



QUEENSTOWN MOUNTAIN BIKE CLUB
Trail Master Plan

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Consultation Document

(Updated February 2022)

The Queenstown Mountain Bike Club (QMTBC) was formed in 2003 with the express purpose of facilitating the development of mountain bike trails and biking areas within the Wakatipu area in a coordinated, safe and legal manner. With over 2,000 active, paid members and many more locals and visitors using the club's rapidly growing network of trails, our club has experienced exponential growth over the last 19 years.

The Queenstown biking community is full of passionate people, who throughout the years, have put an incredible amount of time and energy into developing the trail network here in Queenstown. As a result, Queenstown is on the cusp of becoming a truly iconic global biking destination which, with the right development, could generate a multitude of ongoing benefits for the wider Queenstown community in the future.

With the sport of mountain biking rapidly growing in popularity both in New Zealand and worldwide; now is the opportunity for us to develop more high-quality trails in the Wakatipu area that will enable us to host a number of top level, international events across multiple disciplines in the future. Not only will this raise the status of Queenstown as a global biking destination it will attract riders from all over New Zealand and the world to come to Queenstown to ride our trails.

We are carefully planning our future trail developments to ensure better connectivity between our current networks and we aim to build trails that will fill in the gaps we have identified as well as trails that will enable us to host world renowned, international events in the future. By using carefully considered planning and building practises, we aim to make our network more efficient and sustainable so it will minimise the impact we have on our natural environment as the interest and demand for mountain biking continues to grow.

This plan gives a snapshot of where we currently are at the start of 2022 and where we want to go. Together we have come up with an inspiring vision of the future of mountain biking in Queenstown and we look forward to sharing it with you.

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Background

When the QMTBC was formed in 2003, it had a small but active membership of around 100 people. The mountain bikers of Queenstown came together to establish a strong group of riders with a keen interest in facilitating the development of trails and areas within the Whakatipu area. By 2004 the club was already gaining international attention for its trail network including the then, ahead of it's time "Dream Track".

The establishment of the 7 Mile Recreation Area trail network, commonly known as 7 Mile was the club's first trail network. The trail network catered to a wide cross section of riders of all skill levels and became the cornerstone of mountain biking in Queenstown. It saw the beginning of the club forming a close working relationship with the Department of Conservation.

As the trail network grew, local businesses began to profit from the increased interest, and mountain bike tourism that the trails brought along. The QMTBC continued to grow and in 2010 the opening of the Skyline Gondola to bikes saw the development of further trails and businesses associated with mountain biking.

In 2011, QMTBC started volunteer digs on Wednesday nights with the construction of the B.O.B (Built on Beer) trail. Wednesday Night Digs have since become an institution, with 10 to 15 people turning up to work on trails each week. It is not uncommon for visitors to turn up the day they get off the plane in Queenstown, keen to get involved in the local riding community. Popular local trails such as Gold Digger (7 Mile Creek) , Squid Run (Queenstown Bike Park) , Salmon Run (Fernhill) and Creeky Wynders (Ben Lomond Scenic Reserve) have all been built by the Wednesday Night Dig Crew.

In 2012 QMTBC built what is now considered one of NZ's most famous mountain bike trails, 'Rude Rock' on Coronet Peak. This trail has featured in lots of mountain biking related media and has cemented our reputation as a great riding destination.

Mountain biking is a favourite recreational activity of many local people and is an increasingly important part of the town's identity. Queenstown has become a popular destination for pro riders to spend their northern hemisphere off-season, which has greatly enhanced our reputation as a global riding destination. Queenstown now has an arguably higher profile than other New Zealand destinations such as Nelson and Rotorua, which in comparison, have much larger trail networks.

What Queenstown doesn't have in size, it makes up for in quality. All the trails, their locations and styles are part of what makes mountain biking in Queenstown so iconic.

Impact of Mountain Biking in Queenstown

In 2017, at QLDC's request, QMTBC worked with Tourism Recreation Conservation (TRC) to produce a study of the economic impact of QMTBC's trails in Queenstown. The study found that:

- A total of \$64.95 million is spent by mountain bike trail users each year
- 297.2 direct jobs are generated as a result of spending by mountain bike trail users
- 38.1 indirect jobs are generated as a result of employee expenditure by those working in jobs servicing the trails visitors
- The trails generate a total of \$25.12 million in income for the Queenstown region annually.
- Of the total spend of \$64.95 million, \$60.12 million is spent by visitors to the region. This equates to approximately 2.8% of total tourism spend in the region.
- Tourists who participate in mountain biking during their visit spend ~50% more than average with a significant portion of these identified as being 'high value' visitors.

Additionally the study interviewed visiting trail users about their satisfaction levels and found that demand was greatest for more intermediate to advanced trails.

Destination Queenstown's Biking Market Development Plan:

In November 2021, Destination Queenstown released their Queenstown Biking Market Development Plan. This plan has been designed to assist the development and promotion of Queenstown as a mountain biking destination to ensure it benefits the wider community in a cohesive and coordinated way. In this plan, their vision is: *'Queenstown is the southern hemisphere's premiere biking destination that biking visitors from New Zealand and around the world aspire to visit'*.

In their report they highlighted:

- The biking market has the potential to provide significant year-round benefits for the wider Queenstown community across the four wellbeing categories - economic, social, environmental and cultural.
- Mountain biking positively aligns with both the Queenstown community and the visitor experience on offer.

- The popularity of mountain biking in recent years has exploded worldwide and is expected to grow at approximately 10% CAGR (Category Average Growth Rate) from 2020 to 2027.
- Mountain biking appeals to a widening demographic with more female and young riders taking up the sport. With the introduction of e-bikes, older riders are participating more as well.
- Participation trends captured from Sport NZ in 2019 shows that across NZ, about 10.2% of the population or the equivalent 500,000 kiwi's are interested in biking.

Trail Usage: Recent statistics

The QMTBC have recently built two new progressive flow/jump lines, McNearly Gnarly in Fernhill Bike Park and in collaboration with the Queenstown Trails Trust, we built Hot Rod on Coronet Peak.

McNearly Gnarly was built in 2019 to satisfy a gap in the trail network of intermediate and achievable jumpstyle trails. The immediate and continued popularity of the trail showed that there is huge demand for progressive riding locally and it has enabled our expanding population of both young and intermediate level riders to learn to jump in a safe and progressive manner. When Hot Rod opened in 2020, we were once again blown away by how popular it instantly became; especially when taking into consideration the lack of international visitors riding our trails at the time!

*On each trail we gathered data using our lap counter, which was set up on each trail for the period specified below.



Our Current Trails

QMTBC has a small yet excellent trail network. We have trails in diverse ecosystems, from high country tussock, to beech forest, mixed native bush, and exotic conifer forest. On a global level, the trail network is small. MTB destinations of a similar or even lower profile than Queenstown often have much more extensive trail networks.

Our network broadly consists of the following:

7 Mile Scenic Reserve (7 Mile)

Accessed from either Wilson Bay or 7 Mile car park, this area contains a number of trails that cater for a wide cross section of abilities and styles. The network is relatively small but is a favourite of many local riders with its mix of jumps and technical tracks. The new Buck Land Track, which opened in October 2021, was built by a group of passionate volunteers over a period of a year. It offers a technical wooden course of narrow rails, drops and features that cater to all abilities and levels. Open year round, 7 Mile provides great riding in any weather due to the forest canopy provided by the thirsty conifer trees in the reserve.

Fernhill Bike Park and the Upper Ben Lomond Scenic Reserve

The management of the Fernhill Loop was undertaken by the QMTBC in 2012. This was in response to the landowners abandoning the trail. The club saw the trail as a community asset needing protection and management. The trail is now the centrepiece of a wider network allowing riders a long and sustained riding opportunity direct from downtown Queenstown.

This area currently caters to intermediate and above skilled riders, and trails in this area have been described as some of the best in the world. Using the gondola to avoid the first 450 vertical metres of climbing allows for 'good value' rides, where you still do a reasonable amount of climbing, but are rewarded with an even longer descent for your efforts.

In 2019, QMTBC completed an upgrade of the lower part of the Fernhill Loop and constructed a hugely popular intermediate flow/jump trail, McNearly Gnarly in the area above Wynyard Jump Park. Club volunteers have also extended a single track descent to give advanced riders the option to bypass the jumps when returning to town from the Fernhill Loop and Salmon Run trails. Volunteers have also completed Creeky Wynders, an extension of Lower Missing Link to the originally planned finishing point on the Fernhill Loop.

Wynyard Jump Park

In December 2020, QMTBC finished a huge upgrade project of the then 17 year old Wynyard Jump Park. With almost a complete rebuild to update the style of the jumps to current standards and improve the rhythm, flow and safety of all the lines within the park, we have seen a huge increase in usage and have had very positive feedback from our community. QMTBC followed this project with building a climb from One Mile walking track up to Wynyard Jump Park. This climb will also provide a suitable connection for residents of Fernhill, who wish to ride to and from home without needing to navigate the current steep gravel dual-use path.

