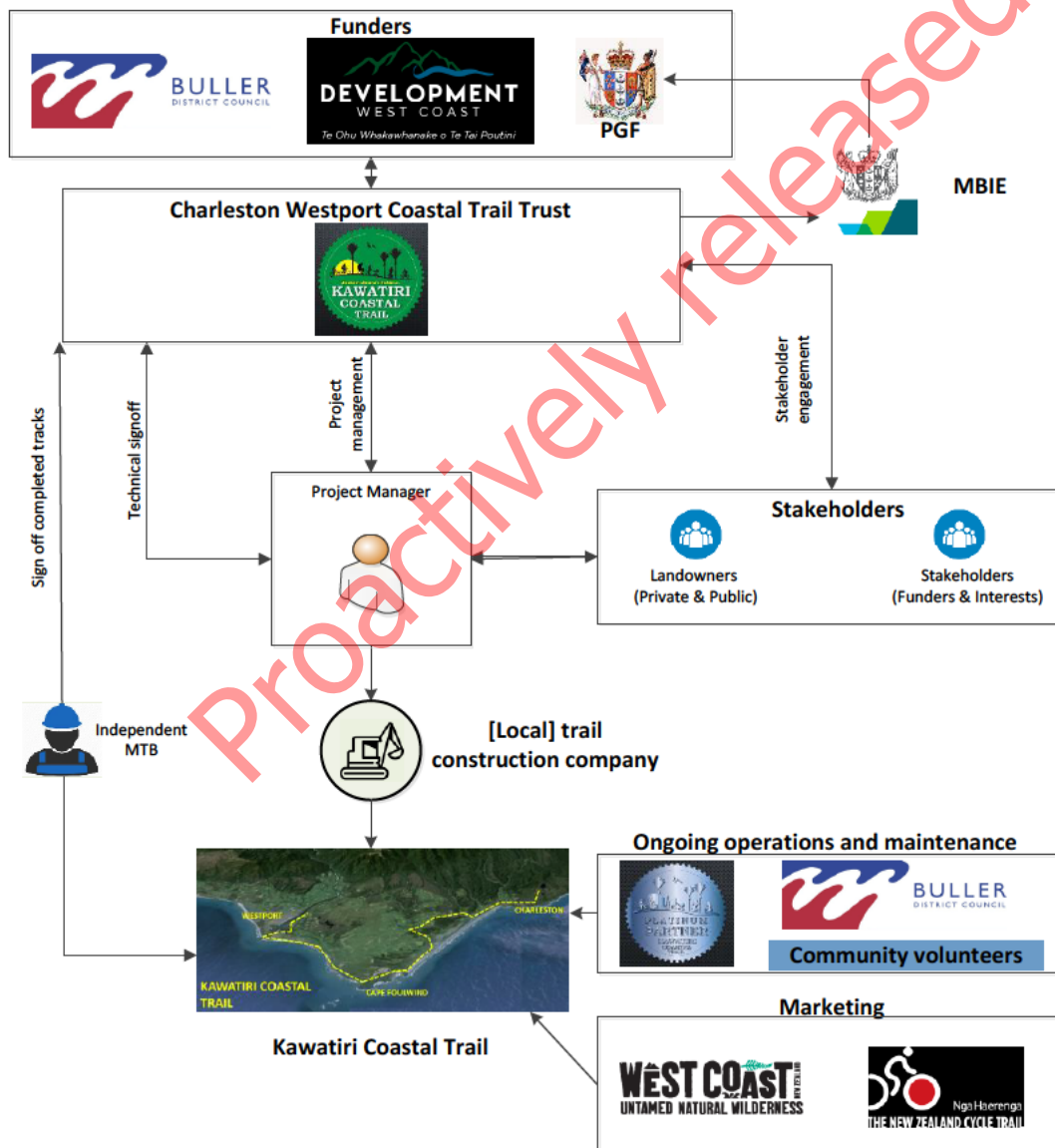
Stakeholder	Function/role/interest in relation to this business case	Relevant plans and projects (include links if available)	Extent of engagement / any issues or challenges
	Employment to support the Great Rides, all of whom are required to be members to be eligible for funding. The primary objective of New Zealand Cycle Trail Inc. is to promote the long term sustainability and success of the New Zealand Cycle Trails. New Zealand Cycle Trail Inc. was identified as a partner agency in developing the case for the Kawatiri Coastal Trail.	Development Action Plan 2017	Cycle Trail guidelines to ensure the quality of its product and would look to leverage off New Zealand Cycle Trail learnings and marketing efforts.
West Coast Wilderness Trail Trust	The West Coast Wilderness Trail Trust run the West Coast Wilderness Trail, a Great Ride from Greymouth to Ross.		The Trust has had some discussion with the Wilderness Trail. There are synergies and benefits that could be gained from a networked approach to supporting and promoting trails in the region.
Mokihinui-Lyell Backcountry Trust	The Mokihinui-Lyell Backcountry Trust run the Old Ghost Road, a world-class mountain bike trail north of Westport.		The Trust has been engaged and has written a letter of support for the Kawatiri Coastal Trail.
Advance Northern West Coast	Established in 2015, Advance Northern West Coast is a partnership between local businesses, Buller District Council to drive growth in tourism in the northern part of the West Coast.		Advance Northern West Coast has written a letter of support for the Kawatiri Coastal Trail
Tourism West Coast	Tourism West Coast is the official Regional Tourism Organisation for the West Coast and is the lead agency for implementing the West Coast Tourism marketing plan. Tourism West Coast was identified as a partner agency in developing the case for the Kawatiri Coastal Trail.	West Coast Economic Development Action Plan 2017	The project has been discussed with Tourism West Coast and the Trust will be engaging with them in the future regarding marketing the Trail.
Walking Access Commission	New Zealand Walking Access Commission is the Crown entity that plays a lead role in protecting heritage by promoting free, certain, enduring and practical access to the outdoors.		NZWAC has provided funding to and offered advice and advocacy to the Kawatiri Coastal Trail.



