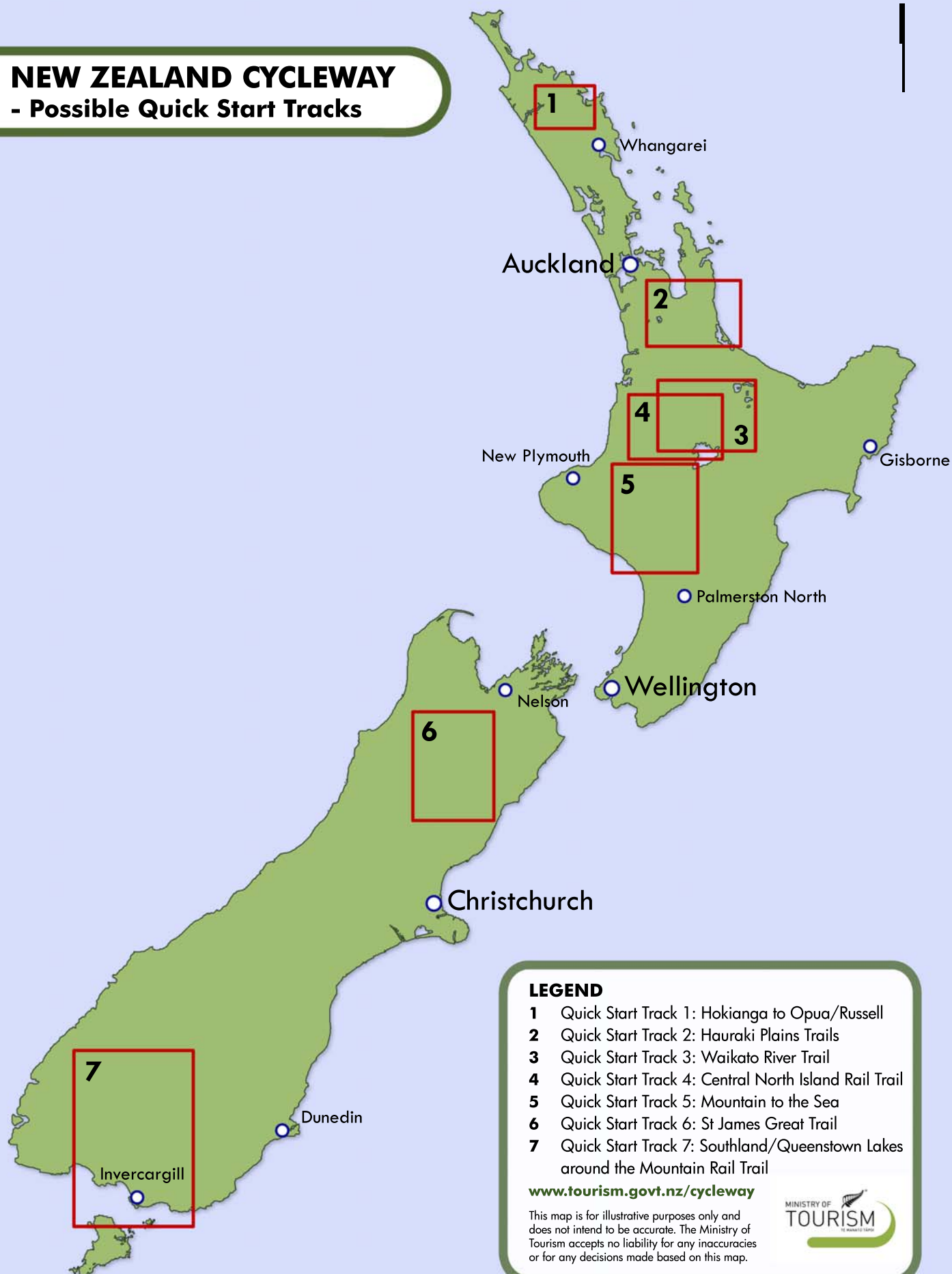


NEW ZEALAND CYCLEWAY

- Possible Quick Start Tracks

North



LEGEND

- 1** Quick Start Track 1: Hokianga to Opua/Russell
- 2** Quick Start Track 2: Hauraki Plains Trails
- 3** Quick Start Track 3: Waikato River Trail
- 4** Quick Start Track 4: Central North Island Rail Trail
- 5** Quick Start Track 5: Mountain to the Sea
- 6** Quick Start Track 6: St James Great Trail
- 7** Quick Start Track 7: Southland/Queenstown Lakes around the Mountain Rail Trail

