



**I, Malcolm Alexander, Interim Chief Executive, hereby give notice that
Infrastructure and Regulatory Committee Meeting will be held on:**

Date: Tuesday, 20 May 2025
Time: 10:00 am
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Infrastructure and Regulatory Committee Meeting

20 May 2025

MEMBERSHIP: His Worship the Mayor Craig Little, Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen, Cr Benita Cairns

The agenda and associated papers are also available on our website: www.wairoadc.govt.nz

For further information please contact us 06 838 7309 or by email info@wairoadc.govt.nz

Order Of Business

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- 1 KARAKIA**
- 2 APOLOGIES FOR ABSENCE**
- 3 DECLARATIONS OF CONFLICT OF INTEREST**
- 4 CHAIRPERSON'S ANNOUNCEMENTS**
- 5 LATE ITEMS OF URGENT BUSINESS**
- 6 PUBLIC PARTICIPATION**

A maximum of 30 minutes has been set aside for members of the public to speak on any item on the agenda. Up to 5 minutes per person is allowed. As per Standing Order 15.1 requests to speak must be made to the Chief Executive Officer at least one clear day before the meeting; however this requirement may be waived by the Chairperson. Requests should also outline the matters that will be addressed by the speaker(s).

7 MINUTES OF THE PREVIOUS MEETING

Ordinary Meeting - 8 April 2025

**MINUTES OF WAIROA DISTRICT COUNCIL
INFRASTRUCTURE AND REGULATORY COMMITTEE MEETING
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA
ON TUESDAY, 8 APRIL 2025 AT 10:04 AM**

PRESENT: His Worship the Mayor Craig Little (teams), Cr Chaans Tumataroa-Clarke, Cr Denise Eaglesome-Karekare, Mr Chris Olsen

IN ATTENDANCE: **Malcom Alexander** (Interim Chief Executive), **Gary Borg** (Pouwhakarae – Pūtea/Tautāwhi Rangapū | Group Manager Finance and Corporate Support), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning & Regulatory), **Te Aroha Cook** (Kaiarataki Whakaoranga I Recovery Manager), **Luke Knight** (Acting Group Manager Assets and Infrastructure), **Hinemoa Hubbard** (Kaiurungi Mana Arahi | Governance Officer), **Hira Campbell** (Transport Asset Manager)

1 KARAKIA

The opening karakia was given by the Chair, Cr Tumataroa-Clarke.

2 APOLOGIES FOR ABSENCE

APOLOGIES

COMMITTEE RESOLUTION 2025/129

Moved: Cr Denise Eaglesome-Karekare

Seconded: Mr Chris Olsen

That the apologies received from Cr Benita Cairns and Ms Amanda Reynolds be accepted and leave of absence granted.

CARRIED

3 DECLARATION OF CONFLICT OF INTEREST

To be declared as the agenda progresses.

4 CHAIRPERSON'S ANNOUNCEMENTS

Nil.

5 LATE ITEMS OF URGENT BUSINESS

Nil.

6 PUBLIC PARTICIPATION

Nil.

7 MINUTES OF THE PREVIOUS MEETING**COMMITTEE RESOLUTION 2025/130**

Moved: Cr Denise Eaglesome-Karekare

Seconded: Mr Chris Olsen

That the minutes and confidential minutes of the Infrastructure and Regulatory Committee Meeting held on 25 February 2025 be confirmed.

CARRIED

8 GENERAL ITEMS**8.1 PLANNING AND REGULATORY REPORT 2025 - APRIL UPDATE****COMMITTEE RESOLUTION 2025/131**

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

The Committee receives the report titled 'Planning and Regulatory Report 2025 – April Update.

CARRIED

The Group Manager of Planning and Regulatory introduced the report, noting that approximately 30 yellow placard properties affected by Cyclone Gabrielle have completed reinstatement work without notifying the Council. Inspections were underway and expected to be completed by the end of April.

The committee:

- Sought clarification regarding a breach of the Resource Management Act (RMA) noted in Table 1. The Group Manager of Planning and Regulatory advised that the breach involved unconsented earthworks, which are currently being addressed.
- Questioned the 75% compliance rate with Code of Compliance issuance within statutory timeframes, as shown in Table 2. The Group Manager attributed the reduced performance to staffing shortages and issues with consultants. Measures are being considered to improve processes and prevent recurrence.

8.2 ASSETS & INFRASTRUCTURE GROUP - UPDATE**COMMITTEE RESOLUTION 2025/132**

Moved: Mr Chris Olsen

Seconded: Cr Denise Eaglesome-Karekare

The Committee receives the report.

CARRIED

The Acting Group Manager of Assets and Infrastructure introduced the report.

The committee:

- Raised concerns regarding two work projects listed in the Summary Resilience Works table, noting significant issues. The Acting Group Manager of Assets and Infrastructure advised that the Low Cost Low Risk funding stream from NZTA had been cancelled.
- Sought an update on the condition of the Te Reinga bridge. The Transport Asset Manager confirmed a recent failure of replaced decking panels, attributed to material quality and overweight vehicle use. It was noted that the issue lies with the staging before the bridge rather than the bridge itself. Council will proceed with the installation of concrete panels to ensure long-term durability, with the design being reviewed by a second bridge engineer.

At 10:40 am, His Worship the Mayor Craig Little left the meeting (via teams).

At 10:41 am, His Worship the Mayor Craig Little returned to the meeting (via teams).

At 10:47 am, His Worship the Mayor Craig Little left the meeting (via teams).

At 10:50 am, His Worship the Mayor Craig Little returned to the meeting (via teams).

9 PUBLIC EXCLUDED ITEMS

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION 2025/133

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

That the public be excluded from the following parts of the proceedings of this meeting at 10:59am.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
9.1 - Sealed and Unsealed maintenance - Draft procurement plan	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for

	activities s7(2)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	which good reason for withholding would exist under section 6 or section 7
CARRIED		

COMMITTEE RESOLUTION 2025/134

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

That the Committee moves out of Closed Committee into Open Committee at 11:21am.

CARRIED

The Meeting closed with a closing karakia at 11:22am.

The minutes of this meeting were confirmed at the Infrastructure and Regulatory Committee Meeting held on 20 May 2025.

.....