## Ensuring delivery

A workable trail route has been identified and indicative costs have been determined (including contingencies). The plan is that, once funding is approved, the Trust will confirm a project control group and tender for a project manager, which will then be responsible for delivering the completed Trail. It is expected to take 24 months to complete and commission the Trail as open to the public. The following schematic (Figure 11) shows how the Trust will work with key stakeholders to ensure that the Kawatiri Coastal Trail is completed within budget and to schedule.

Figure 11. Schematic for governance and project management





Trustees are working directly with local government funders (Buller District Council and Development West Coast) to keep them informed of the project process and commitments and ensure that the project remains a priority. They will work through the Ministry of Business, Innovation & Employment regional liaison to ensure that the Action Plan Governance Group is informed and that the business case meets Provincial Growth Fund criteria.

The Trustees are also engaging directly with other stakeholders, in particular landowners and funders. The full list of stakeholders are identified earlier in Table 21.

Once funding is secured, the Trust will select a project manager, who will be responsible for the completion of the Trail to agreed specifications. This could be an individual or a company that provides a dedicated project manager.

The project manager will prepare a project plan to deliver the final Trail. This will be with assistance from Trust members and other stakeholders. The project manager is also responsible for finalising detailed design and costing estimates<sup>32</sup>. The detailed design will be approved by a New Zealand Cycle Trail Inc. registered Master Trail Builder to ensure that the design meets New Zealand Cycle Trail Inc. grade 2 guidelines. In finalising the design, the project manager will also secure all access agreements and resource consents. This will be done with support from the Trust members.

The final trail design, with all agreements and consents, and reviewed by the Master Trail Builder, will be presented to the Trust for its approval.

Once the final design is approved, the project manager, under the guidance of the Trust, will run a tender process to appoint a track construction company. It is expected that additional weighting will be given to local firms in the tender process. The project manager will prepare and release the tender documents. The project manager, with assistance from the Trust, will select and engage a contractor to construct the Trail.

The contractor will be engaged and responsible for building the track to guideline specifications. The contractor will be responsible for all operational requirements including health and safety.

While construction is underway, the project manager will be responsible for dealing with the contractor to ensure that the Trail is completed on time and to specification. The project manager will also have responsibility for communicating and addressing stakeholders concerns through the construction period. It is expected that the track construction company would report daily to the project manager, who will provide a weekly report to the Trust and a monthly report for stakeholders.

Before the Trust accepts the final completion of the Trail, it will need to be assessed by the independent Master Trail Builder to ensure that it is consistent with the approved design. Once it is signed off, then the contract with the track construction company and the project manager is completed. The final sign-off would likely also meet the conditions imposed by the Funders. This would include a plan for ongoing maintenance and operations.

