



## The very beginning - 2009

NZCT evolved from a Government job summit and received cross-party support

The Otago Central Rail Trail had matured and was incredibly successful

NZCT was intended to deliver economic, social and environmental benefits to NZ

#### \$100million:

\$55m from central government

\$30m from local government

\$15m of private and in-kind support



## **NZCT**

#### Vision:

Growing New Zealand through outstanding cycling experiences

### **Objective:**

To promote the long term sustainability and success of Nga Haerenga, the New Zealand Cycle Trail network.

#### Success:

Trail usage
Visitor satisfaction

Economic impact of trails

#### **Central Government:**

Ministry of Business Innovation & Employment Department of Conservation

Tourism New Zealand

## **New Zealand Transport Agency:**

Supporting the growth of cycling through the support and development of Clty, Heartland and Great Rides

#### **Local Government:**

See the opportunity to build valuable cycling infrastructure Support Regional Economic Development

## 2017

Great Rides
22 trails throughout NZ
2500km of (mostly) off-road riding

Heartland Rides
2500km of on-road touring routes
\* with another 2500km planned

**Budget: 2016**\$24M allocated for Enhancement and Extension of Great Rides



## NZCT Network Potential

**On-road Heartland Rides** 

**Cape Reinga to Bluff** 

**Connecting the Great Rides** 

**Combination of City, Heartland and Great Rides** 

### **Evolution and Revolution**

Trail maintenance

**Governance and transition** 

Local networks and support

Regional & national partnerships

Strong relationships

**Quality Assurance** 

# BIKE TO THE FUTURE

**Connecting NZ by Bike** 







## So, where to now for Nga Haerenga?

- Complete
- Extend and enhance
- Transport and regional economic development objectives
- More riders, having great experiences

# Questions?