CHAIRPERSON

8 GENERAL ITEMS

8.1 ASSETS & INFRASTRUCTURE GROUP - UPDATE

Author: Luke Knight, Kawhakaheere Rawa me te Para Totoka | Property & Solid Waste Manager

Authoriser: Langley Cavers, Acting Group Manager Assets & Infrastructure

Appendices: 1. Land transport emergency works project dashboard [↓](#)

PURPOSE

This report provides information for Committee on Assets & Infrastructure Group and the differing activities within.

RECOMMENDATION

The Kawhakaheere Rawa me te Para Totoka | Property & Solid Waste Manager RECOMMENDS that Committee receive the report, and provide direction where appropriate.

2. KEY UPDATES

- 2.1 Draft walking and cycling strategy developed and presented to committee for review and feedback.
- 2.2 Sealed and Unsealed maintenance contracts – draft procurement plan developed. Proposed workshop with council in May 2025.
- 2.3 A revised Landfill Management Plan (LMP) has been developed and is with Hawke's Bay Regional Council for review. The proposed changes would allow an increased final height on the current cell, which will provide some ongoing capacity and resilience.
- 2.4 Temporary bridge at Te Reinga is currently restricted to light vehicles (3.5 tonnes). This is due to failure of the decking on the approach. A more robust concrete panel design is being developed and is expected to take six weeks to construct and install.

3. MONITORING

- 3.1 As mentioned in committee report in February, there are revised dashboards attached.
- 3.2 The dashboards are comprised of the following:

Activity and contract spend

- 3.3 This shows activity budget, year to date spend, subsidy where applicable, contract spend and a brief note for any variance from contract base value.

CSR dashboard

- 3.4 This shows total Client Service Requests (CSRs) received for the month, grouped by activity and then by specific service type request.
- 3.5 The dashboard shows average response time and average completion time in number of calendar days. There is a brief note explaining factors influencing completion delay.

- 3.6 Note – this is not the same as the Statement of Service Performance (SSP) data include in the quarterly or annual reports, as the required response time varies across each activity according to requirements e.g. NZTA, Taumata Arowai.

Transport projects dashboard

- 3.7 The dashboard shows progress and risks for the Te Reinga bridge replacement as well as summaries of emergency and resilience works.

4. ROADING

Waikare bridge

- 4.1 Update following previous Infrastructure Committee report.
- 4.2 WDC will prepare a Section 114 Public Works Act consent for the required land acquisition, which Hastings District Council will support. The acquired private land and DoC land will be declared road and vested in Hastings District Council.
- 4.3 Wairoa District Council will be the asset owner of the new bridge, retaining structures at both bridge abutments and roading assets within Wairoa District built as part of the project; and will be responsible for maintenance of these assets.
- 4.4 Hastings District Council will be the asset owner of all other roading assets built as part of the project that are within Hastings District, including the short portion of new road in the immediate approach to the bridge on the Hastings District side of the river.

Te Reinga Bridge

- 4.5 Updates to the community in early April.
- 4.6 Concrete panels for the temporary bridge at Te Reinga have been ordered and are now in production.
- 4.7 Council is looking at a timeframe of 4 to 5 weeks from now before the panels are ready and the next stage of work can move ahead to fix the damages on the bridge.

Walking and Cycling Strategy

- 4.8 Whilst not currently funded by NZTA, it is recommended to continue development and adoption of a walking and cycling strategy, in order to have agreed projects ready to go, if the funding situation were to change.
- 4.9 Draft strategy is being presented at this Infrastructure Committee under a separate paper, for review and feedback.

5. 3 WATERS

Water loss

- 5.1 On November 26, 2024, a water leak was reported in a CSR, and Fulton Hogan conducted an investigation, determining that it was a private leak. They promptly notified the tenants. The leak seemed to be ongoing, there was communication with the property owner, who was responsive and kept the team updated on the progress. Despite their efforts, it took some time to resolve the leak.
- 5.2 To assess the extent of the water loss, a water meter reading was taken on 2nd April and again on the 3rd April. Based on this data, it was estimated the water loss at approximately 33.5m³ a day. This resulted in a loss of revenue amounting to \$3,586.85.

- 5.3 Moving forward, the team is committed to addressing private water leaks and ensuring they are repaired promptly. This will be achieved through regular monitoring of smart meter readings. It is also intended to collaborate with residents to help them understand the consequences of water loss and the importance of timely repairs.

6. WATER PRODUCTION

Discharge consent

- 6.1 The Wairoa District Council (WDC) owns and operates the Wairoa Water Treatment Plant (WTP), which abstracts water from the Wairoa River and treats it to supply potable water to the surrounding townships. Discharge Permit No. DP110406W authorises the discharge of the byproducts from the water treatment process to the Kauhauroa Stream, via an unnamed tributary.
- 6.2 Assessment of compliance against the relevant consent conditions showed that the WTP complied with all conditions of the Discharge Permit.

7. PROPERTY

Big Day Out

- 7.1 The property team hosted Recreation Aotearoa Midlands' Branch "Big Day Out" 11th April. Hosted at the Wairoa community centre, the focus in presentations was on Wairoa's resilience and recovery in the recreation space. This included a community centre site visit and walk along Marine Parade up to the new iSite building.
- 7.2 Feedback from Recreation Aotearoa branch chair: "It was such a pleasure to attend – the turnout was great, the weather was stunning, and the atmosphere throughout the day reflected the incredible mahi that went into making it all happen. A special shout-out to the wonderful hosts, Wairoa District Council, for their manaakitanga and the way they brought everything together so seamlessly. The presentations were informative and the walking tour in the sunshine was a great opportunity for learning. Its heart-warming to see the revitalisation works taking place in Wairoa after what has been such a challenging couple of years for their district."

8. SOLID WASTE

Waste Working Group

- 8.1 The group has met monthly in 2025, with a site visit to the Wairoa Recycling centre and landfill site on Fraser St and a subsequent visit to Tuai to understand the waste minimisation opportunities and current challenges.
- 8.2 Tuai has been identified as a suitable area to conduct a small scale trial of kerbside collection options as well as other minimisation activities.

Landfill

- 8.3 HBRC are reviewing the revised landfill management plan and the identified potential options outlined, including the "piggy back" cell on the currently closed old landfill cell.

Mahia Recycling Centre

- 8.4 Further community engagement proposed for May 2025 regarding the location of this facility.