Ben Lomond Scenic Reserve (Queenstown Bike park)

QMTBC has been involved in the development of trails within the bounds of the Queenstown Bike Park. These trails are accessible by either pedal power up the steep access road or by gondola uplift during the operational season. With a 450m vertical descent and a range of flow, jump and technical trails it caters for a wide range of experience levels and styles but in general, it is primarily catered towards more experienced riders. In March 2019, QMTBC completed Squid Run, an advanced singletrack trail around the perimeter of the bike park. This trail continues to be very popular in all seasons and holds up very well as a winter wet weather trail. During winter 2021, QMTBC performed a huge upgrade of the tracks in the Queenstown Bike Park to bring them up to a higher standard and the trails are now riding better than ever.

Coronet Peak

The Rude Rock trail was a major enhancement to the existing trails on Coronet Peak. This trail has been a major drawcard, with riders from overseas and around NZ travelling far and wide to experience it. Catering to all but the most beginner rider, the trail is celebrated by all who ride it. A bucket list trail.

Other options from Rude Rock include a descent down to the historic Skippers Pack Track, via a link built by QMTBC and upgraded in 2021 called Pack, Track & Sack. This allows riders to enjoy a long flowing descent into Skippers Canyon and stop off and investigate old miners' huts and relics. The Skippers Pack Track along with Zoot track that descends from Skipper Saddle have been popular with mountain bikers since the 1990s.

Additionally, a link trail from Coronet Peak to Arrowtown has been established. "Corotown" riders usually finish their day with a cold beer and hearty meal in one of Arrowtowns fine pubs. Two descents built by NZSki in the mid 2000's, the

imaginatively named Coronet DH and Coronet XC, remain popular, particularly the XC track which can be ridden in either direction.

In 2019, the Queenstown Trails Trust and SOHO Properties collaboratively built the Coronet Face Water Race Trail that provides a very scenic and more mellow route to the Bush Creek Track (as an alternative to Corotown). In 2020, QMTBC and the Queenstown Trails Trust built the hugely popular breakout descent trail, Hot Rod; with its flowy corners and jumps it became an instant hit with locals and visitors alike.

In December 2021, Coronet Peak opened 'The Tip', a new flow style trail that starts at the top of Coronet Express Chairlift and feeds down into the top of the existing Rude Rock trail. This is a really exciting addition as it enables a 1200m descent track from top of Coronet peak to the valley floor. By linking The Tip, Rude Rock, Coronet Water Race Connector Track and Hot Rod, it's thought to be one of the longest vertical metre descents in New Zealand.

Gorge Road Jump Park

First established in 2010, Gorge Road Jump Park is one of the world's best jump parks for BMX and hardtail bikes. Catering to those who want a little more air under their wheels, riders have no end of options from learning to jump to 'pro' lines for experts only. Featured in films and media since its inception, "Gorge" had become a jumping mecca for riders.

With the Licence To Occupy expiring, Gorge Road was scheduled to be permanently closed in June 2021. A last minute intervention from the local biking community and generous support from Rod Drury meant the park was saved. Since then, the park has been under construction while they worked to install a long term, effective drainage system and it has been rebuilt with several new progression lines to cater for riders with a wider range of skill levels.

Kerry Drive Pump Track

Recently opened in December 2021, Kerry Drive is one of the newest additions to the network. Originally planned as the replacement area for Gorge Road, Kerry Drive has an exciting new dual pump track to suit all skill levels as well as a large parking space and public bathrooms. It has become a great venue for events and has proven to be extremely popular with younger riders and family groups.

Why Do We Need More Trails?

We have a relatively small trail network, albeit one with some very good riding. While not as important as quality, it is key to have a good quantity of trails. People don't want to ride the same trails over and over again. Mountain bikers are always looking for a new trail to master, a new view to behold or a new perspective on familiar territory. This is especially true of mountain bikers who are travelling to ride; visitors are unlikely to return to ride the same trails again when they could go elsewhere to ride all new trails. As mountain biking in the region continues to grow in popularity, more trails are needed to spread riders out to allow a sense of space and solitude. This is particularly important for longer back country trails.

Our existing trail network is very disconnected. The main riding areas of 7 Mile, Ben Lomond and Coronet Peak are situated on islands of public land in a sea of leasehold. By cooperating with land owners, these areas could be connected by relatively short trails. Connecting trails offer very good 'bang for your buck' as they instantly enable much longer rides than the distance they cover. Connecting the disparate parts of our network will give a sense of cohesion across the network, and like the climb into Wynyard Bike Park, and the wider Fernhill area, provide an opportunity to travel to and from town / the workplace by bike instead of car.

Queenstown has world class mountain biking descents and famous jumps that attract bikers from around the world, but is lacking when it comes to some types of riding. Globally, cross country (XC) has been the most popular mountain biking discipline¹. XC riding is less about long descents and more about undulating terrain with speed coming from pedalling, not gravity and Queenstown has little of this type of riding.

There are no few multi-day adventure rides in our region. This type of riding is a major attraction for people who travel to ride and there are many possible routes in our region that would make for excellent multi-day adventure rides.

While it will be good to broaden the type of riding available around Queenstown, it's important that we continue to build on our strengths. We have fantastic mountainous terrain with great views and our very best trails will always be those that take advantage of both of these.

A great opportunity arising from further developing our trail network is that it will give us the ability to host international biking events across multiple disciplines.

¹ Secondary Research –Mountain Biking Market Profiles, IMBA Canada 2010, Retrieved 19/3/2018
http://webcache.googleusercontent.com/search?q=cache:aD_RW4tsRwAJ:www.imbacanada.com/sites/default/files/Mountain-Biking_Market-Profiles.pdf+&cd=16&hl=en&ct=clnk&gl=nz

By building trails that can facilitate World Cup Events, Enduro World Series events and Crankworx events, we can further boost Queenstown's reputation as a world class, international biking destination. This would attract more riders from NZ and across the world to come and ride our trails.

For example, there are multiple disciplines relating to international World Cup Events. They include downhill races (DH), Cross Country Olympic races (XCO) and Cross Country Short Circuit (XCC) races. Enduro World Series events are also a major focus for us when planning our future trail network as the EWS is a global race series that showcases some of the best riding locations around the world. EWS races consist of one or two days of enduro style racing where competitors are timed on multiple technical descending stages and ride between them on untimed liaison stages. The type of tracks used in the EWS are the kind that Queenstown excels at, but we would need several more long expert level descents to hold such an event. For a two day EWS event the *minimum* total special stage time for the fastest rider is 40 minutes², so we would need 8 descents that the fastest riders in the world would need more than 5 minutes to get down at a minimum.

High profile amateur events such as the Trans NZ Enduro showcase our area to some extent, but the EWS is another level in terms of both audience and the trails required.

Over the last couple of summers, we have seen a huge appetite to organise and participate in races from our wider community. QMTBC have hosted multiple successful events over the last couple of seasons, including a downhill series in the Queenstown Bike Park, a three race series in collaboration with Coronet Peak, an enduro in 7 Mile and Queenstown's first Women's Enduro. These events are really important to QMTBC to raise our profile, build community engagement and prove that we can deliver events of a high calibre. This is largely due to the quality of the trails we have to offer. We definitely want this level of thirst for events to continue and grow for years to come; in order to benefit our local residents, visitors, wider community and NZ in the future.

² Enduro World Series Rule Book - Race Format, Retrieved 19/5/2018 <http://www.enduroworldseries.com/rule-book/>

Challenges We Face

The QMTBC faces several challenges over the next few years. As Queenstown's population grows and visitor numbers increase, QMTBC, like many in our community, have to cope with the increase in demand for our services - in our case - safe, high quality, well maintained trails. In addition to this pressure to expand, we expect to encounter some specific threats to the progress of mountain biking development in Queenstown.

7 Mile Scenic Reserve - Wilding Pine Control

As noted earlier, the 7 Mile Scenic Reserve is a cornerstone of many rides for locals and visitors alike. The trails in 7 Mile are located in a mixture of exotic and native forest. The land is managed by the Department of Conservation. As part of the battle against wilding pine seeding DoC has decided that the pine trees need to be removed to eradicate a prominent seed source.

This logging will cause damage to trails, remove the 'rideable in all weather' nature of the network and create erosion issues. The loss of amenity will have numerous problems:

1. Loss of trail network
2. Loss of economy for mountain bike related businesses in town; rental, retail, tours, etc
3. Increased usage of other trails, creating maintenance issues.

QMTBC are actively working alongside the Wakatipu Wilding Conifer Control Group (WCG), DoC and QLDC to ensure that a staged plan several years long is established for the felling and replanting of this area so that external funding can be sourced and QMTBC are able to manage the impacts on the trail network as far as is reasonable. Below is a draft plan of the felling which aimed to operate in 7 stages (as numbered in the image below) over a 7 year period.

