





# Te Mahere o te ara tawhiti ki te Raki

## The Far North Trails Plan

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# Background: build on success

Pou Herenga Tai Twin Coast Cycle Trail – need to include rest of district in this journey

## Northland Walking and Cycling Strategy

*'Northland as one of the world's best coastal walking and cycling destinations where the journeys and stories are as impressive and memorable as the scenery'*



Pou Herenga Tai Twin Coast Cycle Trail (PHTTCCT)  
(Hōreke – Okaihau – Kaikohe – Kawakawa – Opūa)

# Strategic context and aims

## Twin Coast Discovery Route and Northland Journeys Northland Integrated Cycling Implementation Plan Preliminary Design and Delivery

WSP Opus  
5 June 2019  
VERSION Final

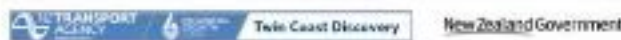


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## Twin Coast Discovery Route and Northland Journeys Wayfinding Implementation Single Stage Business Case

Stantec New Zealand Ltd  
26/05/2019  
VERSION Final  
Twin Coast Discovery and Northland Journeys Wayfinding Implementation Plan  
Business case to proceed from initiation to implementation



## Northland Walking and Cycling Strategy

August 2018



### Trails Plan aims:

1. Greater resilience for tourism operators (i.e. more offerings)
2. Greater benefits for locals across the district
3. More links to the Pou Herenga Tai and the New Zealand Cycle Trails network (next page)



# Ngā Haerenga – New Zealand Cycle Trails

- Great Rides (23)
  - mostly off-road trails
- Heartland rides
  - on-road routes through scenic landscapes and small towns
- Connector Rides
  - Link the Great Rides and Heartland Rides with towns / cities / attractions

Rides are shown on the Waka Kotahi New Zealand Cycling Network web page - shows all rides in one place along with local Council cycling infrastructure

[Click here to access the map](#)

**FIND YOUR RIDE.**

**GREAT RIDES OF NEW ZEALAND**

Showcasing some of New Zealand's most amazing landscapes, our 23 Great Rides are an exciting and environmentally sustainable way to reach must-see sights and activities.

[View all rides on New Zealand Cycling Map](#)

**23 GREAT RIDES** [DOWNLOAD MAP](#)

23 Great Rides | Bikepacking | Heartland & Connector Rides | New Zealand Cycling Map

Location > | Grade > | Experience > | Select Trail >

WAKA KOTAHĪ  
New Zealand Cycling Network

New Zealand Cycle Trails

- Great Ride
- Heartland Ride

Other Routes

- Cycle Tourism Bikepacking Routes
- Connector Ride

Public Transport Links

Local Cycling Infrastructure

- Cycle Lane
- Cycle Path
- Shared Path
- Quiet Street
- Waymarker

**Pou Herenga Tai - Twin Coast Cycle Trail.**

**Grade**

- Northland
- 87km / 2 days
- bicultural heritage / varied scenery / warm hospitality

ALERT: SECTION CLOSED. Click > for details. Stretching

**Hauraki Rail Trail.**

**Grade**

- Waikato
- 173km / 1-4 days
- Shorebird Coast / Karangahake Gorge / rural country & towns

This cruisy ride around the coast and through

# Benefits

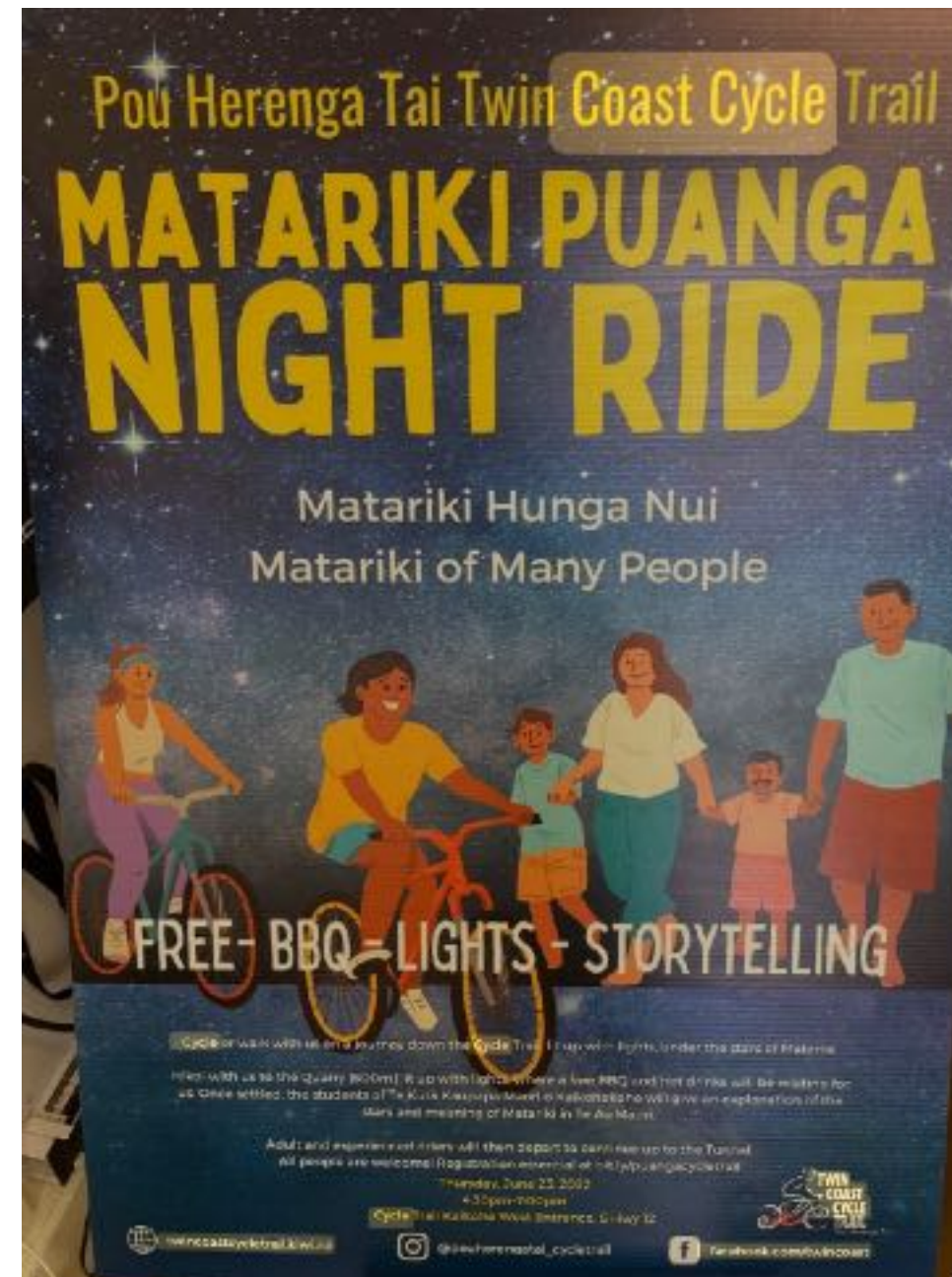
 <p>Hauora Wellbeing and health</p>	<p>Active transport (walking, cycling etc.) improves health outcomes of communities and visitors (\$ saved).</p>	<p>Estimated health benefits of \$11 million (in year to 30/6/2021) resulting from trail use for cycling, as well as reported improved sense of wellbeing and mental health. Source: Evaluation of NZ Cycle Trails, MBIE, 2021</p>
 <p>Ahumahi tāpoi Tourism</p>	<p>Cycle trails have become very popular with domestic and international tourists. Visitor expenditure has offered small town communities' employment and prosperity.</p>	<p>Visitors spend money on accommodation, food and experiences. Average daily spend across the Great Rides of Aotearoa = \$228 p.p. Average total spend = \$697 p.p. Source: Cycle Tourism Insights, MBIE, 2021</p>
 <p>Whakahaumarū huarahi Road safety</p>	<p>Providing for walking and cycling on dedicated trails separates people from vehicles, substantially improving safety.</p>	<p>37 crashes involving pedestrians or cyclists were reported between 2018-22 resulting in 15* deaths or serious injuries, without a safe separated trails network in place. Source: Crash Analysis System (CAS), Waka Kotahi, NZTA</p>
 <p>Mātauranga Māori Māori knowledge</p>	<p>Trails enable access to learn about mātauranga Māori and Te ao Māori through accessing important sites and being (and being able to access) te taiao, the environment/natural world. Relevant for Māori, and non-Māori alike.</p>	<p>Te Kura Kaupapa Māori o Kaikohe use the trail weekly for learning, physical education and spending time in te Taiao. Source: Stuff, 2021</p>
 <p>Kōwhiri waka Transport choices</p>	<p>Trails enable people to get from a to b (within towns or between towns) without needing a vehicle. This reduces congestion for people who choose to drive.</p>	<p>Cycling makes towns and cities more accessible. Source: Waka Kotahi, NZTA, 2016</p>
 <p>Mana taurite Equity</p>	<p>Providing transport choices improves equity for a wide range of people and communities.</p>	<p>The option to cycle may be particularly good for young people, the elderly, people who are economically disadvantaged, people with disabilities and people who do not drive. Source: Waka Kotahi, NZTA, 2016</p>

\*The actual number of injuries is likely to be up to 7 times higher due to under-reporting rates (source: MBCM, 2023)

Other benefits (additional to these identified for FNDC Trails) are discussed in the [2021 Evaluation of Ngā Haerenga Great Rides of New Zealand](#)

# Benefits to community AND tourism

*The trail also provides educational benefits beyond the physical. “It provides us with a pathway to mātauranga Māori (knowledge) – to learn about te taiao (the natural world), significant cultural sites, stories from the past. We host manuhiri and workshops on the trail, too.” - [Marea Timoko, Tumuaki, \(Stuff, April 2021\)](#)*



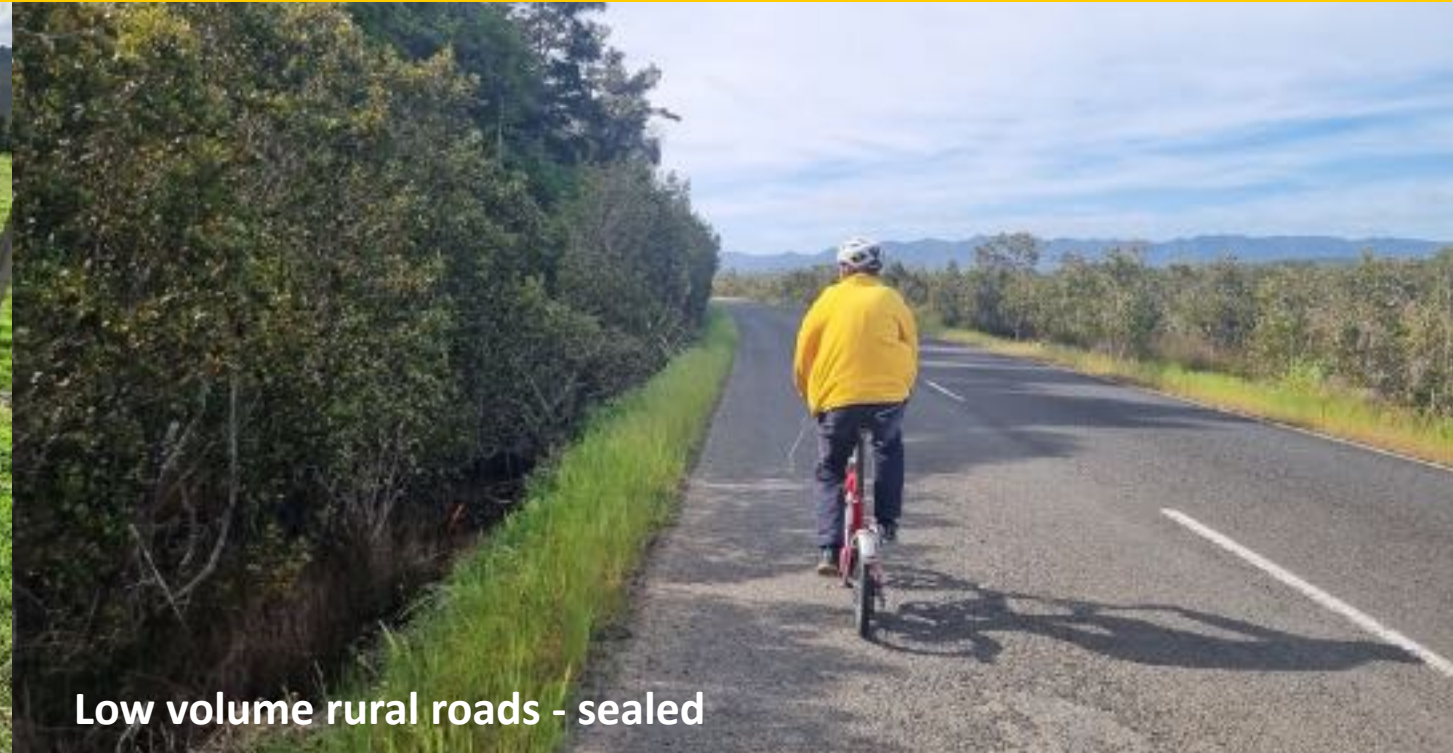
# What is a trail? Even roads can be part of a trail network...



Low volume rural roads - unsealed



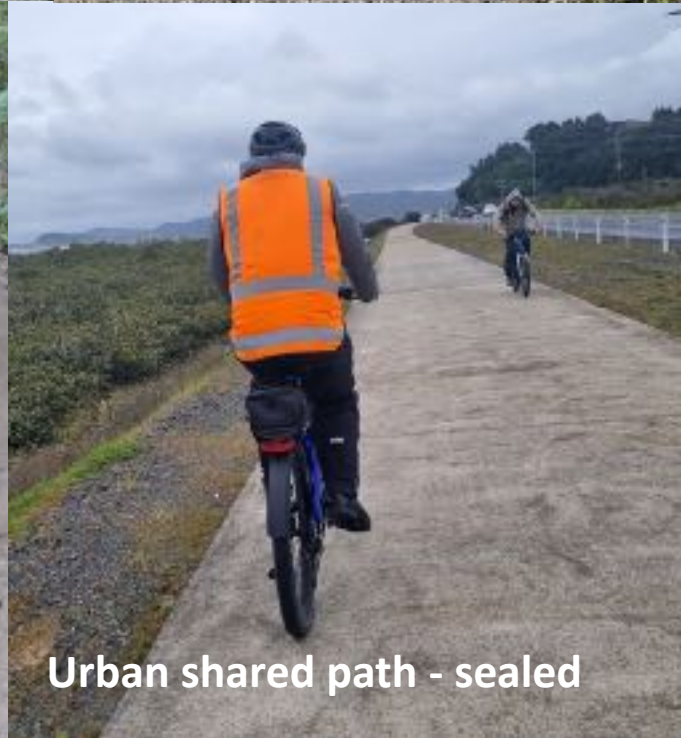
Trail along gravel road



Low volume rural roads - sealed



Trails



Urban shared path - sealed



Urban boardwalk



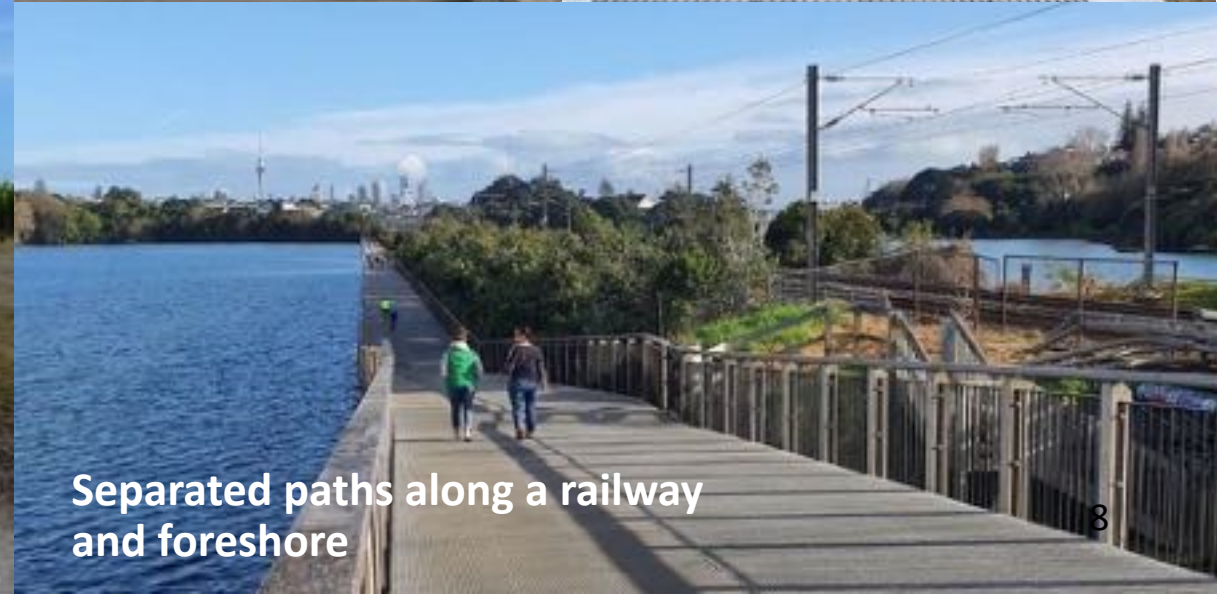
Rural boardwalk



Trail not along a road



Trail along a highway



Separated paths along a railway and foreshore



# Road safety: why we need trails

Far North District (SH10)



Hastings District



# Engagement - the initial outreach flyer September 2022

## Te Mahere ara o Te Hiku o te Ika The Far North Trails Plan

Help shape our district's cycle and walkways network

Our cycle and walkways network is an important part of our district. The Far North Trails Plan will help identify, develop and improve our recreational cycling and walking networks for the local economy and the health of the community and our tourists. We'd welcome your involvement, either in person or remotely.