Contract

- 8.5 There have been some early discussions with neighbouring councils around potential efficiencies for the kerbside collection component – both ongoing operations and purchase of suitable containers.
- 8.6 The waste team have had conversations with councils currently operating different models of delivery e.g. CCOs, in house delivery, non-profits, in order to understand the broader range of potential options.

Further Information

N/a

References (to or from other Committees)

4th February 2025 Council – Long-Term Landfill – Plan Development

25th February 2025 Infrastructure Committee – Professional services procurement review

4th March 2025 Council – Professional services procurement review

Further Information

N/a

Summary Te Rainga Bridge Replacement									
Project Name	Mar-25		% of sites completed	GL codes	Scope	Schedule	Budget	Risk Management	
	Approved Funding All Year	Expenditure All Year						Issues	Overall
Te Rainga Bridge Replacement	\$ 14,200,000.00	\$ 2,147,624.67	0%	RS46115, RS46117					100%
Contract management ensuring adherence to critical path and budget.									

Summary Emergency Works									
Project Name/Weather Event	Mar-25		% of sites completed	GL codes	Scope	Schedule	Budget	Risk Management	
	TA Approved Funding All Year	Expenditure All Year						Issues	Overall
EW- Emergency Works - March 2022	\$ 24,311,700.00	\$ 16,761,403.00	0%	RS5619					95%
Working through funded verse non funded works and ensuring programme revenue is lined up with project expenditure. Focus on design delivery and procurement plans.									
EW- Cyclone Gabrielle - Recovery	\$ 5,000,000.00	\$ 1,781,645.00	0%	RS5622, RS4655					97.5%
% complete is inline with 4 year programme, not just the \$5m. Currently no funding secured for this beyond the 2024/2025 financial years. Indications are that this will be funded, programme updated to reflect this, bespoke letter for enhanced FAR gone to Minister, finalising economic cases with NZTA.									
EW- Emergency Works - June 2023	\$ 5,619,417.00	\$ 2,110,315.00	0%	RS5640, RS4650					95%
Working through funded verse non funded works and ensuring programme revenue is lined up with project expenditure. Focus on design delivery and procurement plans.									
EW- Wairoa DC - November 2023	\$ 6,876,455.00	\$ 241,471.00	0%	RS5645, RS4645					95%
Working through funded verse non funded works and ensuring programme revenue is lined up with project expenditure. Focus on design delivery and procurement plans.									
EW - Emergency Works - Matariki June 2024	\$ 12,826,238.00	\$ 2,415,560.00	0%	RS5621, RS4721					95%
Working through funded verse non funded works and ensuring programme revenue is lined up with project expenditure. Focus on design delivery and procurement plans.									

Summary Emergency Works									
Project Name	Mar-25		% of sites completed	GL codes	Scope	Schedule	Budget	Risk Management	
	Approved Funding All Year	Expenditure All Year						Issues	Overall
Low Cost Low Risk - External Funding - Crown Resilience Programme	\$ 2,854,750.00	\$	0%	RS4621					100% (88% NZTA, 12% BOF)
Confirm Council share beyond 2024/25, assign resources to deliver									
Nuhaka Opoutama Road Coastal Erosion Protection Structures - Implementation - External Funding - Crown Resilience Programme	\$ 4,000,000.00	\$	0%	RS4622					100% (88% NZTA, 12% BOF)
Confirm Council share beyond 2024/25, assign resources to deliver									
Better off Funding	\$ 1,900,000.00	\$ 349,805.51	13%	RS4603, RS4049					100% BOF
Programme now in place, assign resource to deliver, report regularly to funders									

Risk


On track

Potential Issues

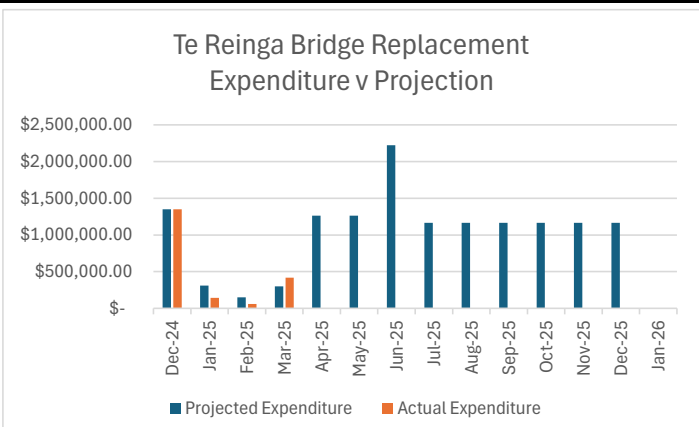
Significant Issues

Project Cancelled/On Hold


Project Status Report: Te Reinga Bridge Replacement March/April 2025

Summary	Project Progress Indicator	Achievement/Wins
<p><i>Programme Activity:</i> Land Transport Bridge</p> <p><i>Activity:</i> Replacement</p> <p><i>Project Location:</i> Te Reinga</p> <p><i>Captial Project:</i> Yes</p> <p><i>Project Description:</i> Construction of a Network Arch Bridge to replace demolished Te Reinga Bridge, damaged in March 2022 and Cyclone Gabrielle Weather events.</p>	<p>Stage 1 and 2</p> <p>Investigation 100%</p> <p>Design 100%</p> <p>Procurement 100%</p> <p>Resource Consent 100%</p> <p>Construction 10%</p> <p>Complete 10%</p>	<p>Site investigation complete</p> <p>Construction drawings issued</p> <p>Main contract awarded</p> <p>Long lead items ordered/shop drawings completed/fabrication commenced</p> <p>Resource consent granted, pre start with HBRC held</p> 

Timeline	Key Issues	Major Risks & Mitigation
March-May 2025	Ordering and Fabrication	Supply risks mitigated by early ordering
May- July	Ground stabilisation and foundation work	Unforeseen ground conditions mitigated by conservative design
August - October	Construction and launching of superstructure	Temporary works checked and peer reviewed