There is a great deal of work for the club in this. The cost of trail reinstatement and re-build is difficult to estimate. Budgets to rebuild the trail network to its current size and quality could extend to \$500,000. The manner in which the logging is carried out will largely dictate the final cost of the project.

A possible silver lining to the logging of these trees could be the opportunity to build an Upper 7 Mile zone if the upper section of the reserve is logged, and the lower section felled at a later date, or only thinned. The amenity of the area will be greatly

increased as native bush is established, although it will be decades before a beech canopy can develop to provide the wet weather riding we have today.



Maintenance

An increasing mountain bike population with a limited trail network leads to a higher concentration of traffic on trails and increasing wear and tear. Overuse has become a problem of some of our most popular trails, with corrugations known as braking bumps becoming a common problem. Spreading riders out over a greater number of trails would help alleviate this.

Maintenance is still required on less heavily trafficked trails, but mostly consists of clearing deadfall, trimming vegetation, clearing leaf and pine debris, addressing drainage issues where they arise and ensuring that our trails are safe to ride at all times, with small modifications and adjustments to outdated building techniques when required.

For the past few years, QMTBC has engaged a contractor to be available for maintenance without a separate contract for each piece of work. This approach has worked well but with our growing trail network we will need to develop a strategy to ensure the maintenance gets done across our widening network in a timely and efficient manner and at the best times of the year for the specific trail. We have found

that new trails typically need more maintenance in the first few years, but become more resilient to traffic and weather after a few years of settling in.

Where possible, the club has chosen long term fixes to problem sections of trail. This approach can be expensive in the short term; but even in the short term, it gives a better experience to trail users and saves money in the long term.

Examples of these long term fixes include the rerouting of the 'Face Melter' straight on Rude Rock. This notorious section of the trail was prone to braking bumps, the rerouted section of trail has more corners, uses the terrain more effectively and extends the length of the trail, and will not suffer from braking bumps. Another example is a boggy section of Beeched As that was altered to include large grade reversals so there is no flat area for water to pool. Not only is this once boggy section now dry and firm, but the new swoopy section of trail is also more fun to ride.

For our current network of trails an annual maintenance budget of \$70,000 is no longer sufficient. This budget will continue to grow as we add more trails to the network, but expect the average cost per metre to decrease as our network grows.

Land Access

Getting permission to build trails along with obtaining the funding to do so is the primary challenge the club faces. While it can take a long time, both QLDC and DoC are generally supportive of the club building trails on public land. However, the majority of the hills and mountains around the basin are leasehold land, and this means getting permission for trails is entirely dependent on the lease holder. This can be frustrating when all that stands between linking up disparate riding areas is seemingly unproductive leasehold land that the club cannot get permission to build a trail on.

QMTBC feel we have been left out of tenure review discussions in the past. In particular we are disappointed that the proposed Moonlight Trail through Mt Crichton\ Station will not be open to bikes. In the future QMTBC intends to seek the support of QLDC and agencies such as DoC and the Walking Access Commission should any land in the basin come up for tenure review.

QMTBC can improve its relationship with land managers by promptly following through with obligations like providing GPS coordinates of final trails and evidence of revegetation when required, and addressing issues such as rider/walker conflict if they arise.

E-Bikes

E-bikes are rapidly growing in popularity, this presents benefits and challenges for the mountain biking community. E-bikes extend the ability to participate in mountain biking to those who would not otherwise be able to. Any car or public transport journey replaced by a bike ride is a good thing, and e-bikers may be more likely to do so than traditional cyclists. E-bikes allow longer rides for the same effort as traditional mountain bikes, and can make unclimbable trails climbable.

This new-found climbing ability may encourage some riders to take shortcuts resulting in braiding of climbing trails. Promotion of trail etiquette and signs asking riders to “keep singletrack single” may be required to counter this. Some traditional mountain bikers view e-bikes as cheating and oppose their use on trails, the QMTBC committee does not support this view and believe our trails should be open to all.

The increase in trails ridden in the same amount of time means that the maintenance burden per rider will be greater for e-bikes. As the proportion of e-bikes increases demand will grow for longer, more physically demanding rides with more elevation gain/loss. Building more long rides will be important for Queenstown to remain a premier MTB destination in the future.

Impacts of Mountain Biking

As mountain biking increases in popularity care must be taken to manage the impacts. QMTBC can play a role in educating riders about trail etiquette, promoting respect for trails and other trail users. There are certain areas in the trail network that have the potential to be conflict hotspots that are popular with both walkers and bikers.

One such area is Upper Missing Link where the mountain bike trail crosses the Ben Lomond Track. Some walkers walk up the bike track, and some bikers don't slow down for walkers. In this specific case, missing signage needs to be replaced. Signage to inform riders as they leave Queenstown Bike Park that a change in mentality is required when riding trails outside the bike park could also be effective. QMTBC can continue to promote rider etiquette on our website and social media pages.

QMTBC could also do more to promote the idea that it is important to keep to the trail to avoid braiding and widening of the trail.

Avenues for Funding

QMTBC is a volunteer organisation with one contracted Administration assistant, working 16 hours a week on a variety of tasks. The Club has a committee group of eight dedicated persons who volunteer their time to organise and run the club. There is also a small pool of volunteers who help us organise races, attend Wednesday dig nights, help deliver various activities and are a huge attribute to the club.

While the club does as much as it can with volunteer labour and donated or discounted equipment and materials, building and maintaining a world class trail network does cost an increasing amount of money. The club has the following existing and potential avenues for raising money.

Rod Drury

Rod's Drury's incredibly generous support towards the biking industry here in Queenstown has given QMTBC access to funds we wouldn't have ever dreamed of having in the past. Rod has donated over \$1m to date and pledged to donate a further \$2 Million to raise the standing of the Queenstown Lakes region as a world-class biking destination. With this funding, we are working towards raising the overall level of biking in Queenstown by developing new trails and infrastructure and upgrading our existing network to a much higher standard.

QMTBC are currently heavily reliant on this fund, but are aware that in the future this fund will run out and we will need to obtain funding from other sources to ensure we are able to properly maintain our network at a world-class level.

Memberships

QMTBC's current annual membership prices are \$40 for an adult, \$25 for a junior, \$80 for a family; (2 adults & 4 juniors). In September 2022, we will be raising the price of our club memberships to \$50 for adults, \$30 for juniors and \$100 for family memberships to provide the club with additional funds for future trail maintenance. We currently have over 2,000 active, paid members and our goal is to work towards getting this to 3,000.

To achieve this, the committee needs to continue to educate local mountain bikers on the important work QMTBC does building and maintaining trails. We have also worked hard to improve communication via Facebook and Instagram and our newsletter to engage and attract new members, both residents and visitors alike to increase revenue. We will also be introducing a short term 'visitor membership' and a 'trail donation' option that makes it easier for visitors to support the club financially.

Mobile App

We took the initiative to build a membership mobile app and this has proven to be of huge benefit and something that other MTB clubs across NZ see the value in. The app has simplified the process for members to join and renew their membership, which has in turn significantly reduced administrative burden from volunteers. Via this app, we have a direct communication channel with which to promote, advise and engage with our members. Over 50 local businesses have jumped on board to support our members by offering discounts and special deals via this efficient and effective platform. This in turn has made membership with QMTBC more attractive to potential members.

Merchandise

QMTBC raises a portion of our revenue through the sale of merchandise. This has the added benefit of acting as advertising for the club to hopefully drive memberships as well.

- In local bike shops we sell trail maps and stickers to locals and visitors.
- T-shirts, caps, sweatshirts and riding apparel, sold internationally via our online store on the QMTBC website and locally in bike shops.
- We also sell merchandise specifically related to certain fundraisers.

Grants

In early 2019, QMTBC registered as a charity, enabling us to access more pools of funding throughout NZ. QMTBC regularly investigates what grants are available and submits applications to the ones that apply to specific projects we have at the time. The major limiting factor we have is there are not many grants that support maintenance of existing trails, most of them only are applicable to new builds or new infrastructure. Therefore, going forward we may struggle to obtain grants as the rate of building new trails and infrastructure begins to slow down and our focus switches more towards maintenance of existing trails and infrastructure.

Events

In 2017 the club invested in an automated timing system. This has made it much easier to run races and the club has been able to organise several successful events this summer on short notice. We are re-negotiating our licence agreement with DOC to include a provision for running events without requiring further permission. This

will further simplify event organisation and lead to more events. Additionally the timing system has been rented to other event organisers for \$500 per day.

Atlas Beer Cafe continues to run biannual fundraising parties on behalf of the club. These have typically each raised 5 figure sums for the club. Atlas has obtained resource consent to continue to hold these parties until at least 2021 and intend to do so indefinitely.

In summer 2020/21, QMTBC have worked really hard through many, many volunteer hours to hold more events (enduro races, DH races, a film festival) that enrich our community and raise our profile. To do this, we have a dedicated volunteer base and the administration assistant working behind the scenes on logistics and promotion. We have partnered with local businesses, such as NZSki and Vertigo Bikes and Skyline to ensure that these races are run as fundraisers for QMTBC, and whilst we endeavour to make these events profitable, there are inevitably costs to running events.

