

| Date of Response | Topic | Question | Response |
|------------------|-------------------|--|--|
| 29-Jul-22 | Redcliffs Village | <i>Are you able to find out whether this project is still needed after the Coastal Pathway decision today and the shared path through Redcliffs Village? If so, can it be done the same time or if not, can this budget be removed from our LTP or put towards something else in the Main Road Master Plan?</i> | <p>The Redcliffs Village Streetscape Enhancements (M2) is still required as described in the Main Road Suburban Masterplan. There is currently \$25,000 of funding in FY31 of the LTP. The project involves streetscape improvements in Redcliffs Village as detailed in the Suburban Masterplan, link below: https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/main-road-master-plan/</p> <p>The works proposed in the Masterplan will not be impacted by the Coastal Pathway project and, when taking into account asset life, will not require rework.</p> |
| 9-Aug-22 | Wheels to Waipara | <i>Can I please get a copy of the route/map of the wheels to waipara (Pegasus bay) cycleway? Esp the city linkage through the waimak bridge</i> | <p>I've attached a funding proposal led by Enterprise North Canterbury that was successful and which provides an overview of the PBC trail route, and I've also attached the Christchurch City Council area latest draft route these show the linkage with the new clip-on Wamakariri Bridge; however, they are still draft and it may be that the approach may vary on the Southern side yet.</p> <p>A steering group mainly led and focused on the WDC area are actively progressing the trail.</p> <p>See maps below</p> |
| 25-Jul-22 | Gracefield Avenue | <p><i>FYI, if/when you get a spare minute it would be good to know what if any change to height limits there has been for someone living say on Gracefield Ave since pre notification closed. Gracefield is in the same blue as the rest of CBD residential.</i></p> <p><i>In other words, it would be good to know the height limit on Gracefield Ave at the below stages.</i></p> <ul style="list-style-type: none"> <i>• Limit under the current rules ?</i> <i>• Limit proposed for the pre-notification ? 32m?</i> <i>• Revised proposed limit since pre-notification closed? Is this 32m still, but a possible limit to residential ?</i> | <p>Gracefield Ave is within the current RCC zone, which has a current maximum 11m height overlay for some sites along Gracefield, but surrounded by a 14m maximum height. https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_CC.pdf</p> <p>In the pre-notification information - https://www.ccc.govt.nz/the-council/haveyoursay/show/505 (scroll to the High Density Residential drop down box), this area was proposed to be 32m enabled (i.e. maximum)</p> <p>However resource consent is still required beyond 14m as a restricted discretionary activity. For the enabled 32m height, it is reasonable to achieve this if the development meets the matters of discretion (urban design, building articulation etc.).</p> |

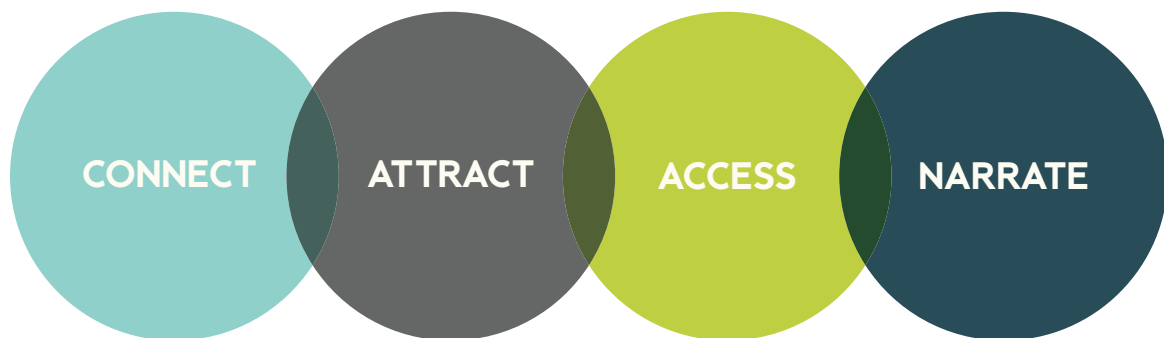
PEGASUS BAY CYCLE TRAIL

AUGUST 2021

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OUR VISION



The Pegasus Bay Cycle Trail will bring together the best of our region.