Key Actions/Decisions/Next Steps	Financial Forecast																																													
Site establishment - mid May & Community communications/hui	<div><div>Te Reinga Bridge Replacement Expenditure v Projection</div><table><caption>Te Reinga Bridge Replacement Expenditure v Projection Data (Estimated)</caption><thead><tr><th>Month</th><th>Projected Expenditure (\$)</th><th>Actual Expenditure (\$)</th></tr></thead><tbody><tr><td>Dec-24</td><td>1,300,000.00</td><td>1,300,000.00</td></tr><tr><td>Jan-25</td><td>300,000.00</td><td>200,000.00</td></tr><tr><td>Feb-25</td><td>100,000.00</td><td>100,000.00</td></tr><tr><td>Mar-25</td><td>300,000.00</td><td>400,000.00</td></tr><tr><td>Apr-25</td><td>1,200,000.00</td><td>0.00</td></tr><tr><td>May-25</td><td>1,200,000.00</td><td>0.00</td></tr><tr><td>Jun-25</td><td>2,200,000.00</td><td>0.00</td></tr><tr><td>Jul-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Aug-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Sep-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Oct-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Nov-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Dec-25</td><td>1,100,000.00</td><td>0.00</td></tr><tr><td>Jan-26</td><td>0.00</td><td>0.00</td></tr></tbody></table></div>	Month	Projected Expenditure (\$)	Actual Expenditure (\$)	Dec-24	1,300,000.00	1,300,000.00	Jan-25	300,000.00	200,000.00	Feb-25	100,000.00	100,000.00	Mar-25	300,000.00	400,000.00	Apr-25	1,200,000.00	0.00	May-25	1,200,000.00	0.00	Jun-25	2,200,000.00	0.00	Jul-25	1,100,000.00	0.00	Aug-25	1,100,000.00	0.00	Sep-25	1,100,000.00	0.00	Oct-25	1,100,000.00	0.00	Nov-25	1,100,000.00	0.00	Dec-25	1,100,000.00	0.00	Jan-26	0.00	0.00
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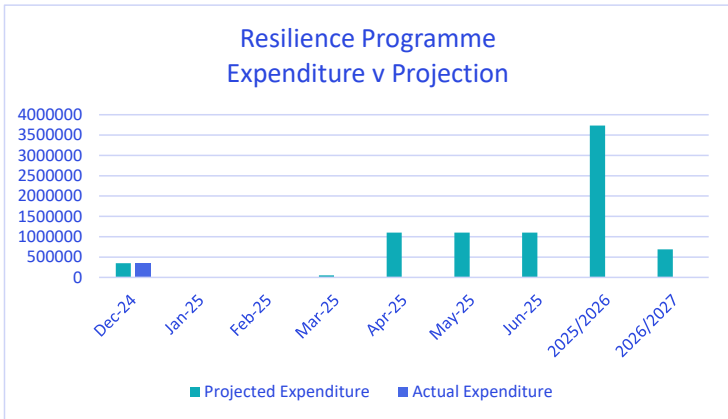
Project Status Report: WDC Emergency Works Programme

Summary	Project Progress Indicator	Achievement/Wins
<p>Programme Activity: Land Transport Activity: Emergency Works Project Location: District Capital Project: Yes</p> <p>Project Description: March 2022, Cyclone Gabrielle, June 2023, November 2023, & June 2024 weather events have caused major damage across the network. Each event has funding attached to it and a series of repairs that need to be completed</p>	<p>Stage Sites</p> <p>Investigation 25 Design 106 Procurement 16 Construction 79* Complete 162*</p> <p>*This includes some landslips and drainage jobs</p>	<p>Design programme set in place delivering a design per week Procurement pipeline being developed NZTA relationships strong High % of sites completed Ohuka Site:</p> 

Timeline	Key Issues	Major Risks & Mitigation
2022/2023 to 2027/2028	<p>Multiple weather events making prioritisation and funding conflicts surface. This is being worked through well.</p> <p>New weather event application submitted for December 24/January 25</p> <p>Working through cost scope adjustment and economic cases with NZTA to ensure funding is secured</p>	<p>Cost increases - work closely with designers, contractors, and funders to ensure we are getting work out as fast as possible to mitigate any further cost increases</p> <p>Resource to manage the work - good programme in place that assigns resources to each project</p> <p>Cyclone Gabrielle Funding beyond 2024/2025 - this is in the hands of ministers and NZTA, bespoke FAR letters have been sent and all documentation is in the TIO system as per requirements - further work needed with</p> <p>Risk of losing funding - continual scoping and adjusting of programmes to ensure they can be completed in a way that satisfies NZTA.</p>

Key Actions/Decisions/Next Steps	Financial Forecast																					
<p>Continue to stick to design plan, procurement plan, and forecasting plan.</p> <p>Tender evaluations underway</p> <p>Procurement pipeline development</p>	<div><div>WDC Emergency Works Expenditure v Projection</div><table><thead><tr><th>Period</th><th>Projected Expenditure</th><th>Actual Expenditure</th></tr></thead><tbody><tr><td>2022/2023</td><td>22,000,000</td><td>22,000,000</td></tr><tr><td>2023/2024</td><td>36,000,000</td><td>36,000,000</td></tr><tr><td>2024/2025</td><td>16,000,000</td><td>16,000,000</td></tr><tr><td>2025/2026</td><td>15,000,000</td><td>0</td></tr><tr><td>2026/2027</td><td>10,000,000</td><td>0</td></tr><tr><td>2027/2028</td><td>3,000,000</td><td>0</td></tr></tbody></table></div>	Period	Projected Expenditure	Actual Expenditure	2022/2023	22,000,000	22,000,000	2023/2024	36,000,000	36,000,000	2024/2025	16,000,000	16,000,000	2025/2026	15,000,000	0	2026/2027	10,000,000	0	2027/2028	3,000,000	0
Period	Projected Expenditure	Actual Expenditure																				
2022/2023	22,000,000	22,000,000																				
2023/2024	36,000,000	36,000,000																				
2024/2025	16,000,000	16,000,000																				
2025/2026	15,000,000	0																				
2026/2027	10,000,000	0																				
2027/2028	3,000,000	0																				