Corporate Sponsorship

Currently, local businesses can sponsor us in return for advertising on trail maps and signs and at events. The QMTBC is in the process of developing formal Corporate Sponsorship Packages that we aim to launch in May 2022. The aim of these packages are to get larger corporate sponsors on board to support with Platinum, Gold, Silver and Bronze level sponsorship. All funds from these sponsorships will be put towards growing and maintaining our trail network.

Donations

We are working through the idea of having donation QR codes at popular locations across our network to help encourage riders and especially those who are not members to donate to the club while they are out riding.

We also have donation boxes in bike shops, at trail side, and at the airport so departing visitors can unburden themselves of New Zealand currency. Since registering as a charity, donations for the club are now tax deductible.

Maintenance Agreement

QMTBC is in the process of creating a maintenance agreement with Skyline Queenstown and QLDC in relation to the ongoing maintenance of the Queenstown Bike Park. In this agreement each party will contribute funds towards the ongoing maintenance of the park.

QLDC Funding

QMTBC is the largest sports club in Queenstown with over 2,000 paying members; a small proportion of people that actually use the public trails. As we have established there is a massive economic benefit to mountain biking in Queenstown and as the Adventure Capital of the world we believe it is in the town's best interest to support the club financially. QMTBC already works closely with the council for land access and is appealing to the council to help with further funds to maintain our network and for funding to build more facilities on council land.

Crowdfunding Campaigns

Crowdfunding is an unexplored avenue for funding for QMTBC. Nelson Mountain Bike Club has run successful campaigns and were forthcoming with advice for us. NMTBC had a big social media push led by a high profile local athlete. Queenstown has no shortage of high profile riders and members and attracts many international athletes for their off season so we are well positioned for this. They also suggested we choose a trail that appeals to a wide range of users and is an exciting prospect.

We will however need to be careful not to exhaust the public's goodwill and will probably only be able to run such a campaign every year or even two, so this will not be a solution for every trail.

The Future

Our Goals

Queenstown Mountain Bike Club has identified the following strategic goals to guide development of mountain biking in Queenstown.

1. Build on our strengths to expand our trail network to further raise our profile so we can appeal to and attract all levels of riders from New Zealand and around the world.
2. Broaden our network to cater to all mountain biking disciplines to engage a greater portion of the local community.
3. Connect our riding areas into a cohesive trail network to reduce the need for vehicle trips to access trails and facilitate longer rides.
4. Provide facilities capable of hosting international events and suitable for use by professional athletes across the major disciplines of mountain biking.

Strategies

The following strategies have been devised to help us achieve the above goals.

1. Extend existing high quality descents.

Queenstown has some excellent descents, some of which have become internationally renowned, many of these have the potential to be made longer. It is preferable to make an existing trail longer than to build a similar separate trail of the same length. We have recently been able to extend Rude Rock with The Tip and future potential candidates for extension are Hot Rod, Salmon Run and many of the trails at 7 Mile.

Goals contributed to 1, 2.

2. Make use of infrastructure to provide more 'good value' rides.

Like much of Europe but unlike much of New Zealand, we are lucky to have high mountain roads and gondola infrastructure. This allows us to create rides that have more descending than climbing, this also creates opportunities for businesses to provide shuttle services between either end of trails. QMTBC

should aim to build trails that begin in areas such as Coronet Peak, Remarkables, Ben Lomond and the Crown Range and end on the valley floor.

Goals contributed to 1.

3. Make use of terrain and views unique to Queenstown.

We have mountains and scenic vistas, this is what makes Queenstown such a good place for mountain bike trails. We should take advantage of this! One obvious yet untapped trail location is the Remarkables and the most famous ridge in Queenstown.

Goals contributed to 1, 2.

4. Link existing trails to allow them to be ridden as part of longer rides or included in smaller loops.

Linking up existing trails is the most efficient way to build longer rides. Connecting our different riding areas will create a feeling of cohesion across the network.

Goals contributed to 1, 2, 3.

5. Continue to provide a steady stream of new technical trails so riders constantly have a new challenge to master.

Mastering a new trail is one of the most satisfying experiences for mountain bikers. Regularly introducing new technical trails is important for the development of improving riders. More of these types of trails will be required to hold an EWS event, and fresh trails would be required past this point for Queenstown to become a regular stop.

Goals contributed to 1, 4.

6. Use the many water races around the district to form the backbone of a longer distance network.

In many parts of the world the majority of mountain bike trails are made up of ancient disused walking tracks that have been reclaimed for use by mountain bikers. While we don't have ancient walking trails, we do have many disused water races. These can be easily reclaimed for use as mountain bike trails, that cover large horizontal distances. Many of these are situated appropriately for linking our riding areas.

Goals contributed to 2, 3.

7. Build unique trails with a distinct flavour.

Flow trails in particular can fall into the trap of being quite similar to each other, this is particularly true in open terrain. Thought needs to be given to how to make each trail of this type unique to avoid building the same trail over and over again.

Goals contributed to 1, 2.

8. Continue to provide and expand world class dirt jump and freeride facilities catering to riders ranging from beginners to professional athletes.

A large part of Queenstown's reputation as a mountain bike destination comes from professional athletes showcasing areas like Gorge Road Jump Park and the Dream Track. It is important to the club that we continue to provide world class facilities such as these.

Goals contributed to 1, 4.

9. Maintain existing trails to a high standard, opting for permanent fixes over temporary repairs.

While permanent fixes to maintenance issues are more expensive initially, they reduce long term maintenance cost, and improve the experiences of trail users.

Goals contributed to 1, 2, 4.

10. Work with partner organisations, such as the Queenstown Trails Trust, to secure funding and land access.

The Queenstown Trails Trust (QTT) has a lot of experience negotiating access with landowners and raising funds for large projects. QMTBC should cooperate with the QTT whenever our interests align.

Goals contributed to 1, 2, 3, 4.

Future Trail Development

The section below outlines QMTBC's vision of mountain bike trail development in Queenstown. The proposed trails are just that, proposed. Permission has not been sought for the majority of these trails and we are not guaranteed to obtain permission for all of them.

For a full list of future trails please refer to QMTBC master trail plan spreadsheet.

7 Mile

Two upcoming events will spur further trail development at 7 Mile, the felling of conifer trees, and the construction of a trail extending the Sunshine Bay Track to 7 Mile or possibly even further to the 12 Mile Delta.

As stated in the challenges section above, ideally the top section of trees on the north side of the reserve will be felled first. This will allow an extension of the climbing trail to open up approximately another 80m vertical of trail. This will allow the three major flow trails (Kachong, Gravitron, and Jack be Nimble) on the north side of the reserve to be extended. These three trails have unique character (fast and flowy, lots of switchback berms, lots of jumps) and that would be continued in their extensions. There will also be space for two to three new trails in this area.

A trail extending the Sunshine Bay Track to 7 Mile would either require the DOC track climb to be made easier or a trail around the edge of the lake to Wilson's Bay, either way returning from lake level at the eastern end of the riding area would be made easier. There is unused space at the east end of the reserve and there is potential to build trails from the new high point down to the lake, as well as extending existing trails down to this level.

Having a bike trail from town to 7 Mile would mean the many tourists who rent bikes and ride out to 7 Mile would not have to do so on a busy, windy road, and many locals would choose to ride out this way rather than driving their cars.

There is also potential for a dedicated descent in 7 mile creek, the same gully as the Gold Digger trail. This would make for a nicely contained loop and would safely separate climbing and descending riders.

Fernhill Bike Park & Upper Ben Lomond Scenic Reserve

(This section covers all the land area of Fernhill and the Ben Lomond Reserve except for the Queenstown Bike Park which will be covered in its own section further below.)

The QMTBC have identified that there are no trails close to town with easy climbs and multiple descent options that make riding areas like 7 Mile so popular. The Fernhill Bike Park (FBP) is an ideal location to provide a great set of trails that satisfies this demand for riders who are short on time and/or don't have access to transport to go further afield.

Fernhill Bike Park

In 2020 QMTBC signed an MOU with QLDC to create what will be the FBP. The QMTBC has been in discussion with QLDC regarding the area of land above the Wynyard Jump Park (Wynyard) which has the Fernhill Loop Track (FLT) running through it. There have also been discussions around the area of native bush at the head of the One Mile Creek.

Under construction by the volunteer Wednesday Night Dig Crew is a link between the Queenstown Bike Park and Wynyard that will be fully rideable (unlike the current walking trail option).

QMTBC proposes a number of new descent trails in the area to cater to riders of all skill levels; as well as a new One Mile Climb from town and two to three linking climbs between existing trails to help access these descents without relying on the use of the gondola or the steep access road. The trails we want to add here will offer good value for effort as we will have connected trails to form loops that can be ridden in many ways. This will leave us well positioned to expand this trail network east into Horn Creek and towards Arthurs Point, and west across Fernhill toward Gold Digger and 7 Mile.

