

Leanne Flynn

From: Roy Grose
Sent: Tuesday, 31 January 2012 5:38 p.m.
To: Mark Nelson; Margot Ferrier
Subject: FW: Proposal for Q.C. Track as one of NZ's 20 great rides
Attachments: 20 great bike rides to Roy Grose.docx

FYI...Please let me know what you think. Thanks Roy

From: Neville [<mailto:beater40@yahoo.com.au>]
Sent: Monday, 30 January 2012 10:32 p.m.
To: Roy Grose; Mark Nelson
Cc: Lynda scott; Queen Charlotte
Subject: Re: Proposal for Q.C. Track as one of NZ's 20 great rides

From: Roy Grose <rgrose@doc.govt.nz>
To: Neville <beater40@yahoo.com.au>
Cc: Mark Nelson <mnelson@doc.govt.nz>
Sent: Tuesday, 24 January 2012 9:16 AM
Subject: FW: Proposal for Q.C. Track as one of NZ's 20 great rides

Hi Neville,

No doubt you are having a busy summer? I hope the new addition to the family is playing the game and you are getting some sleep.

I caught up with Lynda yesterday and discussed picnic tables etc but it totally slipped my mind to ask about the QCTLOC thoughts regarding the QCTrack as being a great ride. I have received a positive response from the others who feel it is a good idea as long as there is not too much work or cost in it for us. What do you think?

Regards Roy

From: Roy Grose [<mailto:rgrose@doc.govt.nz>]
Sent: Wednesday, 21 December 2011 3:07 p.m.
To: Dean Heiford-8600; Tracy Johnston; Neville; Wilderness Guides Administration
Cc: Robin Dunn-8558; Mark Nelson; Robin Cox; Brendon Clough
Subject: Proposal for Q.C. Track as one of NZ's 20 great rides

Hi All,

We have been approached by Jude Ellis, The NZ Cycle Trail, an agency set up by John Key to identify, promote and encourage cycling in New Zealand. Jude's visit was to find out what cycling opportunities existed on DOC administered land and in the general region. It was a positive meeting and she went away quite excited about what Marlborough had to offer.

She had identified the Queen Charlotte Track as an existing dual use track which would meet a special standard they have for a limited number of cycling routes or tracks called "Great rides". From memory she talked about the QCT as being one of 20 great rides nation wide. She left us with some information and an application form guide for becoming a great ride. We have gone through the information to look at the benefits and pitfalls. I said to Jude we would provide her with a response once we have a chance to brief our sustainability group....you guy's!

The key benefit of becoming a great ride is clearly promotional, if we were to pursue the status we would become part of their advertised network and it would help promote the region through positive experiences on the track plus any other spin offs.

There is however quite a substantial amount of work involved applying for the status, providing information, background, management and putting together the application. If successful we would have to enter in to a contract, presumably in terms of maintaining a service standard etc which is already in place. There is no cost for the application but there is a cost in terms of some signs would need to have "The NZ cycle Trail" logo on them and they only partly fund this, we would have to provide the logistics of installing or adding to. In addition their audit standards are a bit fuzzy so we would want to clarify these with Jude.

Before we take this any further I would be grateful for your off the cuff view and feed back of whether you think this is a worth while to add to the international status of the Q.C.Track? If you think it's worth a crack we will apply for the track to become a great ride.

I am not after your urgent response as it is a very busy time of the year but perhaps a dead line of 20 th January 2012.

Many thanks and please have an enjoyable Christmas and New Year. Thank you for your great support through out the year.

Regards Roy

Roy Grose

Area Manager – *Poumanahere*

Department of Conservation – *Te Papa Atawhai*

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Sounds Area

PO Box 161, Picton 7250

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Leanne Flynn

From: Roy Grose
Sent: Wednesday, 2 May 2012 4:41 p.m.
To: Tracy Johnston
Cc: Mark Nelson; Brendon Clough; Margot Ferrier
Subject: RE: Considering Cycleways ...