Starting at Christchurch's Cathedral Square, the 135-kilometre trail will take riders through the ever-changing city, past rugged coastlines and lush forests, and right into the heart of the North Canterbury Wine Region.

It will utilise existing cycleways and require a small amount of funding for the creation of new tracks that will connect and complete the full trail. This trail will help us share stories of our region's past to showcase the many hidden gems along the way.

It's a low cost, low carbon project with the potential to bring significant benefits to Christchurch, Waimakariri and Hurunui.

Let us introduce you to the proposed Pegasus Bay Cycle Trail.

THE ROUTE

Connecting Christchurch and North Canterbury in the first-ever multi-day cycle trail for cycles and e-bikes.

The trail experience will include both a linear journey and day-long loop rides.

The 135km journey begins in Christchurch's Cathedral Square and can be completed in five stages, or as a whole.

- *Christchurch to Kaiapoi*
- *Kaiapoi to Waikuku Beach*
- *Waikuku Beach to Leithfield*
- *Leithfield to Amberley*
- *Amberley to Waipara*

The route has been developed in general accordance with the New Zealand Cycle Trail Design Guide.

The proposed trail will be both a grade two 'easy' standard, and grade one 'easiest'.

Other key features designed to support travellers will be:

- 2.5m wide
- Fine gravel surface
- E-charging stations
- QR codes
- Story apps
- Information boards

We have developed the route so that it connects existing trails with newly built trails to create something truly special.