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QUICK START TRACK 1: HOKIANGA TO OPUA/RUSSELL

- Kaikohe to Okaihau section



Quick Start Track 1: Hokianga to Opua/Russell

- Kaikohe to Okaihau section



PROJECT DESCRIPTION

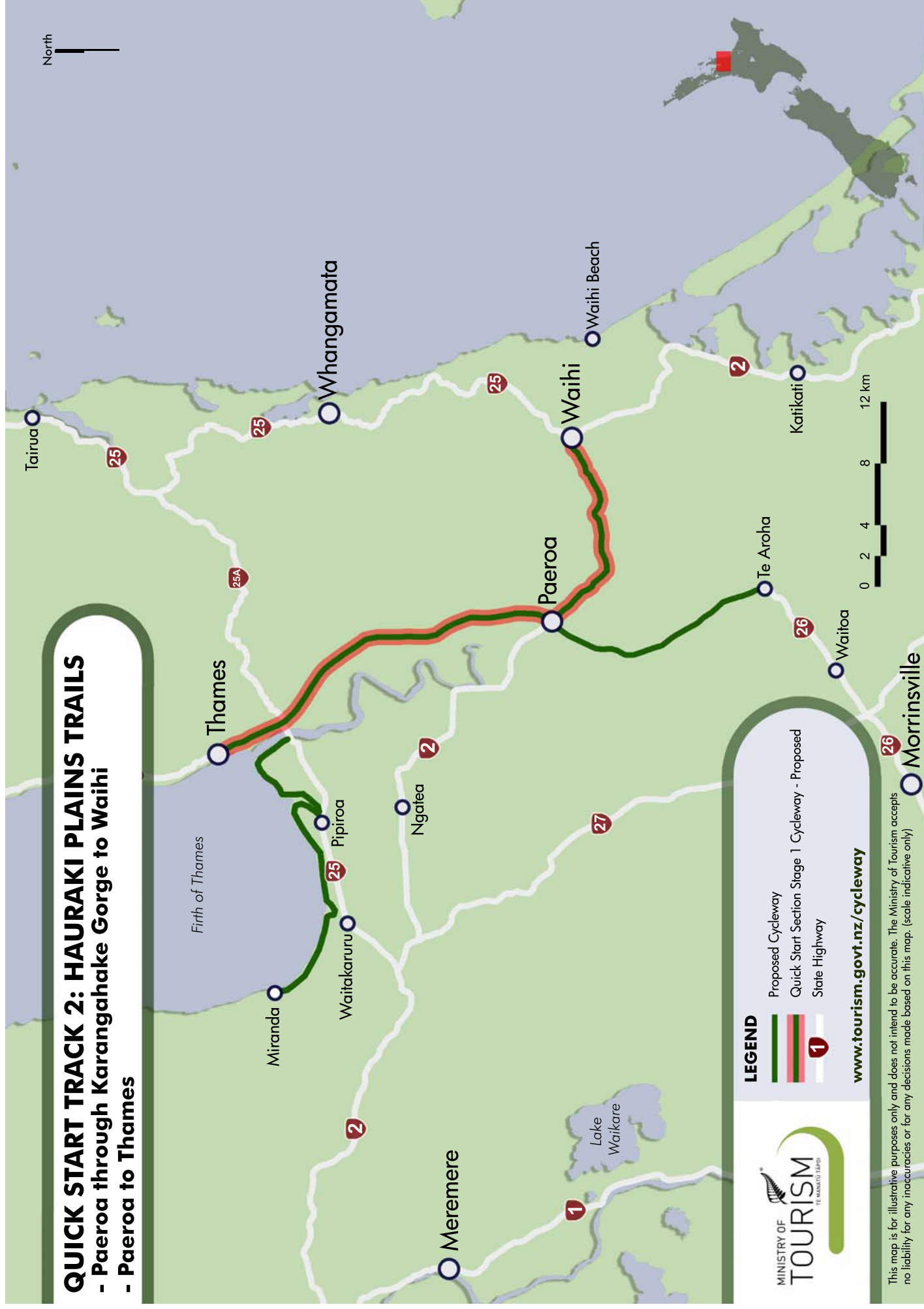
The overall opportunity is to develop a 90-kilometre trail from the Hokianga Harbour on the West coast through to Opua/Russell on the East coast. The trail would pass through 11 towns and settlements.

