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## LGOIMA

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Information requested by the media, lobby groups, public sector organisations and MPs will always be published, while information specific to an individual or their property will not generally be published.

<b>Request from:</b>	Joanne Naish – Stuff.co.nz
<b>Information requested:</b>	West Coast Wilderness Trail business case rejected by MBIE
<b>Response by:</b>	Simon Bastion, Chief Executive

23 May 2024

Joanne Naish  
Stuff.co.nz

Via Email: [joanne.naish@stuff.co.nz](mailto:joanne.naish@stuff.co.nz)

Dear Joanne

**Official information request for the West Coast Wilderness Trail business case rejected by MBIE**

I refer to your official information request dated 22 April 2024 for the West Coast Wilderness Trail business case rejected by MBIE.

The information you have requested is enclosed.

Some information has been redacted under the following sections:

section 7(2)(a) of LGOIMA to protect the privacy of natural persons, including that of deceased natural persons.

Section 7(2)(h) of LGOIMA to enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities.

There is no charge in supplying this information to you.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or freephone 0800 802 602.

**Council has adopted a Proactive Release Policy and accordingly may publish LGOIMA responses on the Council Website at <https://www.westlanddc.govt.nz/lgoima-responses>.**

The collection and use of personal information by the Westland District Council is regulated by the Privacy Act 2020. Westland District Council's Privacy Statement is available on our website [here](#)

If you wish to discuss this decision with us, please feel free to contact Mary-anne Bell, Business Analyst at [LGOIMA@westlanddc.govt.nz](mailto:LGOIMA@westlanddc.govt.nz), 03 756 9091.

Sincerely,



**Simon Bastion** | Chief Executive

SB/MB



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# West Coast Wilderness Trail Great Ride Business Case 2021 to 2022

## Ngā Haerenga, the New Zealand Cycle Trail

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Prepared by: Jackie Gurden

Prepared for: Westland  
District Council

Date: June 2022

Version: v1

Status:

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## 1. Business Case Development Team

**Primary Contact** who will respond to any queries from MBIE and/or NZTA about the business case.

Primary Contact Person for this Business Case	Contact Number	Email Address
Simon Bastion	03 756 9033 027 838 5268	simon.bastion@westlanddc.govt.nz

### Great Ride Business Case Development Team

Name	Team Role* within Business Case development	Organisation	Organisational role
Simon Bastion	Overall Manager	Westland District Council	Chief Executive
Scott Baxendale	Group Manager in charge of the project	Westland District Council	Group Manager District Assets
Section 7(2)(a) of LGOIMA			
Jackie Gurden	Project Coordinator Preparation of MOUs and the Business Case	Gurden Consulting Ltd	Managing Director

### Business Case sign-off panel

Name	Organisation	Organisation role	Signature
Simon Bastion	Westland District Council	Chief Executive	
Cr Paul Davidson	West Coast Wilderness Trail Cycling and Walking Subcommittee	Chairperson	

## 2. Executive Summary

Section 7(2)(h) of LGOIMA

### Investment

The Westland District Council requests the Minister of Economic Development to allocate [REDACTED] to address major security of route and health and safety issues while enhancing the rider experience on the West Coast Wilderness Trail in the Milltown Valley as set out in this Business Case for the North Bank Arahura Project (NBAP).

### Scope

This project scope and deliverable incorporate rerouting of the section of the West Coast Wilderness Trail between the Summit and Lake Kaniere. The planned route is outlined on the map below and within supporting documents.

### Project Positioning and Importance

This project is considered the highest priority for the trail. It is not a “nice to have” extension. Rather, it is a critical major safety and security of route project that impacts on the success of the entire trail. Given the trail’s positioning as a key driver of visitation to the West Coast, it will also have a significant impact of the tourism economy on the West Coast region.