Project Status Report: WDC Resilience Works Programme

Summary	Project Progress Indicator		Achievement/Wins																														
<div>Programme Activity: Land Transport</div> <div>Activity: Resilience Package</div> <div>Project Location: District</div> <div>Captial Project: Yes</div> <div>Project Description: Critical routes around the district (predominantly coastal) are subject to resilience issues. This package of work allows for repairs on key site sto be undertaken. Focus on Nuhaka-Opoutama Road, Mahia East Coast Road, Bridge scour sites, and river erosion.</div>	<div>Stage</div> <div>Investigation</div> <div>Design</div> <div>Procurement</div> <div>Construction</div> <div>Complete</div>	<div>Sites</div> <div>18</div> <div>2</div> <div>1</div> <div>2</div> <div>0</div>	<div>Awarded site (Rangatahi wall extension), Awarded Blacks Beach coastal protection Blowhole complete (BOF funding, but in whole resilience programme)</div> <div>Photo: Blowhole Repair, Nuhaka Opoutama</div> <div></div>																														
Timeline	Key Issues		Major Risks & Mitigation																														
2024/2025 to 2026/2027	Procurement of major site has taken longer than expected. Survey equipment		Confirm council share beyond 24/25 Weather may delay progress. Competing resources																														
Key Actions/Decisions/Next Steps	Financial Forecast																																
<div>Design of further sites</div> <div>Complete investigations to determine remaining sites</div> <div>Complete designs for 2025/2026</div>	<div><div>Resilience Programme Expenditure v Projection</div><table><tr><th>Period</th><th>Projected Expenditure</th><th>Actual Expenditure</th></tr><tr><td>Dec-24</td><td>~200,000</td><td>~200,000</td></tr><tr><td>Jan-25</td><td>0</td><td>0</td></tr><tr><td>Feb-25</td><td>0</td><td>0</td></tr><tr><td>Mar-25</td><td>~100,000</td><td>0</td></tr><tr><td>Apr-25</td><td>~1,000,000</td><td>0</td></tr><tr><td>May-25</td><td>~1,000,000</td><td>0</td></tr><tr><td>Jun-25</td><td>~1,000,000</td><td>0</td></tr><tr><td>2025/2026</td><td>~3,500,000</td><td>0</td></tr><tr><td>2026/2027</td><td>~500,000</td><td>0</td></tr></table></div>			Period	Projected Expenditure	Actual Expenditure	Dec-24	~200,000	~200,000	Jan-25	0	0	Feb-25	0	0	Mar-25	~100,000	0	Apr-25	~1,000,000	0	May-25	~1,000,000	0	Jun-25	~1,000,000	0	2025/2026	~3,500,000	0	2026/2027	~500,000	0
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2026/2027	~500,000	0																															

8.2 WALKING AND CYCLING STRATEGY

Author: Luke Knight, Kawhakaere Rawa me te Para Totoka | Property & Solid Waste Manager

Authoriser: Langley Cavers, Acting Group Manager Assets & Infrastructure

Appendices: 1. Draft Walking and cycling strategy [↓](#)
2. Draft Walking and cycling strategy appendices [↓](#)

1. PURPOSE

1.1 This report introduces the draft walking and cycling strategy for review and feedback.

RECOMMENDATION

The Kawhakaere Rawa me te Para Totoka | Property & Solid Waste Manager RECOMMENDS that Committee receive the report and provide feedback.

BACKGROUND

- 1.2 The walking and cycling strategy was last revised in 2006.
- 1.3 Whilst walking and cycling projects are not currently funded by NZTA, it is recommended to continue development and adoption of a walking and cycling strategy, in order to have agreed projects ready to go, if the funding situation were to change.
- 1.4 This strategy provides a framework to make walking and cycling (for transport, tourism and recreation) safe and accessible, with the aim of increasing walking and cycling participation in the Wairoa District.
- 1.5 This strategy is about the future – setting the direction of active transport in the district and describing the outcomes we aim to achieve for the next 10 years. This Strategy is an update of the Wairoa District Council (WDC) Walking and Cycling Strategy (2006).
- 1.6 The benefits of walking and cycling are well recognised – making places safer for people walking and cycling will provide better travel options to access their community, contributing to social, environmental, economic, and public health outcomes.
- 1.7 This strategy will provide direction and guide investment priorities for Council and our partners, including other government agencies and community organisations, for future investment in walking and cycling infrastructure and supporting activities over time. Working with our partners to deliver infrastructure upgrades, education, promotion, and behaviour change programmes will play critical role in supporting residents and visitors to choose to walk or cycle as a mode of transport for health and liveability.

2. DEVELOPMENT OF STRATEGY

- 2.1 The Strategy has been developed through engagement with the local community and key partners, including New Zealand Transport Agency (NZTA) and Hawkes Bay Regional Council.
- 2.2 The development has been overseen by a steering group made up of representatives from Sport Hawke's Bay, Tahuri Mai Charitable Trust, Te Whatu Ora, and Adventure Wairoa.

- 2.3 Improving safety and increasing participation are key strategic priorities for all partners that enables opportunities to improve co-ordination and delivery of walking and cycling initiatives between regional stakeholders. Working in partnership will enable Council to maximise current and future investment into walking and cycling, by capturing new opportunities as they arise.

3. NEXT STEPS

- 3.1 This strategy proposes high level projects, programmes and activities that will enhance and expand the walking and cycling network in Wairoa, as well as improving road safety and encourage these walking and cycling as a viable transport option.
- 3.2 Further investigation, feasibility and costings of projects will be required at the project delivery phase. This Strategy is intended to be a living document with the implementation plan being updated over time as priorities and funding change.
- 3.3 Developing this walking and cycling network in an affordable way will be a challenge in today's environment following the devastating Cyclone Gabrielle and previous weather-related events. Funding is limited, so advocating for and attracting external funding will be a critical to implement this strategy.

4. OPTIONS

- 4.1 The options identified are:
- a. Review draft strategy, provide feedback.

5. CORPORATE CONSIDERATIONS

What is the change?

- 5.1 Revised, up to date strategy adopted.

6. RISK MANAGEMENT

- 6.1 In accordance with the Council's Risk Management Policy the inherent risks associated with this matter are:

Human	Financial	Regulatory
Low	Low	Low
Operations	Employees	Image & Reputation
Low	Low	Low

Who has been consulted?

Community members, NZTA, HBRC, steering group members.

Confirmation of statutory compliance

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,

- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.