The Trail can then be commissioned and officially opened.

Once operating, ongoing maintenance costs will be covered by the fundraising mechanisms put in place by the Trust, support from Buller District Council and in-kind support from community volunteers.

<sup>32</sup> Actual costs will only be known after the contract is awarded and the project completed.



Marketing the Kawatiri Coastal Trail will be the responsibility of the Trust and Tourism West Coast and leverage activity from the New Zealand Cycle Trails Inc. There is also the potential role that the proposed West Coast Cycle Trail Network can play in marketing the trails in the region.

The Trust will continue to retain oversight and management of the Trail. This may require additional administrative support, and some realignment of the Trust to bring in the next stage of required governance skills. It will also require ongoing monitoring to evaluate whether the Trail is achieving user targets and delivering on its expected outputs and outcomes.

**Figure 12. Stage coach used on the beach route**



### Indicative milestones and completion dates

The following chart sets out the key milestones for the project commencing from approval of funds for trail construction through to the completion and commissioning of the Kawatiri Coastal Trail.



**Figure 13. Project timeline for Kawatiri Coastal Trail**



## Financial sustainability

The Trust is clear that the Kawatiri Coastal Trail needs to be financially sustainable. They have put in place a business plan that identifies the likely ongoing costs of maintaining and operating the Trail and how those costs will be covered.

### The sustainability wheel

The Trust has a philosophy that states that those who directly benefit financially from the Trail should contribute a small percentage of that financial benefit towards the ongoing maintenance and success of the Trail. The Trust is seeking a sustainable long-term outcome. The sustainability wheel is the Trust's approach to secure sustained funds for the maintenance of, and operating costs associated with, the Kawatiri Coastal Trail.



#### Platinum Partners

Platinum Partners will be an official group of approved Trail supporters/providers. Partners will pay an annual membership fee and, in return, will have a featured position on the Trail website. Partners can use the Platinum Partners shield in their advertising and marketing and agree to meet prescribed customer service and ethics standards.

There will be a significant number of new business opportunities that arise from the Trail. As part of the

Platinum Partners network, existing businesses and people wishing to start new ventures will be provided with a range of support services. Platinum Partners would have access to:

- customer service training and support
- start-up funding
- Co-starters business training
- business mentoring
- preferential supplier via web
- fair trading protection.

These services would be provided with support from Development West Coast and EPIC Westport.



## Website

The Trail will have a commerce website that is used to plan a visitor's trail journey and bookings are made from that site directly through to the supplier. Pre -agreed commissions will then be paid back to the Trust.

The website will be the link between customers and trail providers/support partners. The aim is to be able to book a trail journey online including accommodation, meals, bike hire shuttles etc. The Trust collects a five percent commission on those bookings, which goes back to maintaining and operating the Trail.

The Trust has had discussions with a number of local businesses that will benefit from visitors to the Trail and therefore want to be a partner business. Most businesses consulted with are open to paying a percentage of the sale of services.

## Buller District Council

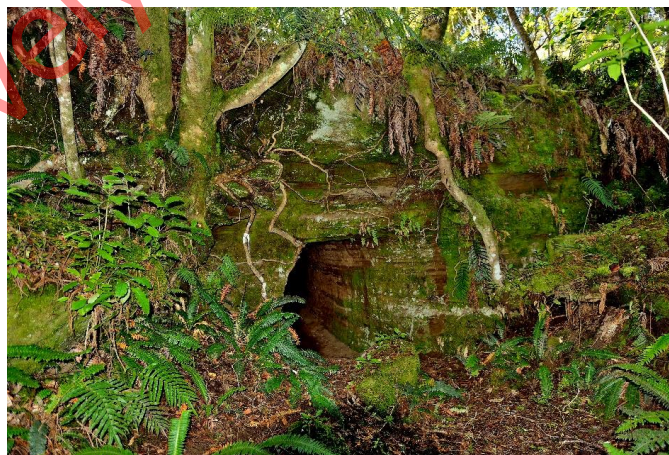
Buller District Council has put aside \$10,000 annually in their Long Term Plan to contribute to the maintenance of walking and cycling trails. The Kawatiri Coastal Trail will have the ability to apply for some of this funding on an ongoing basis. This is not earmarked for the Kawatiri Coastal Trail so has not been accounted for in revenues.