### Aim, Need and Opportunities

The aim is to develop an alternative route to bypass several areas of structural and health and safety concern and expense, and add a new outstanding river gorge feature of immense cultural significance to the trail. The areas of concern are the following:

- the Trustpower Weirs
- alternative high water route
- the zig zags above Macpherson Bridge
- the switchbacks above Milltown Valley
- the Milltown Bridge and Valley Road
- Pyramid Hill to Lake Kaniere

Detail on the direct issues with each location is included in the supporting documentation. Several of these were also included in the Gorder Report (July 2019) that can be supplied on request. The need for this project has been further elevated by the fact that landowner agreements are not in place for the alternative route and certainty of use going forward will always be at risk. Were access to be lost, this would in essence take out the section of the trail between Lake Kaniere and either Old Christchurch Road or even right through to Kumara, between 30 – 50 kms, removing at least one of the jewels in the trail, the Kawhaka Pass.

Over recent years these areas have undergone significant damage through heavy rainfall, slips and flooding. The Weirs in particular require constant management and activation of the high-water alternative route. The Weirs have been closed for around 30 days in the last year. The Westland District Council has invested over \$800,000 in repairs and monitoring of this area in the last two years. It continues to contribute between \$5,000 - \$10,000 per annum in managing the closures.

This new route is also likely to establish an outstanding new Arahura Gorge attraction. The feature will present an opportunity for the Mawhera Incorporation and tangata whenua to tell the story of pounamu at source, creating an important cultural attraction. Many visitors to the Hokitika Gorge travel the loop around to Lake Kaniere. A two gorge iconic loop may emerge.

A need exists for more accommodation in this section of the trail. The trail will have a route to Cowboy Paradise so is not expected to take away from this business. Private investment in accommodation may occur in the valley and following Stage Two with an extension of the Department of Conservation (DOC) Camp and accommodation at Hans Bay floated amongst early planning discussions.

With one landowner planning to open a quarry operation, the opportunity for a direct supply of materials for ongoing trail maintenance is also a possibility.

### **Overall Objectives**

The objectives of the NBAP include addressing:

#### Health and Safety issues

- to ensure security of route in weather events and remove the risk of washouts.
- to address the risk to riders particularly at The Weirs, but also in the zig zags above Macpherson Creek Bridge.
- remove the narrow winding, dangerous gravel road section.

#### Ongoing Capital and Maintenance Costs and Monitoring

- to remove the capital and maintenance cost of constantly undertaking major repairs.
- reduce the risk, costs and need for ongoing monitoring and activation of the high water alternative route.

#### Trail Gradient Non-Compliant Sections

- This entire section is largely outside the Trail's Grade 2 easy status.

#### Reputational risk for the trail

- With the risk of continual closures and no alternative route, riders may not come to ride the trail or this section due to uncertainty of access.

#### Good to Great including Creation of an Outstanding Cultural Feature

- To provide an outstanding cultural, educational and attraction opportunity through the ability to tell one of the leading Te Tai Poutini foundation stories of the formation of Pounamu in situ within the sacred Arahura River. This has the potential to become another icon location and cement a two gorge loop experience in the future.
- To provide an impressive additional enhancement by opening up a gorge of similar outstanding physical and aesthetic standing to the Hokitika Gorge.

#### Unmet Demand in Accommodation

- to provide the opportunity for new accommodation in the Valley and at Lake Kaniere.

#### Creation of Business Opportunities

- to provide opportunities for new business growth across attraction, accommodation and quarry related activities.

## Deliverables

The deliverable from this project is the development of a new route firstly through to Milltown Road then on to Hans Bay.

Section 7(2)(h) of LGOIMA

## Project Staging and Timeframe



## Stakeholders and Landowner Agreements

The main stakeholders are the Westland District Council, DOC [redacted]



[redacted] DOC have supplied a letter of support in principle that is included in the supporting information.

Section 7(2)(a) of LGOIMA

## Strategic Fit with other Plans

The Westland District Council has developed an Asset Management Plan for the trail. It has also incorporated the work within it into the Council's Long Term Plan. This project is recognised within each document. It has been discussed with Ngā Hārenga New Zealand Cycle Trails Inc. and MBIE. It is also supported by the West Coast Wilderness Trail Trust Strategic Plan 2021-2025 and is incorporated into the draft Te Tai Poutini Disruption Management Plan.

## CBA

The Coast Benefit Analysis is currently being prepared by [redacted] and will be supplied separately.