TE RAUTAKI MŌ TE HĪKOIKOI ME TE EKE PAIHIKARA

WALKING AND CYCLING STRATEGY

ADOPTED ON [DATE] (TO BE REVIEWED IN 2029)



TE WAIROA
WAIROA DISTRICT

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1 INTRODUCTION

1.1 PURPOSE OF THE STRATEGY

This strategy provides a framework to make walking and cycling (for transport, tourism and recreation) safe and accessible, with the aim of increasing walking and cycling participation in the Wairoa District. This strategy is about the future – setting the direction of active transport in the District and describing the outcomes we aim to achieve for the next 10 years. This Strategy is an update of the Wairoa District Council (WDC) Walking and Cycling Strategy (2006).

The benefits of walking and cycling are well recognised – making places safer for people walking and cycling will provide better travel options to access their community, contributing to social, environmental, economic, and public health outcomes. The strategy will also contribute towards our vision for developing “Desirable Lifestyles, Thriving Economy, Treasured Environments, Connected Communities”.

This strategy will provide direction and guide investment priorities for Council and our partners, including other government agencies and community organisations, for future investment in walking and cycling infrastructure and supporting activities over time. Working with our partners to deliver infrastructure upgrades, education, promotion, and behaviour change programmes will play critical role in supporting residents and visitors to choose to walk or cycle as a mode of transport for health and liveability.

1.2 DEVELOPMENT OF THE STRATEGY

The Strategy has been developed through engagement with the local community and key partners, including New Zealand Transport Agency (NZTA) and Hawkes Bay Regional Council. The development has been overseen by a steering group made up of representatives from Sport Hawke's Bay, Tahuri Mai Charitable Trust, Te Whatu Ora, and Adventure Wairoa.

Improving safety and increasing participation are key strategic priorities for all partners that enables opportunities to improve co-ordination and delivery of walking and cycling initiatives between regional stakeholders. Working in partnership with our partners will enable Council to maximise current and future investment into walking and cycling, by capturing new opportunities as they arise.

1.3 WHAT WILL THE STRATEGY ACHIEVE

This strategy proposes high level projects, programmes and activities that will enhance and expand the walking and cycling network in Wairoa, as well as improving road safety and encourage these walking and cycling as a viable transport option. Further investigation, feasibility and costings of projects will be required at the project delivery phase. This Strategy is intended to be a living document with the implementation plan being updated over time as priorities and funding change.

Developing this walking and cycling network in an affordable way will be a challenge in today's environment following the devastating Cyclone Gabrielle and previous weather-related events. Funding is limited, so advocating for and attracting external funding will be a critical to implement this strategy.

2 VISION AND GOALS

The enabling actions to support the delivery of the strategy's vision, goals, and outcomes are shown in Table 2-1.

Table 2-1: Vision, Goals, Outcomes and Enabling Actions

Vision	Walking and cycling to be safe, connected and attractive for commuters as well as lifestyle and economic opportunities for locals and visitors. Encompassing the four dimensions of Hauora while the people to and of Te Wairoa make connections with Te Ao through walking and cycling.			
Goals	Connected and Integrated HONO (Connect / United)	Safe and Accessible HAUMARU TE NOHO (Staying safe) HAUMARU (Safety)	Develop and Promote WHAKAMUA (Moving Forward) AHU WHAKAMUA (Progression)	Encourage and Support TAUTOKO (Support)
Strategic Outcomes	Our communities physically connecting to walking and cycling infrastructure. TAHA TINANA (Physical Wellbeing)	All groups welcomed to utilise our safe and accessible network. TAHA WHANAU (Social Wellbeing)	Our Districts walking and cycling network provides diverse experiences for all people. TAHA WAIRUA (Spiritual Wellbeing)	Our communities are encouraged and supported to engage in walking and cycling activities. TAHA HINENGARO Mental and Emotional Wellbeing)
Enabling Actions	<div>1.1 Ensure the network makes the best use of existing infrastructure and improvements are prioritised</div> <div>1.2 Develop walking and cycling routes that provide connections between neighbourhoods, schools, community facilities and employment centres</div> <div>1.3 Develop walking and cycling connections within and between Wairoa District's townships and surrounding Districts</div> <div>1.4 Provide quality linkages to and through new subdivisions or growth areas</div> <div>1.5 Partner with Māori utilising the principle of Kaitiakitanga (guardianship) to protect and manage areas sustainably</div> <div>1.6 Walking and cycling routes give effect to outcomes identified in other relevant local, regional and national planning documents</div>	<div>2.1 Identify high risk locations and implement interventions to improve safety for active mode users</div> <div>2.2 Ensure the built environment reduces the risk of crime (CPTED)</div> <div>2.3 Ensure new and existing footpaths and roads (where practical) are compatible with users of all ages and abilities</div> <div>2.4 Provide consistent signage and wayfinding to ensure networks are easily understood and legible</div> <div>2.5 Develop a monitoring framework to track the use of walking and cycling facilities</div> <div>2.6 Adopt best practice standards and guidelines for the design, construction and maintenance of walking and cycling facilities</div> <div>2.7 Integrate walking and cycling facilities with other modes of transport</div>	<div>3.1 Market Wairoa District as a walking and cycling destination</div> <div>3.2 Investigate and develop the range of walking and cycling experiences available within the district</div> <div>3.3 Partner with Māori to enrich walking and cycling journeys by intertwining stories</div> <div>3.4 Support the development of 'showcase' walking and cycling facilities that are marketable</div> <div>3.5 Support the development of regional connections to Wairoa that enhance nationally recognised walking and cycling routes</div> <div>3.6 Support events that encourage uptake of walking and cycling for transport and recreation</div>	<div>4.1 Partnering with Māori, other authorities, community organisations and the private sector to jointly deliver supporting promotion, education, behaviour change programmes and other supporting activities</div> <div>4.2 Promote health benefits associated with active transport to communities</div> <div>4.3 Support opportunities to connect with the environment and whenua</div> <div>4.4 Support community events and projects that promote walking and cycling for transport, tourism or recreation</div> <div>4.5 Implement supporting facilities to encourage more people to walk and cycle</div> <div>4.6 Publish, implement, monitor and regularly maintain this strategy</div>

3 CONTEXT OF THE STRATEGY

3.1 ABOUT WAIROA

Wairoa District covers an area of 413,000 hectares, extending from Mahia Peninsula in the east to Lake Waikaremoana to the west. The varied terrain of the region encompasses sandy beaches and coastal cliffs, the prominent Wairoa River and other river valleys, and hilly terrain and rugged ranges to the west.