The first section to be completed (refer to the highlighted section of attached map) would be 12 kilometres of an old rail corridor between Kaikohe and Okaihau. The trail is steeped in historical significance of early New Zealand history dating from before the New Zealand land wars, and in parts follows ancient Maori trails from West to East.

QUICK START TRACK 2: HAURAKI PLAINS TRAILS

- Paeroa through Karangahake Gorge to Waihi

- Paeroa to Thames



Quick Start Track 2: Hauraki Plains Trails

- Paeroa through Karangahake Gorge to Waihi
- Paeroa to Thames (portion of trail)



PROJECT DESCRIPTION

The proposed project involves two linked rail trails (refer to the highlighted sections of attached map).

- 1) The Paeroa to Karangahake Gorge through to Waihi trail would include the renowned historical gold-mining area and then follow the river down to Waikino to the head of the vintage railway which leads into Waihi.
- 2) The Paeroa to Thames trail would follow a disused railway line with access to areas of ecological significance (e.g. wetlands) that are also being developed, and sites steeped in early New Zealand history. Development of an initial portion of this trail is suggested at this stage.

QUICK START TRACK 3: WAIKATO RIVER TRAIL

- Waipapa Dam to Lake Karapiro
- Whakamaru to Mangakino



Quick Start Track 3: Waikato River Trail

- **Waipapa Dam to Lake Karapiro**
- **Whakamaru to Mangakino**



PROJECT DESCRIPTION

The total Waikato River Trail will be 100 kilometres long and follow the Waikato River and five hydro-lakes from Atiamuri to Horahora. Thirty kilometres of trails are already open for use, 23 kilometres are built but yet to be opened, 6 kilometres are under construction and a further 41 kilometres are planned.

The remaining 41 kilometres are sections from a) Waipapa Dam to Lake Karapiro and b) Whakamaru to Mangakino (refer to the highlighted sections of the attached map).

These sections are rich in geological and cultural history. Prominent rock formations feature the ancient history of Taupo and Mangakino volcanology.

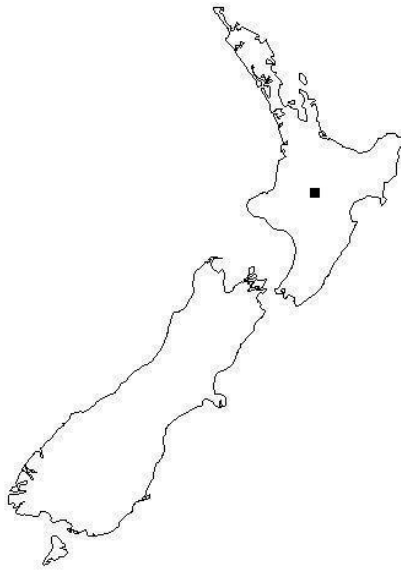
Family off-road cycling is the target market with a mountain-biking grade of 2-3 (moderate). The route is connected at both ends to State Highway 1. Thirty five kilometres is adjacent to State Highway 30 between Rotorua and Waitomo, with Arapuni also on the northern Rotorua –Waitomo link.

QUICK START TRACK 4: CENTRAL NORTH ISLAND RAIL TRAIL



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Quick Start Track 4: Central North Island Rail Trail