### Ngā Raupapa Chain of events

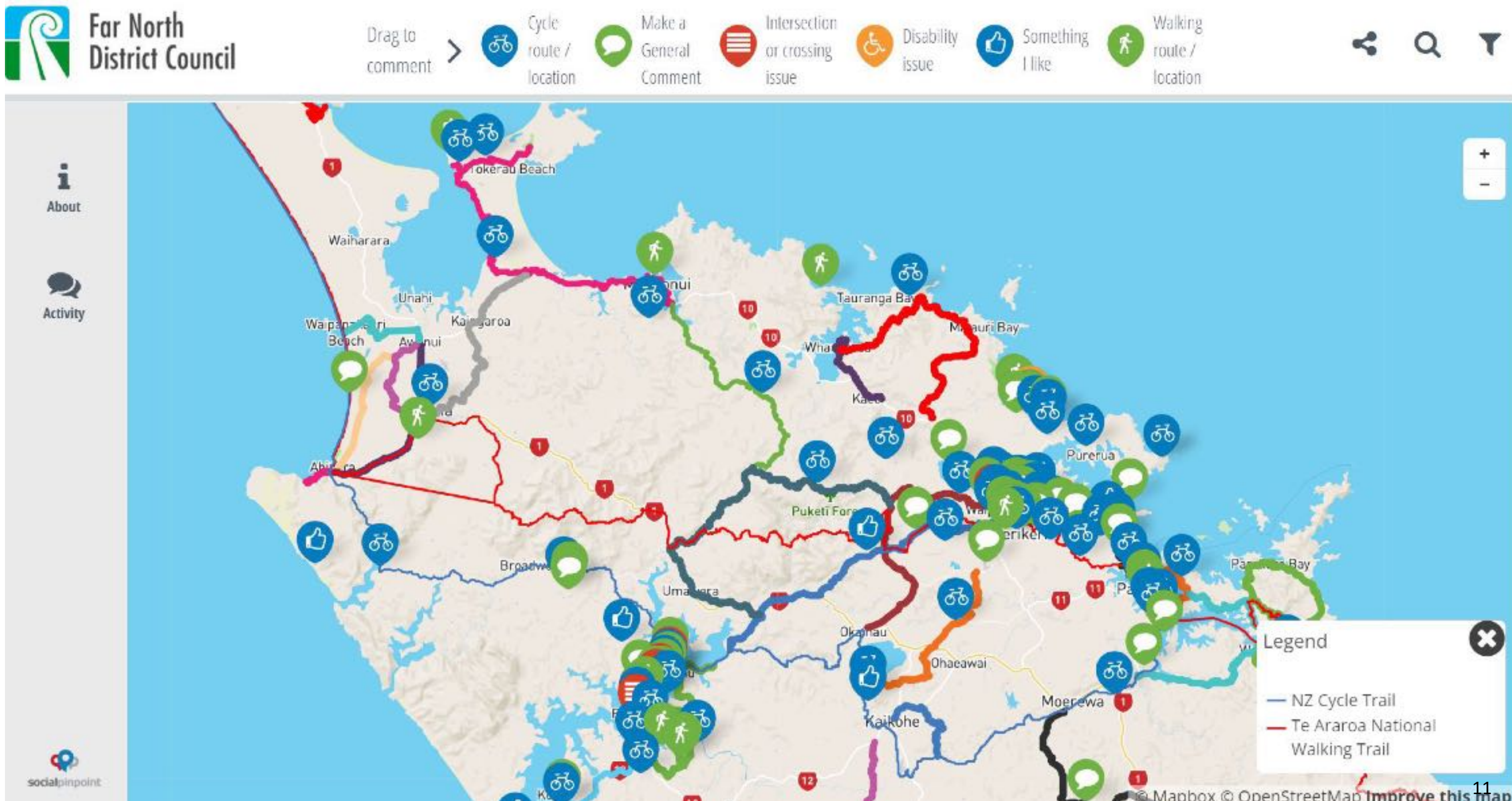
Two way feedback will happen between each link in the chain:



Top: themes from workshop 1; bottom: themes from online walking and cycling social pinpoint survey

# Engagement: Social Pinpoint webmap & survey

- 131 unique comments on the map
- 228 survey responses

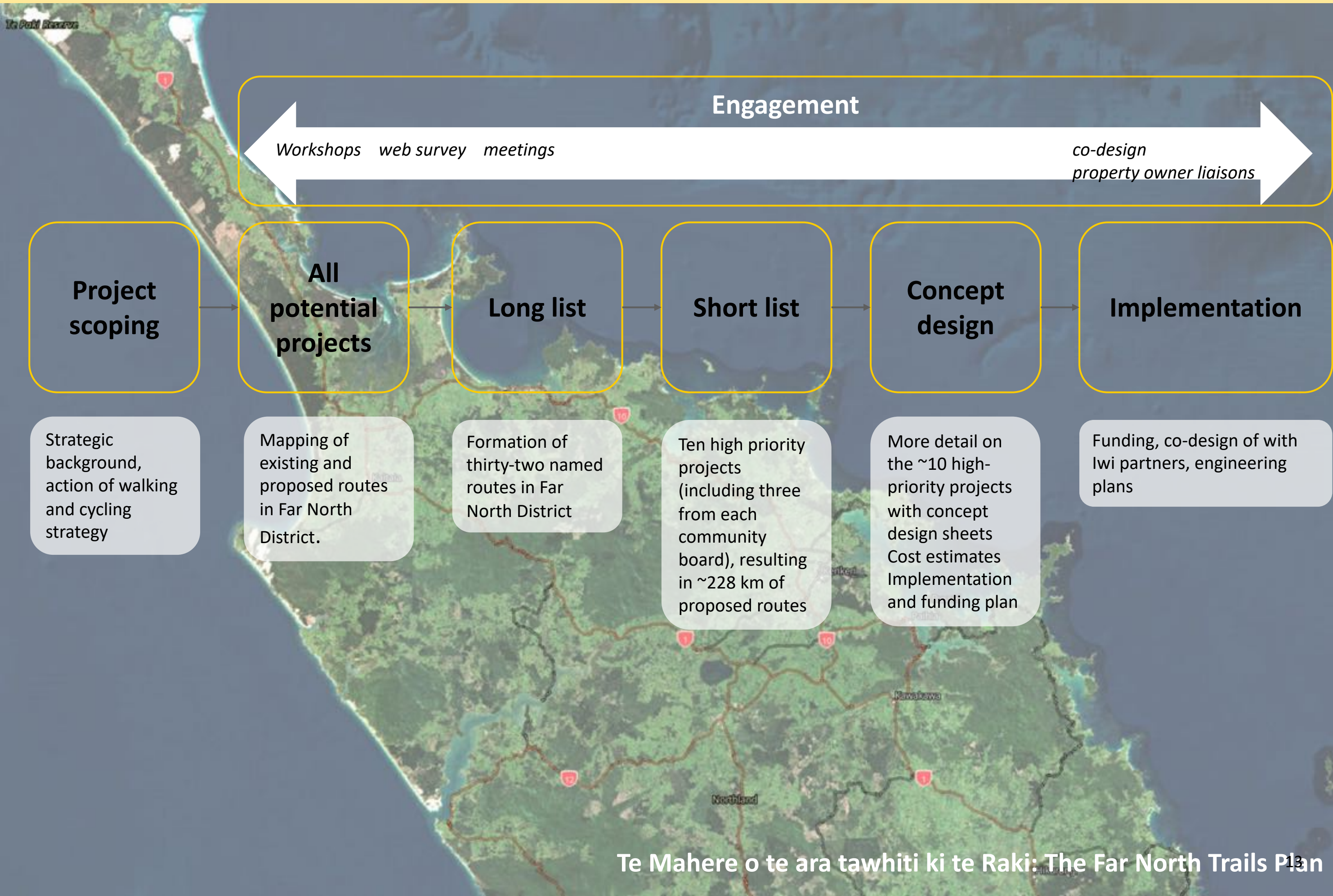


# Engagement: meetings and e-comms

- 26 meetings including:
  - four district-wide workshops
  - two meetings with each community board
  - dedicated outreach with hapu
- email list including 50 hapu contacts and 21 schools
- 36 email threads

- 
- Ahipara to Awanui via Kaitake
  - Horeke to Kawerau
  - Kerikeri to Horeke
  - Kaitake to 90-mile beach via Bennett Rd + paper 113
  - Kerikeri-Pukari Forest-Doubtless Bay
  - Kerikeri-Pukari Forest-Mangamuka Bridge
  - Kerikeri to Lake Oropere via Waimate North and Remuera Settlement
  - Kerikeri to Okaihua
  - Paikia to Waitangi
  - Ahipara to Awanui
  - TCCT/Te Ara - Coast to Coast
  - Kawakawa to Oropere alternative PHTTCCT route
  - Existing trail, not part of a corridor

# Programme development overview



# Step 1: Identification

## Mapping of existing and proposed routes in Far North District

— All route segments

**Identification of all potential projects:** Informed by existing trails and routes, as well as proposed / planned routes.

These included:

- Pou Herenga Tai Twin Coast Cycle Trail and proposed extensions
- New Zealand Cycle Trails including Tour Aotearoa
- Te Araroa tramping Trail
- Far North District Council Long Term Plan (2021-31)
- Far North District Council Integrated Transport Strategy (2020)
- Northland Integrated Cycling Implementation Plan (2019)
- Northland Regional Land Transport Plan/Funding (2021-27)
- Te Hiku Hawthorn routes (2022)
- Northland Township plans (2019)
- Northland Walking and Cycling Storymap (2020) (and other previous work by ViaStrada)
- Waitangi MTB park
- Other routes being progressed by other organisations

**All potential projects**

0  
7.5  
15  
30 Kilometers

# Step 2: Long list

## Formation of thirty-two named routes in Far North District

From the mapping of all routes in the Far North, including those that connect to Kaipara District and Whangārei District, the team focused on creating 32 named routes (e.g., Opuā – Paihia). Each route is shown by a different colour. Some routes include multiple alignments (e.g., Rawene – Horeke), where an alignment was yet to be determined.

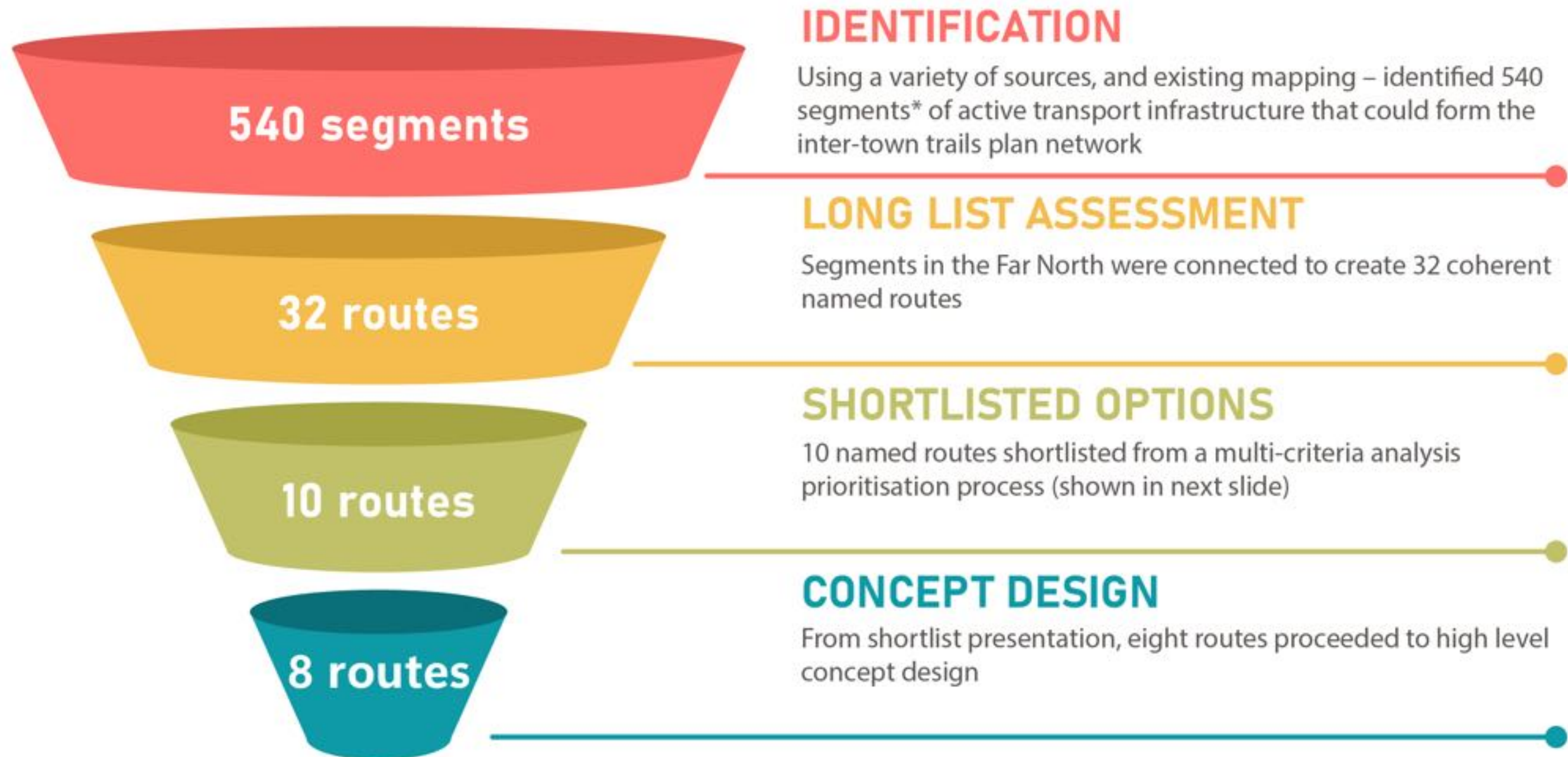
The project progressed from the long list to the short list by prioritising routes based on feasibility, cost, opportunities, safety, gradients, demand for routes, connectivity to other routes and socio-economic need.

At the long-list stage, indicative rough order costs were given for each route using solely unit rates (\$/m) for each type of trail. Types of trails included shared trail (off-road), rural gravel road with few vehicles, shared paths, footpaths, walking trails and sealed shoulders.

Long list

# Step 2: prioritisation to short list

## PRIORITISATION ASSESSMENT



Routes that were not short listed, but may be progressed further are listed in the section of this plan following the prioritised short-listed routes

\*540 segments of mapped active transport infrastructure (existing and proposed) in Far North, excluding urban treatments such as cycle lanes, buffered cycle lanes, separated cycleways, neighbourhood greenways and shared streets



# Step 2: prioritisation to short list

Factor	Variables	Scoring
<b>Feasibility</b>	Community/stakeholder positive endorsement, interest or discussion	Greater interest = higher score
<b>Constraints (Cost and Legal)</b>	Rough order costs using unit rates for different cycle/walk facility types	Greater costs = lower score
<b>Opportunities (Upcoming Projects)</b>	Both the upcoming projects using the FNDC Forward Works Programme, and local/tourist score from a variety of inputs	Greater opportunity = higher score
<b>Safety</b>	Both the number of crashes per route (adjusted per km for comparison) and safety score from a variety of inputs	Greater number of crashes = lower score Greater safety score = higher score
<b>Existing Conditions</b>	Trail Grade: the % of total length of the route at grade 2 or below	Greater length of trail at lower grade = higher score
<b>Demand</b>	Population adjacent to each route	Greater number of people = higher score
<b>Connectivity</b>	Leveraging previous investments - score for connections to existing facilities	Greater number of connections = higher score
<b>Equity</b>	NZ Deprivation Index	Higher deprivation = higher score

# Step 3: Short list

## Ten high priority proposed walking and cycling trails

The result of the prioritisation process was ~10 short listed routes (~228 km of walking and cycling trails across the district. At least three from each FNDC community board area were chosen, note that some traverse both Kaikohe / Hokianga area and Bay of Islands / Whangaroa. The map includes Pou Herenga Tai Twin Coast Trail in orange, a key walking and cycling trail in the far north.

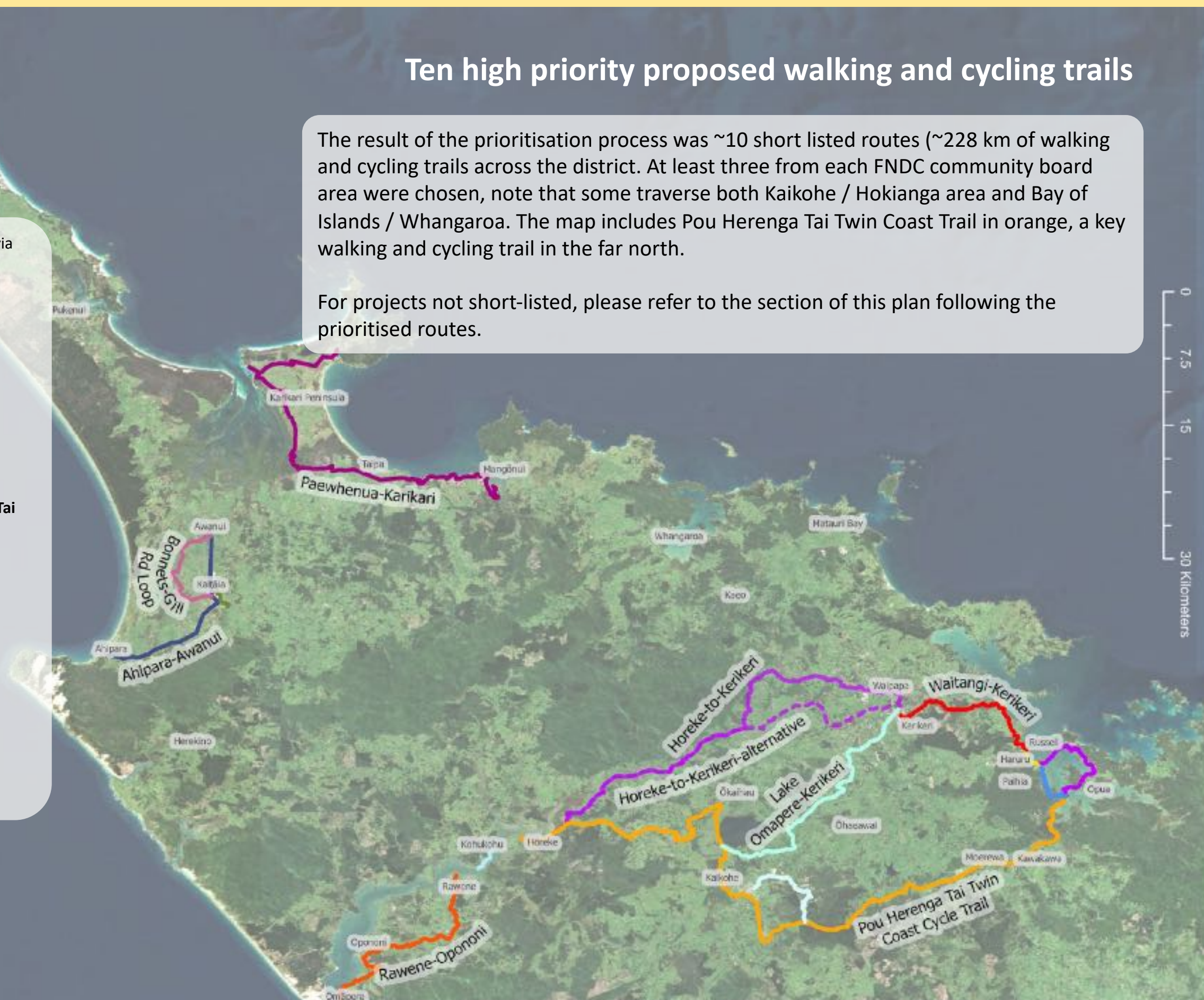
For projects not short-listed, please refer to the section of this plan following the prioritised routes.