Wairoa is the main township within Wairoa District, with over half of the nearly 9,000 of the district’s residents residing here. Wairoa township is the northernmost town in the Hawke’s Bay, located approximately halfway between Gisborne and Napier. It is centrally located within the Wairoa District, straddling the Wairoa River and near the mouth of the river with the Pacific Ocean. The land on both banks is relatively flat, and that on the south was traditionally a river margin much used for agriculture, with dense forest. Today, much of the town of today is located on the southern bank of the river.

The development of the town has ultimately been more influenced by the commercial practicalities of the key transport corridors, in particular the river and the State Highway corridor. The grid layout means excellent legibility and connectedness through the town. Wairoa town centre is located adjacent to the river and key state highway road corridor through the town. The town section of the Wairoa River has been a key place of habitation for many generations.

The rural Wairoa District is also rich in culture, heritage and sites of interest, with a backdrop of natural beauty rivalling any in New Zealand. Much native forest remains in the west of the District around Lake Waikaremoana, which is a popular domestic tourist destination. The districts other key holiday destination for visitors is the large Mahia Peninsula and is also home to the world’s first privately owned space-rocket orbital launch facility. Economically much of the district is devoted to farming, and in particular pastoral farming.

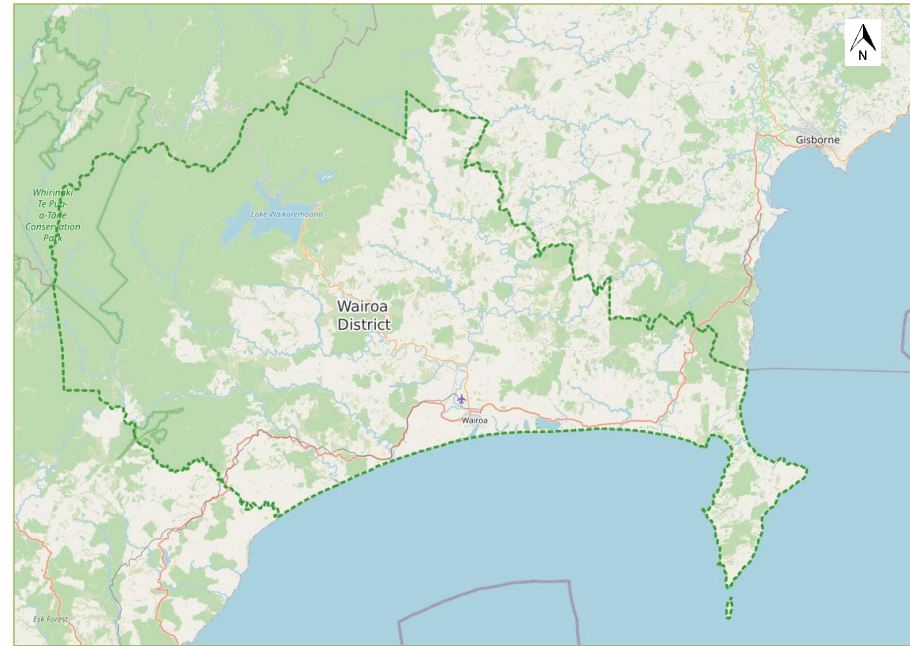


Figure 3-1: Wairoa District

3.2 STRATEGIC CONTEXT

The following national, regional and local strategies and plans provide direction for the Wairoa District Walking and Cycling Strategy, as well as influencing the amount of funding that is available for walking and cycling (shown in Table 3-1). The relevance of these documents to this Strategy are summarised in Appendix 1.

Table 3-1: Relevance strategies, plans and policies

National	➤ Ministry of Transport - Statement of Intent (2018-2022)
	➤ New Zealand Transport Agency - Statement of Intent (2024-2028)
	➤ Government Policy Statement on Land Transport (2024)
	➤ New Zealand’s Road Safety Strategy (2020-2030)
Regional	➤ Hawke’s Bay Regional Land Transport Plan (2024-2034)
	➤ Hawkes Bay Regional Cycle Plan (2015)
Local	➤ WDC Long Term Plan (2024-2034)
	➤ WDC 30 Year Infrastructure Strategy (2024-2034)
	➤ WDC District Plan (2005)
	➤ WDC Land Transport Asset Management Plan (2024-2034)
	➤ WDC Economic Development Plan (2017)
	➤ Wairoa Town Centre Urban Design Masterplan (2021)
	➤ Play, Active Recreation and Sport Strategy (2019)

3.3 WALKING AND CYCLING IN WAIROA DISTRICT

Urban Walking Network

Wairoa has a network 51km of formed footpaths that are suitable for walkers. This network is mostly in Wairoa township, with other footpaths located in the wider District in rural townships, parks, and recreational areas. Our District has a wide range of infrastructure for pedestrians, including:

- Urban footpaths, walkways and shared pathways (sealed)
- Crossing facilities, including zebra crossings, kerb crossings, raised platforms and median refuges
- Rural tracks and walkways (unsealed and shared with cyclists)

Where footpaths are not provided, pedestrians are required to share the road or walk on grass berms. This lack of provision for pedestrians can increase both actual and perceived safety concerns, which can hinder their use by children and the elderly. Many facilities for walking will also provide opportunities for mobility scooters, wheelchairs and recreational devices, including skateboards and scooters.

A programme of new footpaths is identified in Council’s Land Transport Asset Management Plan (separate to this Walking and Cycling Strategy). There are opportunities to enhance access and safety of existing pedestrian facilities through upgrading existing footpaths, providing pedestrian crossing facilities, and providing additional footpaths where warranted by safety, pedestrian volumes, and proximity to nearby community facilities such as schools and sportsgrounds.

Urban Cycling Network

Flat terrain, quiet roads, and relatively small size of Wairoa township lends itself to being conducive to cycling. However a largely disconnected urban cycle network, higher volume and high speed roads (such as on State Highway 2 and 38), can increase both real and perceived concerns about cycling.

Recent investment into the Riverside walkway provides a nearby off-road alternative between the town centre and Whakamahi Beach located near the mouth of the Wairoa River, however this walkway is not as direct and convenient for the people choosing to cycle as a mode of transport to school, work or shopping. Targeted areas of investment

have been identified and some partially completed, including reduced speed limits and traffic calming near schools, as well as traffic calming as identified in the Wairoa Town Centre Urban Design Masterplan.