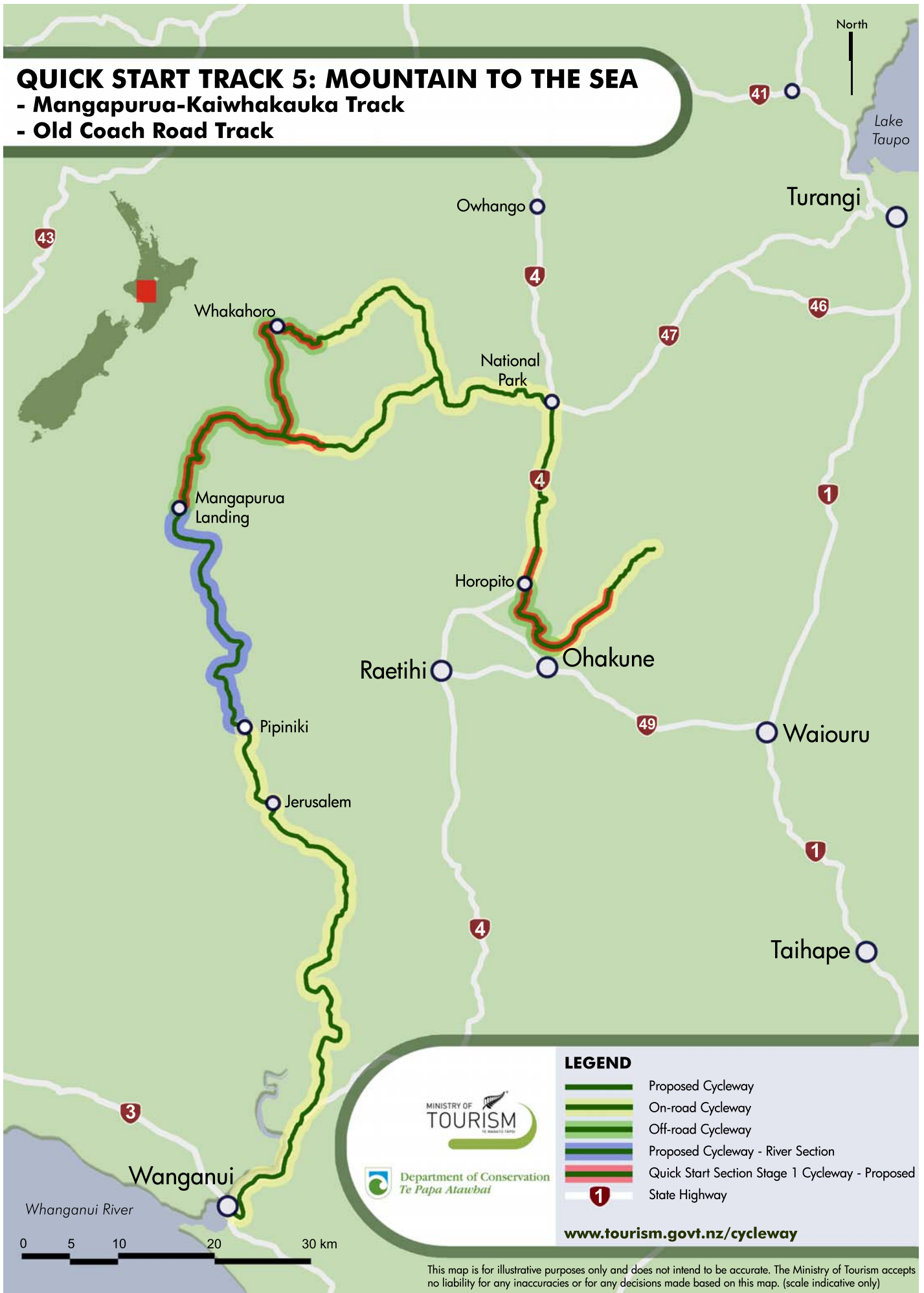
PROJECT DESCRIPTION

The proposed 60-kilometre (two-day) cycleway runs from Puerora (off State Highway 30), southwards toward Ongarue and Taumarunui (State Highway 4). Ninety five percent of the proposed track would be on the DOC estate. Refer to the highlighted section of the attached map.

The area has a rich historical, cultural and natural heritage. The proposed cycleway would incorporate the Ongaru tramway, including the Ongarue Spiral and remnants of the historic logging industry including the most complete historic timber mill and village in New Zealand (Eadan's mill). It would traverse the western side of the Hauhungaroa Range through Pureora Forest Park. It would have a gentle grade, smooth surface, and halfway access point, making it appealing to beginner-intermediate cyclists.