These new trails are shown on the following maps and include:

- McGazza Blue (intermediate) Trail from the McGazza table down to the top of McNearly Gnarly. This would provide an alternative intermediate downhill trail that is separate from the FLT. This trail will help separate downhill riders from the traffic on the FLT from walkers and other riders coming up the hill. Application for this is currently in for approval with QLDC, we have received approval from both related IWI parties.
- Wynyard Upper Link will provide a connection from the top of McNearly Gnarly to the halfway point in the Queenstown Bike Park. Application is currently in for approval with QLDC.

- Additional linking trails between Beeched As and the Fernhill Loop Track as well as a new enduro trail that would link the Wynyard Upper Link with near the top of the Fernhill Loop Track
- One Mile Climb Track from town. This would start near the old One Mile Power House and would climb up to join into the Town Link Track up near the top of Thompson Street. This trail would provide a great alternative access from town to the Wynyard Bike Park.

A trail network of this range would cost approximately \$150,000 to establish and an ongoing cost of \$5,000 - \$10,000 per annum to maintain. The club has a dedicated and enthusiastic group of volunteers, who would work on construction of some trails in this area.

The QMTBC has further identified an opportunity for a swing bridge (Skybridge) to be installed over the One Mile Creek on the Fernhill Loop Track:

- This Skybridge would provide easy access moving over the creek for both bikers and walkers and would better connect the Wynyard Jump Park to the mid way point of the Queenstown Bike Park.

This is estimated to cost up \$100,000 for installation.

Ben Lomond Scenic Reserve, Bowen Peak & Beyond

Beyond Fernhill Bike Park, trail development on these hills so close to town will continue. This hill is not only central to Queenstown, but is centrally located between 7 Mile and Coronet Peak. Our future ideas for this area are:

- With cooperation from the landowner we could build a traversing trail across Fernhill that could lead into new trails going down into 5 mile creek and the Arawhata area.
- Build a Pylon Link Trail that connects Gorge Road to the bottom of the Gondola by further developing the existing pylon access track that runs across the bottom of the Ben Lomond Reserve.
- Build an enduro trail off the existing Missing Link trail that will then feed down into the Horn Creek Area and join up to the new Pylon Link Trail, which would take riders back to the bottom of the Gondola. There is also potential to build expert downhill lines in the steeper sections of the Horn creek area which could again join into the Pylon Link track.
- Build an Epic Ridge trail off the existing missing link trail that would follow the broad ridge back down to the top of the Gondola.

The trails down the Horn Creek area and Five Mile Creek/Arawhata area would be descents worthy of becoming EWS stages and the riding in these areas would be

suitable for winter conditions and would utilise large faces with massive potential. These areas are also targeted for wilding pine felling and conservation work and further trail development in these areas would make access easier for future wilding pine and conservation work.

Another idea is to create a link from Ben Lomond to the Moonlight Track via a waterrace above Gorge Rd. This would not only complete the loop around Bowen Peak, but also go a long way to linking the Ben Lomond trails to Coronet Peak. The linking to Coronet Peak would be completed by a trail from the Edith Cavell bridge into the Atley Terrace Track.

Queenstown Hill Recreation Reserve

The Queenstown Recreation Reserve is an area we haven't fully explored but we have identified a couple of opportunities in the area. They are:

- Future expansion and development of the existing Kerry Drive Pump Track (further info on this below).
- High level Frankton Link using the existing power line access road that runs along the side of Queenstown Hill above the residential areas.
- With cooperation from the Queenstown Hill Land owner there could be future opportunities to develop biking tracks that start higher up on Queenstown Hill and feed down into the Queenstown Hill Recreation Reserve area.

Kerry Drive Pump Track:

In December 2021 we opened the new Pump Track at Kerry Drive. It is a fantastic facility for future progression riding, young rider events and larger scale events with it's large off street parking area and public toilet facilities. We aim to further develop this site by increasing the riding area with additional slopestyle lines and a dual slalom track.

To help increase the track's longevity we are also looking at potentially asphaltting the pump track in the future.

Holy Trail Area:

This area contains a series of unofficial downhill trails built within the pine forest that used to exit through the Church on Hallenstein Street, but now it's blocked off at the bottom with private land. There is one climbing trail that riders can use to get back out.

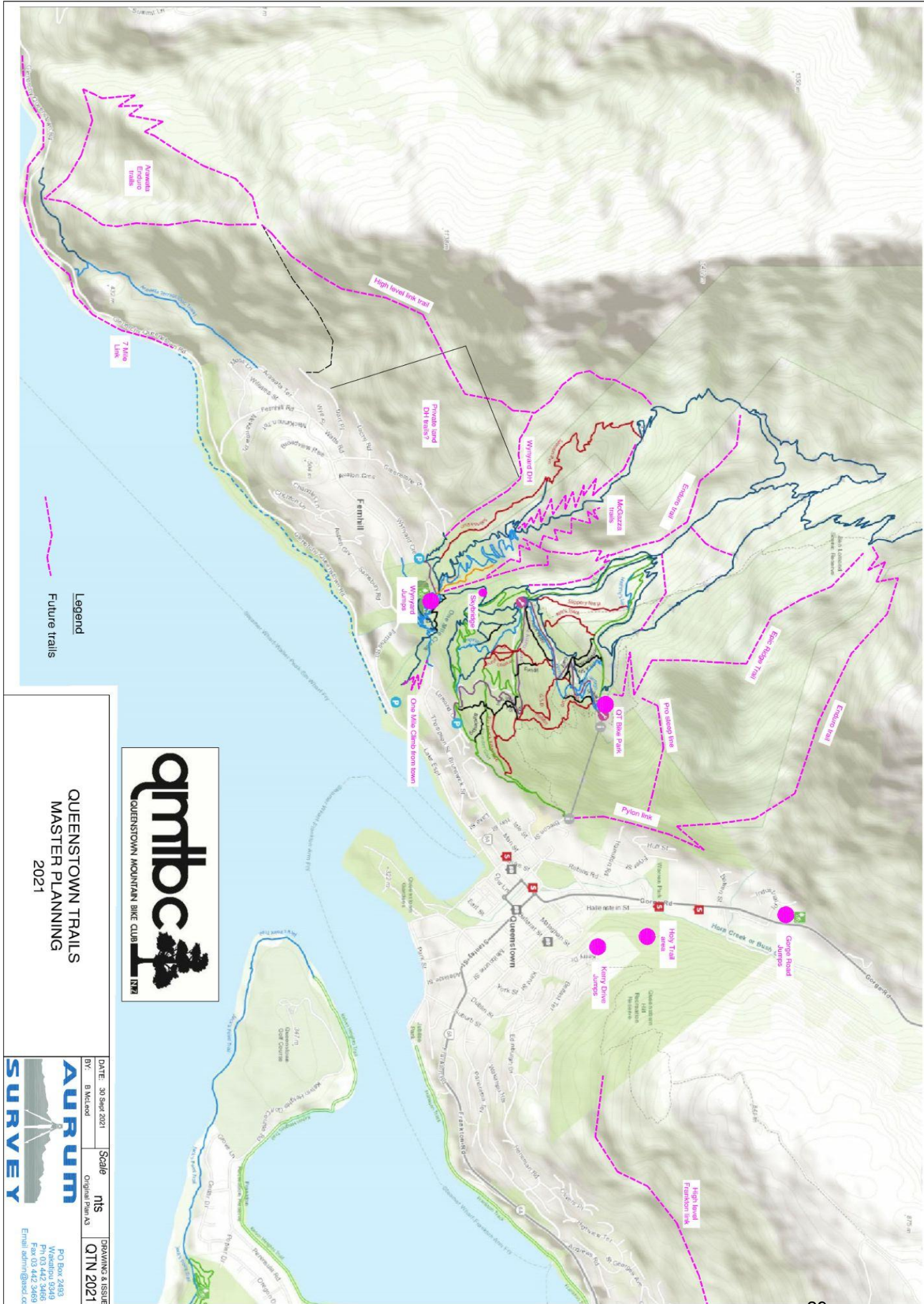
There's potential to improve the climb trail and tidy up the pirate trails to form legitimate tracks in the future. All these tracks are built in the pine forest which is

scheduled to be felled so future work on this area would start once the trees have been removed.

High Level Frankton Link:

Another opportunity for us is to build a high level link above the residential areas along the side of Queenstown Hill to give riders a connection from Frankton all the way to the Queenstown Hill Recreation reserve. With permission from the land owner we could look at legitimising some of the unofficial trails that feed off Queenstown Hill and join onto the new link track.