- **Opuā – Paihia** (two potential alignments: via Russell or via Te Haumi)
- **Ahipara – Awanui**
- **Paewhenua Island – Karikari Peninsula**
- **Horeke – Kerikeri** (two potential alignments: via Puketi forest and Waipapa or via Puketotara Rd)
- **Lake Ōmāpere – Kerikeri**
- **Awanui River Path**
- **Kerikeri – Waitangi**
- **Paihia – Waitangi**
- **Rawene – Ōmāpere**
- **Bonnets-Gill Rd Loop**
- **Kohukohu – Rangiora Narrows**
- **Kaikohe – Ngawha Springs – Rakautao at Pou Herenga Tai**

Other important routes (projects not short listed):

- **Okaihau – Kerikeri** (excluded, close to other routes connecting from Pou Herenga Tai to Kerikeri)
- **Tutamoe to Kaikohe** (excluded, low prioritisation and substantial distances between destinations/towns)
- **Awanui – Waipapakauri Beach** (excluded, other higher priority routes in Te Hiku area)
- **Ahipara – Shipwreck Bay** (excluded – recent footpath upgrades and some traffic calming)
- **Horeke – Rawene** (excluded, low prioritisation and engineering constraints – steep hills and wide estuary to cross)

## Short list



# Step 4: Concept design

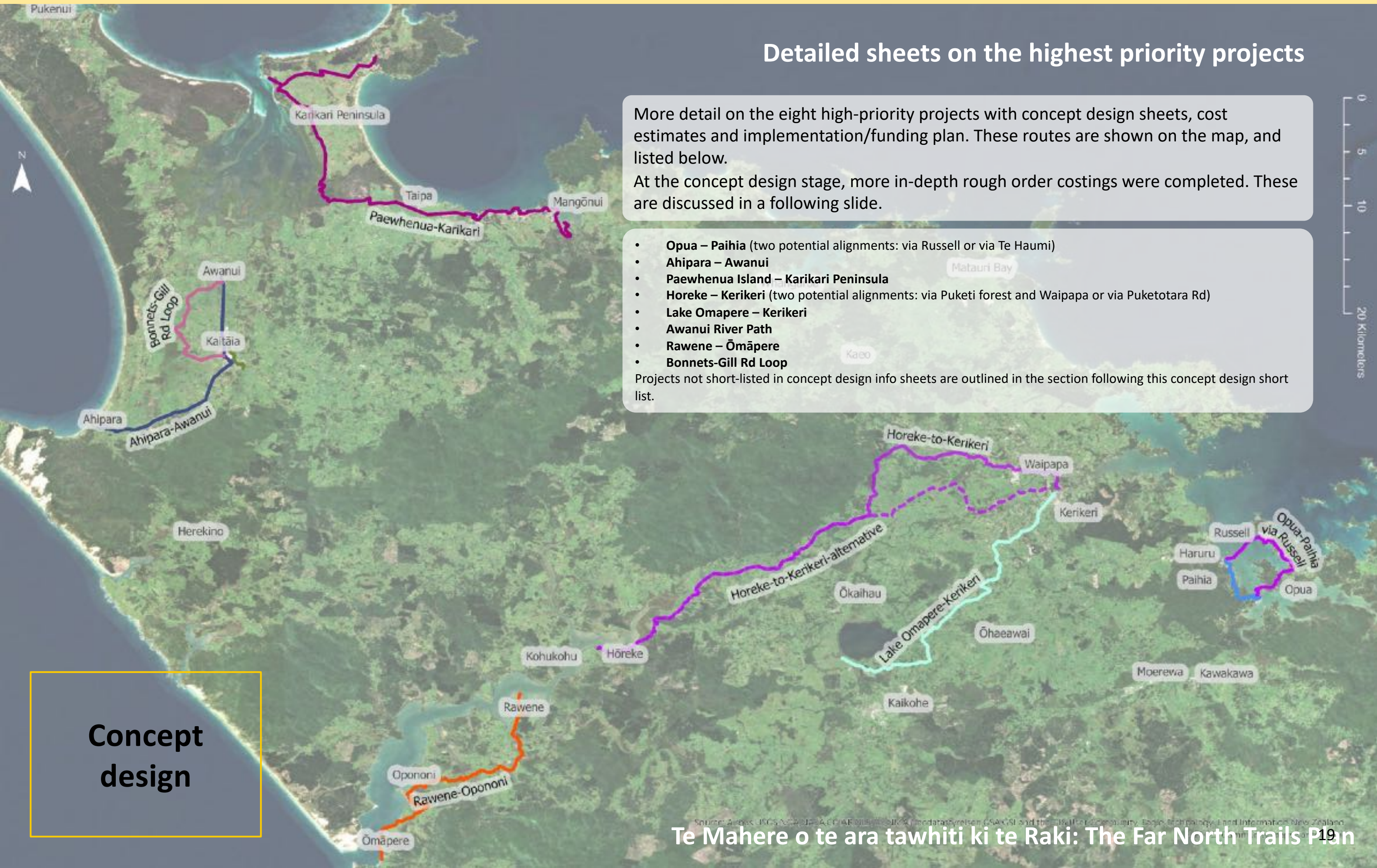
## Detailed sheets on the highest priority projects

More detail on the eight high-priority projects with concept design sheets, cost estimates and implementation/funding plan. These routes are shown on the map, and listed below.

At the concept design stage, more in-depth rough order costings were completed. These are discussed in a following slide.

- **Opuā – Paihia** (two potential alignments: via Russell or via Te Haumi)
- **Ahipara – Awanui**
- **Paewhenua Island – Karikari Peninsula**
- **Horeke – Kerikeri** (two potential alignments: via Puketū forest and Waipapa or via Puketotara Rd)
- **Lake Omapere – Kerikeri**
- **Awanui River Path**
- **Rawene – Ōmāpere**
- **Bonnets-Gill Rd Loop**

Projects not short-listed in concept design info sheets are outlined in the section following this concept design short list.



Concept design

# Cost basis for concept design info sheets

## Information sheet costing

After reducing the number of routes through the prioritisation stages, costings were undertaken to gather more a more accurate picture of the cost of a route, and of the total network. The costs given are reflective of implementing a route with a level of service that meets or exceeds the principles of the New Zealand Cycle Trail Planning and Design guide (Ministry of Business, Innovation and Employment (MBIE)), as well as general practice from Waka Kotahi NZTA's Cycling Network Guidance.

**Construction capital costs** included: facility types, crossings, amenities and bridges. For undertaking the costing each route was divided into segments of various facility types (the various facility types are outlined in the following section).

## Total costs included:

- Construction capital costs
- Design and internal costs, including safety audits, engagement and project management
- Preliminary and general costs, including temporary traffic management
- Contingency, including construction contingencies and funding risk

## Precision

These information sheet (concept design) costings are high level order for programme funding purposes. Estimates should be refined in design development. The first iteration of the trails plan costings (in long list phase) were rough order costings because of the wide array of routes proposed in that initial stage.



## Facility type cost – the cost (in \$/m) of a particular type of infrastructure

Unit rates were sourced from costs for recent projects in Whangarei and Waipu. Other unit rates were sourced from other district councils (e.g. Hastings) and the Cycling Network Guidance Cost Estimation Tool (Waka Kotahi, NZTA). For existing facilities and ferries (C7, C10 and FER), it was assumed that no improvements needed to be made, (\$0/m).

- C1: Shared trail (off road)
- C2: Rural gravel road with few vehicles
- C3: Unsealed shared trail alongside sealed road
- C4: Unsealed shared trail alongside sealed road with substantial earthworks for trail
- C5: Sealed shoulder
- C6: Shared Path
- C7: Existing shared path
- C8: Urban cycle lanes
- C9: Separated cycle lane
- C10: Existing shared trail (off road)
- C11: Urban neighbourhood greenways
- FER: Ferry



## Amenities – wayfinding, benches and lighting – in \$/unit

Unit rates were sourced from the Cycling Network Guidance Cost Estimation Tool (Waka Kotahi, NZTA), adjusted for 2023 rates.

Components costed included:

- Trail wayfinding signs such as intersection direction signs, confirmation direction signs, advanced direction signs, and map boards. Interpretative signs (about cultural, historic, environmental sites) were also included.
- Benches,
- Lighting



## Crossings –in \$/unit

Unit rates were sourced from Cycling Network Guidance Cost Estimation Tool (Waka Kotahi, NZTA). Costs were adjusted from 2020 to 2023. Intersections, and intersection upgrades were not considered part of the Trails Plan project.

- CR1: Vehicular warning signs, hold rails and bollards / other access limiting devices (to keep motorcycle riders and livestock out).
- CR2: Underpass: high level cost given for underpasses that may be required on busy high-speed sections of state highways. Utilise livestock crossings where it is possible to do so.

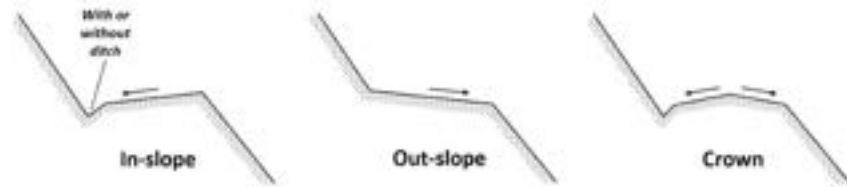


## Bridges – in \$/unit

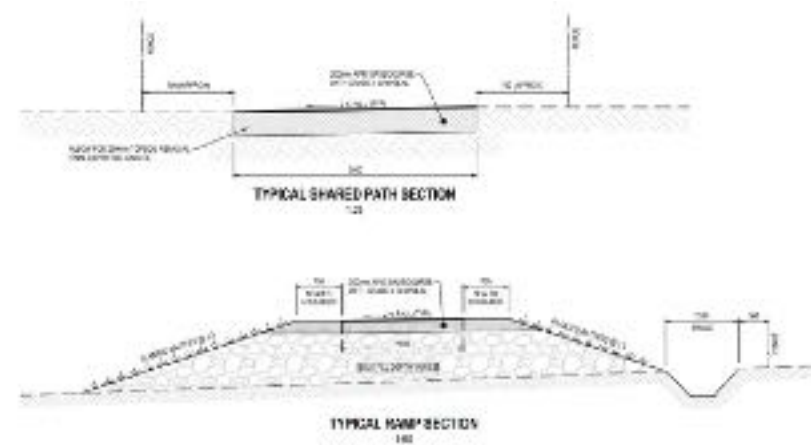
Unit rates for various sizes of bridges for walking and cycling were sourced from the New Zealand bridge provider BridgelitNZ.

- B1: 20 m x 2.0 m upright truss
- B2: 20 m x 2.5 m upright truss
- B3: 30 m x 2.5 m upright truss
- B4: 8.5 m x 3.0 m smaller concrete bridge
- B5: 6.0 m x 3.0 m timber pole bridge
- B6: 20 m x 2.5 m upright truss with boardwalks on either side

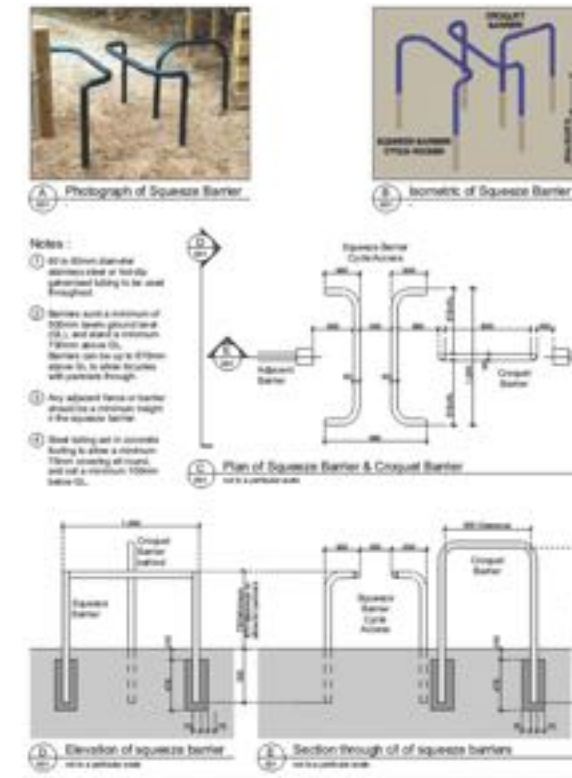
# Design references



Different options for trail cross-sections (NZCT Design Guide)



Typical off road trail cross section (Waipu to Marsden Cove Marina cycle trail route investigation and design report, WSP 2022)



Squeeze barrier designs: (NZCT Design Guide)

## Design references

### District Guides

- [FNDC Engineering Standards](#): transportation design, public spaces and landscape design

### Waka Kotahi NZ Transport Agency Guides

- [Cycling Network Guidance \(CNG\)](#): Shared path design, [high use driveways](#), [signs and markings to designate paths for pedestrians and cyclists](#)
- [Pedestrian Network Guidance \(PNG\)](#): pedestrian, walkers and wheeled users guidance
- Inclusive cycling planning and design guidance (to be published)
- [Considering historic heritage in walking and cycling projects](#)

## Terminal treatments



Livestock stop, Hauraki Rail Trail (NZCT Design Guide)



Example of a wheelchair-accessible barrier (for some wheelchairs), Belmont Regional Park (photo: Greater Wellington Regional Council)

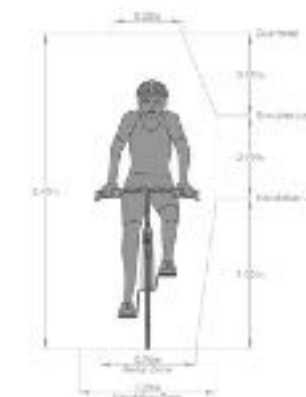


Terminal treatment consideration - Draft Waka Kotahi Inclusive cycling guide

## Wayfinding treatments



Wayfinding signs on Hauraki Rail Trail (NZCT Design Guide)



Cyclist design envelope (NZCT Design Guide)

## Ministry of Business Innovation and Employment

- [NZ Cycle Trail Design Guide \(NZCT\)](#): comprehensive and specific guidance for cycle trails including path end terminals, off road trails, on road trails and structural design

## Crossing treatments



Underpass on Otago Central Rail Trail, Otago Region (courtesy of OCRT Trust)



At grade crossing (low volume rural gravel road), Far North District



At grade crossing (low volume rural sealed road), Far North District

## Driveway treatments



Driveway treatment on Pou Herenga Tai Twin Coast Cycle Trail

	Width (mm)	Length (mm)	Minimum turning circle (mm)*	
			Outer radius (mm)	Inner radius (mm)
Conventional bicycle	700	1800	1650	850
Tandem	700	2400	3150	2250
Bicycle and trailer	800	2700	2650	1500
Cargo tricycle	1200	2800	2300	2500

\*Note that the turning radii are absolute minimums for 'stopping speed'. Such small radii should be avoided in cycleway design unless absolutely necessary.

Minimum dimensions and turning paths - adapted from Auckland Transport *Cycling Infrastructure*

## Wayfinding guidance

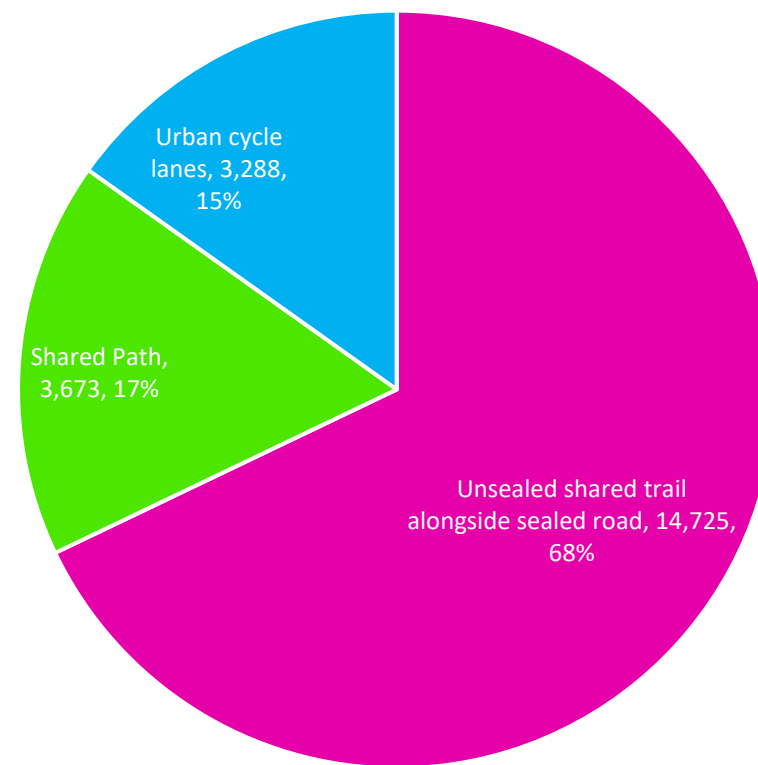
- [Twin Coast Discovery Route and Northland Journeys Wayfinding Implementation Plan - June 2019](#)
- [Waka Kotahi Standard Sign Specifications](#)
- [CNG wayfinding guidance](#)

## Department of Conservation

- [Track construction and maintenance guidelines: Guidelines VC1672](#)

# Facility types

- This section covers the indicative facility types and cross sections of the trails network plan walking & cycling trail infrastructure.
- The indicative facility types were used for high level cost estimates of ~200 km of short-listed prioritised trails
- Various facility types will be explained in the following slides



Each route contains an information pane with a chart of the facility types

# Facility types

## Shared trail (off road) (C1)

Cross section. (Note: existing unsealed shared trails were denoted as C10)



Pou Herenga Tai Twin Coast Cycle Trail



## Rural gravel road with few vehicles (C2)

Cross section



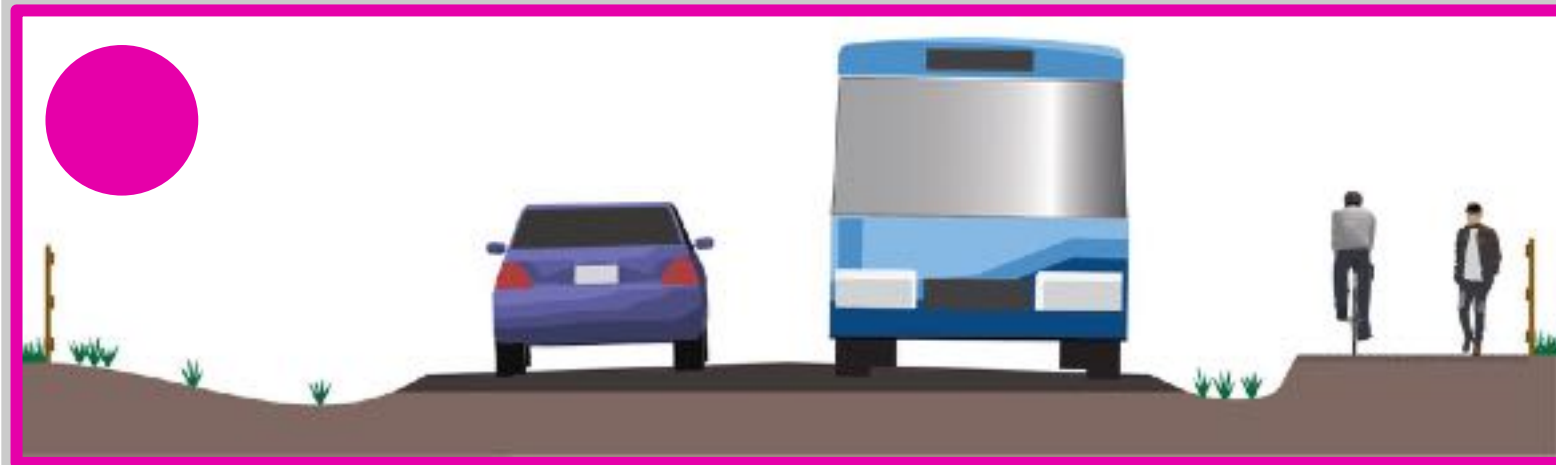
Rural gravel road with <150 vehicles / day



# Facility types (2/4)

Sealed state highway / local road with unsealed shared trail on side (C3)

Cross section



State highway / local road with substantial earthworks to change existing drainage conditions (C4)

Cross section (white dashed line shows existing roadside verge)



Hastings District



Hastings District





# Note on existing roadside shared trails in Far North (cross sections C3 & C4)



## Features of this existing roadside trail on Hōreke Rd, near Ōkaihau

- ~1500 vehicles per day
- Obstacles – tree roots, drainage channels, vegetation, power poles
- Some water damaged trail surfaces
- Available width – sometimes as narrow as 1.5 m (okay for low numbers of walkers/cyclists).

Existing trail, Hōreke Rd (Ōkaihau) on the Pou Herenga Tai Twin Coast Cycle Trail

# Facility types (3/4)

## Sealed shoulder (C5)

SH2 Hastings (Note: none are proposed in Trails Plan)



## Shared paths – along roads (C6-A)

Te Matau a Pohe Bridge, Whangārei. Note: existing shared paths in the Far North were denoted as C7.



## Shared paths – parks (C6-B)

Hatea Loop, Whangārei. Note: existing shared paths in the Far North were denoted as C7.



