



# Te Mahere o te ara tawhiti ki te Raki Far North Trails Plan





**VIA**STRADA









**One trail for all of the Far North?!**

**We need to include the rest of the District in the journey too**

**Te Mahere o te ara tawhiti ki te Raki  
Far North Trails Plan**

Marae  
Schools  
Pou Herenga Tai Twin  
Coast Cycle Trail

# Creating a trails network

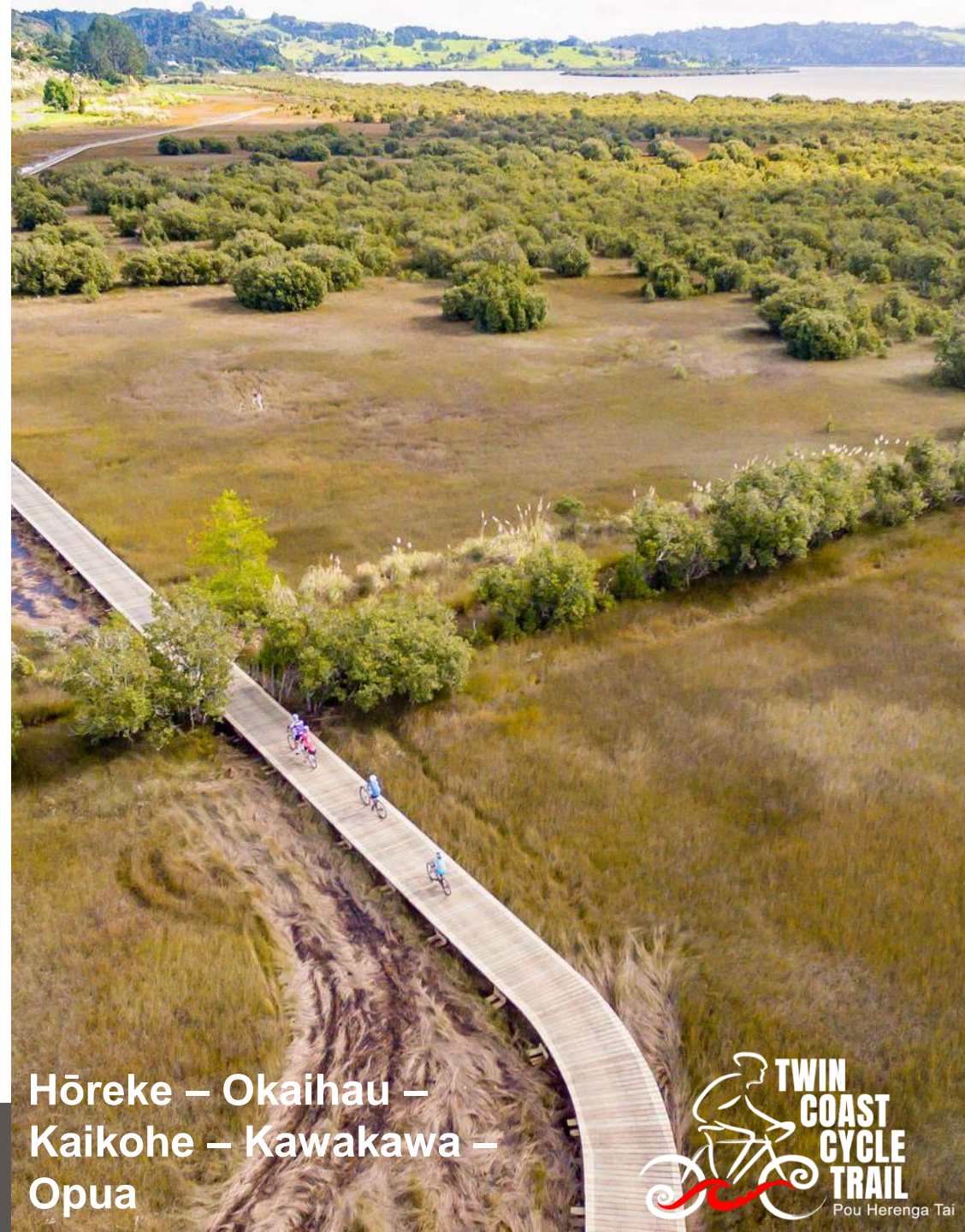
- Trails benefit everyone
- Defining a trail is critical to setting the stage
- Hui and korero was half the project