EASY ELECTRIC ECOLOGICAL EXPLORATION

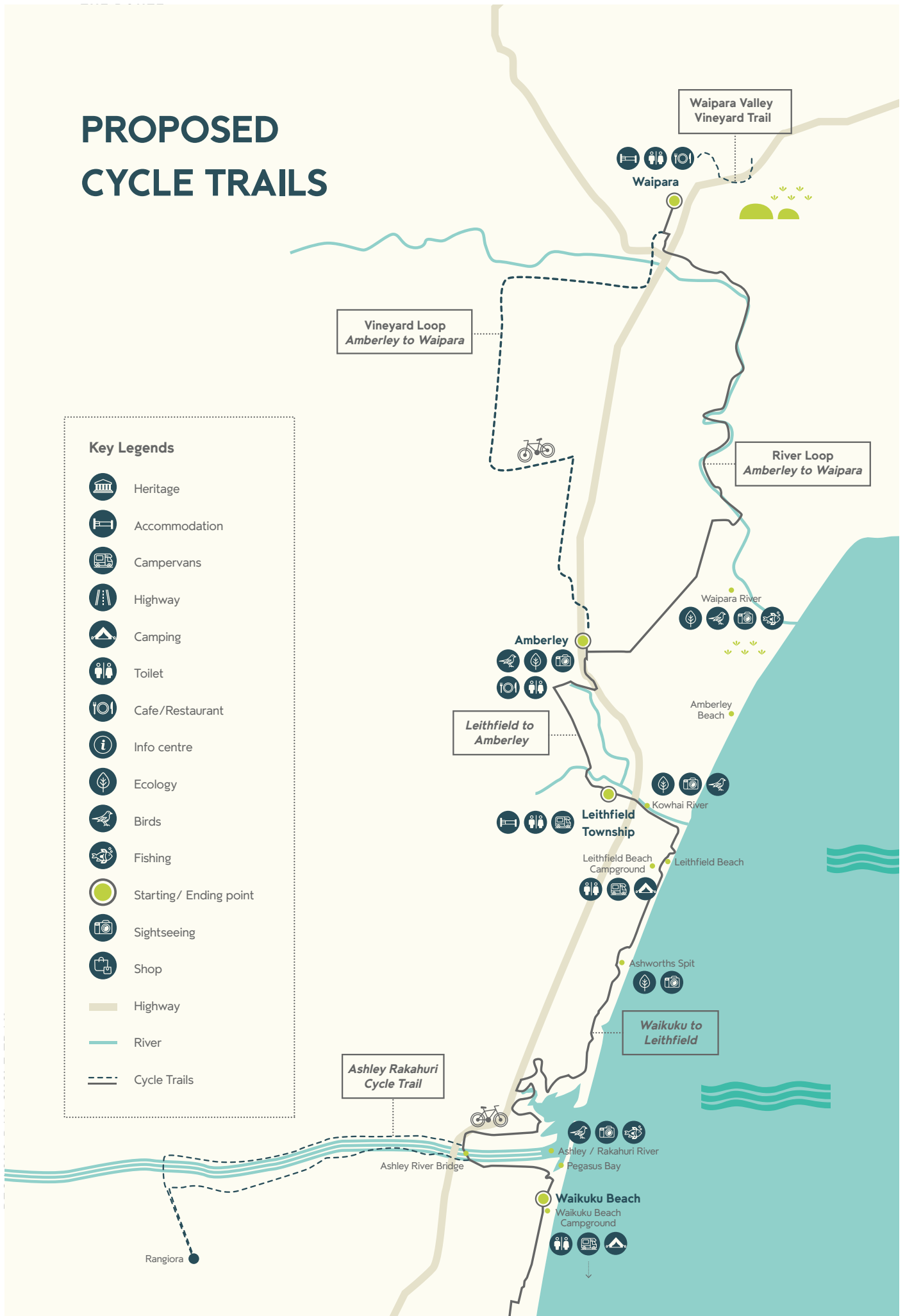


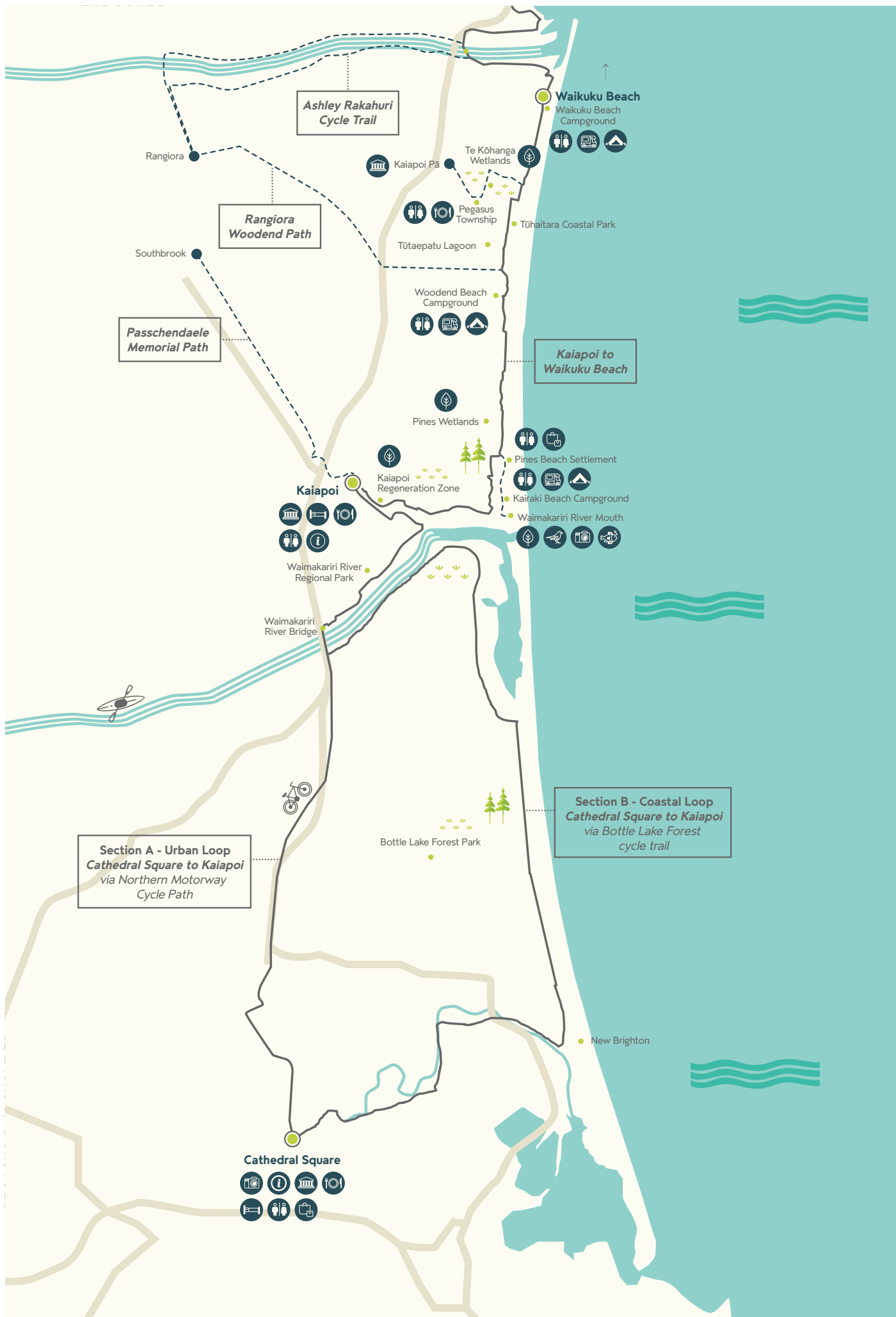
**CONNECTING URBAN, COASTAL
AND RURAL COMMUNITIES AND
ENVIRONMENTS**

PROPOSED CYCLE TRAILS

Key Legends

-  Heritage
-  Accommodation
-  Campervans
-  Highway
-  Camping
-  Toilet
-  Cafe/Restaurant
-  Info centre
-  Ecology
-  Birds
-  Fishing
-  Starting/ Ending point
-  Sightseeing
-  Shop
-  Highway
-  River
-  Cycle Trails





SHARING OUR HISTORY

Significant investment has already been made to develop trails but they do not tell the story of mana whenua, which means we are failing to connect people with the region's cultural heritage.

We want visitors to explore the unique perspective of North Canterbury's contemporary culture, heritage and environment.

Rich in fish, plants and other delicacies, coastal North Canterbury was a poignant settlement site for early Māori.

This is a story we want to share widely, educating manuhiri and locals about an important slice of New Zealand history.

We want to showcase the migration of Ngāi Tahu from the east coast of the North Island to Canterbury.

A story that has been passed down through generations of Ngāi Tahu is the journey of Moki and his elder brother, Tūrākautahi who together built a pā in the Taerutu lagoon.

Built around 1700, Te Kōhaka o te Kaikai-a-Waro (the nesting ground of Kaikai-a-Waro, a local taniwha) was the first major pā established in Canterbury. Food and resources made it a thriving trade site and eventually led to its renaming as 'Kaiapoī' – kai (food), a (of), poi (to swing).

The marae of Tuahiwi is another site rich in cultural heritage. It is the seat of Ngāi Tūāhuriri, one of the most prominent hapu of Ngāi Tahu and mana whenua of North Canterbury and Christchurch.

The area is rich in Ngāi Tūāhuriri history and we will tell stories of fierce battles, food gathering, and the journeys early Māori made from North Canterbury to Kaikoura, the greenstone trails and the West Coast.

These cultural landscapes will guide the development of the Pegasus Bay Cycle Trail, as will the Maahanui Iwi Management Plan 2013 and the relationship of tāngata whenua to these sites.

Ngāi Tuahuriri have offered their support to this business case and are keen to be involved in the development of the trail to ensure it creates a memorable experiential cycle journey.