The Buller District Council has suggested that once the bridges are completed, they will be transferred to Buller District Council who will put them on their asset register and be responsible for inspection and upkeep.

## Donations

There are currently collection boxes in 22 establishments/businesses in the Westport and Charleston area that help with ongoing costs such as printing, marketing, web page development. The Trust currently raises about \$5,000 annually from donations and would look to continue to raise income from this source. Donations are likely to increase once the Trail is completed and being used.

**Figure 14. Mining sluice face and tunnel**



Source: Peter Coburn

Projected revenue and expenditure for the first three years of operations is presented in Table 22.





**Table 22. Projected Trail costs and revenue for the first three years of operations**

ANNUAL OPERATIONAL COSTS	YEAR 1	YEAR 2	YEAR 3
<b>ANNUAL TRUST COSTS</b>			
Progressive maintenance as per business case	\$62,300	\$65,415	\$68,685
Ongoing marketing and advertising programme	\$20,000	\$21,000	\$22,050
Webpage and app maintenance and development	\$15,000	\$15,750	\$16,537
Trust meeting and governance costs, bank and professional fees	\$5,000	\$5,250	\$5,512
<b>Total Annual operating costs</b>	<b>\$102,300</b>	<b>\$107,415</b>	<b>\$112,784</b>
<b>ANNUAL TRUST REVENUE</b>			
Donations and sponsorship – money boxes and local business support	\$5,000	\$5,000	\$5,000
Merchandising- t shirts, commemorative booklets, hats etc.	\$5,000	\$5,500	\$6,000
Platinum Partners membership fees @ \$50 with 80 members	\$4,000	\$4,500	\$5,000
Event revenue – annual family run/ride/multisport competition	\$8,000	\$8,000	\$8,000
App sales @\$5.00 per download from half of trail users (4000)	\$20,000	\$22,500	\$25,000
Webpage and app advertising	\$5,000	\$5,500	\$6,000
Commission – Accommodation (@ 5% from half of total operators)	\$29,368	\$33,039	\$36,710
Commission - Food and Beverage (@ 5% to half of total operators)	\$26,739	\$30,078	\$33,420
Commission – Shuttle services (@ 5% for operator for half of trail users)	\$5,000	\$5,625	\$6,250
Commission – E Bike hire (@ 5% for operator for 15% of trail users)	\$7,500	\$8,437	\$9,375
<b>Total Annual operating revenue</b>	<b>\$115,607</b>	<b>\$128,179</b>	<b>\$140,755</b>
<b>Total Annual Surplus after operating costs</b>	<b>\$13,307</b>	<b>\$20,764</b>	<b>\$27,970</b>

**Assumptions:**

Figures based on year 1-8,000, 2-9,000 and year 3-10,000 trail users – revenue to rise with popularity

Commission based on 5% but scope and will by operators to accept up to 10%

Commission based on getting half of all operators into Platinum Partners membership status

Once the Kawatiri Coastal Trail is operating, it is expected that it will return a slight surplus each year. As visitor numbers increase, revenue increases, which means that the level of sustainability increases.



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# APPENDICES

Appendix 1 – Intervention Logic Framework for cycle trails

Appendix 2 – Business case review

Appendix 3 – Letters of support

Appendix 4 – Technical reports

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# Appendix 1. Intervention Logic Framework for cycle trails