# Trails benefit everyone

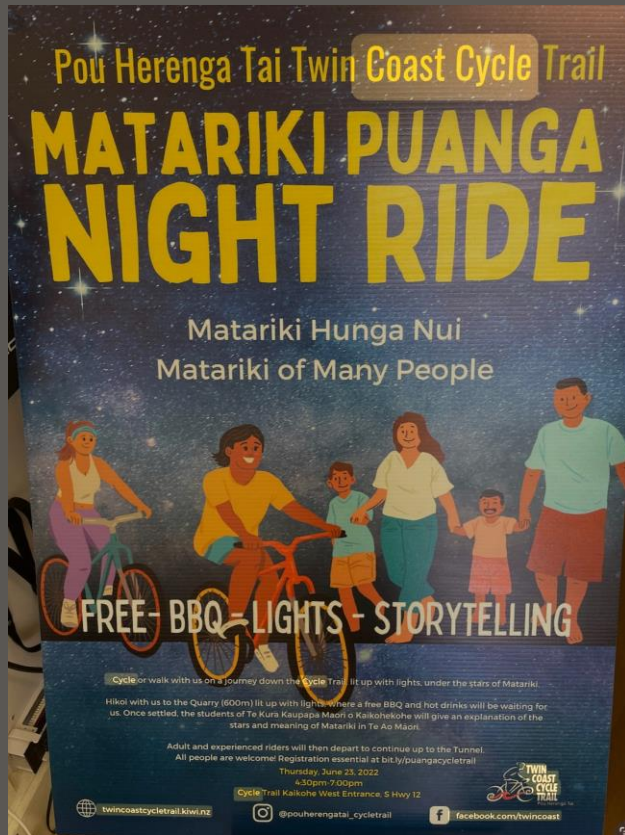
- Give tangible local example
- Making the 'why' really clear
- Backlash to spending money on trails, focus on fixing potholes instead
- There are a multitude of benefits...



Hōreke – Okaihau –  
Kaikohe – Kawakawa –  
Opua



# Why trails: the benefits



*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, \(Stuff, April 2021\)](#)*



Hauora  
Wellbeing and health



Ahumahi tāpoi  
Tourism



Whakahaumarua huarahi  
Road safety



Mātauranga Māori  
Māori knowledge



Kōwhiri waka  
Transport choices



Mana taurite  
Equity



# Benefits: road safety



Hauora  
Wellbeing and health



Ahumahi tāpoi  
Tourism



Whakahaumarū huarahi  
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Equity



# Benefits to community and tourism

- Health outcomes improved (locals and visitors)
- \$228/day visitor spend (average NZ Great Rides, 2020 figures)
- Trips from A to B can be taken without needing a vehicle, e.g.
  - Within towns (lots of trips <2 km long)
  - Between towns: Moerewa to Kawakawa (6.5 km), Kaikohe to Ngawha Springs (7km), Ahipara to Kaitaia (12km)
- Option to cycle for young/elderly/disabled, economically disadvantaged and those who don't drive



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# Ngā Haerenga – New Zealand Cycle Trails


- Great Rides (23) - mostly off-road trails, family friendly
- Heartland Rides and Connector Rides - on-road routes through scenic landscapes and small towns
- FNDC Trails Plan focus:
  - walking *and* cycling trails,
  - for all ages and abilities.





# What is a trail?


Even roads can be part of a trails network....