## Standard cycle lanes (C8-A)

Vinegar Hill Rd, Tikipunga. Urban



## Buffered cycle lanes (C8-B)

Cook Street, Palmerston North



## Separated cycle lanes (C9)

Eltham Road, Blenheim



# Facility types (4/4) - other treatments

## Mixed - neighbourhood greenway (aka bike boulevard) (C11)

Sheldon Street, Christchurch. Also known Some sections of the Opua – Paihia route have proposed neighbourhood greenways



## Ferries

Including Opua – Okaito (pictured, vehicle), Russell – Paihia Ferry (passenger), Kohukohu – Rawene (vehicle), Hōreke – Kohukohu (passenger, private)



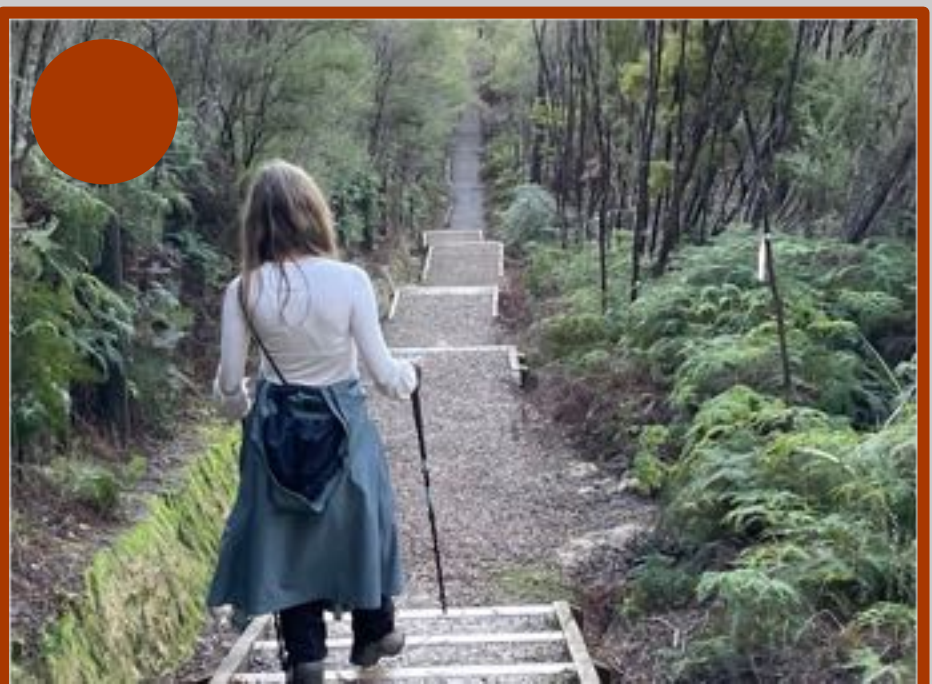
## Mixed - rural quiet road

Paranui Valley Road, Whangārei. None proposed in the trails plan, but similar to C2 (requires very low number of vehicles).



## Walking trails

Raumanga Scenic Reserve. None proposed in trails plan



## Mountain bike trails

Rotorua MTB Park. None proposed in trails plan.



## Mixed - shared space

James Street, Whangārei. Urban treatment (None proposed in the trails plan).





# Far North District Council Community Boards

+ Ngā Tai o Tokerau Māori Ward

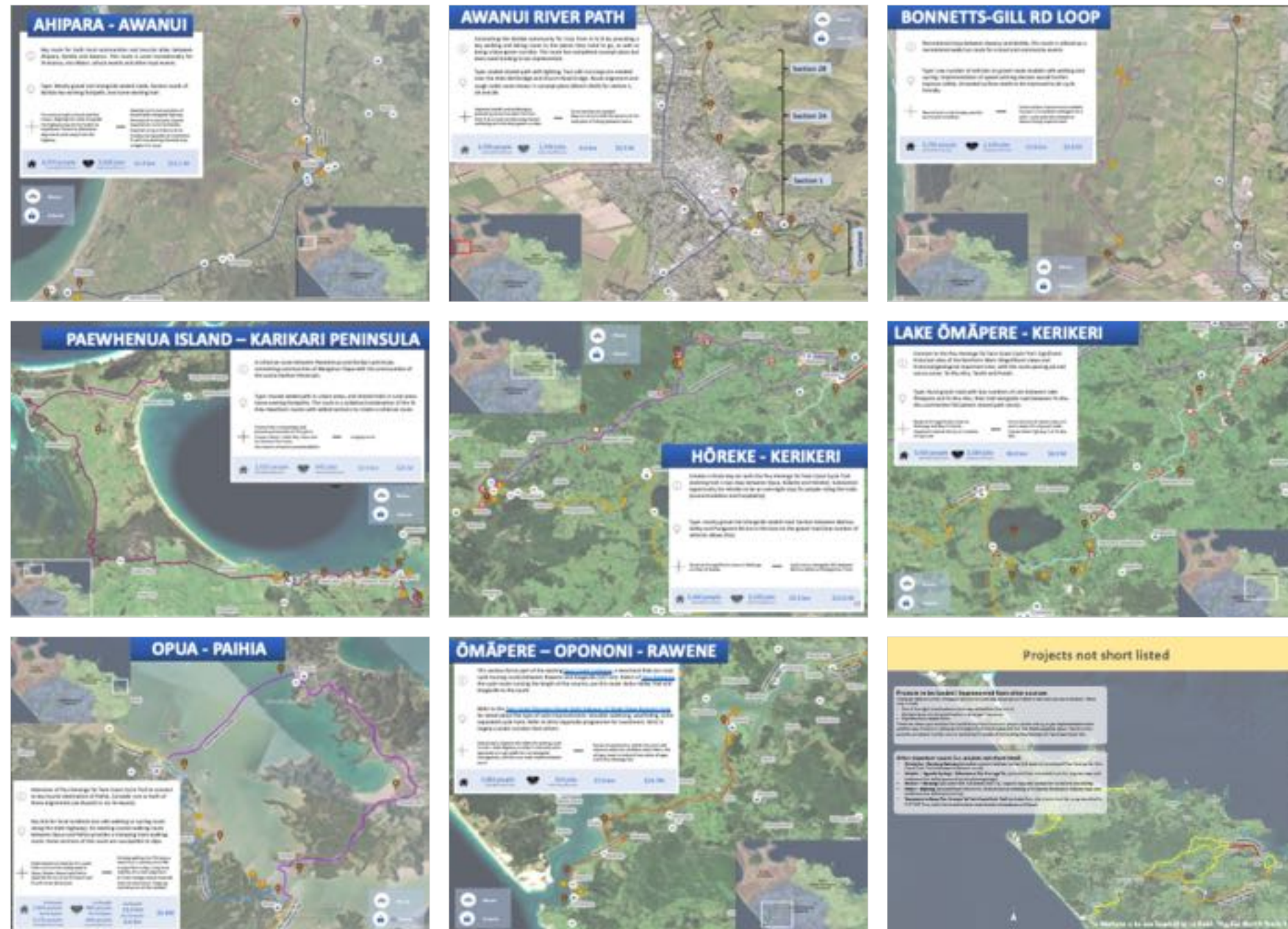
Te Hiku  
Community

Bay of  
Islands-Whangaroa  
Community

Kaikohe-Hokianga  
Community

Source: Airbus-USGS, NGA, NASA, CGIAR, ILS, CS NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community, Eagle Technology, Land Information New Zealand, GEBCO, Community maps for 29

# Table of contents for short listed route information sheets



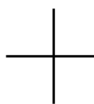
# AHIPARA - AWANUI



Key route for both local communities and tourists alike, between Ahipara, Kaitiāia and Awanui. This route is used recreationally for Te Araroa, Iron Māori, school events and other local events.



Type: Mostly gravel trail alongside sealed roads. Section south of Kaitiāia has existing footpath, and some existing trail.



Connects to eight schools and five marae. Aligning the route alongside the highway may be the fastest to implement. Potential alternative alignments exist away from the highway.



Amenity and noise concerns of shared path alongside highway. Removal of some parks may be required on in Central Kaitiāia, however using a street such as Puckley Ave (parallel to Commerce St with low parking demand) may mitigate this issue



**6,270 people**  
within 800 m of the route



**2,620 jobs**  
in proximity of the route

**21.4 km**

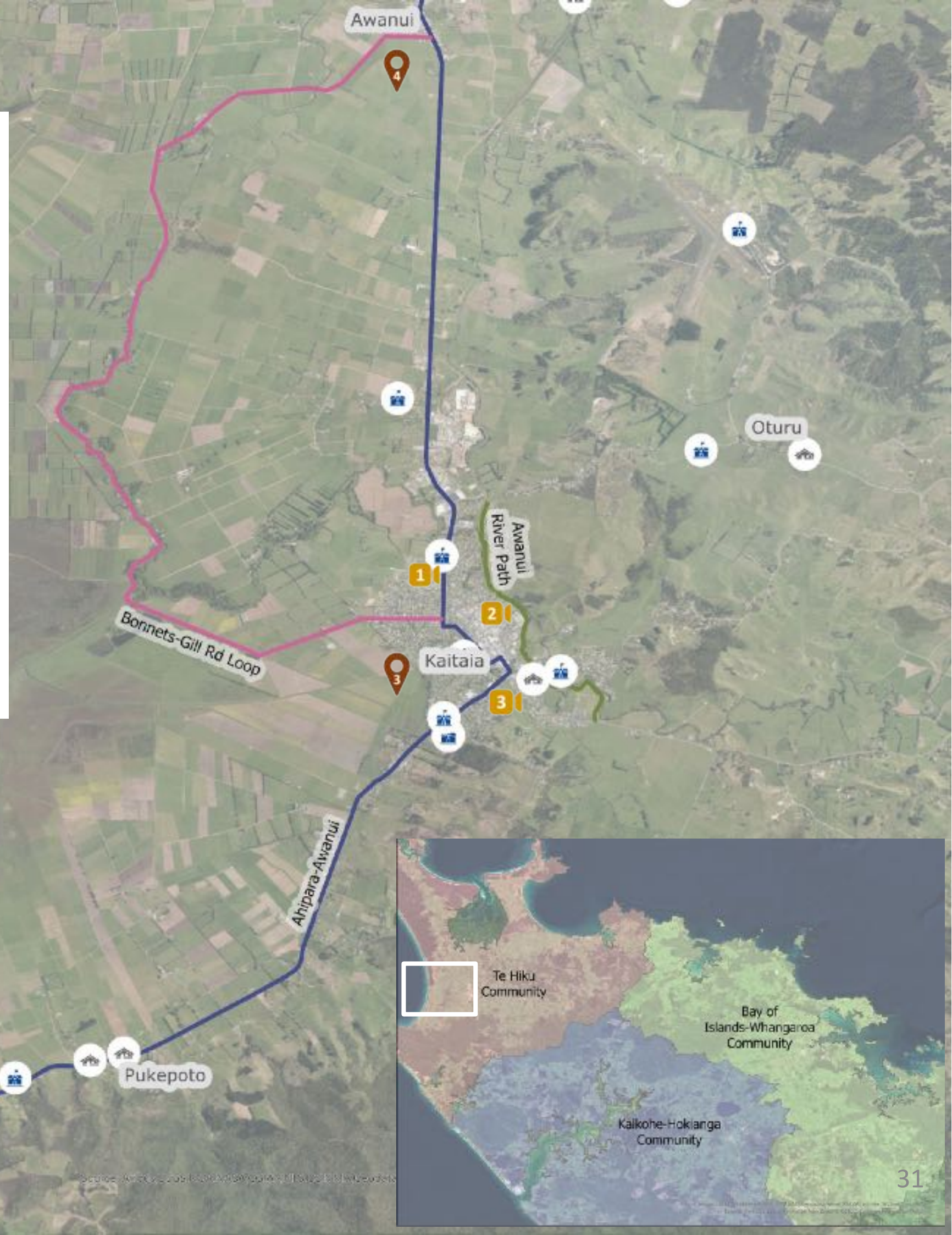
**\$11.1 M**



Marae



Schools



# AHIPARA - AWANUI

From Ahipara School, this limestone/gravel trail runs for 12 km alongside Kaitāia-Awaroa Rd past Pukepoto School and onto Pukepoto Road, followed by Redan Road. At this location, the trail turns to a sealed shared path, passing Te Kura Kaupapa Māori o Pukemiro, Kaitāia College and Kaitāia Hospital.

The route then turns left towards the North. Left onto Bank St, and right onto Puckley Ave offers a route through Central Kaitāia (parallel to Commerce St). A higher quality of service of cycle facility (such as a separated cycleway) may be feasible by avoiding the constrained carriageway of Commerce St.

At the end of Puckley Ave, the route turns right onto North Rd past Abundant Life School, Kaitāia Intermediate and the peripheral big-box stores. The trail returns to limestone/gravel and continues for 5.5 km to Awanui.

## DESTINATIONS



### Ahipara (Ahiparapara)

Popular surfing spots at Te Kōhanga / Shipwreck Bay, and southern end of Te-Oneroa-a-Tōhē, near Ahipara



### Te-Oneroa-a-Tōhē/Ninety Mile Beach

Beach is both used and treasured by many. Extreme importance to the five iwi of Te Hiku o Te Ika (the Far North – the tail of the fish).



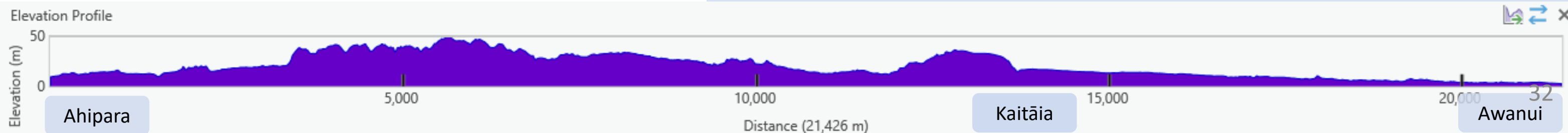
### Kaitāia

Second largest town in the Far North (population 6,340) with an abundance of amenities and historical sites.



### Awanui

Historic river port at the south of the Aupouri Peninsula. Seven kilometers north of Kaitāia, Awanui has an estimated population of 580.

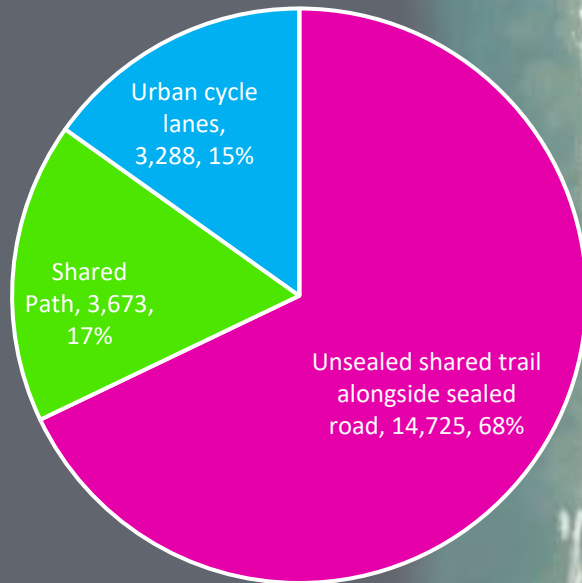




# AHIPARA - AWANUI

Type of walking and cycling route (trail / facility type)

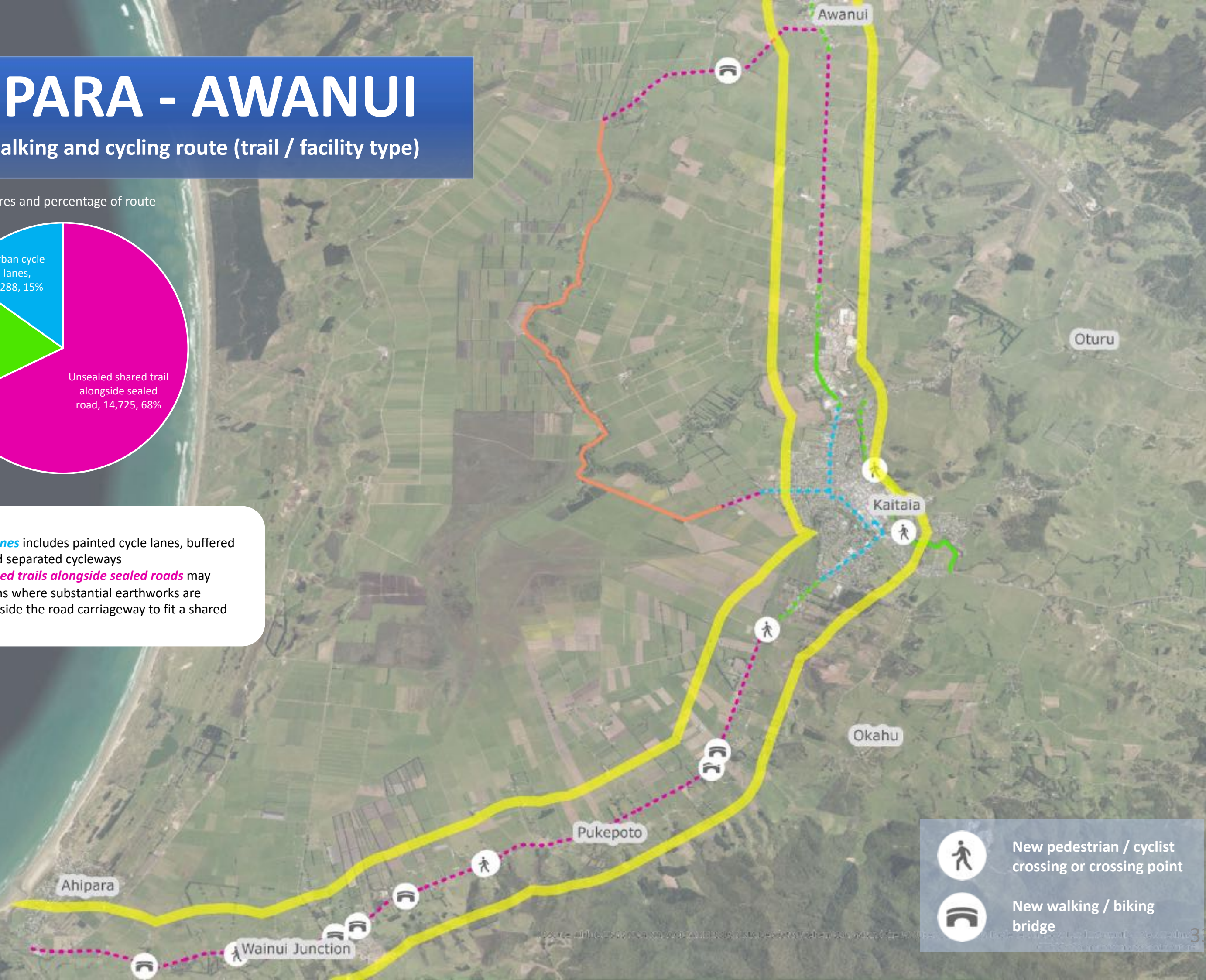
metres and percentage of route





**Note:**

**Urban cycle lanes** includes painted cycle lanes, buffered cycle lanes and separated cycleways

**Unsealed shared trails alongside sealed roads** may include sections where substantial earthworks are required alongside the road carriageway to fit a shared trail alongside.



-  New pedestrian / cyclist crossing or crossing point
-  New walking / biking bridge



# AWANUI RIVER PATH

**Completed section: South Road (SH1) to Church Road (near Kaitāia Primary School).** From South Rd (SH1), travel around the sports fields, and alongside the Awanui River on the completed 2.2 m wide footpath. A safe crossing on Church Road is needed near the Church Road bridge.

**Section 0: Church Road to 10 Matthews Ave (next to Kaitāia Croquet Club).** Further investigation of feasibility of continuing the shared path alongside the river from Church Road to 10 Matthews Ave. This section would enable greater connection to Kaitāia Primary School.

**Section 1: 10 Matthews Ave (next to Kaitāia Croquet Club) to Allen Bell Drive (via end of Empire St).** Continue alongside Awanui River to Allen Bell Drive, where it crosses the bridge on the east side of the Allen Bell Drive bridge before crossing Allen Bell Drive. Two facility type options are given in the March 2023 concept plans and alignment: a boardwalk or a shared path.

**Section 2A: between Allen Bell Drive and northern end of Allen Bell Park.** Continuing on the other side of the Awanui River, through the Allen Bell Park, a 2.2 m wide shared pathway is proposed.