Thanks Tracy,
Well written....I would be interested in Lynda's response? Regards Roy

From: Tracy Johnston [<mailto:tjohnston@destinationmarlborough.com>]
Sent: Wednesday, 2 May 2012 1:56 p.m.
To: Queen Charlotte Track
Subject: Considering Cycleways ...

Hi Lynda

Good to chat to you the other day (gosh now a few weeks ago!) to ponder the pros and cons of Queen Charlotte Track becoming one of the Great Rides within the NZ Cycleways project.

I took the opportunity to raise this with my regional colleagues in Auckland recently and specifically to find other examples and case studies we can refer to around the combination and etiquette of bikers and walkers using the same trail, any feedback on track damages from cyclists, the value of bikers to the Trail and the potential numbers of bikers the designation as a Great Ride may attract.

Interestingly we had a presentation at the RTO meeting to hear more about the Otago Rail Trail. Even now with all the profile this Trail has received over many years and the broad market it attracts being a easy ride they are still only seeing 14,000 visitors in the last 12 months.

I questioned other regions about the habits of cyclists as opposed to walkers and was interested to hear that the very nature of participating in an experience as a cycle tourist meant that they treated it as such and not just a race to the finish. Enjoying the experience was still important to cyclists which I know was a concern of yours that they would do the track and go without spending quality time (and money) engaging with the track.

I also did some digging on etiquette and I was pleased to hear there were no reports of issues between walkers and cyclists using the same trail.

Given the investment and support at a central government level for the Cycleways I strongly believe we should be taking advantage of the opportunity to include the Queen Charlotte Track as a great ride. This is a marketing gift. We will be launching Molesworth as a cycleway (not a great ride) in Spring so it would be just brilliant to be able to launch the two together to really get some traction, or lead with the launch of QCT and follow up with Molesworth in spring to get two bites of the cherry.

The Queen Charlotte Track has a distinct advantage over many of the other walking tracks in New Zealand with it being open all year round. However it is important that we ensure we can sustain a range of visitor accommodation along the way all year round, therefore we need to build visitation. I appreciate that means in a managed way, but from all my investigations I am confident that being part of the cyclesways as a great ride would position the Queen Charlotte Track correctly and with respect. This is the pinnacle of cycle tourism not low value bulk promotion. I would think we would all be proud of the position Queen Charlotte Track would have as part of this national cycleways programme.

I would happily discuss this further to ensure no stone is left unturned in considering this opportunity to raise the profile of the Queen Charlotte Track and ensure it gets the profile it deserves.

Kind regards
Tracy

Tracy Johnston | General Manager

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Letter to Roy Grose,
DOC Picton
Re: Q.C.Track and Great Bike Rides.

Hi Roy,

Our new daughter is doing great, couldn't ask better and the summer is flying by, a whole lot better than this time last year.

Re the "20 great rides".

The QCTLTC committee has been considering the implications of this and while it sounds great on the surface, this suggestion brings a few questions to the surface re: the future vision and character of the Q.C.Track.

The Q.C.Track was initially created with a vision for the enjoyment of hikers, then came the entrepreneurs who saw a chance to create commercial ventures out of this asset and so the Q.C.Track took off in popularity as it was commercialised. In later years, the use of the track by bikers has increased immensely in popularity, as has the promotion of biking. This has slowly changed the character of the track, the users experience.

The promotion of the track as a "great ride" may markedly increase the number of bikers on the Track.

If this happens we need to consider the following points of interest. -

The use of the track by bikers has increased and changed the amount and type of maintenance required on the track surfaces, mainly rutting leading to scouring in heavy rain down the centre of the track, you would appreciate these changes in your maintenance program. If biking increases further this would be likely to increase the maintenance requirements,. Walkers by comparison have little impact.

Will the commercial operators be willing to subsidise any increased costs involved should there be more maintenance costs.... I don't think so. This would be just another cost which all adds up.