QUICK START TRACK 5: MOUNTAIN TO THE SEA

- Mangapurua-Kaiwhakauka Track
- Old Coach Road Track



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Quick Start Track 5: Mountain to the Sea

- Mangapurua-Kaiwhakauka Track
- Old Coach Road Track



PROJECT DESCRIPTION

The total Mountain to Sea ride would traverse two iconic national parks with outstanding scenery and a rich cultural, historic and natural heritage. It would cover 245 kilometres (a 4-6 day ride).

A significant proportion of the trail network is already in place. Completing the ride involves the construction/upgrade of two distinct track sections. These are the Mangapurua-Kaiwhakauka Track in Whanganui National Park, and the Old Coach Road (Ohakune to Horopito) in Tongariro National Park (see yellow highlighted sections of the attached map).

The total trail would start on the slopes of Mount Ruapehu, cross the 294-metre Hapuawhenua Viaduct, cycle through Whanganui National Park and cross the iconic Bridge to Nowhere. Users would then take a jet boat ride down the Whanganui River to Pipiriki and cycle to Wanganui along the Whanganui River Road.

The ride would mostly be on tracks managed by DOC, but would also include some public and paper roads managed by district councils.

QUICK START TRACK 6: ST JAMES GREAT TRAIL

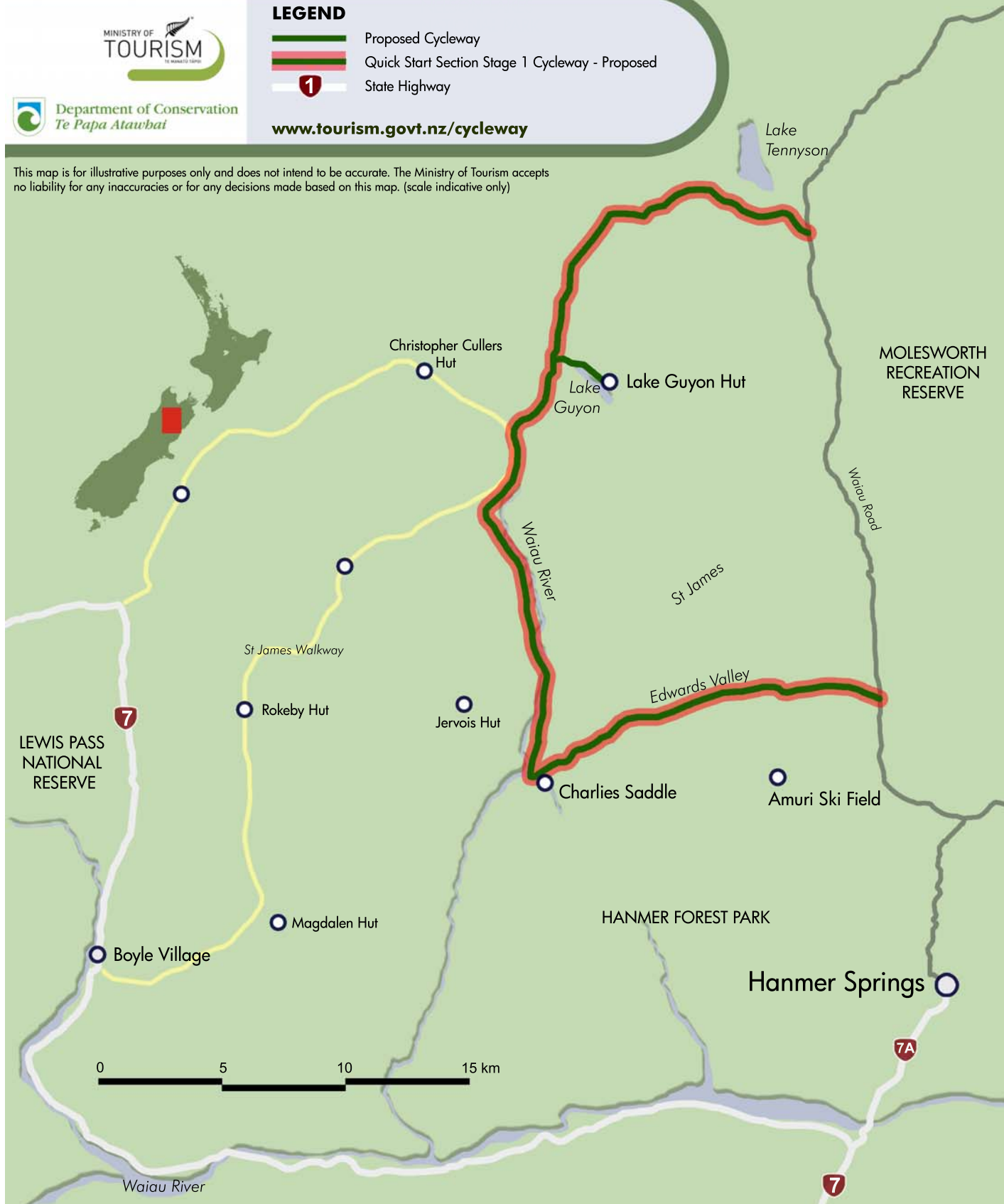


LEGEND

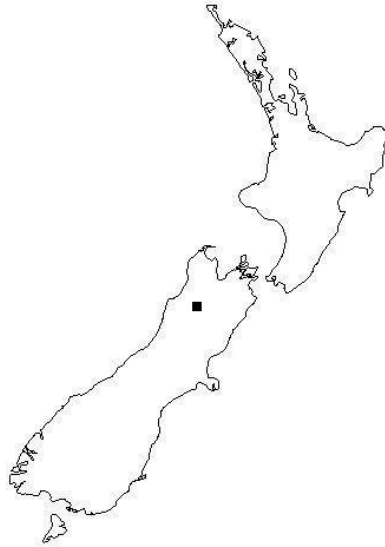
- Proposed Cycleway
- Quick Start Section Stage 1 Cycleway - Proposed
- State Highway

www.tourism.govt.nz/cycleway

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Quick Start Track 6: St James Great Trail



PROJECT DESCRIPTION

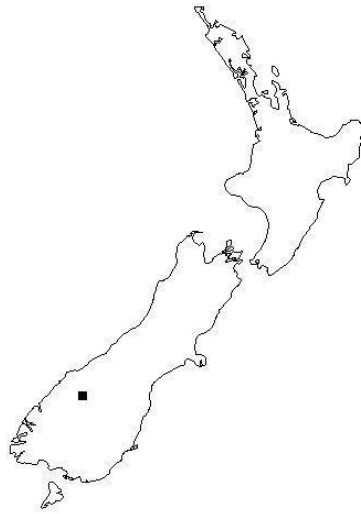