The following map visually outlines in pink all the trails and areas stated above:



Legend
 Future trails



QUEENSTOWN TRAILS
 MASTER PLANNING
 2021

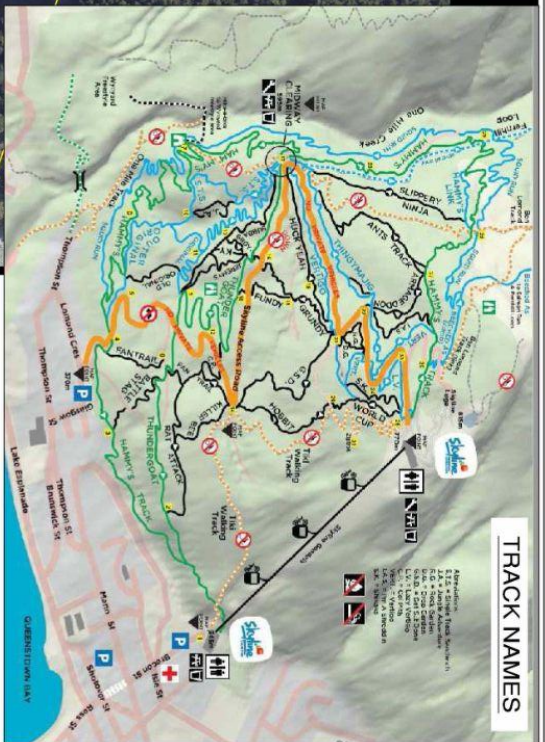
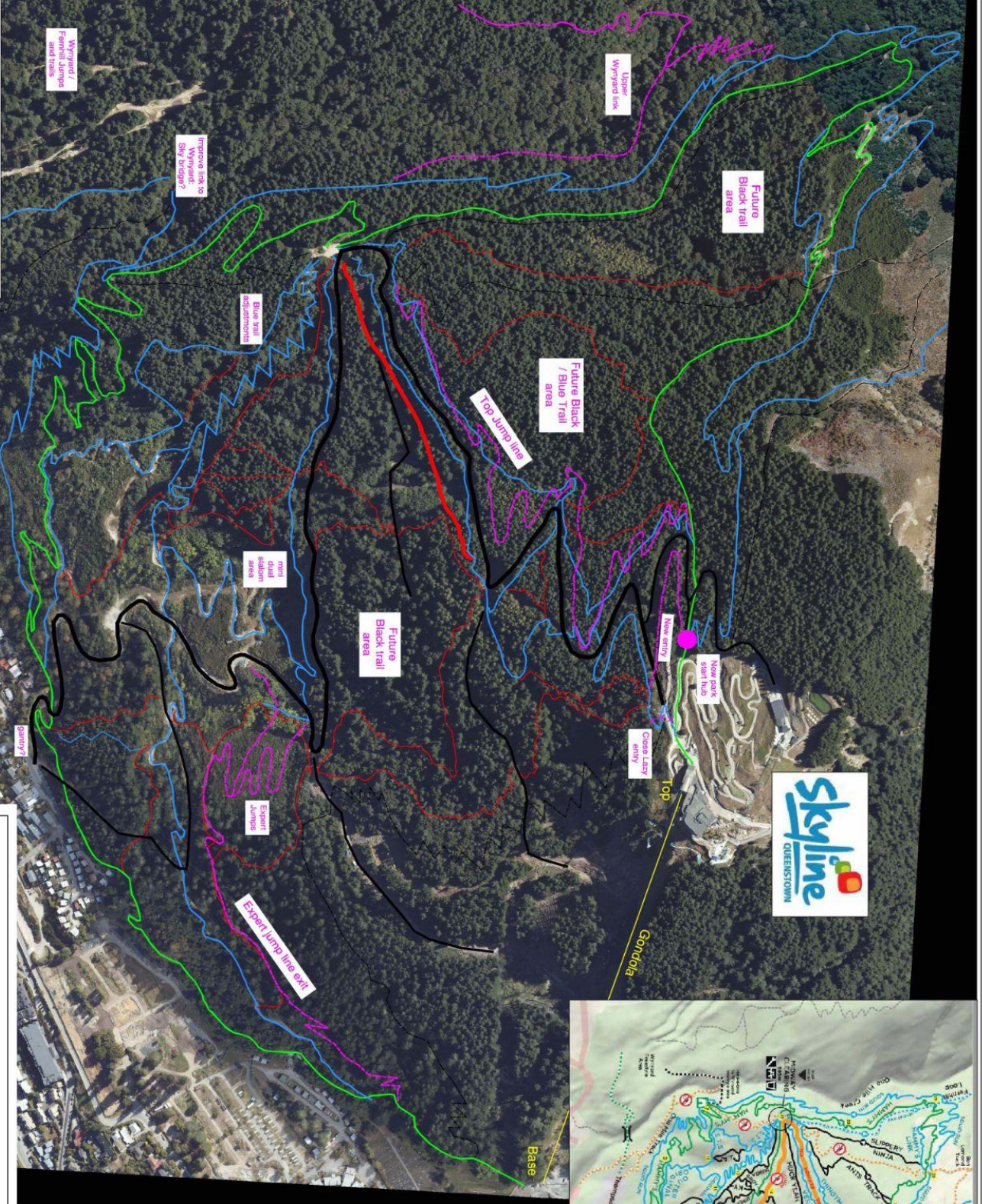
	DATE: 30 Sept 2021	Scale	DRAWINGS & ISSUE NO: QTN 2021 / A
	BY: B. Macdonald	NS	
		Original Plan A3	
P.O. Box 2493 Wānaka 9349 Ph 03 442 3466 Fax 03 442 3469 Email admin@aured.co.nz			

Queenstown Bike Park

The trails in the Queenstown Bike Park have recently undergone a huge upgrade during winter 2021. We have identified several exciting future opportunities in the Queenstown Bike park which include:

- Hammys return Gantry
- New Top Jump line - a progression jump line from the top of the gondola down to the halfway point. With a similar style to McNearly Gnarly, it will have great appeal to intermediate level riders and will also be a great warm up before riding into Original, the existing advanced level jump track that starts from the mid way point down to the bottom of the gondola.
- New expert level jump line exit - we will utilise the existing Rat Attack trail to build this expert jump line that will extend lower down to join safely into the end of Lower Hammy's Track (bypassing the bottom of Thundergoat).
- New entry into Lazy Vert/World Cup
- Review of Thundergoat
- Further scoping of blue and black trails in the north western areas of the bike park in the areas surrounding the existing Ants & Slippery Ninja tracks.
- Mini Dual Slalom area
- Progressive Ramp Drop

The opportunities identified above are shown on the following map outlined in pink.



Legend

- Green (easy)
- Blue (competent)
- Red (expert)
- Future trails
- Roads
- Walking trails

Notes

All proposals subject to QLDC approval and obtaining relevant consents

Priority list:

- 1.) Hannys return gantry
- 2.) Permission for Rat Attack jump line exit
- 3.) Permissions top jump line
- 4.) New entry to Lazy Vert. / W.Cup
- 5.) Review Thdr. Goat
- 6.) Scope blue / black trail area options
- 7.) Dual slalom area
- 8.) Progressive ramp drop

**QUEENSTOWN BIKE PARK
MASTER PLANNING
2021**

DATE: 30 Sept 2021 Scale 1:500 DRAWING & ISSUE NO. GBP 2021 / B
 BY: B Macleod Original Plan A3

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Coronet Peak

The exciting terrain, stunning views and extensive, modern facilities up at Coronet Peak, make it a perfect place to host a range of larger international events in the future. QMTBC has identified the need to develop more gravity trails within the Coronet Bike Park to facilitate these events in the future.

Coronet Peak has recently built an upper extension to Rude Rock with the recent completion of 'The Tip' trail which starts at the top of Coronet Express and takes a route at the western extremity of the DoC Coronet Recreation Reserve to join the existing Rude Rock start. While we would expect the same number of people to ride this trail, unless they purchase a chairlift pass they would need to pedal to the top which would mean that each rider would do fewer laps than they typically do when shuttling Rude Rock so we would much lower maintenance costs for this trail, and a potential reduction in traffic on the existing portion of Rude Rock as well.

QMTBC is working with the Queenstown Trails Trust to gain permission for a proposed Upper Hot Rod Trail on the QEII and SOHO Properties Covenant land. Currently to get from the bottom of Rude Rock to Hot Rod, riders need to use the two way Coronet Water Race Connector Trail. This track isn't as thrilling as other trails in the area and we've had issues with people shortcutting the track to get to Hot Rod. To build a dedicated downhill trail to get to Hot Rod would solve this issue.

With the new proposed Upper Hot Rod Trail, we would have a designated 1200m single track descent from the top of Coronet Peak to the valley floor, which would be a major attraction for locals and riders coming to Queenstown.

Queenstown Trails Trust is scheduled to open up the much anticipated new Coronet Loop Trail in March 2022. With 56km of technical XC terrain, it's an exciting addition to the network and appeals to intermediate and advanced riders looking for a longer distance challenge.

TreeSpace

Additions to the Coronet/Dewar/Arthur's point proposition. These tracks which are protected under easements, which will be a first for us and could provide good winter riding as canopy is established. Discussions are currently underway with all stakeholders to begin devising a trail network project in this area. The potential for variation in this area is large - flow, jump, DH and longer distance XC trails could be built.