Low volume rural roads - unsealed




Trail along gravel road




Low volume rural roads - sealed



Mountain bike 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



## Shared trail (off road)



e.g. Pou Herenga Tai Twin Coast Cycle Trail

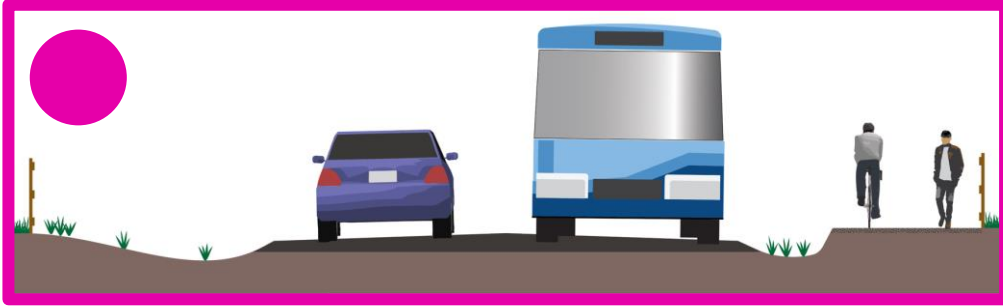
## Rural gravel road with few vehicles



e.g. Rural gravel road with <150 vehicles / day

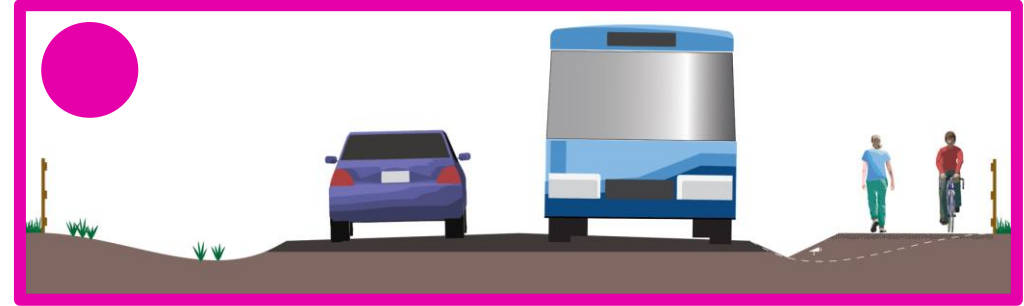


## Sealed road with unsealed shared trail on side



e.g. Hastings District

## Sealed road with substantial earthworks for drainage



e.g. Hastings District



# Prioritisation assessment

540 segments

## IDENTIFICATION

Using a variety of sources, and existing mapping – identified 540 segments\* of active transport infrastructure that could form the inter-town trails plan network

32 routes

## LONG LIST ASSESSMENT

Segments in the Far North were connected to create 32 coherent named routes

10 routes

## SHORTLISTED OPTIONS

10 named routes shortlisted from a multi-criteria analysis prioritisation process (shown in next slide)