The proposal is to develop a 50-kilometre “great trail” mountain bike experience, including opportunities for family and adventure rides. The ride would provide iconic mountain scenery and a mix of trails through beech forest and grassland valleys. The opportunity would be available to traverse the St James mountain range with vehicle support and cycle the greater part of the upper Waiau Valley (refer to attached map).

Hanmer Springs is the major stepping off point for the trail. A well formed road links Hanmer to the start of the trail allowing the main entry points to be accessed directly by the public or a commercial provider. It provides well-established infrastructure for visitors and the ability to link cyclists with a range of other opportunities. These include the established trail from St Arnaud to Hanmer, and through Molesworth Station linking Hanmer with the Awatere Valley near Blenheim.

QUICK START TRACK 7: SOUTHLAND/QUEENSTOWN LAKES AROUND THE MOUNTAIN RAIL TRAIL



Quick Start Track 7: Southland/Queenstown Lakes Around the Mountain Rail Trail



PROJECT DESCRIPTION

Southland and Queenstown Lakes 'Around the Mountain Rail Trail' would be an easy to ride, 175-kilometre cycling trail. Participants would depart from Queenstown on the TSS Earnslaw across Lake Wakatipu to Walter Peak. The cycle track would head through Walter Peak and Mount Nicholas Stations, and along the Von Valley, Lake Mavora. It would then follow the Oreti River and from Mossburn along the old railway line to Lumsden. Refer to the highlighted section of the attached map.

From Queenstown Around the Mountain Rail Trail, future cycle trails could be developed from Lake Mavora to Te Anau, from Lumsden to Invercargill/Bluff and from Lumsden to Gore/Catlins Coast. Around the Mountain is a spine which allows Southland to develop a network of easy to ride cycle trails linking tourism infrastructure.