## Risks and Dependencies

Section 7(2)(a) of LGOIMA

The key risks to this project centre around the following:

- any unforeseen costs or challenges within the identified route. This has been mitigated as much as possible through on ground mapping of the route and consideration of options. The next stage of the project will investigate this to higher levels.
- [redacted]
- Once into construction, weather delays and economic conditions may impact on the capital costs. Contingencies have been included in the budget to mitigate these.

## Governance and Project Management

Section 7(2)(a) of LGOIMA

The Westland District Council has established a West Coast Wilderness Trail Cycling and Walking sub-committee to which overall reporting will be undertaken.



The Council's Group Manager for Assets will take responsibility for the management of this project that will be undertaken through the Council's Group District Manager, Assets. [REDACTED]

[REDACTED] The project management and construction will be contracted out to a third party determined following project confirmation.

Section 7(2)(a) of LGOIMA

### 3. Context

The West Coast Wilderness Trail is a 133km in length, Grade 2 easy with some Grade 3 on road riding stretching between Greymouth and Ross. The demographic is largely riders over 50 years old with the majority over 60. With the growth since Covid – 19, an estimated 20,000 people ride the trail each year with around 6,500 of those completing the full trail. Canterbury and Auckland are the predominant regions riders are coming from. The trail was the reason 80% of riders had come to the region. They are staying on average 4.9 days with an average spend of \$1,285. Please note, the CBA has deliberately used the pre - Covid figures that differ slightly, but not materially, from these.

The Trail is now a main driver within the West Coast tourism sector. The figures above endorse the fact that the trail is attracting cyclists of all ages and ability levels, many new to cycling. This highlights the need to address the issues of risk and grade within this section of the trail.

Since inception, the Westland District Council has maintained a proactive role in the development and maintenance of the trail. A West Coast Cycling and walking Sub-committee, that meets quarterly, has been developed under the Council structure. An Asset Management Plan has been developed along with a 10 year capital projects plan that is incorporated into the Long Term Plan.

The Council submits applications to the MGR fund each year. No historical projects are outstanding. The main current projects are the upgrading of the Kaniere Water Race bridges, the design for the elevating of the Mahinapua Board Walk and the toilets and shelters at Milltown. These projects are underway with design and installation work continuing in line with Council planning.

The trail is recognised as one of the icons in the West Coast Tourism Destination Plan. It is also incorporated in the Development West Coast Tourism marketing strategy for the region. The Trail Manager is working actively with the Development West Coast Tourism Manager in preparing content for the upcoming campaigns for the 2022-23 season.

### 4. Vision and brand story

The Westland District Council and the West Coast Wilderness Trail Trust have developed aims and visions respectively for their own organisations in relation to the trail. The Westland District Council's aim within the AMP is that:

Westland District Council will continue to manage cycle trail activities to ensure we are growing New Zealand by providing an outstanding cycling journey.

The West Coast Wilderness Trail Trust's vision for its own organisation is:

To be the benchmark for excellence for the Ngā Haerenga New Zealand Cycle Trail Network.

Its purpose is:

To provide an outstanding rider experience while creating economic growth to businesses and communities on the trail.

The vision of the Trail, while not specified, is around providing a quality trail that is well managed and maintained, that provides an outstanding cycling experience generating economic growth and community benefit.

The target market for the trail is the current rider demographic. They are older (predominantly over 50yrs); stay for longer periods and are willing to spend and get the most out of their experience. The largely Grade 2 easy trail lends itself well to this more lucrative market. The trail is not, however, only focused on economic return. Being easy riding, the Trust has targeted the family market. It also has a priority on people with special needs for example those requiring adaptive bikes.

These groups heighten the need for this project as this section provides a physical challenge and, for some, a barrier to participating. The Weirs also put this demographic at risk as crossing in high water, negotiating the alternative route and retracing their lengthy journey in wet weather presents a new range of physical risks, including exposure.

## 5. Stakeholders

### *Business Case partners*

The Westland District Council has no other partners as defined by MBIE, in this project that have a contractual obligation.

Partner organisation	Function/role/interest in relation to this business case	Relevant plans and projects (include links if available)
There are no partner organisations within this definition.		