The appeal of hiking the track has always been everyone walking one way, so as to enhance the experience, and this has worked very well. The introduction of bikers to the track and now the possible increased promotion is lessening the quality of the hikers experience. Biking traffic is often going both ways which leads to more likelihood of occasional confrontations when parties meet and some attitudes by bikers as though they have the preferential right of way and no consideration for hikers. This is already happening, as all operators can testify to and from surveys done by QCTLTC.

This really brings us to the future focus of the track and its future direction. Some operators are only interested in bums on seats, get the bikers out there, clip the ticket, next. A good reason to say bring it on. But it does go further than that, the accommodation providers and even the boat companies need to have a good look at this too.

1 biker, 2 days on track, 1 night accommodation, not all high quality spenders, a lot are very frugal, for them its more about ride the track, yell or ring your bell, and not so much enjoy the experience of where they are.

Put this against the hikers, many doing all of Track and the accommodation providers main bread and butter. These hikers spend 4-5 days on the track, enjoy the serenity, the peaceful surroundings, enjoy all the benefits and spend the dollars, the whole basis of tourism.

Is the increase in biker promotion going to be beneficial to the majority or only a few? Is the increase in bikers going to divert the hikers to other tracks to avoid potential conflicts?

DOC have already partially sought to counteract this by closing the top end off, Ship Cove to Camp Bay, to bikers in the busy months of summer. The question is also will this add pressure through the centre portions of the track if there is a push to increase the bikers on the track. The allowing of bikers at all was only a trial a few years ago, but seems to have drifted into acceptance by a lot, not necessarily by QCTLC though. Some members have a lot of reservation about bikers but currently the situation is acceptable.

Overall the committee feel the promotion of more biking, by being one of the "20 great rides" will be detrimental to the overall Q.C.Track experience, so we feel the positives will be outweighed by the negatives.

Food for thought maybe.

Regards

Neville Sumby,
QCTLC chair

Leanne Flynn

From: Roy Grose
Sent: Wednesday, 30 May 2012 10:58 a.m.
To: T Johnston
Cc: Mark Nelson; Brendon Clough; Margot Ferrier; Jude Ellis
Subject: RE: The Queen Charlotte Great Ride

Hi Tracy,

Excellent work and very well done winning over the co op. We can collate information and submit an application to Jude as there is quite of material required, is this what you are thinking? Regards Roy

From: Jude Ellis [mailto:Jude.Ellis@med.govt.nz]
Sent: Wednesday, 30 May 2012 10:40 a.m.
To: T Johnston; Roy Grose
Subject: RE: The Queen Charlotte Great Ride

Hey that is great news

We have a process for approving Great Rides – I can send you the application guidelines and links etc to all the relevant information on our website re submitting an application (Roy I think I left a copy with you when we met last year).

We do ask for quite a lot of information as part of the application – which I'm sure will be readily available at your end, but will just require someone's time and effort to collate it all. Given the current status of the Queen Charlotte Track (which is arguably already a 'Great Ride'), we would not require a great deal of detail – just enough to show that we have followed due process at our end.

Cheers

Jude Ellis
Project Manager
New Zealand Cycle Trail
DDI: 04 498 7426 EXT: 47426 MOB: 021 288 5098



Ministry of Economic Development
33 Bowen Street, PO Box 1473, Wellington

From: Tracy Johnston [mailto:tjohnston@destinationmarlborough.com]
Sent: Wednesday, 30 May 2012 9:03 a.m.
To: Jude Ellis; rgrose@doc.govt.nz
Subject: RE: The Queen Charlotte Great Ride
Importance: High

Hi there

I have just had a good conversation with Neville Sumbly and he has agreed on behalf of QCTLC to support proceeding with QCT as a Great Ride through the Cycleways Network.

Hurray!

So whats next?

Cheers

Tracy

Tracy Johnston | General Manager

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From: Jude Ellis [<mailto:Jude.Ellis@med.govt.nz>]

Sent: Tuesday, 29 May 2012 11:54 a.m.