Intervention Logic Framework for cycle trails

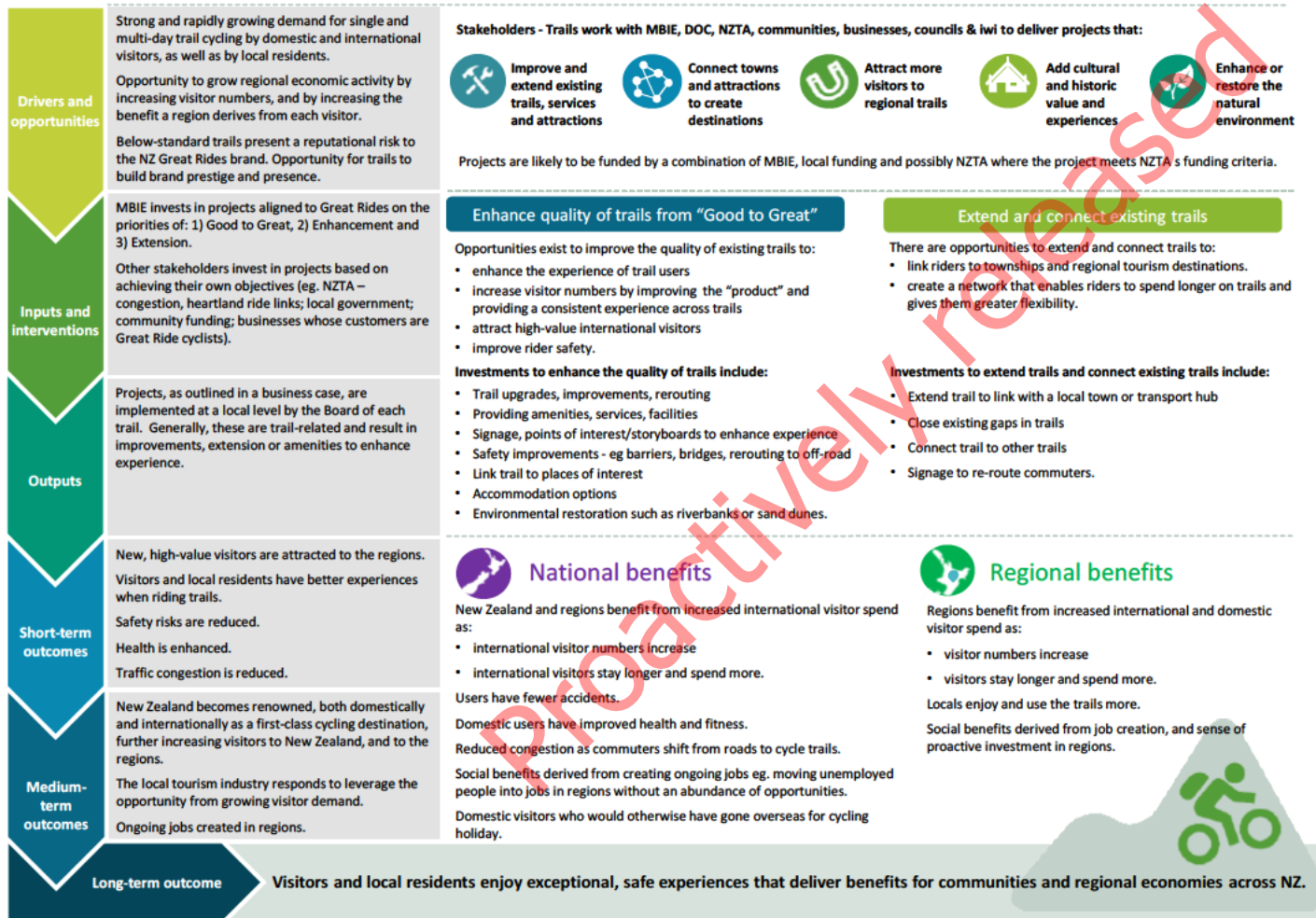
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## Intervention Logic Framework for cycle trails



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## Appendix 2. Review of business case

Development West Coast

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## Review of business case – Development West Coast



*Te Ohu Whakawhanake o Te Tai Poutini*

19/07/2018

The Chairperson  
Charleston Westport Coastal Trail Trust (the 'Trust')  
P O Box 450  
WESTPORT 7866

Dear Richard,

I have completed reading the Draft Report on the Kawatiri Coastal Trail as prepared by Martin Jenkins and dated 11 July 2018.

I note the thoroughness of the report and that the author refers to and draws from relevant experiences around the region and New Zealand.

The indicative total construction cost of \$5.86m is very close to the original ball park figure of \$5.3m as noted in the Trust's original Project Management Plan in 2017. As such my suggestion would be that the Executive Summary might like to outline this cost and its similarity to what was expected to indicate that there should be no surprises there. The overall price tag mentioned in the Executive Summary is considerably higher than that (and for very good reasons) but at first glance the reader might presume that the budget has already 'blown out'! On reading the entire document there is considerable potential for staging to take place, for funds to be obtained from other sources and for 'in-kind' contributions, all of which bring the 'funds required' figure down immediately.