Devils Creek

Trails in this area would add to the Coronet Peak/ Mt Dewar proposition and provide a semi-backcountry experience to the ride, along with connections through to Arthur's Point. With some sections of alpine flow and beech / native forest technical trails, this location could be an important area for development to satisfy an intermediate / longer ride style.

Coronet Forest

QLDC have begun the early harvest of Coronet Forest to remove it as a seed source of wilding pines. After harvesting, the plan is for walking, equestrian and mountain bike trails to be created providing a recreation resource for a large range of users. QMTBC are working closely with QLDC in planning workshops to ensure that this area is developed as a recreation area in the best possible manner.

We are keen to investigate funding avenues to create recreational trails in Coronet Forest that are Grades 2-5 (Easy to Expert). Providing a quality network of MTB trails for our community and visitors alike, focusing on catering to a family market, XC style loops and the possibility to host high-profile events in the future. A trail network in this area will be of particular value to the residents of Arrowtown, being their closest trail centre. A well-built trail network will also enable access for replanting and pest trapping activities, making both of these activities much more efficient in the future.

The ridge that Coronet Forest rises to, is about 300m above the valley floor and is about 3km long. This area is large enough for a large number of trails to exist without interfering with each other. Unlike our other riding areas that have evolved over time, this would be an exciting opportunity to plan a trail network from scratch.

The key trails the club sees forming the initial network here would be:

- An easy climbing trail from either Alan Reids Road or the Flight Park to the highest point on the eastern end of the ridge. At an easy climbing grade this would be about 5 km long.
- A two way trail from Bush Creek Saddle to the top of the above climbing trail. This would be a good ridgeline trail in its own right, but also serve as an important link between Slip Saddle, Bush Creek, and the Coronet Loop Trail to the new Coronet Forest trails. This trail would cover some difficult terrain and may require some directional sections to get the best result.

- A selection of flow and technical descents. Grade 3 and 4 flow descents and grade 4, 5 and 6 hand built technical descents. It will be important for the flow trails in particular to have their own distinct character.
- An XCO style loop. Our trail network is lacking when it comes to cross country trails. A World Cup level XC loop would help to address this. This could fit at the lower eastern end of the forest and would be about a 5 km loop with a total of 200m climbing.

As the replanted bush grows more trails could be added in the long term to keep the riding fresh. The Coronet Forest Revegetation Proposal prepared for QLDC shows the harvesting phase lasting for two and a half years so it is probably at least another year before trail construction can begin.

Coronet Forest would become a major feature in the Queenstown MTB trail network. We would expect it would cost \$500,000 to establish the above trails and around \$10,000 to \$15,000 a year to maintain them. QMTBC will be actively seeking funding from QLDC for this trail development project within the next three to five years. This trail network, creating access to a stunning area of land with huge views and massive potential for recreation, will be a real asset to the Wakatipu Basin area.

In addition to the Coronet Forest network, the proposed trail development on Coronet Peak (and Ben Lomond) will put us in a great position to link trails together and put our names forward to host a 2 day EWS race with a day of racing focused around each of these locations. A world cup level XCO course at Coronet Forest will be a major benefit to professional racers and aspiring professional and amateur riders. This area is of key importance to QMTBC for growth and development on an international stage.

Arrowtown/Crown Peak Trails

In addition to Coronet Forest and the Coronet Loop trail, there is potential for a trail network in the hills surrounding Arrowtown. There is potential to develop trails that run from the Crown Range/Crown Peak and link into existing Arrowtown trails. Furthermore, there is potential for an alpine link trail to Treble Cone, which would be another iconic link in the network.

Remarkables Ridge: A New Iconic Trail

The Remarkables are currently underutilised for mountain biking, with the only trails being a pair of DH trails on the lower flanks and an OK descent from Ben Cruachan to Coal Pit Saddle, typically accessed by helicopter. There is huge potential for trails on our most prominent and recognisable mountain. There is the potential for extremely 'good value' rides using the highest road in the district to gain elevation, climbing for possibly another 400m elevation before descending to near lake level.

QMTBC proposes a small number of very high quality trails on the Remarkables, with a descent down Queenstown's most famous ridge an obvious priority! This trail will be by far the longest single trail that QMTBC has built and will possibly be the largest vertical descent in the country. It will likely become world famous overnight. We also have plans for an XC loop and a rebuild of the existing descent from Ben Cruachan.

Ultimately we would like to see a multi-day ride from to Garston with huts and believe this would be a boon to other user groups such as walkers, ski tourers and climbers. Having a 20 km loop located on The Remarkables will offer a unique ride at altitude in a location that is unlike any other riding in the country. If and when it is completed, a Remarkables to Garston trail will be one of the great rides of the world. This trail will seem an obvious idea in hindsight, but there is a lot of work ahead to make it happen and there are numerous other considerations around developing trails in this area, such as the DoC CMS review and The Remarkables National Park plans.

Bike Infrastructure

As we build and develop our trail networks there will be a demand for bike specific infrastructure in Queenstown to support the increasing use of our trails and the number of bikers in Queenstown. We have identified the need for:

- Public bathrooms in prominent biking areas that do not currently have bathroom facilities (E.g at Fernhill Bike Park/Wynyrd Jump Park)
- Additional parking spaces/ formal parking areas to entries into QBP and Fernhill Bike Park/Wynyrd Jump Park.
- Bike wash facilities in Queenstown centre with specific cleaning, maintenance and air pump equipment for bikers to use
- Bike friendly roading and hubs/public areas that are bike friendly
- Increase in safe bike storage/parking areas in Queenstown & potentially e-bike charging stations
- Public transport that caters for increasing number of bikes and riders
- Accommodation providers that provide safe storage/parking of bikes for tourists who come to Queenstown with their bikes.

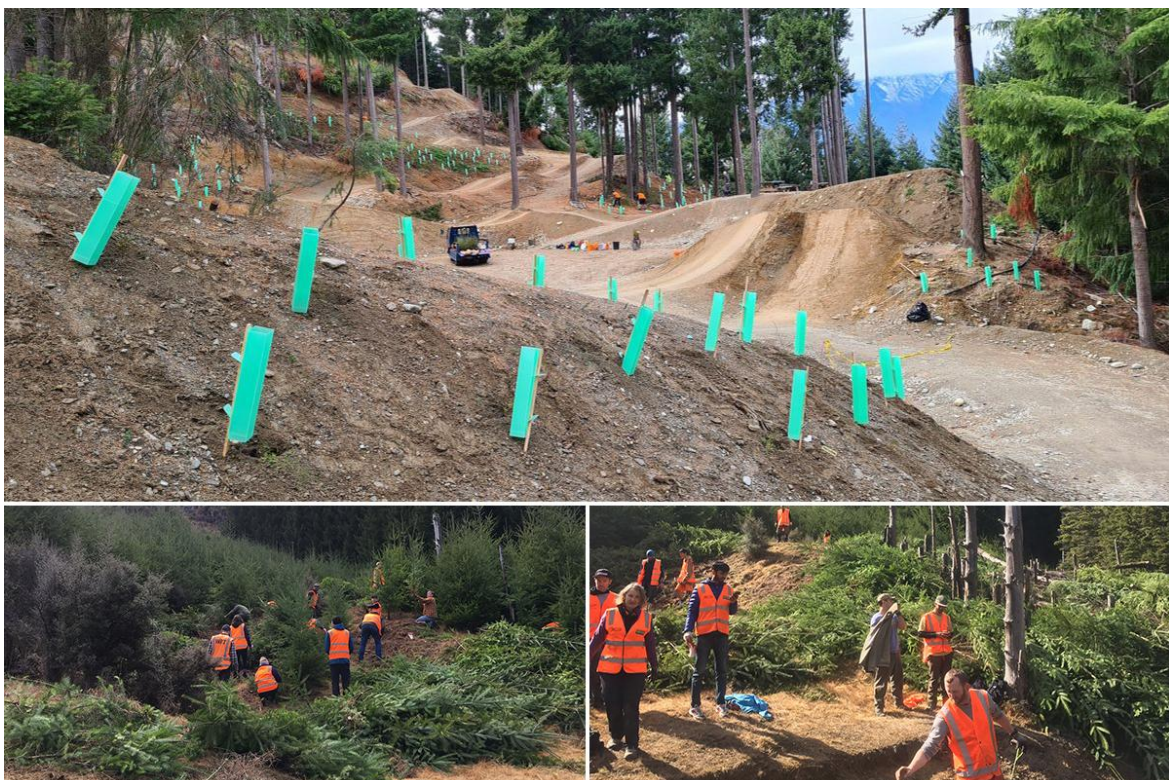
Conservation

We recognise the impact the QMTBC can have on the future conservation and protection of our local environment. Our mountain bike trails can help provide access into areas that are otherwise really difficult to get into and this can benefit the club and other local organisations in carrying out planting initiatives, wilding pine control and predator trapping in the future. QMTBC has organised Wilding Pine Slaughter Sessions to contribute towards managing wilding pines in the areas surrounding our trails in the Ben Lomond Scenic Reserve. Additionally we have planted out several areas in native plants - including in the Wynyard Jump Park.