To: rgrose@doc.govt.nz; Tracy Johnston

Subject: The Queen Charlotte Great Ride

Hi Roy and Tracy

Hope all is well with you both. I'm just touching base to say hi and see how the conversation is progressing regarding the Queen Charlotte track's potential as a 'Great Ride' on the New Zealand Cycle Trail.

We're anticipating at least 1 (hopefully 2) new Great Rides to be added to the NZCT in the next 6 months – and obviously we value the Queen Charlotte as being a great addition on top of those.

I should also let you know that the New Zealand Cycle Trail project will be continuing within the Ministry until at least the end of the year. We're currently having conversations with DOC (head office) around the future of the NZCT beyond the Ministry's involvement – it's likely that we'll raise our interest in Queen Charlotte at that level too (as well as 1 or 2 other DOC tracks).

Cheers

☺

Jude Ellis

Project Manager

New Zealand Cycle Trail

DDI: 04 498 7426 EXT: 47426 MOB: 021 288 5098



Ministry of Economic Development

33 Bowen Street, PO Box 1473, Wellington



THE NEW ZEALAND CYCLE TRAIL: GREAT RIDE APPLICATION FORM

<p>PLEASE CONTACT THE NZCT PRIOR TO ATTEMPTING AN APPLICATION</p> <p>READ THE NZCT 'GREAT RIDE' APPLICATION GUIDELINES IN FULL BEFORE COMPLETING THIS FORM</p> <p>Send a hard copy of this application to the Ministry of Economic Development at one of the addresses provided below. Please also send an electronic copy of this proposal to nzct@med.govt.nz and enter 'Great Ride Application' and the name of the cycle trail in the subject line. Applicants will receive acknowledgement of receipt of their application.</p>	
<p>Postal Address:</p> <p>New Zealand Cycle Trail Project Ministry of Economic Development PO Box 1473 WELLINGTON 6011</p>	<p>Courier/Physical Address:</p> <p>New Zealand Cycle Trail Project Ministry of Economic Development 33 Bowen Street WELLINGTON 6140</p>
Office Use Only	
Date Received:	
Date Acknowledged:	

SECTION A: Contact Information		
A1	Cycle Trail Name:	Queen Charlotte Track
A2	Full legal name of Trail Owner:	Department of Conservation, Marlborough District Council, Various Private Owners (See Section G)
A3	Full legal name of Applicant (if not the Trail Owner):	Department of Conservation (On Behalf as Track Manager)
A4	Legal status of Applicant:	Government Department
A5	Key Contact Details	Name: Mark Nelson
		Phone (daytime): (03) 520 3002
		Phone (evening): (03) 573 7608
		Phone (mobile): 027 304 3520
		Email: mnelson@doc.govt.nz
	Postal Address:	P.O. Box 161, Picton 7220

SECTION B: Cycle Trail Description					
B1	Brief description of the cycle trail:	The Queen Charlotte Track is an internationally renowned destination and local Marlborough Icon that starts at the historic Ship Cove and finishes 71 kilometres later in front of the Outward Bound school at Anakiwa. The track is benched to 2 metres wide and traverses between sea level and 400metres. Mountain Biking is permitted on the full length of track between 1 st of March and 30 th of November and from Kenepuru Saddle to Anakiwa from 1 December to 28 February			
B2	Total length of cycle trail (kms):	71			
B3	Trail Surface:	% On-Road:	0.1 %	% Off-Road:	99.9 %
		% Sealed	% Unsealed	% Sealed	% Unsealed
		%	0.1%	%	99.9%
B4	Provide details on any on-road aspects of the cycle trail including road crossings:	There are no sections of road that make up any part of the Queen Charlotte Track however there are three road crossings. All the roads crossed are gravel level 4			
B5	Estimated trail grade (as per the NZCT Grading Guidelines):	Ship Cove to Kenepuru Saddle - Grade 3+ Kenepuru to Saddle Torea - Grade 3+ Torea to Te Mahia - Grade 3+ Te Mahia to Anikiwa – Grade 3			
B6	Existing structures & facilities currently in place on the trail:	The track is currently rated as an Easy Tramping Track under the Departments Track Standard but is much closer to the walking track standard. A case will be made this year to lift the official designation from Easy Tramping to Walking Track (Specifications are attached)			
B7	Planned future development of the cycle trail:	The Queen Charlotte Track has sections upgraded annually with the view to an overall consistency of line, grade and feel. It is planned in the future to realign certain sections for grade and line. Another key component of all future work will be around the "feel" of the track with attention being paid to detail and traditional, environmentally sound track construction techniques that will offer a considerably better experience to the user.			

