

Great Kiwi Cycle Track

Discussion Document: Work for NZ Contractors Federation

Overview

Total length could be anywhere from 2000-3000km.

Note Te Araroa walking track is around 3000km.

Traveling the State Highways Cape Reinga to Bluff is around 2150km.

General concept: to employ as many people as possible & be completed within 24 months. (Ready for World Cup 2011). To provide a world standard cycle trail the entire length of the country, getting bikes off busy roads. Together with various privately run local business setups, bike hire, food & accommodation for the users plus a permanent maintenance & new trail crew. The emphasis is on proving short term & then long term work. To show that the NZ is capable of have a goal and putting its head down to achieve a dream. Great opportunity to do something “green” & provide a lot of work opportunities.



General route: Where possible make use of existing paths/roads. Maybe a completely different route from the 3000km Te Araroa



walking track.

Use disused Railway routes, paper roads, DOC land, and where all else fails, private land (with maybe a token toll). Maybe set a vehicle per day limit on existing roads, & use existing 50kph roads (with just marking & signage).

To use scenic routes rather than the Shortest way between A & B”. Maybe in first instance work on Bay of Islands to Dunedin via Queenstown.

Have loop byways to go to off main trail. These could be “add ons” afterwards.

Use rivers, lakes etc to provide alternative travel.

Connect small towns, Camping grounds, Airports, Ferry routes etc.

Have an overall theme & consistent design parameters.

Have route names, distance markers.

Come up with a fence stiles gates, entrance, Trail gateways, break points (toilets, water points (suggest minimum of one per 50km) route markers etc. Even camp sites in more remote locations.

Make use of private enterprise for not only construction but for long term tourism ventures: bike hire, luggage portage, kayak hire, accommodation, cafes etc)

At 2000km, construction rate would be around 3.8km completed per day. Note that at a budget of \$50m only allows \$25 per metre.. would see to be way off. Maybe more like \$120 + per m???

The key is setting up many (possibly 50) contracts running concurrently throughout the country. This is where the resources of the NZ Contractors Federation comes in.

Bonus would be some already completed.. just need marking, upgrading etc.

Actual physical work dived up:

Special construction of bridges (or connections to existing bridges), earthworks

Less skilled track formation,, signpost & furniture.

Surface , Maybe concrete or hotmix. Or Hoggin (Limestone mix), Metalmax or other local Materials to provide a smooth low maintenance trail. Note we are talking about rain, hills etc & it would be a waste of money to end up with a slushy track. Also probably worth looking at around 2m wide (for ease of construction & then ongoing maintenance & access). Should be

looking at access for bike tourists as well as mountain bikers.. getting bikers off the busy highways wherever possible.
Use the latest technology to plan route, & then to ensure GPS coordinates, Internet hotspots, etc are incorporated in the design, mapping & promotion.

Structure & Organisation

To achieve this rate suggest structure of small permanent (private + Government Authority). This would be the overall governing & guiding body. The Trail Authority would then work with:

Regional Authorities

Local Authorities: Note there maybe Transit Funds to tie in & upgrade existing paths.

Bike Groups's Interested Volunteer groups, Farmer groups,

On local route issues.

A number (say one per Regional Authority) of regional authorities (Could be a local Engineering Consultant) would take charge of the route through their region, letting contracts, supervision etc.

Issues:

Overview, Route, Survey, negotiations

RMA fast tracking

Legal matters

Contracts

Coordination

Labour, training supervision

Maps, Publicity, Licensing (including training) of hire operators (Protocol)

Strategy,

Work (income) for Contractors would be generated by:

Being involved in setting up Trail Authority

Bridge design, (& then ongoing supervision)

Survey

Construction of various works Important : Spreading the work around smaller companies

Key people

Government : only to iron out legal issues: keep to minimum

Institute of Surveyors for RMA, Route etc: Have resources through their members nationwide to do all this work.

Institute of Engineers: Design, etc

Contractors Federation: Have the resources through their members nation wide. Can easily take on extra labour & train **.Ready to go!**

Suggest Board of Governance (Part time say meet fortnightly & then as required):

Minister
DOC Rep
NZ Transport Rep
NZ Institute of Surveyors Rep
NZ Institute of Consulting Engineers Rep
NZ Contractors Federation Rep
NZ Farmers Rep
Bike Representative
TE Araroa Rep
NZ Tourism Rep
Local Authority Rep
Project CEO (Full time)

Meet on regular basis to run the whole operation
Full time design & overseeing : Engineering Consultant
Protocol, Design etc, Budget

Could split into a number of regions eg
North NI
Central NI
South SI
North SI
Central NI
South SI
Each with a full time permanent Manager

This Discussion Document Prepared by

*David Hick
Giles Civil Ph 09 415 8702, david@gilescivil.co.nz
March 11, 2009*

Source of ideas

The **Trans Canada Trail** is a 21,500-kilometre recreational trail winding its way through every province and territory, from the Atlantic to Pacific to Arctic Oceans. When completed, it will be the world's longest recreational trail, linking close to 1000 communities and over 33 million Canadians. Today almost 70 percent (14,500 kilometres) is developed. Thousands of people are taking to the Trail to walk, hike, cycle, ski, horseback ride, canoe and snowmobile. <http://www.tctrail.ca/thetrail.php>

The **Otago Rail Trail** (235km) accessed throughout the year, and has been specifically created for mountain bikers, walkers and horse riders. The Trail follows the old Central Otago branch railway line from Clyde to Middlemarch passing through many towns along the way.
<http://www.otagorailtrail.co.nz/>

<http://www.teararoa.org.nz/index.cfm>

Need these people on side: they did the same thing on a volunteer basis.

Rough costs, Figures, production rates etc

Distances		
Main Highways	Cape Reinga to Bluff	2150 km
Main Highways	Bay of Islands to Queenstown	1800 km
Te Araroa (NZ Walkway)	Cape Reinga to Bluff	3000 km

Say work on 2000km
Presume say 20% completed (just needs furniture)

Based on say 1km section say 2m wide finished		Qty	Rate		Amount
Survey	hrs	20	\$	100.00	\$ 2,000.00
Design	LS	1	\$	1,500.00	\$ 1,500.00
Earthworks	hrs	40	\$	200.00	\$ 8,000.00
Concrete	sm	2000	\$	55.00	\$ 110,000.00
Drainage	LS	1	\$	2,500.00	\$ 2,500.00
Furniture	LS	1	\$	250.00	\$ 250.00
Fencing	LS	1	\$	250.00	\$ 250.00
Estimated per km					\$ 124,500.00
x 2000km					\$ 249,000,000.00
cost per m					\$ 124.50

Other cost

Admin	6 people @1000000+ Travel etc	\$	1,200,000.00
Admin (One person per 6 areas)	6x100000x2years	\$	1,200,000.00
Web site		\$	100,000.00
Land	Use existing Public corridors	\$	-
Amenities: Toilets, BBQ,water etc	Say \$20,000 per 50km	\$	800,000.00
Maps & publications	(this would come back thru' sales etc)	\$	250,000.00
Subtotal			\$ 3,550,000.00
per m			\$ 1.78
Total cost per m			\$ 126.28
Total Cost			\$ 252,550,000.00
Maybe budget			\$250,000,000

Construction rate
2000km

500 working days in two years
4000 m per day

If packages of 50km were let 40 Contracts
A 50km contract would require 500m of track completed a week , every week for 2 years