**Section 2B: between northern end of Allen Bell Park and Donald Road.** From the northern end of Parkdale Park / Allen Bell Park, the proposed 2.2 m wide shared pathway continues to Donald Road.

## DESTINATIONS



**Central Park (sports fields) and A&P Showgrounds**  
Start of existing shared path



**Kaitāia Primary School**  
300 students



**Church Road bridge (over Awanui River)**  
End of existing shared path



**Central Kaitāia: Commerce Street**



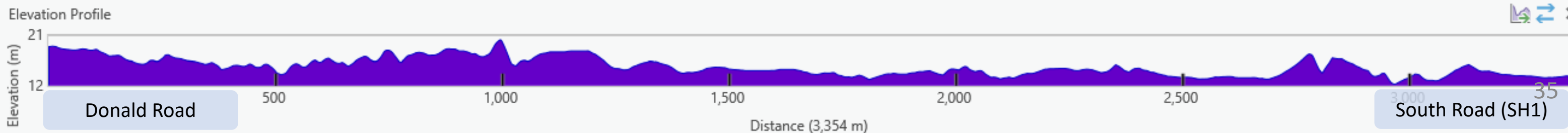
**Allen Bell Drive bridge (over Awanui River)**



**Allen Bell Park / Parkdale Park**



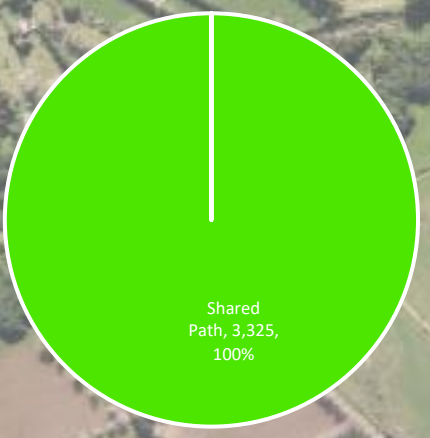
**Donald Road**  
End of proposed shared path



# AWANUI RIVER PATH

Type of walking and cycling route (trail / facility type)

metres and percentage of route



Note:  
**Urban cycle lanes** includes painted cycle lanes, buffered cycle lanes and separated cycleways  
**Unsealed shared trails alongside sealed roads** may include sections where substantial earthworks are required alongside the road carriageway to fit a shared trail alongside.





Source: AIRGIS, NZTA, NIWA, GCS, NIWA, NIWA Geodatastore, NIWA, GSI and the GIS User

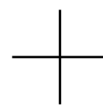



New pedestrian / cyclist crossing or crossing point 36

# BONNETTS-GILL RD LOOP

 Recreational loop between Awanui and Kaitiāia, this route is utilised as a recreational walk/run route for school and community events.

 Type: Low number of vehicles on gravel roads enables safe walking and cycling. Implementation of speed calming devices would further improve safety. Unsealed surface needs to be improved to be cycle friendly.



 Recreational route already used for sports and recreation.  Some surface improvements needed. Success is somewhat contingent on a walk / cycle path from Kaitiāia to Awanui being implemented.

 **3,720 people**  
within 800 m of the route

 **1,210 jobs**  
in proximity of the route

**12.8 km**      **\$2.8 M**



 Marae  
 Schools



Source: WITTEL, US, NOAA, NASA, CGIAR, NLS, OS, NIMA, Geodatasbyreisen, USA, US and the GIS User Community, Google Technology, and Information, New Zealand, 2017. All rights reserved. © 2017. All rights reserved.

# BONNETTS-GILL RD LOOP

From Pukepoto Rd / Bonnetts Rd, travel on Bonnetts Road for 800 m until Tangonge Domain, and the edge of the residential housing (speed limit changes to 100 km/h).

The straight road becomes unsealed, with low numbers of vehicles per day (~600 veh/day). The unsealed length of Bonnetts Road has a safe and appropriate speed of 60 km/h, conflicting the posted speed limit of 100 km/h.

After 2.4 km, passing reservoirs, irrigation channels and a one-way bridge, Bonnetts Road has a name change to Gill Road.

Gill Road (~200 veh/day) winds alongside the Awanui River for 6.5 km until the intersection with Sandhills Rd. At the intersection Gill Road becomes sealed and straighter with an increase in the number of vehicles. A shared trail adjacent/parallel to Gill Road may be required for the safety of people on bikes and people walking.

1.3 km from Awanui, Gill Road crosses Awanui River again before reaching the small town of Awanui. Alongside the implementation of the Ahipara – Awanui route, the Bonnets-Gill Road loop would be a complete loop if Kaitāia to Awanui is connected.



## DESTINATIONS

### Central Kaitāia

Second largest town in the Far North with an abundance of amenities, and historical sites. Kaitāia has an estimated population of 6,340.

### Waihou information board

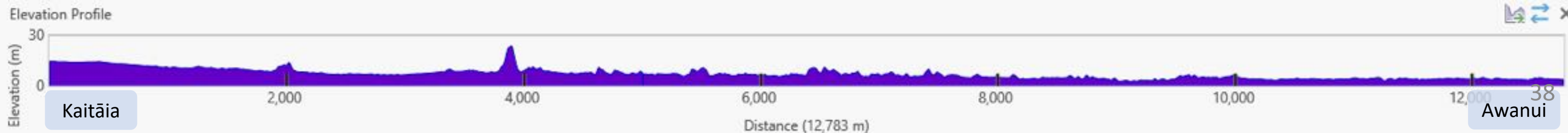
Information board about the extensive lake catchment of Tangonge.

### Awanui

Historic river port at the south of the Aupouri Peninsula. Seven kilometres north of Kaitāia, Awanui has an estimated population of 580.

### Kaitāia urban periphery amenities

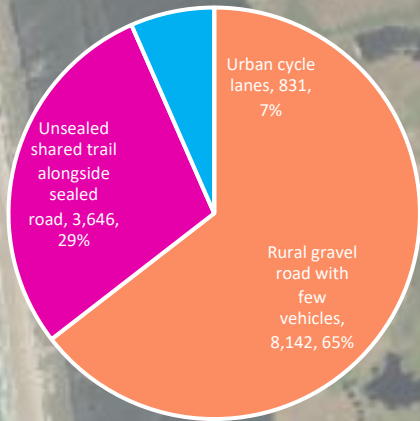
Big box store supermarket and retail stores.



# BONNETTS-GILL RD LOOP

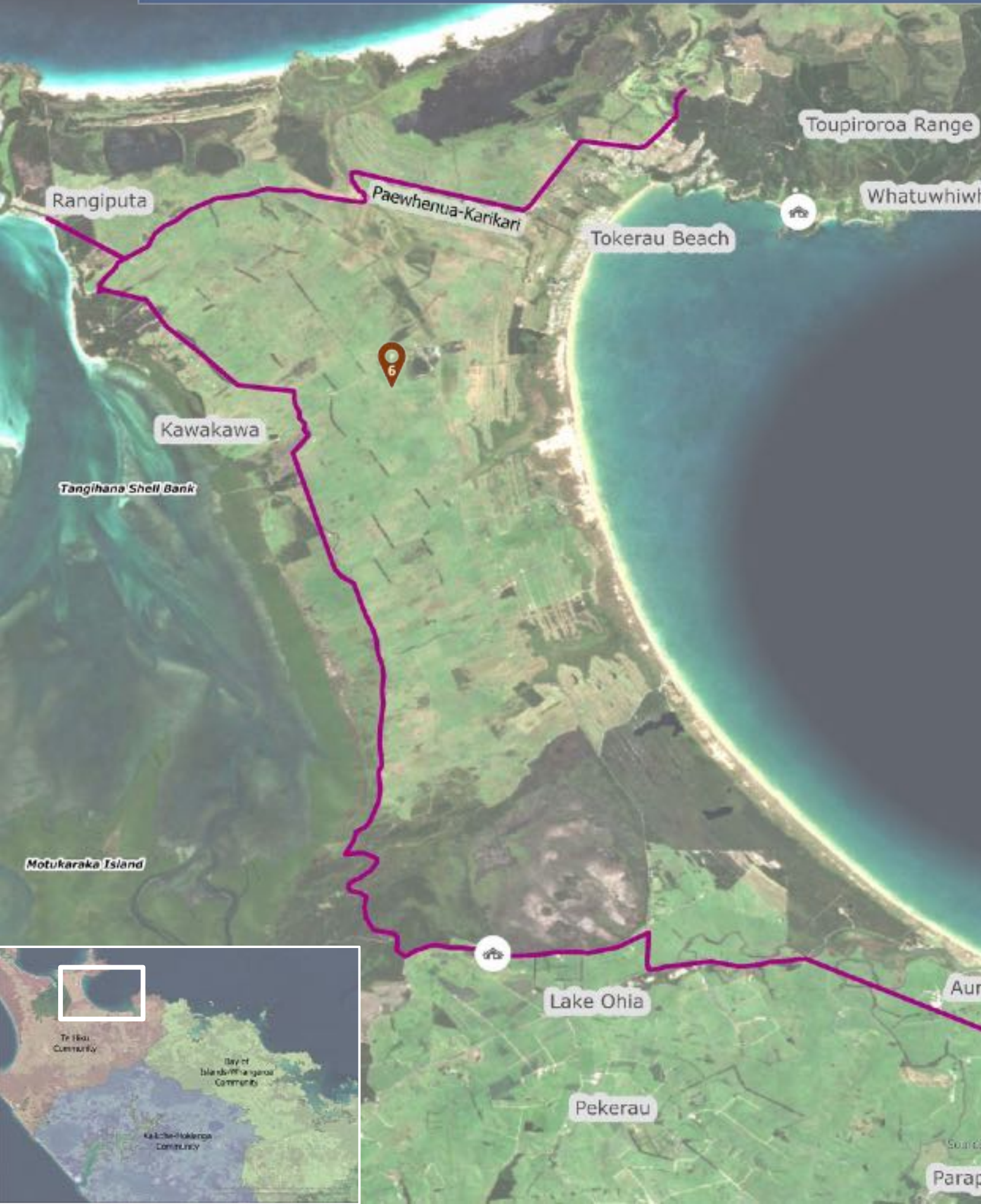
Type of walking and cycling route (trail / facility type)

metres and percentage of route



New pedestrian / cyclist crossing or crossing point

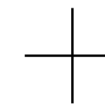
# PAEWHENUA ISLAND – KARIKARI PENINSULA



A cohesive route between Paewhenua and Karikari peninsula, connecting communities of Mangōnui-Taipa with the communities of the scenic Karikari Peninsula.



Type: shared sealed path in urban areas, and shared trails in rural areas. Some existing footpaths. The route is a collation/combination of the Te Hiku Hawthorn routes with added sections to create a cohesive route.



Connect the communities and picturesque beaches of Mangōnui, Coopers Beach, Cable Bay, Taipa and the Karikari Peninsula. Abundance of tourist accommodation.

Lengthy route



2,620 people  
within 800 m of the route



640 jobs  
in proximity of the route

52.9 km

\$23 M



Marae



Schools



Source: Wirio, USGS, NASA, CGIAR, NCS, QSV, Whāngai, Geomatics, GSA, GSI and the GIS User Community. Eagle Technology and Information Ltd. 2022. All rights reserved. © 2022 Eagle Technology and Information Ltd.



# PAEWHENUA ISLAND – KARIKARI PENINSULA

## Section 1: Paewhenua Island to Mangōnui (4.3 km)

Follow the foreshore mangroves south to SH10. Continue on the coastal side of SH10 for 2.0 km until reaching waterfront Drive. Ride/walk on the road for 400 m before reaching the Mangōnui boardwalk.

## Section 2: Mangōnui to Taipa (11.3 km)

From Mangōnui Four Square, continue along the waterfront and Mill Bay Rd to Rangikapiti Rd. Turn right to take a 600 m side trip to Rangikapiti Pa site. Cross SH10 at the end of Mill Bay Rd and travel 800 m on SH10 before crossing again to reach Coopers Beach. Continue on the coastal side of SH10 past the Coopers Beach shops to Taumarumarua Recreation Reserve. Cross a proposed bridge and new 400 m coastal path to Powells Rd. From Powells Rd beach access, follow the coast for 600 m on a new Cable Bay coastal path to the playground. Cross from the coastal side of the state highway to the inland side at the end of Cable Bay. Travel on the existing footpath over the hill to Taipa, where the trail crosses the State Highway again at Bush Point Road. Continue on the coastal side to the Taipa Bridge and shops before turning right onto Taipa Point Rd, and along Foreshore Rd, and the foreshore reserve to Ngāti Kahu Rd.

## Section 3: Taipa to Rangiputa (33.4 km)

From the intersection of Ngāti Kahu Rd and SH10, continue for 6.7 km on the northern side of SH10, over a proposed bridge at Parapara Stream, turning right at Inland Rd (towards Karikari). Cross the one-way bridge at the start of Aurere Rd and continue on the east side of the road before turning left onto Lake Ohia Rd, a low volume gravel road. After 2.5 km, Lake Ohia Rd finishes and a proposed 1.5 km gravel trail (3.0 m wide) would need to be built (subject to hapu and community, and land owner buy in, to reach Tahanga Rd). From the connection with Tahanga Rd, the trail continues on low volume gravel roads to Rangiputa (18 km). This alignment is to be determined, and subject to hapu, and landowner endorsement.

## Section 4: Rangiputa to Tokerau Beach (11.7 km)

From Rangiputa, the trail continues by going back 1.5 km to the intersection of Rangiputa and Puheke Rd. Along Puheke Rd (low volume gravel road) for 2.75 km and (subject to hapu, community and landowner endorsement) travel over a private farm 4WD track for 2.3 km to connect to Waimango Road. 2.8 km along Waimango Rd, the trail returns to Inland Rd (sealed) and reaches Tokerau Beach and Whatuwhiwhi.

## DESTINATIONS

### Paewhenua Island

Peninsula with vineyard at northern end

### Mangōnui

Main town of Doubtless Bay with key amenities including cafes, fish and chip shop, and supermarket. Estimated population of 680, with Mangōnui School (primary) with a roll of ~135 students.

### Rangikapiti Pā and Coopers Beach

Historic Pā site on the hill at the west side to the entrance of Mangōnui Harbour. Coopers Beach has estimated population of 690.

### Cable Bay

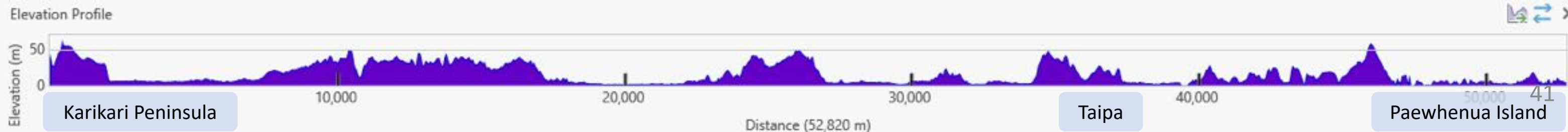
Named after the terminus of the Pacific telegraph cable to New Zealand, Cable Bay has an estimated population of 1,090

### Taipa

The first landing place of Kupe, the Polynesian explorer of Aotearoa. Taipa has an estimated population of 180, and the Taipa Area School has a roll of ~400.

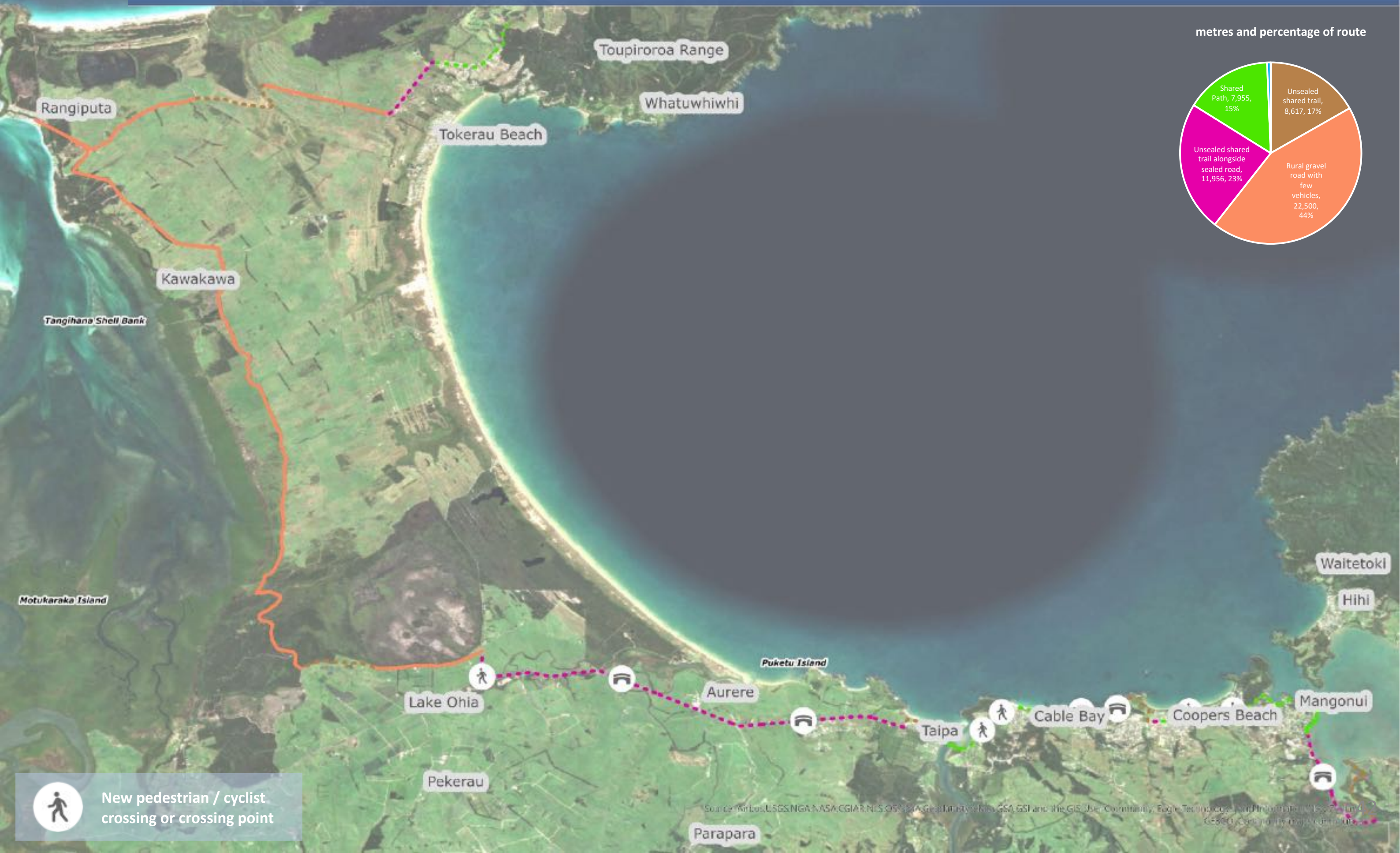
### Karikari Peninsula: Rangiputa, Tokerau Beach and Whatuwhiwhi

Settlements at the Karikari Peninsula. Rangiputa is located on the west coast, whereas Tokerau and Whatuwhiwhi are located to the east. Estimated population of Karikari Peninsula is 1,410 including Tokerau Beach (270) and Whatuwhiwhi (500). Rangiawhia Pā to the North-east of Whatuwhiwhi.