SECTION C: Showcasing New Zealand		
C1	Iconic features of the trail (scenic, historic and cultural)	<ul style="list-style-type: none"> • Ship Cove is a national Icon site. It is the site of several visits by James Cook. It is well interpreted and represents the meeting place of two cultures. • Antimony Mines • World Class Scenic Views of the Queen Charlotte and Kenepuru Sounds
C2	Tourism attractions located in the vicinity of the cycle trail:	<ul style="list-style-type: none"> • Blumine Island and Motuara Island – Conservation Islands and Bird sanctuaries • Long Island –Kokomohua Marine Reserve • Dolphin Watching

	<ul style="list-style-type: none"> • Fishing Charters • Wine Trails • Horse Trekking • Several tourist lodges and accommodation providers
C3 Trail spurs or other cycle trail networks in the vicinity	<ul style="list-style-type: none"> • Marlborough Sounds Link Pathway. This is in the latter planning stages and will eventually link Picton to Havelock. Stage one from Ngakuta to Shakespeare Bay is due to open in 6 months • Nydia Track • Wakamarina Track • Cullensville Track

SECTION D: Links with Tourism Infrastructure	
D1 Tourism infrastructure that currently exists to support the cycle trail	The Queen Charlotte Track is long established as a destination in itself. The Track provides significant income for the Marlborough Region. Numerous businesses service the track providing accommodation, access and tour packages. See attached brochure
D2 Proximity to towns, cities, accommodation and transport hubs	Track end at Anakiwa is 15 kilometres from Havelock and 15 Kilometres from Picton. 40 Kilometres from Blenheim
D3 Planned tourism infrastructure development to support the trail	The track is well supported by infrastructure to the point where long term management and development is focused around maintenance and enhancement of the experience

SECTION E: Cycle Trail Use and Benefits

<p>E1 How the cycle trail is currently marketed and promoted</p>	<ul style="list-style-type: none"> • The Queen Charlotte Track Incorporated (QCT inc.) was formed several years ago to promote the track and encourage tourism. This group is run by local business operators and supported by MDC and DOC • The Department of Conservation runs a web site and produces a brochure in conjunction with QCT Inc. • The Queen Charlotte Track Land Co-operative was established two years ago to represent the land owner interests whose land is crossed by the QCT. They also run their own website • Destination Marlborough, from a regional perspective, also undertakes active promotion of the QCT
<p>E2 Current level of trail use:</p>	<p>At present we have 4 track counters at Ship Cove, Torea, Anakiwa and The Pines in Endeavour Inlet. There are many entrances by road and water to the Queen Charlotte Track and getting definitive user numbers is almost impossible. The following figures are based on the track counters plus other data such as tour drop off and pick up points and local business knowledge. Estimates are conservative.</p> <p>Those who walk or Mountain Bike the entire track are estimated at 11,000 annually but this in no way accounts for the thousands of day users who walk or Mountain Bike small sections of the track. Both the Ship Cove and Anakiwa sections of track receive the highest level of use.</p>
<p>E3 Cycle trail research:</p>	<p>There have been at least two user perception and satisfaction surveys conducted on the track in the last 15 years with an increasing tolerance of MTB's by walkers as the sport has evolved and been more integrated as a legitimate recreational use on "traditional" walking tracks.</p>
<p>E4 Direct and indirect economic benefits generated by the cycle trail</p>	<p>A significant number of accommodation and transport businesses have their primary income based around the Queen Charlotte Track. It is estimated that the Marlborough Region benefits annually to the tune of \$9,500,000 based on figures calculated by Butcher and Associates.</p>
<p>E5 How the cycle trail has engaged the community:</p>	<p>Reference: F2</p>
<p>E6 Other complementary benefits:</p>	<p>Increased numbers of MTB's use the track as a result of cycle tours by approved concessionaires. Income generated by these businesses flow not only to the Marlborough region but nationally as well</p>