I would also note that one of the critical factors of success for this type of project is the ability of the persons within the driver organisation to work cohesively together, and to have forged strong relationships with stakeholders, iwi and their surrounding community. This was one of the reasons why the Old Ghost Road project was so successful. Your organisation, The Charleston Westport Trail Trust, is a very committed group of volunteers with a diverse and strong skill set. It might be worth making note of this.

I wish you all the best in this project going forward.

Kind regards

Helen Wilson  
Research Manager  
DEVELOPMENT WEST COAST

Phone: 03 769 7000  
Freephone: 0800 768 0140  
Email: [info@dwc.org.nz](mailto:info@dwc.org.nz)  
Web: [www.dwc.org.nz](http://www.dwc.org.nz)

1<sup>st</sup> Floor, Brunner House  
54 Tainui St, Greymouth 7805  
PO Box 451, Greymouth 7840

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## Appendix 3. Letters of support

**Advance Northern West Coast**

**Buller District Council**

**Department of Conservation**

**Mokihinui-Lyell Backcountry Trust (Old Ghost Road)**

**Te Rūnanga o Ngāti Waewae**

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## Letter of support - Advance Northern West Coast

### **Advance Northern West Coast (Inc)**

P O Box 349, Westport 7866

[www.westport.nz](http://www.westport.nz)

Charleston-Westport Coastal Trail Trust  
PO Box 202  
Westport 7825  
Attn: Members of the Charleston-Westport Coastal Trail Trust

3<sup>rd</sup> March 2017

Re: ANWC unsolicited support for funding for the proposed Charleston-Westport Coastal Trail

On behalf of the members of The Advance Northern West Coast Promotional Committee I wish to public acknowledge and endorse the endeavours of the Charleston-Westport Coastal Trail Trust to plan for and create a cycle Trail along the original 1860's coastal route between Westport and The Charleston Goldfields.

We at ANWC have been impressed with the professionalism shown by The Charleston-Westport Coastal Trail Trust in their initial planning and procuring the necessary approvals to initiate the construction of the cycleway.

We at ANWC believe that the proposed cycleway will fit perfectly with our endeavours to establish Westport as the hub from which to venture out to the extended region. We further believe that the proposed fully interpreted cycleway will become a keystone attraction in our aims to encourage an increased visitation and length of stay in Westport and the outlying regions and that this will grow the tourism based industry in our region.

As a lower grade cycleway, we suggest that this will be of the level where it will encourage participation by a wide range of participants from families to the retired. As the cycleway will pass through three small coastal townships it will encourage stop offs and spending there. As it passes through many areas of historical and cultural significance it will allow for interpretation and the preservation of much of the knowledge, stories and activities of our pioneers. Finally it will be not only an attraction for our visitors, but will be available for everyone in our district to learn and perpetuate the time-line and undertaking of our early history.

We at ANWC believe this project will make a significant increase in our visitor numbers to our region and through this assist in our aims to grow the industry and support the existing infra structure in our region.

We wholeheartedly endorse the efforts of the Charleston-Westport Coastal Trail Trust and support their application for funding.



Geoff Schurr  
Chairman ANWC

**WEST COAST**  
UNTAMED NATURAL WILDERNESS



## Letter of support – Buller District Council



PO Box 21, Westport 7866  
Phone: (03) 788 9111  
Fax: (03) 788 8041  
[www.bullerdc.govt.nz](http://www.bullerdc.govt.nz)

**OFFICE OF THE MAYOR**  
Garry Howard

20<sup>th</sup> March 2018

To Whom It May Concern

It is my pleasure to write this letter of support for the Charleston-Westport Coastal Trail Trust in their efforts to construct the 54-kilometre long cycleway to be known as the Kawatiri Coastal Trail.

The construction of the trail will provide a journey and catalyst to increase visitor numbers, increase the average length of visitor stay, boost the local economy by c.\$4mil p/a, package, present our strong Maori and European cultural heritage and develop new employment opportunities around tourism for the Westport/Northern Buller region.

The trail will become part of the network of major cycle/walking trails on the West Coast. It requires land survey and final landowner access agreements over a number of coastal areas predominantly Council and Department of Conservation administered plus one area of private land.

I fully support the Trust's application to the New Zealand Walking Access Commission's Enhanced Access Fund to assist with the legal costs for the access agreements to ensure certain and enduring access.

Yours sincerely

A handwritten signature in blue ink, appearing to read "G. Howard", is written over a large, diagonal red watermark that says "Product Only Released".