8 routes

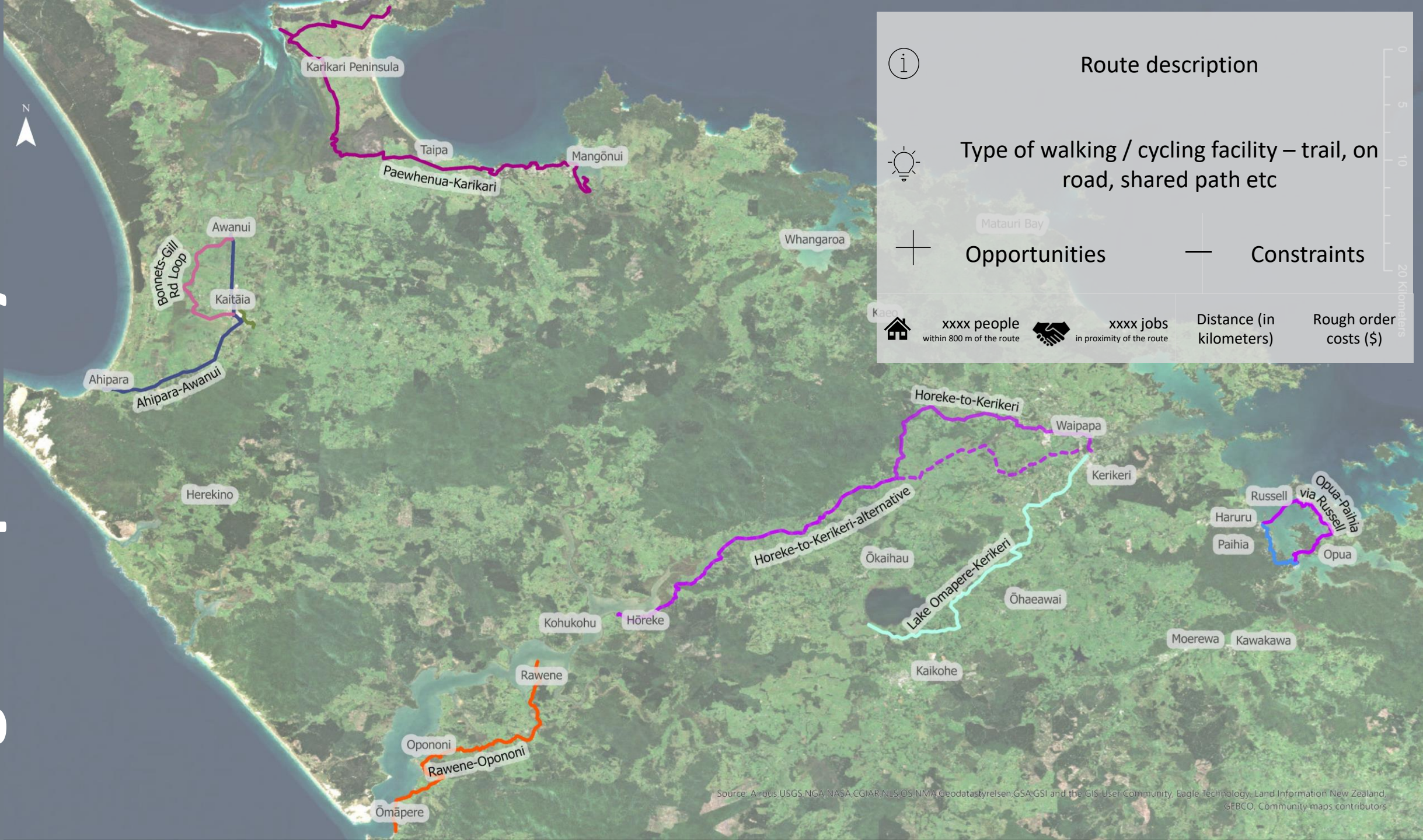
## CONCEPT DESIGN

From shortlist presentation, eight routes proceeded to high level concept design

0  
7.5  
15  
30 Kilometers



# Highest priority routes



Route description



Type of walking / cycling facility – trail, on road, shared path etc



Opportunities



Constraints



xxxx people within 800 m of the route



xxxx jobs in proximity of the route

Distance (in kilometers)

Rough order costs (\$)

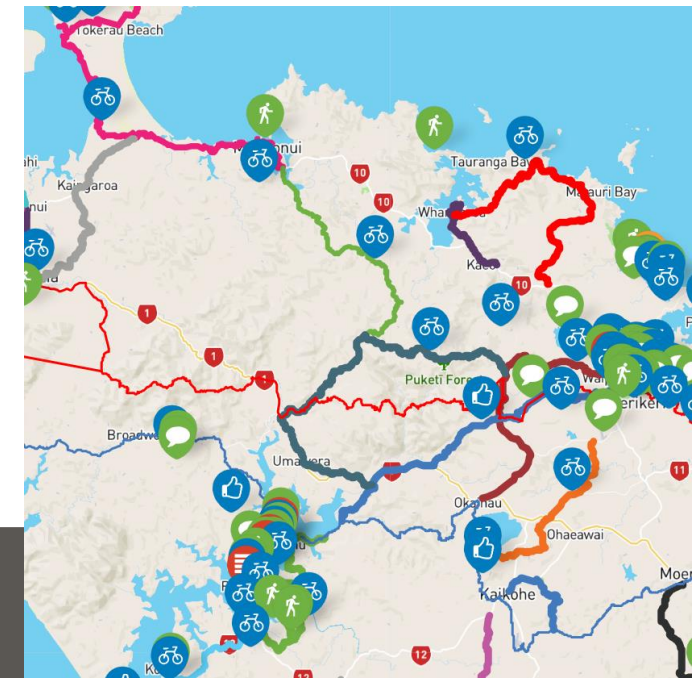
0  
5  
10  
20 Kilometers

Source: Airbus, USGS, NGA, NASA, CGIAR, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI and the GIS User Community, Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors



# District engagement

- 26 meetings (kanohi ke te kanohi) including:
  - four District-wide workshops,
  - two meetings with each community board and
  - dedicated outreach with \*some\* hapu
- Online participation included:
  - social pinpoint with 131 unique comments and 228 survey responses
  - list of 21 schools and 50 hapu contacts
- Geographic areas responded
  - Some were well represented, e.g. Our Kerikeri
  - others not so much
  - community boards had different levels of interest





# Engagement improvements

- Massive geographic scope; difficult to get feedback on solely route alignments
- Hapu engagement
  - Bilingual flyer, but burnt out from continued engagement as mana whenua
  - Need for substantial whakawhanaungatanga (relationship building) was underestimated





# Conclusions

- Trails benefit everyone
- Defining a trail is critical to setting the stage
- Hui and korero was half the project





# Patai | Questions

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