SECTION F: Trail Governance & Future Viability

<p>F1 Governance structure(s) in place to oversee the day to day operations (include trail maintenance and marketing / promotion)</p>	<p>The Department of Conservation undertakes regular maintenance along the length of the track. It carries out maintenance on private land sections of track to maintain consistency of standard which has been agreed by MDC, QCT inc and QCTLC.</p> <p>QCTLC has only been formed in the last two years so the Department is currently in the process formalising this arrangement with a management agreement.</p> <p>Over the last few years all parties involved or with a vested interest in the track have called for a central governing body to look after all relevant aspects of the Queen Charlotte Track. This has manifested itself in the proposed formation of</p>
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	a track sustainability trust to umbrella all the separate groups and entities that manage and in turn may be reliant on the tracks future management and status. The formation of the trust is now in the later stages of development and should be in place in the next 12 months
F2 Key stakeholders in the cycle trail and the nature and level of support received:	It is important to understand when talking about the Queen Charlotte Track that there is a 20 year history over which relationships have evolved to manage and publicise the Track. The QCT has become ingrained in the psyche and folklore in Marlborough. The livelihoods of a myriad of businesses are built around the track and all stakeholders and the community are aware of the significant annual income the QCT brings to Marlborough. The Picton, Queen Charlotte and Kenepuru communities are all proactive and outspoken with regard to the track and its management. Most people in these communities refer to themselves as stakeholders and are active either through QCT inc or QCTLC or have direct feedback to the Sounds Area Office of the Department. Over the last twenty years the QCT has woven itself inextricably into the fabric of Marlborough and its people, it is as the Milford Track is to people of Te Anau or the Glaciers are to those in South Westland.
F3 Annual budget for trail operations.	Annual Budget is around \$20,000 maintenance and operating. \$50,000 capital upgrade
F4 What plans are in place over the next 5 years to improve the cycle trail and the overall visitor experience?	The plan over the next 5 years is to improve at line and grade issues over certain sections of the track. Manage viewing areas and enhance the character and feel of the track by utilising some historic track building philosophy and techniques. To consolidate width for the length of the track and improve the level of surface and vegetation management
F5 What arrangements are in place for businesses linked to the trail to contribute to the marketing and/or maintenance of the trail?	This is managed through QCT inc, QCTLC, MDC and DOC. QCT inc was formed to coordinate how the track is marketed by business so that consumers are receiving a consistent message. This is aided by the active contribution of Destination Marlborough
F6 What processes are in place to assure the quality of the trail experience and its associated commercial operations?	Regular meetings are held between QCT inc, QCTLC, MDC, Destination Marlborough and DOC to manage this process. Guidance is provided by the Queen Charlotte Track Operational Plan (See Attached)