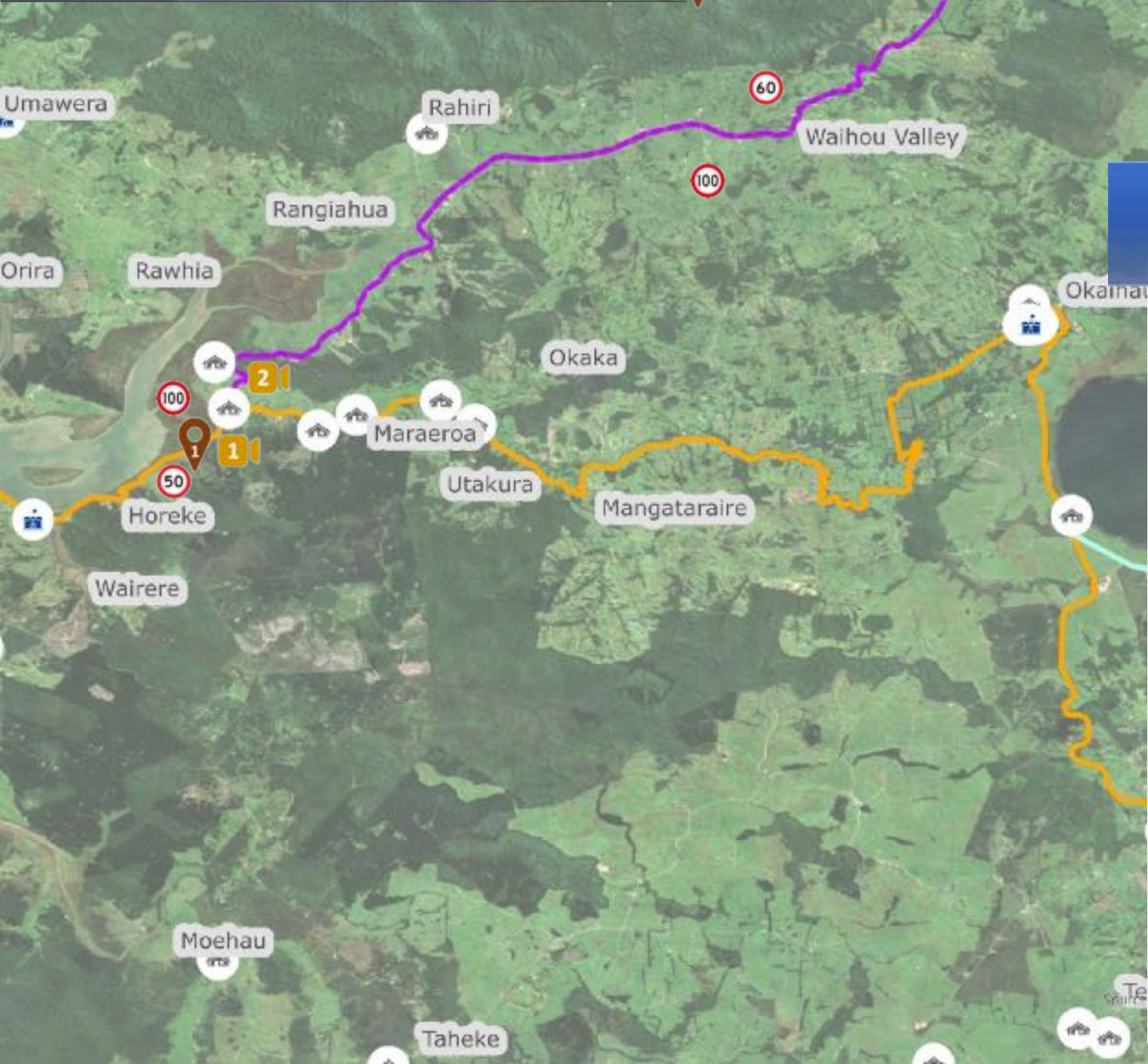
# PAEWHENUA ISLAND – KARIKARI PENINSULA

Type of walking and cycling route (trail / facility type)





- Marae
- Schools



# HŌREKE - KERIKERI



Creates a three-day arc with the Pou Herenga Tai Twin Coast Cycle Trail (existing trail is two days between Opua, Kaikohe and Hōreke). Substantial opportunity for Hōreke to be an overnight stop for people riding the trails (accommodation and hospitality).



Type: mostly gravel trail alongside sealed road. Section between Waihou Valley and Pungare Rd are in the lane on the gravel road (low number of vehicles allows this).



Route with magnificent views to Hokianga and Bay of Islands.



Loud section alongside SH1 between Waihou Valley and Rangiahua (7 km).



**3,160 people**  
within 800 m of the route



**2,120 jobs**  
in proximity of the route

**52.3 km**

**\$11.6 M**

# HŌREKE - KERIKERI

From the current western finish of the Pou Herenga Tai Twin Coast Cycle Trail at Māngungu Mission House, retrace the ride for 5.6 km to Mataiaua Marae, to turn left at Rangiahua Rd. Follow the quiet Rangiahua Rd for 900 m and cross the single laned bridge of the Utakura River, continuing up the road with views of the estuaries of the Hokianga to the left. After 5.5 km of small undulations (15 m vertical), Rangihua reaches a T-intersection with SH1.

Cross the State Highway and continue on the Waihou River side of SH1. Follow alongside the straight alignment of the State Highway, over a proposed walk/cycle bridge adjacent to the vehicular Robyns Bridge at 3.7 km from Rangihua Rd. After 3.3 km, turn left onto Puketi Rd and travel on the flat gravel road for 9.3 km, until reaching the intersection with Puketi / Puketotara / Waiare Roads. This flat gravel road has a low number of vehicles and is therefore suitable for people to walk and ride on the road.

After 4.6 km up Waiare Road, reach the Puketi Recreation Area with the [Puketi nature trail](#), [Pirau Ridge route](#) (confident riders only), [DOC campsite](#) and [DOC hut](#). Continue on Waiare Rd to Pungarere Rd, where you can travel a 550 m side trip to reach the [Manginangina Kauri Walk](#).

Return to the sealed Pungarere Rd, with spectacular views of the Bay of Islands to the right. The road undulates for the first 3.5 km, until descending from 330 m elevation for 7.0 km. Turn right onto the quiet Ngapuhi Rd and Koropewa Rd, before turning right again onto Pungarere and then SH10.

## Destinations



### Hōreke

Small town on Hokianga harbour with abundant history and some amenities.



### Waipapa River tramping track

Walking only because tramping track and in-river



### Pirau Ridge ride: gravel road for confident riders

The Pirau Ridge ride an interesting remote side track (in and out) and is part of the Te Araroa walking trail. The walking tracks at the end of it have had a lots of Kauri protection work and are not suitable for riding.



### DOC campsite and DOC hut

Puketi Forest giant snails out are stunning at night



### Short nature walks at Puketi Forest

Puketi Forest tracks are often muddy! Local community trust that work with DOC to manage the forest especially pest control, <https://puketi.org.nz/>



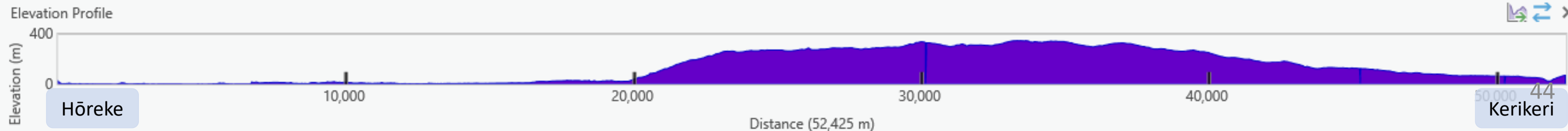
### Waipapa

Town on periphery of Kerikeri with population of 870.



### Kerikeri

Largest town in the Far North (population of 8,060) with an abundance of amenities, and historical sites.

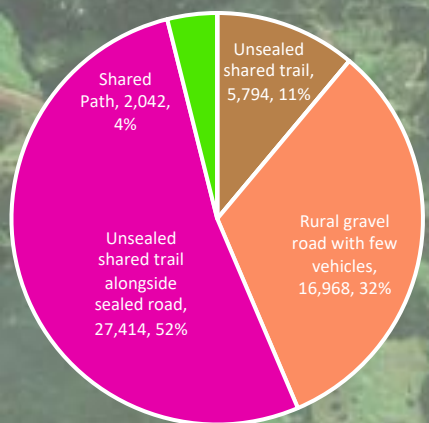


# HŌREKE – KERIKERI

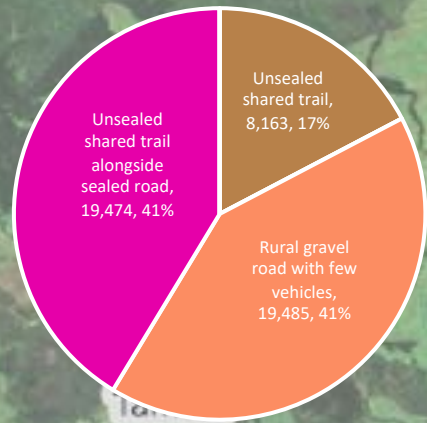
Type of walking and cycling route (trail / facility type)





metres and percentage of route



metres and percentage of route



 New pedestrian / cyclist crossing or crossing point

 New walking / biking bridge

# LAKE ŌMĀPERE - KERIKERI



Connect to the Pou Herenga Tai Twin Coast Cycle Trail. Significant historical sites of the Northern Wars. Magnificent views and historical/geological important sites, with the route passing pā and scoria cones: Te Ahu Ahu, Tarahi and Putahi.



Type: Rural gravel road with low numbers of cars between Lake Ōmāpere and Te Ahu Ahu, then trail alongside road between Te Ahu Ahu and Kerikeri Rd (where shared path starts).



Route with magnificent views to Hokianga and Bay of Islands. Important cultural history at locations along route.



Some sections of coarse chip, and some steep hills of gravel roads. Crosses State Highway 1 at Te Ahu Ahu.



**3,420 people**  
within 800 m of the route



**2,280 jobs**  
in proximity of the route

**30.0 km**

**\$6.9 M**



Marae



Schools

# LAKE ŌMĀPERE - KERIKERI

From the Pou Herenga Tai Twin Coast Cycleway (section North of Kaikohe and near Lake Ōmāpere) at Toia Road, leave the cycleway and turn onto Lake Road. Picturesque views across Lake Ōmāpere, as the quiet Lake Road climbs to Te Pua Rd (SH15), passing the cultural/historical and geological significant dome volcano Putahi.

Turn left, crossing Te Pua Road and right onto Remuera Settlement Road. Continue on the quiet (100 vehicles / day) Remuera Settlement Road for 2.9 km of undulations to Hariru Rd. Turn left onto the quiet Hariru Road, passing near the scoria cone Te Ahu Ahu, the site of Hone Heke's pā. From the start of Hariru Road it is 3.6 km to the State Highway 1 at Te Ahuahu.

Follow SH1 east on a separated gravel trail for 270 m, before turning right onto Te Ahu Ahu Rd. The route continues on a separated walk and cycle gravel trail on Te Ahu Ahu Road for 4.4 km until Waimate North Road. Turning left on Waimate North Road, the separated trail continues for 6.5 km to Wiroa Rd.

Turning right onto the busier Wiroa Road, the trail continues on the southern side of Wiroa Rd, with fewer driveways, side roads and greater width for a walk/cycle trail. Cross over SH10 to the south of the roundabout (pedestrian / cycle crossing needed). From the SH10 roundabout to Central Kerikeri, a sealed 2.0 m narrow shared path on the eastern side of the road enables safe walking and cycling.



## DESTINATIONS

### Lake Ōmāpere

Significant cultural and environmental value to tangata whenua. The [Battle of Puketutu](#) took place on the northeastern side of the lake.

### Putahi

A 381 m rhyolite dome volcano and site of important battle of the [Flagstaff War of 1845-46](#).

### Tarahi

388 m high andesite volcano.

### Te Ahu Ahu

Significant location of the [Northern Wars](#), and 373 m high andesitic basaltic scoria cone.

### Waimate North

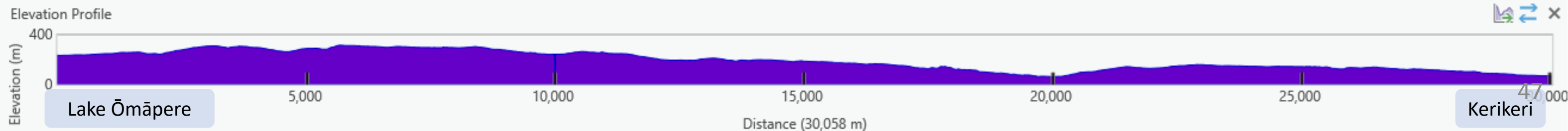
Okuratope Pā and Te Waimate Mission station were both located near Waimate North.

### Kerikeri Airport

Also known as the Bay of Islands Airport.

### Kerikeri

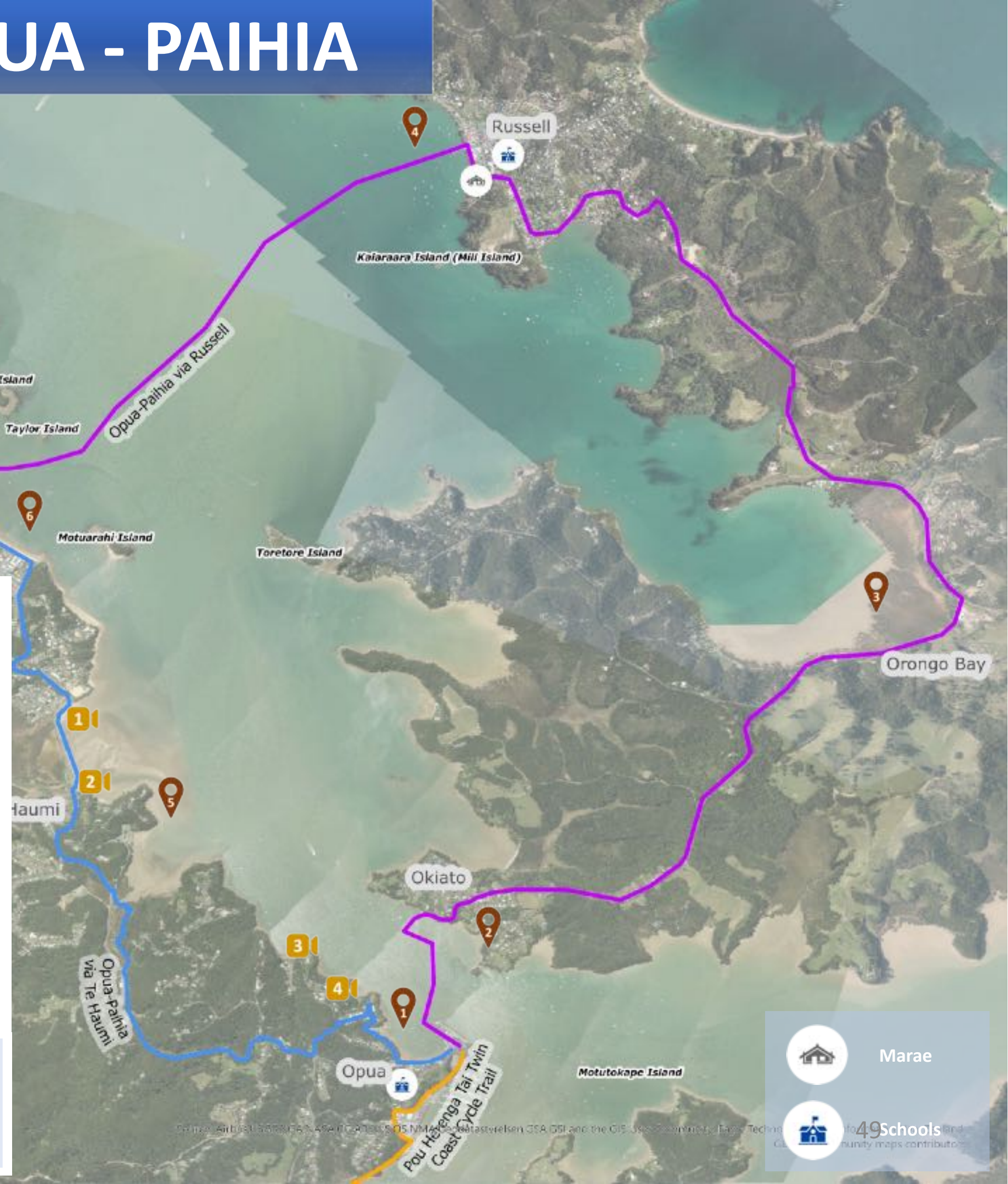
Largest town (population of 8,060) in the Far North with an abundance of amenities, and historical sites.







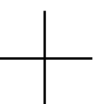
# OPUA - PAIHIA



Extension of Pou Herenga Tai Twin Coast Cycle Trail to connect to key tourist destination of Paihia. Consider one or both of these alignments (via Russell or via Te Haumi).



Key link for local residents (no safe walking or cycling route along the state highway). An existing coastal walking route between Opuia and Paihia provides a tramping track walking route. Some sections of this route are susceptible to slips.



Endorsement of need for this route from communities and groups in Opuia, Okiato, Russell and Paihia. Appetite for route via Te Haumi and Russell to be developed.



Existing walking trail (Te Araroa route too) is narrow, and cliffs susceptible to slips. Long term viability of current alignment (climate change coastal hazards) must be considered. Ongoing maintenance will be needed.

	Via Russell:		Via Russell:		<b>\$5-8M</b>
	<b>1,840 people</b>		<b>880 people</b>		
	Via Te Haumi:		Via Te Haumi:		
	<b>2,170 people</b>		<b>840 people</b>		
	within 800 m of the route		in proximity of the route		



Marae



49 Schools and community maps contributors

# OPUA - PAIHIA

## Opua – Paihia via Russell (Kororāreka)

Strong community support for the completion of Opua-Paihia route (currently being led by community groups including Bay of Islands Walkways Trust and Council). Requires some funding to be completed.

Although this route is reliant on ferries, the ferries run frequently:

- 10 min frequency car ferry Opua to Okiato (assume that a fare for a bike is the same as a foot passenger)
- 30 min frequency passenger ferry Paihia to Russell (Kororāreka).

### Route alignment:

From Opua Marina/Ferry, take the [frequent vehicle/passenger ferry](#) to Okiato, following alongside Aucks Rd to Orongo Bay. Follow Russell Whakapara Rd, Florence Ave, Matawhi Rd, Robertson St, Pitt St and The Strand to Central Russell. Take the frequent passenger ferry from Russell Wharf to Paihia Wharf.

Note: the existing walking track is a bush walk [between Okiato and Te Whapu Rd](#).

## Opua – Paihia via Te Haumi

Other strong community support for considering a direct route from Opua-Paihia.

### Route alignment:

From the Opua Marina, travel on residential streets Beechy St and Richardson St to end of Richardson St. Connect through to De Haven Street on accessway to climb De Haven Street and English Bay Rd to SH11 Paihia Road.

Continue on shared path for 1.5 km alongside eastern side of SH11 (English Bay Road to Waimangaro Rd). Utilise road reserve (430 m) opposite Waimangaro Rd to new boardwalk.

From Smith Camp Rd, follow SH11 to Te Haumi Drive (no existing footpath), then to Haumi bridge (existing footpath). Travel on Te Haumi Beach on shared path, and up and over final hill (Seaview Road) and into Paihia.

Love Opua (community group) do pest trapping and have restored some tracks in Harrison's reserve.



## DESTINATIONS

### Opua

Current terminus of the Pou Herenga Tai Twin Coast Cycle Trail between Hokianga harbour and Bay of Islands. Opua-Okiato Car Ferry reduces travel time to Russell substantially. Key Marina for the region, with overseas boats utilising this marina. Population of 1,280.

### Okiato

Opua-Okiato car ferry. Okiato is seven kilometres south of Russell and was New Zealand's first capital (1840-41). Population of 200.

