

The Pou Herenga Twin Coast Cycle Trail is:

- One of the 23 great bike rides classified in New Zealand;
- The product of a Central Government initiative to stimulate regional growth, economic development, tourism and employment;
- The cycle trail is a “free” to use public recreational asset showcasing diverse scenic landscapes with striking natural wonders alongside rich culture and heritage, exciting outdoor activities, and delicious food & wine. There's no better way to enjoy & explore New Zealand.

The Pou Herenga Tai - Twin Coast Cycle Trail Trust manages:

- Daily operations of the cycle trail;
- Maintenance and marketing;
- Future developments and enhancements.

The primary objectives of the Trust are to:

- Create jobs;
- Create a high-quality tourism destination and economic development opportunities for the Far North economy; and
- Maximise a range of complimentary benefits that the Cycle Trail provides to New Zealanders.

The trail logistics:

- The trail is 87km in length and connects Opuha through to Horeke at present but likely to extend over time; and
- Has an average of 133 daily trail users and 48,000 annual users between Kawakawa to Opuha.

The Trust holds relationships with a number of stakeholders who include:

- Far North District Council – through a Service Level Agreement and receive an annual grant;
 - NZ Cycle Trails – hold the Great Rides status and fund maintenance and future developments;
 - Northland Transport Alliance – Supporting the development of cycle trails throughout Northland;
 - Waka Kotahi;
 - Our Official Partners – Businesses established to support cycle trail users (café's, accommodation, bike hire and transportation);
 - Local communities (including hapu, iwi).
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- The cycle trail aligns to the Northland Walking and Cycling Strategy (link: <https://www.nrc.govt.nz/resource-library-summary/transport-publications/northland-walking-and-cycling-strategy/>) which aims to connect a circular network of cycle trails throughout Northland (including Kaipara, Far North and Whangarei).
 - Having the cycle trail end/start at Colenso Triangle does not align to the above Northland Walking and Cycling Strategy;
 - The Trust are umbrellered under NZ Cycle Trails who will not support Colenso Triangle as the beginning/end of the cycleway or a high quality “destination” aligning to the Great Rides.
 - Colenso Triangle will impact on future developments/ extensions and ability for cyclists to connect by bike to Opuia;

- The Trust does see the Minerva Steamboat as a future means of connecting trail users from Waitangi to Opua.
- The governance entity of the Trust includes representation of 7 adjacent communities which includes manawhenua;
- One of the trustees for the Taumarere-Opua section represents the “mana whenua” interests of Te Roroa;
- The Trust also acknowledges Te Kapotai;
- The Trust are aware that the Construction of maritime servicing area in Kawakawa River South, BOI is under “Waitangi Treaty Claim” and once Treaty settlement occurs there will need to be agreement between mana whenua and the Cycle Trail Trust for use of the cycle trail; How will the development address Treaty Claims through Te Arawhiti for this application?¹
- At present (it is the Trust’s understanding) that the land has been landbanked for settlement with no Cultural Impact Assessment prepared to support the application.

¹ In 2018 Cabinet agreed to establish an agency to oversee the Government’s work with Māori in a post Treaty settlement era. The Office for Māori Crown Relations - Te Arawhiti (Te Arawhiti) will help facilitate this. Te Arawhiti brings together several government rūpū, including the Māori Crown Relations Rūpū, the Treaty Settlements Rūpū, the Takutai Moana Rūpū and the Settlement Commitments Rūpū.