### *Key stakeholders*

The West Coast Wilderness Trail works with a variety of stakeholders and a summary of these and their relationship with the trail is noted in the table below. Each of these stakeholders has been engaged, or will be engaged in the Implementation Phase of the projects, to contribute to the outcomes of this Business Case.

Stakeholder	Function/role/interest in this business case	Relevant plans and projects	Extent of engagement /any issues or challenges
Department of Conservation	Landowner	Conservation Management Strategy	Small pocket of land in Stage 1. Letter of Agreement Signed. Major landowner in Stage 2. Needs decision on cycling in CMS resolved before proceeding

## 6. Outcomes and Objectives

### Outcomes

The outcomes and associated benefits for this Business Case are provided in the following table.

Outcome	Benefit
Safety	Enhanced rider safety through removal of risks to rider safety including the Weirs, the steep grade and potentially dangerous zig zags above McPherson Bridge and the narrow, gravel road section
Financial	Savings from no longer having to invest in capital reconstruction and maintenance. Savings to riders and tour companies not having to transport riders between locations
Economic and Reputation	Growth in rider numbers and therefore economic return through not being put on by trail outages. Potential development of new attractions, accommodation and gravel extraction businesses.
Cultural	Enhanced user experience and cultural understandings through the ability to tell the foundation pounamu and Poutini Ngai Tahu stories in situ.

### Objectives

The Business Case directly aligns with the Trail's Asset Management Plan setting out clearly defined measurable objectives that, once achieved, will define the success of the investment in the Trail.

These objectives are:

- To ensure security of a safe route in weather events. This particularly addresses rider health and safety issues and the responsibilities of the trail owners at The Weirs.
- To reduce the ongoing capital, maintenance and management costs of this section of the trail. This again, particularly applies to the ongoing monitoring and activation of the high water alternative route during times of flooding in the Weirs.
- To address non-compliant sections and ensure the trail is accessible as a Grade 2 Easy Trail. This section of the trail is one of the key areas that is outside gradient and has the longest section on road.
- To ensure that the high levels of attractiveness of the trail, the brand of the West Coast Wilderness Trail and rider experience are maintained and further elevated. The project aims to remove the reputational risk of riders deciding not to ride the trail or missing this section because of concerns it might be impassable.

- To provide an outstanding cultural educational understanding opportunity. This is achieved through the ability to tell one of the leading Te Tai Poutini foundation stories of the formation of Pounamu in situ within the sacred Arahura River. The Trail Trust has invested heavily in interpretation to provide information throughout the trail. What is offered through the development of access to Milltown Gorge at this point is both the impressive gorge environment combined with the leading Poutini Ngai Tahu stories related to creation, discovery and settlement.
- To provide additional business opportunities including accommodation and attractions. There is currently a shortage of accommodation on this section of the trail. [REDACTED]  
[REDACTED]. New attractions may be developed in the gorge. An opportunity also exists for a supply of cheaper gravels for repair of the trail.

**Alignment to existing strategies and/or goals**

As has been outlined above, the project sits within the Westland District Councils Asset Management Plan for the trail and is included in the LTP. It sits within the West Coast Wilderness Trails Strategic Plan and goal for an outstanding rider experience. The trail is also recognised in the Te Tai Poutini Tourism Destination Plan and marketing strategy.

This project is not seeking funding from NZTA or Kanoa.

This project supports regional economic growth through the retention and expansion of the rider numbers already coming through the trail and the forecast continual growth. Should the trail continue to be compromised there is a potential risk of riders choosing not to come. In the last eight years the trail has seen the establishment of physical premises of three trail tour companies, businesses like the West Coast Scenic Waterways and the revival of the Kumara township. The trail has around 70 official partner businesses with many more non partner businesses also benefiting directly from the trail. This extension will be a contributor to the continued incremental growth in businesses and jobs. [REDACTED]  
[REDACTED]  
[REDACTED].

Section 7(2)(h) of LGOIMA

Section 7(2)(h) of LGOIMA

Section 7(2)(h) of LGOIMA

The project is based on mitigating and adapting to climate change. The closures have become more apparent in recent years. Weather forecasts are predicting more wet weather on the Coast. This leads to the expectation that the outages and potential risk of trail management is likely to continue. The table below is from the trail's AMP and is based on Westland District Council forecasts from the Ministry of Environment website.