### Orongo Bay

Settlement with Orongo Bay Holiday Park

### Russell (Kororāreka)

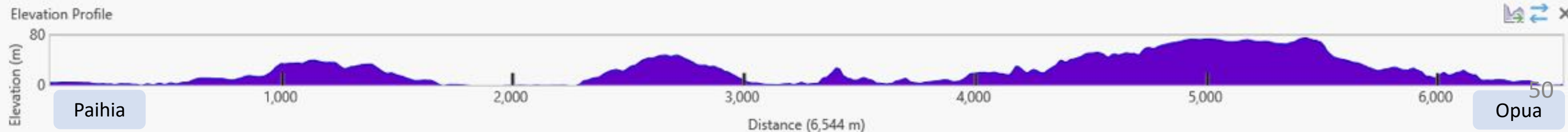
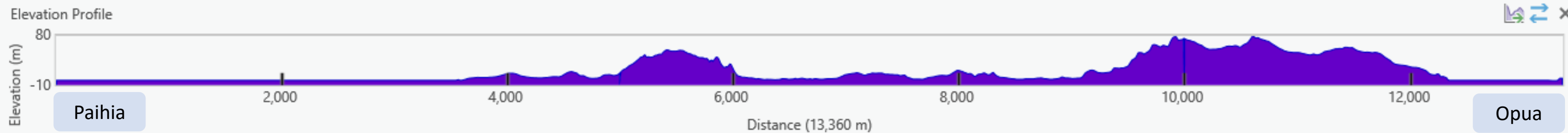
Key tourist destination because of the important political, cultural, and social history. Population of 760.

### Te Haumi

Nearby to Paihia, Te Haumi has accommodation, and a population of 380.

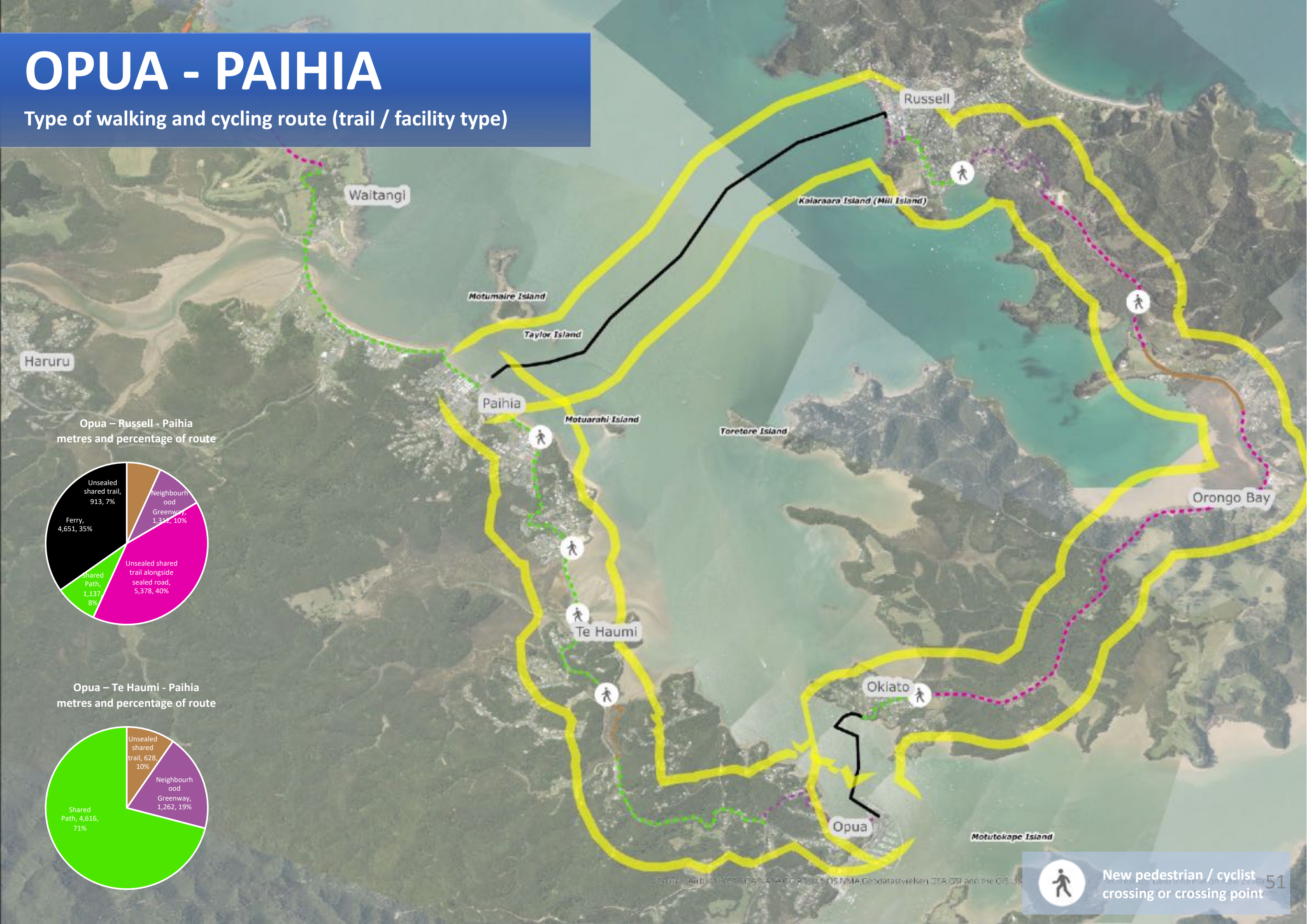
### Paihia

Key tourist destination to access the Bay of Islands. Accommodation and hospitality center. Population of 1,710.

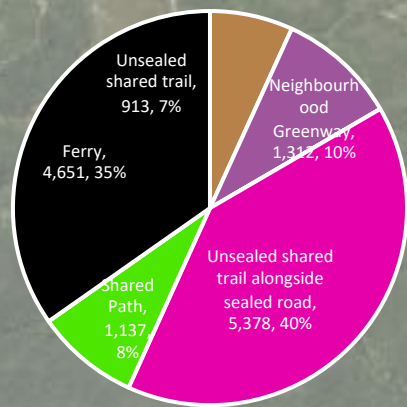


# OPUA - PAIHIA

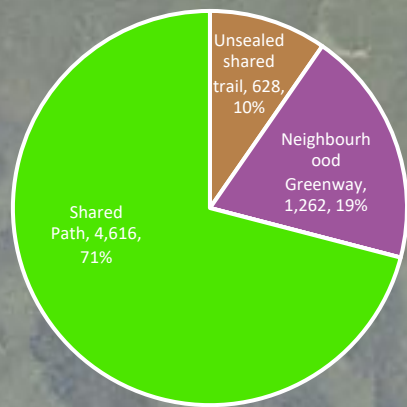
Type of walking and cycling route (trail / facility type)



Opuia – Russell - Paihia  
metres and percentage of route



Opuia – Te Haumi - Paihia  
metres and percentage of route



Source: Airphoto 5578, 562, 494, 495, 496, 505, NMA, Geodatastreken GSA, GSI and the GIS-39

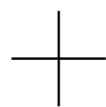
# ŌMĀPERE – OPONONI - RAWENE



This section forms part of the existing [Kauri Coast Cycleway](#), a Heartland Ride (on road cycle touring route) between Rawene and Dargaville (107 km). Riders of [Tour Aotearoa](#), the cycle route running the length of the country use this route. Kaihu Valley Trail and Dargaville to the south.



Refer to the [Twin Coast Discovery Route State Highway 12 Single Stage Business Case](#) for detail about the type of cycle improvements: shoulder widening, wayfinding, some separated cycle trails. Refer to SH12 Appendix programme for investment. SH12 is largely a wider corridor than others.



Substantially improve the safety for existing cycle tourists. State Highway corridor is relatively wide (generally enough width for trail alongside carriageway), and this may make implementation easier.



Network connectivity: whilst this route will improve safety for confident adult riders, this all-ages route is isolated from other all-ages trails (Pou Herenga Tai).



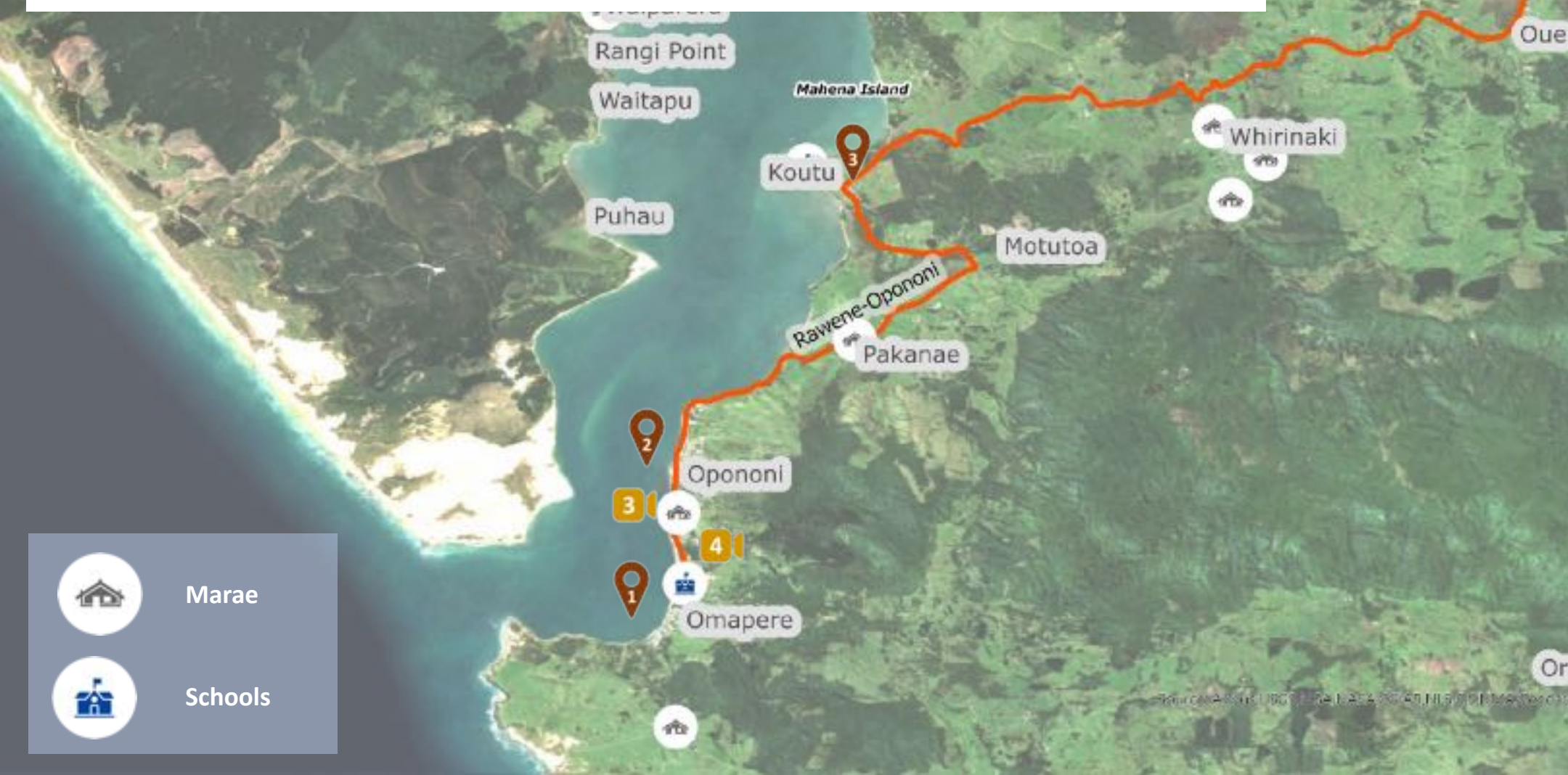
**1,083 people**  
within 800 m of the route



**314 jobs**  
in proximity of the route

**27.6 km**

**\$14.7M**



Marae



Schools



# ŌMĀPERE – OPONONI - RAWENE

## Ōmāpere to Opononi shops

From the wharf and ramp at Old Wharf Road, Ōmāpere, head North on a shared path, past Opononi Area School, Ōmāpere Kindergarten and Fire Station. Continue alongside the foreshore and SH12 for 2.0 km to the centre of Opononi with a supermarket, cafes, and restaurants. North of the shops, the route changes from a shared path to an unsealed shared trail alongside the state highway.

## Opononi shops to Koutu

From Opononi shops to Koutu Loop Rd it is 4.2 km alongside SH12. Turn left and the trail continues on the west side of Koutu Loop Rd for 2.1 km, where a short side trip down Koutu Beach Road or Koutu Point Road can be taken to get to the beach or access Te Kura Kaupapa Māori o Hokianga. After a further 500 m on Koutu Loop Rd, the road becomes unsealed (and the number of vehicles on the road decreases).

## Koutu to Ōmanaia River

Visit the Koutu Boulders (similar to the Otago Moeraki boulders) by turning left 600 m after the road becomes unsealed. Continue on Koutu Loop Rd for 5.0 km and back to SH12. The State Highway corridor has substantial width between the road carriageway and corridor edge (fenceline), indicating that the route may be feasible for a walk/cycle trail alongside. Continue along SH12 for 5.4 km to the Ōmanaia River. The Ōmanaia River/estuary road bridge span is wide. A parallel walk/cycle bridge or clip on to the existing bridge is required.

## Ōmanaia River to Rawene

From the east side of the bridge, it is 350 m to Rawene Road. Cross over Rawene Rd and continue on the trail to the inland side of Rawene Road. From the intersection with SH12, continue for 4.5 km to reach the top of the hill at Hokianga Hospital. The unsealed trail changes to a sealed shared path down to Hamblin St, where the street becomes narrow with drivers driving slower. The street becomes a neighbourhood greenway (30 km/h posted speed limit) for the final 600 m to the Rawene Wharf and Rawene Ferry. The route concludes in the quaint seaside shops of Parnell St, Rawene.

## DESTINATIONS

### Ōmāpere

Seaside town, close to Hokianga Harbour Entrance. Kupe, the founder of Aotearoa is believed to have left from here to return to Hawaiki. Ōmāpere has an estimated population of 460 people. Opononi Area School has ~130 pupils.

### Opononi

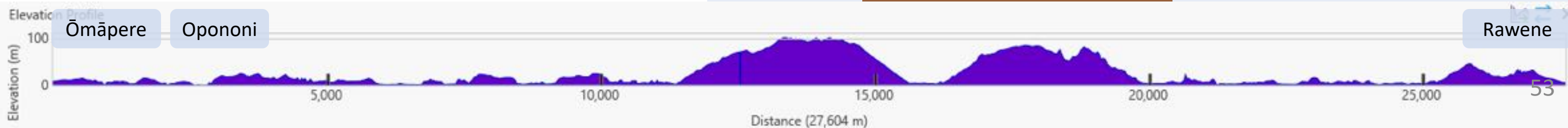
Opononi is famous in Aotearoa New Zealand for a friendly dolphin named Opo. Estimated population of 280 people.

### Koutu

Area to north of Opononi. Te Kura Kaupapa Māori o Hokianga (in Koutu) has 145 pupils. Koutu beach boulders, similar to the Moeraki boulders in Otago are an attraction in Koutu.

### Rawene

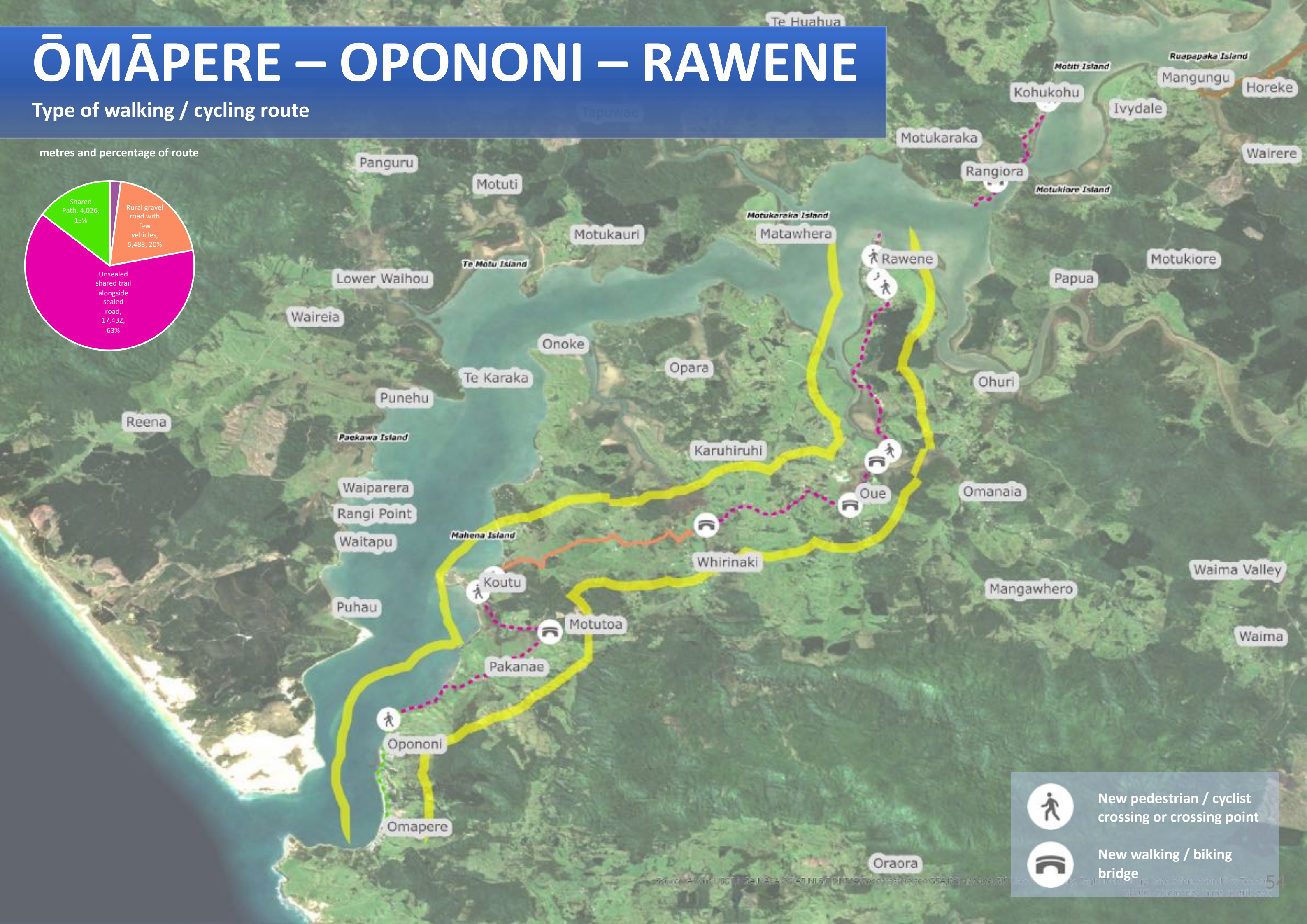
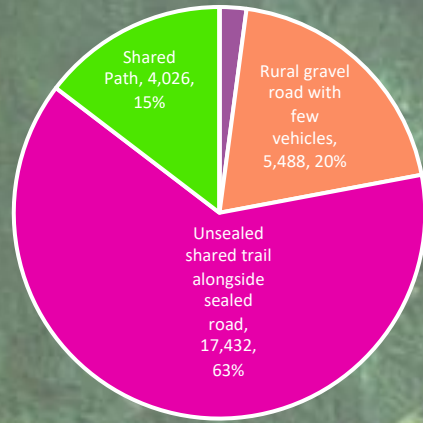
Historically significant town with street of amenities including shops and places to eat. Ferry (car and passenger) departs every half hour for Kohukohu on the north side of the Hokianga. Population of 550 people with Rawene School population of 65.