SECTION G: Land Ownership, Access and Consents			
G1. Complete the table below to show all access rights that have been obtained for the land the cycle trail crosses (include a reference that links to your cycle trail route map).			
Reference on map & land owner	Length of relevant trail section	Legal description (include any registered right or encumbrance that may require 3 rd party consent)	Nature of access right (include any future risks regarding access to the land)
Department Of Conservation	37 Kilometres	Ship Cove Historic Reserve, Resolution Bay Scenic Reserve, Conservation Area - Public Access - Resolution Bay, Tawa Bay Scenic Reserve, Endeavour Inlet Recreation Reserve, Endeavour Inlet Scenic Reserve, Conservation Area- Endeavour Inlet, Sounds Foreshore Reserve, Big Bay Scenic Reserve, Camp Bay Recreation Reserve, Toenga Scenic Reserve, Bay Of Many Coves Scenic Reserve, Bay Of Many Coves Recreation Reserve, Goodwin Bay Scenic Reserve, Ruakaka Bay Scenic Reserve, Blackwood Bay Scenic Reserve, Kumutoto Scenic Reserve, Torea Scenic Reserve, Portage Bay Recreation Reserve, Rocks Scenic Reserve, Lochmara Bay Scenic Reserve, Aorangi Scenic Reserve, Mistletoe Bay Recreation Reserve, Conservation Area - Onahau Bay, Iwituaroa Scenic Reserve.	Public Land
Marlborough District Council	20 Kilometres	Legal Road	By agreement with MDC and DOC
M.E. Sumbly		Private Land	By agreement with MDC, DOC and QCTLC
H.T. and M.E. Fitzgibbon		Private Land	By agreement with MDC, DOC and QCTLC
F.M. Hertoghs		Private Land	By agreement with MDC, DOC and QCTLC
C.W. Kelly		Private Land	By agreement with MDC, DOC and QCTLC
Nikau Cove Ltd.		Private Land	By agreement with MDC, DOC and QCTLC
MacDonald/Solomon		Private Land	By agreement with MDC, DOC and QCTLC
Ace Feguson		Private Land	By agreement with MDC, DOC and QCTLC

Maori Trust		Private Land	By agreement with MDC, DOC and QCTL
R.D. Eatwell		Private Land	By agreement with MDC, DOC and QCTL
G.P. and P.A. Sowman	2.2 Kilometres	Private Land	Transfer of Legal Road - Easement
P.A. Gatenby		Private Land	By agreement with MDC, DOC and QCTL

SECTION H: Document Checklist

H1 Please check the boxes below to ensure you have attached the required documentation.

- Proof of applicant's legal status
- Cycle Trail Map – Route
- Cycle Trail Map – Infrastructure
- Elevation table for the length of the cycle trail
- Photographic images illustrating key aspects of the trail
- Copies of any promotional material produced relating to the trail
- Completed NZCT Grading Table
- Previous 3 years' Financial Statements / Annual Reports (relating to the operations and marketing of the cycle trail)
- Evidence of easements and consents in place regarding land access
- Copies of feasibility studies or research reports on the cycle trail (if applicable)

H2 Please check the box below if any additional (optional) documentation is attached.

Additional documentation attached. Please specify:

1. Queen Charlotte Track Operational Plan
2. Queen Charlotte Track Brochure
3. Tracks and Outdoor Visitor Structures - NZ Handbook SNZ HB 8630:2004
4. Photo Disc
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.

SECTION I: Declaration

Please print and sign this page of the application form and send together with the hard copy of your application

I declare on behalf of the applicant that:

- I have read this form and the *New Zealand Cycle Trail Great Ride Application Guidelines* for the purpose of submitting an application for a cycle trail to be recognised as a Great Ride and fully understand the process, terms, conditions and criteria.
- The statements in this Great Ride Application are true and the information provided is complete and correct and there have been no misleading statements, omission of any relevant facts nor any misrepresentation made.
- The Ministry of Economic Development and its advisers may disclose to or obtain from any government department or agency, private person or organisation, any information about the applicant or the cycle trail for the purposes of gaining or providing information related to the processing and assessment of this application.
- The applicant will, if requested by the Ministry of Economic Development or its advisers in connection with this application process, provide any additional information sought and provide access to its records and suitable personnel.
- All existing or potential conflicts of interest have been disclosed.

Sign	
Name	
Position/Title	
Date	