SHOWCASING OUR REGION

Starting in Christchurch, the hub of innovation, the proposed 135km trail is a journey of diverse landscapes, communities and history.

The trail will offer a unique journey starting from Cathedral Square, meandering along the banks of the Avon River and through to New Brighton – an ever-evolving coastal suburb – before following the Bottle Lake Forest cycle trail.

From here, it's over the river to Kaiapoi and up the coast to Waikuku, Leithfield, Amberley and to the Waipara Valley.

This ride offers plenty of ways to take a break – beachcombing, exploring art trails and tasting award-winning flavours of the 'the coolest little wine region' in New Zealand.

The North Canterbury Wine Region features more than 90 mostly family-run picturesque vineyards, cellar doors and award-winning restaurants. The existing Waipara Valley Vineyard Trail winds between eight wineries and provides an idyllic place to end the trail.

We will work with Kiwirail and the Coastal Pacific Train to pick up and drop off multi-day cyclists, making it accessible and convenient in every way.

The multi-day trail will bring new visitors to the region, and will encourage them to stay in local accommodation, spend in local shops and hospitality spots and fall in love with this special part of Aotearoa.



AN ECONOMIC CASE

THIS IS NOT JUST ANOTHER CYCLE TRAIL

This is not just another cycle trail.

The experiential trail will attract riders locally and from across the country – and when our borders reopen – the world.

We have already completed an extensive business case, which was prepared by Kerr and Partners in August 2019.

AN OPPORTUNITY TO GROW OUR REGION

In **2023** we expect 153,000 local recreational riders – this excludes commuters.

By **2041**, it is estimated that 184,000 people will use the trail over the year.

This will be made up of:

30,729
commuters

129,184
locals doing a
single-day ride

39,576
out of our
regions on a
single-day ride

6,984
out of our
regions on a
multi-day ride

7,049
international
tourists on a
single-day ride

1,244
international
tourists on a
multi-day ride

POSSIBLE OPTIONS

Moving forward, we see that there are four options:

| OPTION | SHORT NAME | BROAD DESCRIPTION |
|----------|-----------------------------|--|
| A | Do-nothing | Base case: Continue to maintain and provide the existing trails. Do not develop or promote as a multi-day journey. |
| B | On-road | Link existing off-road trails with on-road connections through signage, road marking and mapping. Promote as a multi-day journey. |
| C | Off-road | Develop trail as an off-road multi-day journey (as far as practicable) using the existing and new trails to link Christchurch to Waipara. |
| D | One day journey to Amberley | Develop trail as an off-road one day journey (as far as practicable) using the existing and new trails to link Christchurch to Amberley. Promote as a one-day journey. |

Our preferred selection is Option C – an off-road option achieving a net forecast cost/benefit ratio of 2.1 (regional) and 2.3 (national), and a Net Present Value of \$45 million.

A cost-benefit and economic impact analysis of the proposed trail (and option C) identified the following:

- Net economic benefits (NPV) of \$12.8 million regionally
- Benefit cost ratio (BCR) of 2.1
- International rate of return (IRR) of 17%

Benefits (present value) regional vs national:

| BENEFITS (PRESENT VALUE) | REGIONAL | NATIONAL |
|--------------------------|--------------|--------------|
| Visitor spend | \$11.70 mill | \$2.27 mill |
| Health | \$7.11 mill | \$11.30 mill |
| Consumer goods | \$4.01 mill | \$10.70 mill |

For every dollar spent on the Great Trails, it was estimated that there was approximately \$3.55 of annual benefits generated.

RIDING BY THE NUMBERS



We're a cycling nation

823,000 New Zealanders engage in bike riding

59% of those riding the 23 Great Rides of New Zealand are aged 50+

E-bikers are among the fastest growing market in NZ. The proposed trail is positioned as an e-trail to meet the needs of this significant demographic, many of whom are aged 55-64



We're increasing our offering

138,000 international visitors participate in some form of cycling each year in New Zealand

Tourism NZ research found that the majority of Australian tourists are more interested in easy to intermediate cycle trails



Cost to build

The estimated cost to complete the full Pegasus Bay Cycle Trail is \$2.3m – this includes building new trails and upgrade work to existing tracks in North Canterbury.