Garry Howard  
Buller District Mayor  
Phone 03 788 9684 | Email [garry@bdc.govt.nz](mailto:garry@bdc.govt.nz)

**WEST COAST**  
UNTAMED NATURAL WILDERNESS



## Letter of support - Department of Conservation



26 March 2018

To Whom It May Concern:

I am pleased to write in support of the Charleston-Westport Coastal Trail Trust and their efforts to construct the Kawatiri Coastal Trail.

The Trail has significant potential and once complete will be an important contributor to the local economy as well as being an excellent example of communities working together for a common purpose.

The Trail will link in with the established mountain bike tracks on public conservation land (the Old Ghost Road, Denniston, Charming Creek and the Heaphy Track) to provide a network of mountain bike tracks in the Buller district. This will enable more people to engage in recreation and value the benefits of conservation.

The Department has formed a very positive and productive relationship with the Trust and fully support their application to the New Zealand Walking Access Commission's Enhanced Access Fund to assist with legal costs for the access agreements.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Bob Dickson', written over a large red watermark that says 'Proactively released'.

**Bob Dickson**  
Operations Manager, Buller

Department of Conservation *Te Papa Atawhai*  
Buller District Office  
PO Box 357, Westport, 7866  
[www.doc.govt.nz](http://www.doc.govt.nz)



## Letter of support – Mokihinui Lyell Backcountry Trust (Old Ghost Road)

Phil Rossiter  
141 Derby Street  
Westport, 7825  
New Zealand

19<sup>th</sup> July 2018

**RE: Letter of support for the Kawatiri Coastal Trail proposal**

To Whom It May Concern

It is with pleasure that I write in support of the Kawatiri Coastal Trail proposal. Whilst I have not been privy to feasibility study information, outcomes and sustainability considerations, I place strong support behind the trail proposal.

As chairperson of the Mokihinui-Lyell Backcountry Trust, the community group behind the creation of The Old Ghost Road, and secondly, as a trustee of Nga Haerenga - The New Zealand Cycle Trail (NZCT) Inc., I feel I have a detailed appreciation of cycle trails throughout New Zealand and I have gained deep insight into the positive economic and social impact cycle trails can have. I have zero doubt that the Kawatiri Coastal Trail has immense potential to not only add significantly to this district, but New Zealand as a whole.

I wish the proposal every success in its pursuit to become the next icon on the northern West Coast. Please don't hesitate to contact us should you have any questions.

Regards,



Phil Rossiter  
**Chairperson, Mokihinui Lyell Backcountry Trust**  
[phil@oldghostroad.org.nz](mailto:phil@oldghostroad.org.nz)  
Ph. 027 271 3945





## Letter of support - Te Rūnanga o Ngāti Waewae



Thursday, March 30, 2017

PO Box 37, Hokitika.

**KAUPAPA/SUBJECT: Support Letter for The Westport Coastal Trail Trust.**

Kia ora

To whom it may concern;

This letter is to support the Westport Coastal Trail Trust application.

As you will find in their application that the name of the proposed trail is the Kawatiri Coastal Trail. This trail is proposed to be 45 km coastal cycle/walking trail from Westport to Charleston. A family friendly trail (gentle grades) and showcase the superb coastal scenery and ecology. In addition will promote the rich heritage of the trail and adjacent areas and this would include the gold rush route and part of the ancient pounamu trail down the Te Tai o Poutini. Information panels would be placed at key locations including near the nationally significant archaeological site (AD 1350) near Carters Beach.

The Westport Coastal Trail Trust have been very informative and inclusive of Te Rūnanga o Ngāti Waewae and we would like to take this time to extend our support and wish them well with their application.

Should you wish to discuss any aspects of this letter please contact me on the details below;

Nāku noa

Nā Francois Tumahai

Chairman Te Rūnanga o Ngāti Waewae

Phone: (03) 755-6451

Email: [Francois.Tumahai@ngaitahu.iwi.nz](mailto:Francois.Tumahai@ngaitahu.iwi.nz)



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## Appendix 4. Technical reports

**WSP-Opus - Westport to Charleston Cycle Trail Preliminary Design and Costings.**

**WSP-Opus - Kawatiri Coastal Trail - Ecology**

**Stuart Henley - History along the Trail - A Heritage Journey.**

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