Impacts by season  
By 2090, seasonally the region could expect\*:

Spring	0.6°C to 2.5°C temperature rise 4 to 9 per cent more rainfall in Hokitika
Summer	0.6°C to 3.2°C temperature rise 2 to 4 per cent more rainfall in Hokitika
Autumn	0.7°C to 3.1°C temperature rise 2 to 5 per cent more rainfall in Hokitika
Winter	0.7°C to 3.1°C temperature rise 8 to 29 per cent more rainfall in Hokitika

Table 19: Potential Climate Change Impacts by Season

\*Projected changes are relative to 1995 levels. The values provided capture a range across all scenarios. They are based on scenario estimates and should not be taken as definitive.

The project is a standalone project with no duplication.

## 7. Risks and Dependencies

Section 7(2)(h) of LGOIMA

The key risks, dependencies and mitigation identified in this project are:

**Geological failure in route** – The route has been walked and mapped by Master Trail Builder [REDACTED] and discussed with each of the landowners. Every part of the route determined has had consideration of geology, gradients and options.

**Cost Overruns and Funding shortfalls** – The estimate of costs is currently based on high level calculations. Contingencies have been put in place. These costs will be refined in detail design planning.

**Capability and Capacity** – The planning work has been led by the Westland District Council Asset Group Manager with close consultation with the Chief Executive. [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] In addition to this team, the Council has the option of engaging external expertise to manage the project in detail design and construction stages.

## 8. Monitoring and Evaluation

A wide range of monitoring is in place for the trail. This includes qualitative and quantitative analysis methods and work by staff, a contracted maintenance manager, monthly surveys, annual audit rides, annual forums. Reporting is undertaken by meetings of the Council Cycling and Walking Subcommittee and Wilderness Trail reports.

Several factors are, and will continue to be, monitored from this project through these processes. These include:

1. The number of outages.
2. The capital and maintenance costs invested in this section and related savings.
3. The number of riders on this section of the trail based on the trail counter at Kawhaka.
4. Growth in existing and new businesses.
5. Feedback via rider surveys.

The West Coast Wilderness Trail Trust keeps records of the closures and length of time the different sections of the trail are closed. It also includes all information above in its annual Economic Assessment report on the trail. The success of this project will be monitored through this formal process and reported to the Westland District Council through the West Coast Wilderness Trail Cycling and Walking Sub-committee.

Section 7(2)(h) of LGOIMA

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Section 7(2)(h) of LGOIMA

**Project attributes**

This section has not been included as there is just one project and all the information has been supplied within this business case.

## 10. Projected Costs

This section sets out the funding sources and the proposed costs of the projects identified in this business case. The full budget and basis on which the costs have been determined is contained within the supporting documents. Ongoing maintenance costs are based on [REDACTED] Westland District Council depreciates the bridge and related infrastructure is based on a 50 year lifespan.

Section 7(2)(h) of LGOIMA

Section 7(2)(h) of LGOIMA

### *Forecast project spend by year*

The spread of project costs is aligned to the Government's fiscal year( ), and the projected forecast is provided in the following table.

Section 7(2)(h) of LGOIMA

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## 11. Structure and Governance

Below is the governance and management structure of the project.



Once the project moves into the Implementation Phase the details of who and how the project will be managed and reported will be finalised. The structure proposed is similar to the way the project is currently being managed. The Council is overseeing the project with external contractors working on the detail and reporting to Council Management staff.

### *Roles and Responsibilities*

Role	Person	Responsibility
Trail Owner	Westland District Council	Overall Responsibility
West Coast Wilderness Trail Cycling and Walking Sub-committee		
Overall Project Manager	Scott Baxendale	Overseeing the planning and construction work
Engineer to Project, Master Trail Builder	██████████ Section 7(2)(a) of LGOIMA	Managing the design of the trail.
Project Manager	External Contractor	Managing the construction of the new trail section

**Profiles of Key People Involved**

**Scott Baxendale - Overall Project Manager**

Scott Baxendale is the Group Manager for District Assets for Westland District Council and has responsibility for all infrastructure in Westland including roading, bridges, three waters, solid waste, cemeteries, parks and reserves and all Council buildings [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Section 7(2)(a) of LGOIMA

**Master Trail Builder**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Section 7(2)(a) of LGOIMA

**12. Cost Benefit Analysis**

This information is being prepared by Martin Jenkins and will be supplied separately.