Operational costs

\$75,000 per annum for maintenance, which will be funded by the trail owners being HDC, WDC, ToKT and ECan – this is for the main gravel trails and riverbed only



Job support

The proposed trail can support 55 jobs over the construction period and an average of 39 jobs each year over the 20-year operation period

We're not reinventing the wheel – that's where the magic of this project lies. We are connecting existing trails, reducing the time, cost and manpower needed to get this trail off the ground.

- The land the proposed trails will travel through is owned by councils.
- Councils have offered to waive consenting fees.
- Land ownership/permission is not a problem.

TARGET MARKETS



Domestic visitors
– mainly from the
South Island



International
visitors aged
50+



Active travellers
interested in
cycling



Slow travellers
interested in vineyards
and agri-tourism
experiences by bike



Large corporate/
conference
groups



Local
residents

In addition, the trail will naturally attract:

- Local commuters
- Local residents walking sections of the trail



SUSTAINABLE AND CONSCIOUS TOURING

The trail is low to zero carbon.

Our focus is on sustainable growth in line with Tourism Industry Aotearoa's Tourism 2025 and Beyond: Sustainable Growth Framework.

We want to encourage users to reconnect with the natural environment and better their understanding of the area and its Māori heritage.

The trail will naturally attract commuters, allowing easy access to Christchurch City from North Canterbury.

There can be no denying the positive impact that this trail will have on the wellbeing of our communities.

WHO WE ARE



The project is championed by Enterprise North Canterbury and supported by a steering group.

Enterprise North Canterbury (ENC) was established by the Waimakariri and Hurunui District Councils in 2002 to promote economic development in North Canterbury. We work alongside businesses to develop an innovative and prosperous region.

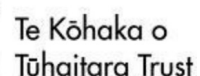
Enterprise North Canterbury has teamed up with local experts from across a variety of sectors to thoroughly investigate and research this opportunity.

Our steering group was established to facilitate this project and hail from the Hurunui District Council, Waimakariri District Council, Te Kōhaka o Tūhaitara Trust and Environment Canterbury, with further support from the cycle touring industry and mana whenua via the Matapopore Trust.

**“TO INSPIRE, ATTRACT
AND RETAIN INDIVIDUALS,
BUSINESSES AND SOCIAL
ENTERPRISES TO INVEST
IN OUR REGION.”**



OUR SUPPORTERS



Ngāi Tūāhuriri

Amberley Promotions

RIDE WITH US

RIDE WITH US



The proposed Pegasus Bay Cycle Trail will be Christchurch's first multi-day cycle trail. It will:

- Utilise existing trails (optimising past investment)
- Attract and retain thousands of visitors
- Provide a significant economic boost to small businesses
- Connect people to North Canterbury's cultural heritage
- Share Ngāi Tahu stories with new generations
- Give Canterbury a new, no carbon tourism product
- Create 50 jobs

We're looking for support and investment but we have a full team ready to make this a reality.

To find out more about
supporting the Pegasus Bay
Cycle Trail please contact:

Heather Warwick

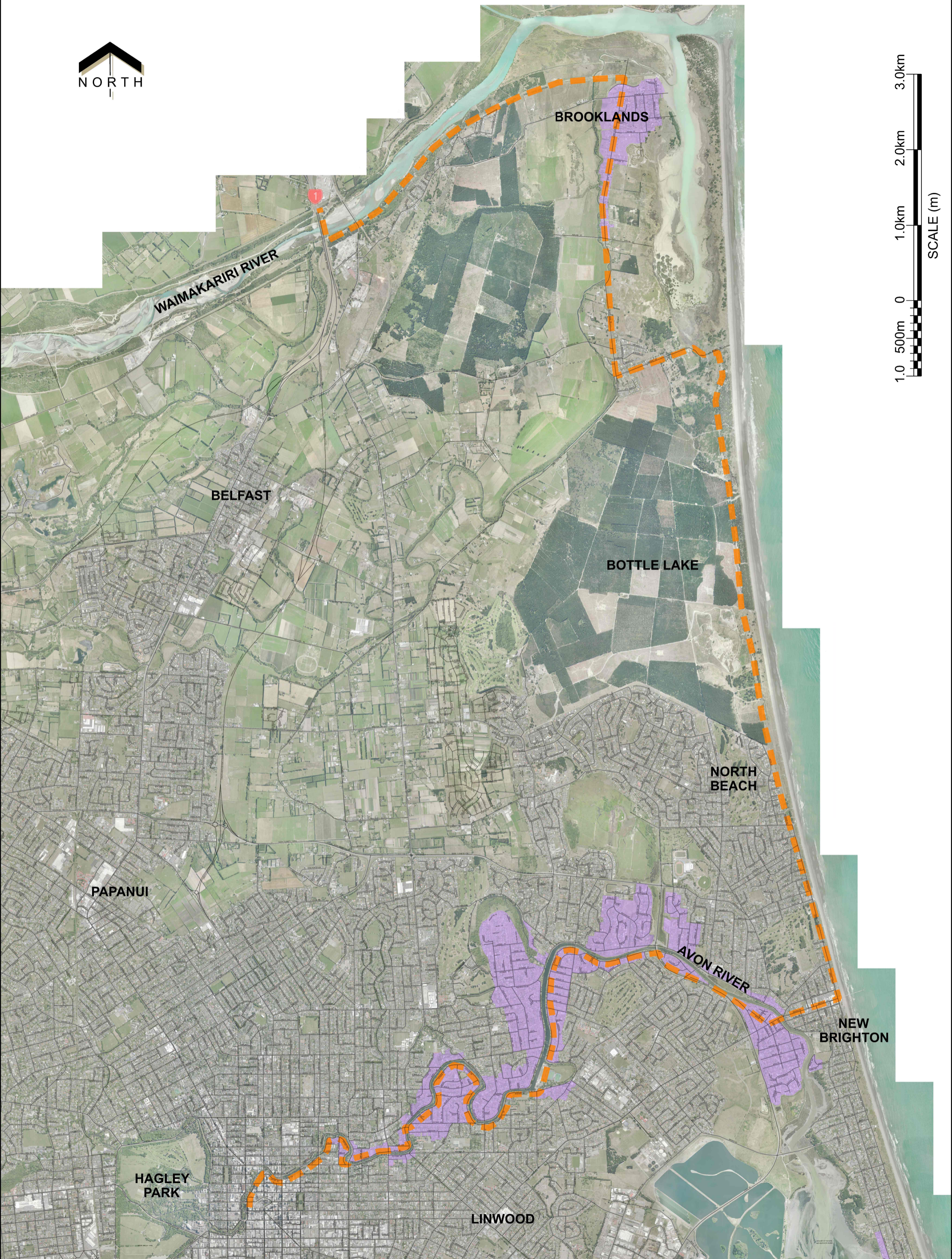
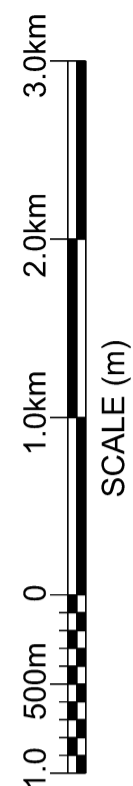
Chief Executive

143 Williams Street
PO Box 80
Kaiapoi 7644

03 327 5736
027 253 5350
heather@enterprisenc.co.nz

www.northcanterbury.co.nz





Draft route - Pegasus Bay Cycle Trail (Christchurch Section)

July 2022