# ŌMĀPERE – OPONONI – RAWENE

Type of walking / cycling route

metres and percentage of route



-  New pedestrian / cyclist crossing or crossing point
-  New walking / biking bridge

# Projects not short listed

## Projects to be funded / implemented from other sources

There are likely a number of reasons why some routes did not progress further in the trails plan prioritisation. These may include:

- One of the eight prioritisation criteria was ranked low (low score)
- Multiple factors in the prioritization criteria gave low scores
- Rejection from stakeholders

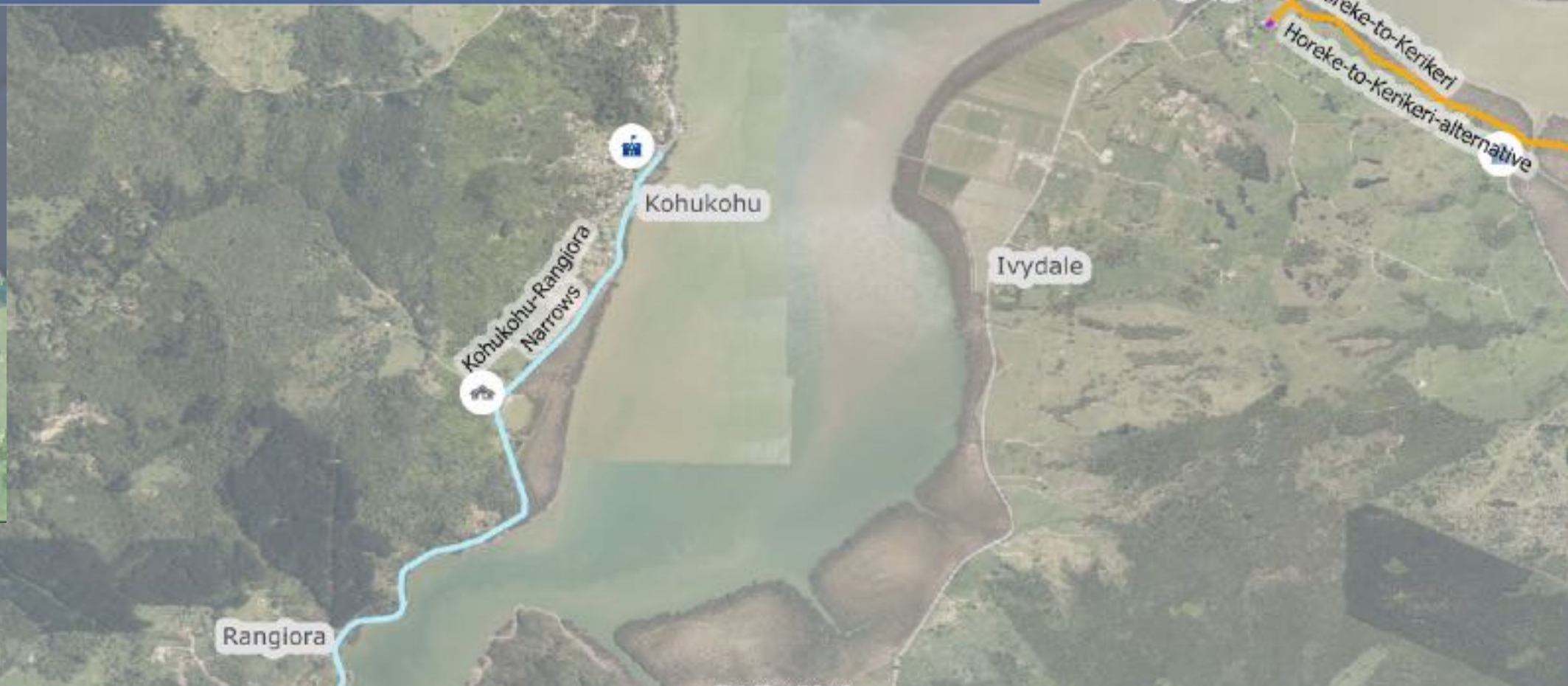
There are other opportunities that could be explored to move a project up the ranking or get implementation done another way. Projects in yellow are the eight short listed routes with full info sheets supplied above. The five other projects are shown in other colours (including the length of the existing Pou Herenga Tai Twin Coast Cycle Trail).

## Other important routes (i.e. projects not short listed)

- **Kohukohu – Rangiora Narrows** (excluded as prioritised low, but key link between terminus of Pou Herenga Tai Twin Coast Cycle Trail and Rawene-Opononi route).
- **Kaikohe – Ngawha Springs – Rakautao at Pou Herenga Tai**, (excluded from info sheet short list, requires hapu and landowner hui before proceeding into planning stage)
- **Kerikeri – Waitangi** (excluded from info sheets short list, requires hapu and landowner hui before proceeding)
- **Paihia – Waitangi** (excluded from info sheets, Waka Kotahi proceeding with leading the project, requires hapu and landowner hui before proceeding)
- **Taumarere to Opuia Pou Herenga Tai Twin Coast Cycle Trail** (excluded from info sheets short list, progressed by the PHTTCCT Trust, with interim alternative route between Kawakawa and Opuia).



# KOHUKOHU – RANGIORA NARROWS



Vital link between Horeke (end of Pou Herenga Tai) and Rawene (start of Rawene to Opononi route). This section forms part of an existing Heartland Ride (on road cycle touring route) between Ahipara and Rawene (63 km). [Tour Aotearoa](#) route uses this cycleway.



Existing cycle route is on the road, with frequent waves of vehicles each time the Rawene-Rangiora Narrows ferry arrives. Local community and tourists (walkers and cyclists) would benefit from a safer road.



Substantially improve the safety for existing cycle tourists. Number of people riding this route continues to grow.



Limited corridor width on some corners may result in the only option being on road cycle facilities.



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**100 people**  
within 800 m of the route



**20 jobs**  
in proximity of the route

**3.8 km**

56 **\$2.7M**

Source: Airbus U



# KAIKOHE – NGAWHA SPRINGS – RAKAUTAO\*

\*Unconfirmed and indicative alignment (subject to substantial change)



-  Marae
-  Schools

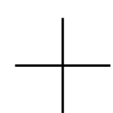
*Route shown is just an indication*  
 Start/middle/finish at Kaikohe, Ngawha Springs and Rakautao – route alignment to be determined



Critical side link from Pou Herenga Tai to Ngawha Springs, bringing the communities that are disconnected from the trail to the trail (Ngawha Springs is geographically close to the trail). Ngawha Springs hot pools are a key tourist destination, so a short side trip would be suitable for tourists.



Shared path or shared trail between Kaikohe and Ngawha Springs Rd. Alongside Ngawha Springs Rd (off road shared trail) or TOP energy land to Ngawhai Springs. Utilise 4WD roads between Ngawha Springs and Rakautao (connect to Pou Herenga Tai Twin Coast Cycle Trail).



Provides transport choices for people to get from A to B (their amenities) without a vehicle. Opens access to the substantial benefits of trails to Ngawha Springs community, and others living rurally.



Route between Ngawha Springs and Pou Herenga Tai is not currently clear. Requires kick-off community event before hui with hapu/community, TOP energy and Ngāti Hine Forestry Trust.

-  **2150 people**  
within 800 m of the route
-  **595 jobs**  
in proximity of the route
- 11.5 km**
- 57 \$ unknown**

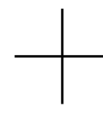
# WAITANGI - PAIHIA



Extension to Pou Herenga Tai Twin Coast Cycle Trail to connect to significant destination of Waitangi. Key route for residents and tourists. Current footpath between Waitangi and Paihia, but it is too narrow for safe cycling.



For this waterfront location an urban shared path (3.0 meters or greater) would be appropriate.



Improve the safety for people walking and biking. Enables people to walk from accommodation providers (often Paihia) to Waitangi Treaty Grounds.



Parking may have to be relocated in some locations where corridor width is constrained.



**1,120 people**  
within 800 m of the route



**590 jobs**  
in proximity of the route

**2.5 km**

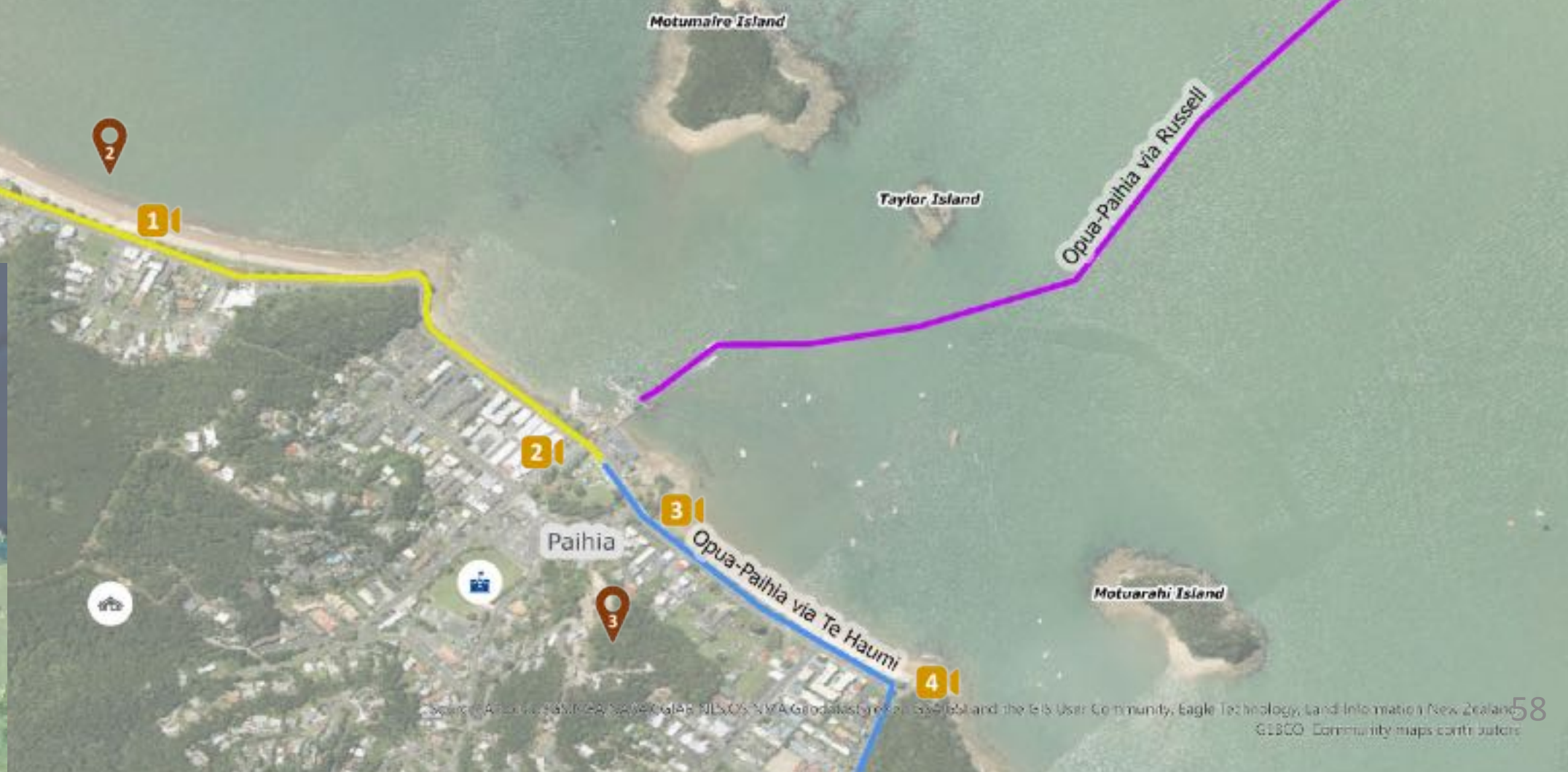
**\$ unknown**



Marae



Schools



# WAITANGI - PAIHIA

Waka Kotahi has developed a design for a shared path along State Highway 11 to serve residents and tourists who want to walk or bike between Paihia and Waitangi. This would also provide for people to cycle from their homes or accommodation in Paihia to the Waitangi Mountain Bike Park or to the Waitangi Treaty Grounds and associated museums.

Waka Kotahi requested that FNDC complete any necessary design, undertake the necessary community engagement and procure construction of the designed shared use path using approved subsidy of \$1.38M. Staff have recommended that council decline to adopt the project on the grounds that it's design severely impacts car parking provision and that it was designed without community involvement. In contrast, the Bay Of Islands Whangaroa Community Board have recommended that council does not decline adoption of the project and funding and that all parties redefine the scope to enable an affordable, fit-for-purpose solution for the community

The council's new Te Koukou – Transport Committee have delegated authority to make the final decision on this route. As of 11 September 2023, Te Koukou have approved continued progress on this project.



## Waitangi Treaty Grounds

Location of the signing of Te Tiriti o Waitangi, the Treaty of Waitangi in 1840. Tapu location of political, social, cultural and historic significance. Important to both tangata whenua – people of the land (Māori), and tangata tiriti – people of the Treaty (non-Māori). Key tourist destination for the Bay of Islands.



## Te Ti Beach

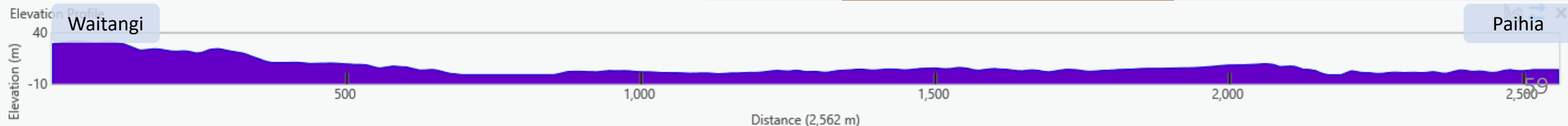
Popular recreation beach. Tourist accommodation and amenities.



## Paihia

Key tourist destination to access the Bay of Islands. Accommodation and hospitality center. Population of 1,710.

## DESTINATIONS



# WAITANGI – KERIKERI\*

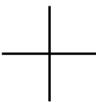
\*Unconfirmed and indicative alignment (subject to substantial change)



Significant political, cultural and environmental area. The particular feasibility and alignment of this route is unconfirmed. Mana whenua, kaitiaki, landowners and others need to be engaged further.



Type: sealed shared path on Kerikeri Inlet Road between Central Kerikeri and Egret Way. Unsealed shared gravel/limestone trail the rest of route. Existing Te Araroa walkers use the Waitangi Forest.



Critical link for continuing Pou Herenga Tai Twin Coast Cycle Trail – a key tourism generator and community asset. Some strong community support for this link



Some strong community opposition to a walking and cycle trail through the Waitangi Forest.



**3,300 people**  
within 800 m of the route



**1,480 jobs**  
in proximity of the route

**18 km**

**\$ unknown**





Marae





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# TAUMARERE to OPUA POU HERENGA TAI TWIN COAST CYCLE TRAIL

 Not part of the Trails Plan shortlist, but this section of the Pou Herenga Tai requires funding to return to the previous level of service.

 Type: shared gravel/limestone trail that either (a) replaces the historic rail line between Taumarere and Opua or (b) complements the historic railway (alongside/parallel to the railway).

 Flat family friendly alignment of the trail. Greater economic opportunity for success of the Pou Herenga Tai with a continuous cycle route.

 Retaining the historic railway and building a trail alongside the railway could substantially affect the cost of the route.



**6,710 people**

within 800 m of the whole length of Pou Herenga Tai Twin Coast Cycle Trail



**20,30 jobs**

in proximity of the whole length of Pou Herenga Tai Twin Coast Cycle Trail

**6.5 km**

**\$ unknown**



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# Implementation Plan

ID	Route Name	Priority	Stage	From	Mid - destination	To	Notes	Rough order cost incl. contingency
1	Ahipara to Awanui	Short listed	Concept design	Ahipara	Kaitaia	Awanui		11,090,000
2	Awanui River Path	Short listed	Concept design	SH1 South Rd, Kaitaia	Kaitaia Primary School	Donald Roa, Kaitaia	Plans from March 2023 - ViaStrada suggests some extensions	3,500,000
3	Bonnetts Gill Rd Loop	Short listed	Concept design	Kaitaia	-	Awanui		2,760,000
4.1	Horeke to Kerikeri	Short listed	Concept design (route selection to confirm)	Horeke	Puketi Forest	Kerikeri		12,500,000
4.2	Horeke to Kerikeri Alternative			Horeke	Mangakaretu Rd	Kerikeri		10,930,000
5	Kohukohu to Rangiora Narrows	Outside short list	Feasibility	Kohukohu		Rangiora Narrows	Community support for this route - and provides Pou Herenga Tai TCCT connection	2,720,000
6	Lake Omapere to Kerikeri	Short listed	Concept design	Lake Omapere	Waimate North	Kerikeri		6,930,000
7.1	Opuia to Paihia via Russell	Short listed	Concept design (route selection to confirm)	Opuia	Russell / Kororareka	Paihia	Community group has completed some sections between Okiato and Russell (may be for walking only?)	4,650,000
7.2	Opuia to Paihia via Te Haumi			Opuia	Te Haumi	Paihia		8,150,000
8	Paewhenua Island to Karikari Peninsula	Short listed	Concept design	Paewhenua Island	Taipa	Karikari Peninsula		23,270,000
9	Paihia to Waitangi	Outside short list	On hold - hui to be held	Paihia	Te Ti Bay	Waitangi	Substantial efforts made to get this route underway	4,070,000
10	Rawene to Opononi	Short listed	Concept design	Rawene	-	Opononi / Omapere		14,710,000
11	Waitangi to Kerikeri	Outside short list	On hold - hui to be held	Waitangi	Kerikeri Inlet	Kerikeri		11,750,000
12	Kaikohe - Ngawha Springs - Rakautao	Outside short list		Kaikohe	Ngawha Springs	Rakautao on PHTCCT		6,200,000

Highlighted rows show conservatively higher cost alignment option

Red text indicates a route not shortlisted but important to fund

ID	Route Name	Client priorities	Data driven priorities	Funding sources			23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	FUTURE
				NLTF/NLTP (provides transport function)	MBIE (potential great rides / heartland rides)	NGO's: developers, trusts, Rotary, etc	Y3	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11+
1	Ahipara to Awanui		2	Partially - 75%	Yes	Yes				3,200,000	3,200,000	4,690,000						
2	Awanui River Path		6	Yes	No		3,500,000											
3	Bonnetts Gill Rd Loop		10	No	No	Sports groups									1,000,000	1,760,000		
4	Horeke to Kerikeri		4	Partially (20%) near Kerikeri	Yes			1,000,000	4,000,000	4,000,000	3,500,000							
4	Horeke to Kerikeri Alternative		4	Partially (20%) near Kerikeri	Yes			1,000,000	4,000,000	4,000,000	1,930,000							
5	Kohukohu to Rangiora Narrows		17	Yes	Yes	Yes										500,000	2,220,000	
6	Lake Omapere to Kerikeri		5	Partially (20%) near Kerikeri	Yes				1,000,000	2,500,000	3,430,000							
7	Opuia to Paihia via Russell		1	Yes	Yes	Trust involvement	1,000,000	3,000,000	650,000									
7	Opuia to Paihia via Te Haumi		1	Yes	Yes		1,000,000	4,000,000	3,150,000									
8	Paewhenua Island to Karikari Peninsula		3	Partially (Taipa-Mangonui)	Yes			500,000	2,000,000	5,000,000	5,000,000			500,000	2,000,000	7,500,000	770,000	
9	Paihia to Waitangi		8	Yes	No	Yes	250,000	750,000	3,070,000									
10	Rawene to Opononi		not analysed	No	Yes						1,500,000	1,500,000	4,500,000	4,500,000	2,710,000			
11	Waitangi to Kerikeri		7	Yes	Yes	Yes	250,000	250,000	1,500,000	3,000,000	3,000,000	3,750,000						
12	Kaikohe - Ngawha Springs - Rakautao		not analysed	Yes	Yes	Yes					250,000	1,000,000	3,000,000	1,950,000				
<b>Totals</b>							1,500,000	8,500,000	9,220,000	13,200,000	17,700,000	20,620,000	1,000,000	3,000,000	3,450,000	4,260,000	9,720,000	770,000