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# North Bank Arahura Project (NBAP)

Supporting Documents

June 2022





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# 1. Introduction and Purpose

This document supports the Westland District Council’s project and application to MBIE to reroute the section of the West Coast Wilderness Trail between the Summit and Lake Kanieri. Due to the location of the new route on the north side of the Arahura it is being referred to as the North Bank Arahura Project.

This section of the West Coast Wilderness Trail contains a number of areas that have the potential to put the security of route and riders at risk, particularly if major weather events like those experienced in the past continue to reoccur. Given the predictions with climate change, this is expected.

In addition to the risk, major capital investment has been, and is likely to continue to be, required to undertake repairs. Continuous costs are also being incurred to monitor the current weather and rainfall and implement the constant trail detours through the high-water alternative route.

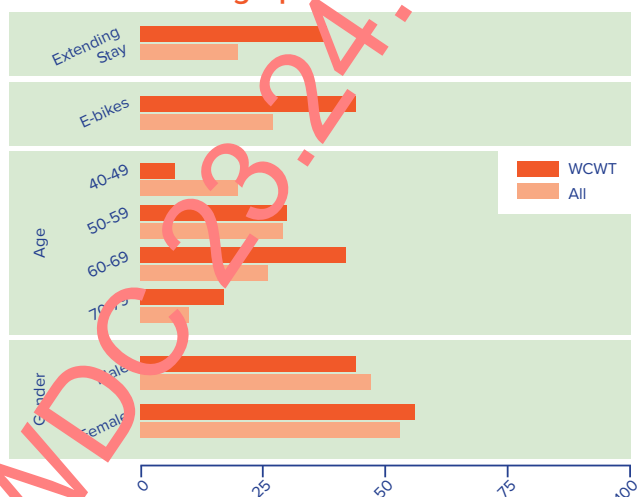
This project, originally proposed in 2016, aims to develop an alternative route to bypass the areas of concern and also add several new outstanding features to the trail.

The funding request is not for a “nice to have” extension to the trail. Rather, it is for a new route to address critical issues confronting the trail owners and trail operators on one of the region’s major visitor drawcards.

# 2. Background and Key Issues

The West Coast Wilderness Trail was officially opened in November 2013 and has grown to be one of the leading cycle trails amongst the Nga Haerenga New Zealand Cycle Trails Great Riders network and an important visitor attractor to the West Coast economy. Stretching 133km between Greymouth and Ross, the trail traverses some of the West Coast’s outstanding scenery. In addition to the extensive local use, an estimated 20,000 visiting riders are currently attracted annually, around 7,000 of those riding the entire trail. This differs slightly from the figures below, taken from June 2020.

Trail User Demographics



Estimated riders per annum

14,505



Estimated riders of the full trail

5,389



Economic Multiplier (MBIE)

3.55



Average days on the trail

3.8



Direct Economic Return per annum

\$13m



Added GDP to the region

\$5.3m



Average spend per rider per day

\$248



During its near 10 years of operating, there have been constant issues with this section of the trail. These have included the many trail closures due to high water in the Trustpower Weirs, the washout of the alternative route bridge, the switchbacks above Milltown and the Arahura Bridge and Milltown Road. This has required around \$800,000 in repairs in the last two years. At these times of closure it has cost the businesses on the trail significantly, created major issues organising alternative options for riders and is costing the trail in reputational damage.

The main areas of concern are as follows:

### The Trustpower Weirs and Alternative High-Water Route

The two weirs are prone to flooding. When this happens they become treacherous and there is a significant risk of riders being washed away downstream. One such incident has already occurred, the rider lucky to have been rescued. Over the last year the high-water route has been activated thirteen times for around 30 days. When this occurs gates and signage are put across the trail. Predicting the amount of water to fall in this area is difficult and at times flash flooding can happen. This, together with the remoteness of this valley, lack of direct vehicle access and distance to the area makes it difficult to always have warnings and barriers in place before the water in the weirs rise. This poses a risk to riders already out on the trail who might reach the weirs before barriers are put in place. Feedback has been received that some riders ignore the barriers and lift their bikes over them.