In future we aim to:

- Work with WCG and organise more wilding pine slaughter sessions to help combat wilding pines that are growing in the areas surrounding our trails.
- Plant out the Hot Rod track with natives
- Plant out the short cut lines on the Coronet Water Race Connector track to rectify the damage that has been done from riders shortcutting the track.
- Plant out the Kerry Drive Pump track once all future developments have been made to make it a vibrant, green community space.

As our future trail development progresses we aim to work with other local organisations to put planting, wilding pine and predator trapping systems in place as part of the trail building process.



Our Partners

IWI

Tangata whenua are the iwi or hapū that holds Manawhenua in a particular area. Ngāi Tahu are Manawhenua of the Queenstown Lakes District. Ngāi Tahu means the 'people of Tahu', linking them by name to their common ancestor Tahu Pōtiki.

Ngāi Tahu, are a network of peoples who have considerable knowledge of traditional trails, places for gathering food and other taonga, ways in which to use the resources of the land, the relationship of people with the land and their dependence on it, and tikanga for the proper and sustainable utilisation of resources. Ngāi Tahu has the customary authority to make decisions concerning the resources and places in their takiwā in accordance with Ngāi Tahu resource management traditions.

Ngāi Tahu has maintained its associations with the Queenstown Lakes District and continues to develop its economy through investment in tourism, landholdings and mahinga kai initiatives. Manawhenua hold traditional customary rights and maintain contemporary relationships within an area determined by whakapapa (genealogical ties), resource use and ahikāroa (the long burning fires of occupation). These rights are traceable and defined by tradition, whakapapa and practice.

QMTBC recognises and respects the relationship with the Iwi and their land and strives to honour the values of Ngai Tahu in all the work that we do. We are open to the idea of adopting Te Reo in signage and story boards around the network and will work with local Iwi to try and bring this project to life in the future.

QLDC

We see that QMTBC's activities within the community support QLDC's Vision Beyond 2050 in the following ways:

Thriving People – Our community is an active one and by facilitating recreation and fitness for visitors and residents of all ages, we are able to promote and support a higher level of health and well-being and therefore allow people to thrive. A world class trail network ensures that other businesses in town can benefit from increased bike usage and therefore thrive.

Pride in Sharing our Places – what better way to inspire our young people to take ownership of this landscape than by way of fun mountain bike trails? We have an awe-inspiring landscape in which to recreate and we want to share it with residents

and visitors in a fun, safe and sustainable way. We are proud of our trail network that showcases epic ridgelines, stunning beech forest, drinkable streams and high country views. Our lives are enhanced by measuring wealth in wellbeing as well as dollars.

Zero Carbon Communities – More people on bikes more often! Developing connections to highly desirable riding areas (especially by working alongside the Queenstown Trails Trust for example) we can achieve this part of the vision by meaning that travel by car is not the first choice for those recreating by bike.

Deafening Dawn Chorus – By allowing residents and visitors to gain access and recreate in our awesome and inspiring landscape, we aim to create increased stewardship of the land. It is incredibly important to us to enable our youth riders to experience this epic place and therefore learn to care more greatly for it. QMTBC are proud to work alongside partners to help reforest, enable trapping and promote sustainable environments for future generations to enjoy.

Opportunities for All – We are striving to build facilities that enable our youth to progress and refine their skills on their doorstep. The Wynyard Jump Park and McNearly Gnarly are great examples of safer, intermediate progression areas. Safely built facilities that ride in a predictable and consistent way, allow for younger riders and less skilled riders to begin their progression journey more easily than in the past. QMTBC are also working hard to broaden their range of events and social occasions to include a wider range of people in our community.

DoC

QMTBC has always maintained a close partnership with DoC to ensure trails are built and managed in a way to assist DoC in achieving their vision of ensuring that New Zealanders gain a wide range of benefits from healthy functioning ecosystems, recreation opportunities, and connection to our natural and cultural heritage.

QMTBC sees itself in alignment with DoC in the following ways.

- Enabling more people to participate in outdoor recreation which helps them better connect with nature and our local environment.
- Encouraging more people to engage with conservation efforts such as our wilding pine slaughter days and replanting days and emphasising the value and benefits of making these efforts.
- Contributing towards protecting New Zealand's natural ecosystems through building trails that help access areas for the removal of wilding pines and predator trapping.

- Protecting freshwater ecosystems when developing and maintaining our trails
- Preserving and giving access to historic sites that have been identified in the areas near or surrounding our trail network.

Queenstown Trails Trust

While previous Queenstown Trails Trust (QTT) projects have been important to cycling infrastructure, they have been of little interest in terms of recreational mountain biking. Recently a number of projects have seen collaboration between QMTBC and the QTT due to aligned objectives of connecting the community and trail networks and aspiring adventures. These include the building of the Hot Rod Trail in 2020 and the future trail from Sunshine Bay to 7 Mile. QMTBC believes the two charities are stronger working together to achieve long term objectives.

Wakatipu Reforestation Trust & Wilding Conifers Group

QMTBC has been working closely with the Wakatipu Reforestation Trust and the Wilding Conifers Group to ensure native species are protected and restored, ensuring native biodiversity in the Wakatipu region. This has been achieved through educating trail builders and the riding community, removing wilding pines and planting and reintroducing natives in areas close to our trail network.

Kelly McGarry Foundation

The Kelly McGarry Foundation (KMF) was set up in the memory of Kelly McGarry, a professional freeride mountain biker who died on Ben Lomond in 2016. The KMF organise the annual McGazza Fest around the anniversary of Kelly's passing. This celebration of Kelly's life involves bike related events for all abilities of riders.

KMF is also working towards establishing an overnight mountain biking descent that will be accessed by helicopter and include a hut for overnight use. QMTBC supports KMF in this goal. QMTBC has also worked closely with the Kelly McGarry Foundation, holding joint fundraisers and events.

Top of the Lake Trust

The newly formed Top of the Lake Trust aims to build recreational trails around Glenorchy with a long term goal of building a trail from Skippers to Glenorchy to link a missing section of Te Araroa, the New Zealand trail. QMTBC fully supports the Top of the Lake Trust in this endeavour.

Other Partners

QMTBC has also partnered with over 50 local businesses in Queenstown and we use our club app and website to promote a range of deals and discounts on offer for our club members. By featuring our partners' deals on our club app, it gives businesses greater visibility and greater value in becoming a partner of QMTBC. As a result, we have seen an increase in businesses wanting to partner with us and our partner offerings now range from bike shops to hospitality, physiotherapists, accommodation providers, experiences and many more.

Project Timeline

For clarity, we have segmented our future trail development plans into four distinct phases. They are:

1. Complete our existing network and link our networks together
2. Develop trails in Coronet Forest and rebuild/further develop 7 Mile as pine trees are removed
3. Develop trails in Arrowtown & up in the Remarkables
4. Utilise network and facilities to host larger scale international events such as:
 - a) World Cup events across multiple disciplines including: DH, XCO, XCC
 - b) Crankworx
 - c) Enduro World Series Events & Ultra distance events

Stage 1:

- Develop further trails in Fernhill Bike Park
- Develop further trails in Queenstown Bike Park and links to Fernhill Bike Park
- Build bike wash station in Queenstown centre
- Develop further trails in Ben Lomond Reserve, Bowen Peak & Beyond
- Further develop Kerry Drive Pump Track
 - Asphalting the track
 - Developing area further with dual slalom track and additional lines
 - Plant out area with natives
- Develop new trails on Coronet Peak/Mt Dewar/Arthurs point areas including the new upper Hot Rod Trail.

Stage 2 & 3:

If these larger trail developments can be completed, mountain biking in Queenstown will be permanently changed for the better.

Due to the large scale felling of wilding pines at 7 Mile and harvesting of Coronet Forest that is ongoing; these two locations will likely be the focus of our efforts initially in stage 2. Once these two projects are underway/nearing completion we will be able to direct our focus to Arrowtown and The Remarkables in stage 3.

Stage 4:

Stage 4 is where we will be able to really enjoy the fruits of all our hard work! By having a trail network that will enable us to host international, world cup level events; this is where raising the profile of Queenstown as a world class, international riding destination will really come to life.

In Summary

QMTBC are continuing to work hard in the background as a dedicated group of volunteers to realise the plans above. We liaise with and work alongside many individuals and groups in the Queenstown Lakes District area to ensure that the collective vision is expansive and inclusive, and to ensure that everything we do creates an inspiring future.

Mountain Biking has grown into such a thriving industry here in Queenstown and the benefits created from our work and developments to date have been hugely beneficial to local riders and the wider community. With further development of our trail network and biking infrastructure, Queenstown has the opportunity to become one of the great, world class riding destinations with the capability to host multiple international events across multiple disciplines.