The alternative route is also steep, difficult for inexperienced riders to negotiate and outside the Grade 2 Easy level gradient of the trail. The alternative route is also inaccessible for riders on adaptive bikes. Security of this route long term also has no certainty and agreements are not in place over the land on which it passes.



Rerouting the trail removes the danger of riders being swept away, having to negotiate the steeper gradient and the need and cost to constantly monitor and invest staff time into managing the closures. It also removes the overall risk of incidents if unexpected flash-flooding occurs at times when Council and Destination Westland have not recognised or had time to deploy staff to the area.





### The Zig Zags above Macpherson Creek Bridge

This area comprises a series of three tight corners in the lower section and two more, slightly higher up to negotiate the hill above Macpherson Creek Bridge. These pose a problem to inexperienced riders who often dismount. There is the risk that riders who misjudge the sharpness of the corners, go over the bank and drop down into the valley. Adaptive bikes have difficulty getting round them. This piece of trail requires constant maintenance and also carries a risk of collapse in a major weather event.



### The Causeway and Switchbacks above Milltown Valley

This area blew out in March 2019 causing major damage and an outage to the trail for several weeks. Riders were diverted along the private road up to Cowboy Paradise to gain access to the rest of the trail. While the damming effect of water on the Causeway at the top of hill was identified as a further risk this has now been remedied with the installation of several large culverts. The risk of washout of the switchbacks remains.



Stop dangerous nature of the trail and potential for washout

This area of the trail requires passing through a farmer's paddock that contains cows that are in close proximity to, or often on, the trail. While understood to be passive animals and no incidents have occurred, many riders unfamiliar with stock are uncomfortable on this section and the risk of an altercation with stock exists.



Causeway washout, March 2019

### The Milltown Bridge and Milltown Valley Road

In December 2019, immediately prior to the summer holidays, this section of the trail suffered significant damage. The bridge approach was washed away and a large section of the road washed out. There was no alternative route to connect the trail between this point and Old Christchurch Road, approximately 22 kms away on the other side of the Kawahaka Pass. The forces of nature control this and, while a rock wall was installed, there is every likelihood this will reoccur at some time in the future.



Milltown Valley washout, December 2019

The road along the valley is also subject to roaming stock, however, additional fencing earlier in the year may have removed this issue.

## Pyramid Hill

For riders completing the trail in a north-south direction, this hill has quite a climb and is frequently reported as a challenge and grind. It contains the same issues as Milltown Road, as highlighted above, these being narrow, gravel and a lack of vision for motorists on the corners.

## The Milltown Road from Pyramid Hill to Lake Kaniere

This ~10km stretch of road is gravelled, narrow, winding and dusty in dry weather. It does not comply with the grade 2 specifications. There are areas of short visibility for motorists. Care is required by cyclists and motorists. Removing this will eliminate an unpleasant section that contains a level of risk.

Many of these issues are highlighted in the Golder report prepared in July 2019 that is available on request.

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WDC 23.24.115 Released under LGOIMA

Section 7(2)(h) of LGOIMA



Department of  
Conservation  
*Te Papa Atawhai*

DOCCM 6910521  
4 February 2022

Simon Bastion  
Westland District Council  
36 Weld St  
Hokitika 7810

Kia ora Simon,

**Support for West Coast Wilderness Trail alternative route along the** [REDACTED]

Section 7(2)(b) of LGOMA

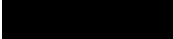
WDC 23.24.175 Released under LGOMA

This new track will enable more cyclists to get off the road and will further enhance the Trail which is a real asset to the District and the Region.

Naku noa, na

*OA Kilgour*

Owen Kilgour  
Operations Manager, Hokitika  
[okilgour@doc.govt.nz](mailto:okilgour@doc.govt.nz)



Section 7(2)(a) of LGOIMA



Section 7(2)(h) of LGOIMA

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