Recreational Walkways

Two prominent walkways are in Wairoa township, both providing scenic views of the Wairoa River. The Riverside walkway begins from the Wairoa lighthouse in the centre of the township and leads to Whakamahia Beach. The 7.7km walkway is suitable for both pedestrians and cyclists, featuring historical points along the journey. The Sir James Carroll walkway is a 1km walkway located on the northern bank of the Wairoa River and edge of War Memorial Park, providing views of remains of the wharves on both sides of the river.

The Wairoa District offers a variety of other existing walkways that showcase the region's nature and cultural heritage. Each walkway offers a unique experience for visitors and locals, from coastal vistas to dense forest and waterfalls. These walkways are provided throughout the District, including in Te Reinga Falls, Lake Waiaremoana, Māhia Peninsula, Whangawehi, Mōrere, and Nuhaka.

Wairoa Mountain Bike Park

Located on the southern edge of Wairoa township, the Wairoa Mountain Bike Park now features 7km of grade two, three and four trails suitable for a wide-range of riders. The bike park has been under development since 2018, developed by Adventure Wairoa in partnership with Wairoa District Council.

There are opportunities to establish pump park and junior cycle skills park in Wairoa township, providing an off-road facility for children and young adults with a wide range that could complement the newly established mountain bike park. The previous Wairoa Walking and Cycling Strategy identified three potential locations that require further investigation – Alexandra Park, Strandring Park, and Clyde Domain.

Regional Cycle Network

The District is well connected to regional cycle routes of regional and national significance. The New Zealand Cycle Trail (also known as Nga Haerenga) is a nationwide cycle network, enabling visitors and locals to explore New Zealand by bike. The national cycle network was developed by Ministry of Business, Innovation and Employment (MBIE), New Zealand Transport Agency (NZTA), and partner agencies developed the nationwide cycle network, consisting of Great Rides, Heartland Rides and bike touring routes. New Zealand Cycle Trail routes in the District are shown in Figure 3-2.

Two on-road cycle tails that form part of New Zealand Cycle Trail pass through Wairoa, using low volume roads. They are:

- Wairoa to Gisborne is identified as a 'Heartland Ride' within the New Zealand Cycle Trail (NZCT). Meandering along mostly quiet country roads, the 92km 'advanced' route follows the Wairoa River between Wairoa township and Te Reinga, continuing to Gisborne via Tiniroto Road. The route provides access to Rere Falls Trail located between Gisborne and Matawai.
- Wairoa to Murapara is identified as a 'Cycle Touring/Bikepacking Route' on the NZCT cycle network. From Wairoa township, the 186km route follows State Highway 38 to Lake Waikaremoana and continuing over the Huiarau Range. The route connects with the Te Ara Ahi 'Heartland Ride' and Whakarewarewa 'Great Ride' near Rotorua.

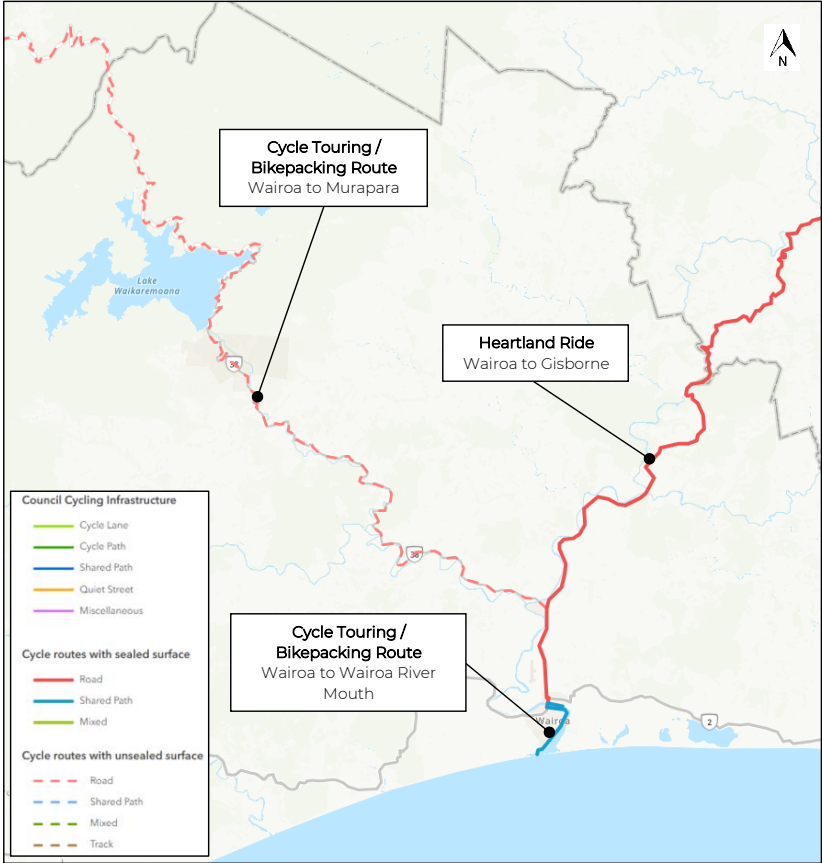


Figure 3-2: Regional Cycle Network

4 CHALLENGES AND OPPORTUNITIES

4.1 WALKING AND CYCLING AS A MODE OF TRANSPORT

Walking and cycling as a mode of transport has been declining across New Zealand at both a local and national level since the 1990s. Lifestyle changes, including increased car ownership and greater convenience of using private vehicle to access employment and education have contributed to this decline.

Despite health and wellbeing benefits of travelling by walking and cycling, community perceptions of being unsafe, unattractive and not convenient means that people are not choosing to walk and cycle as often as they used to. National research indicates the prominent barriers to walking and cycling are safety and confidence, logistical barriers, and ease and access¹.

According to the 2013 Census, walking and cycling accounted for 6.4% of work-related trips in the District (1.3% cycling and 5.1% walking), which is moderately lower than the national average of 7.2%. In the historical context of walking and cycling in the District, both walking and cycling have been steadily declining since the 2001 Census, with a decline of 1.6% and 0.3% respectively.

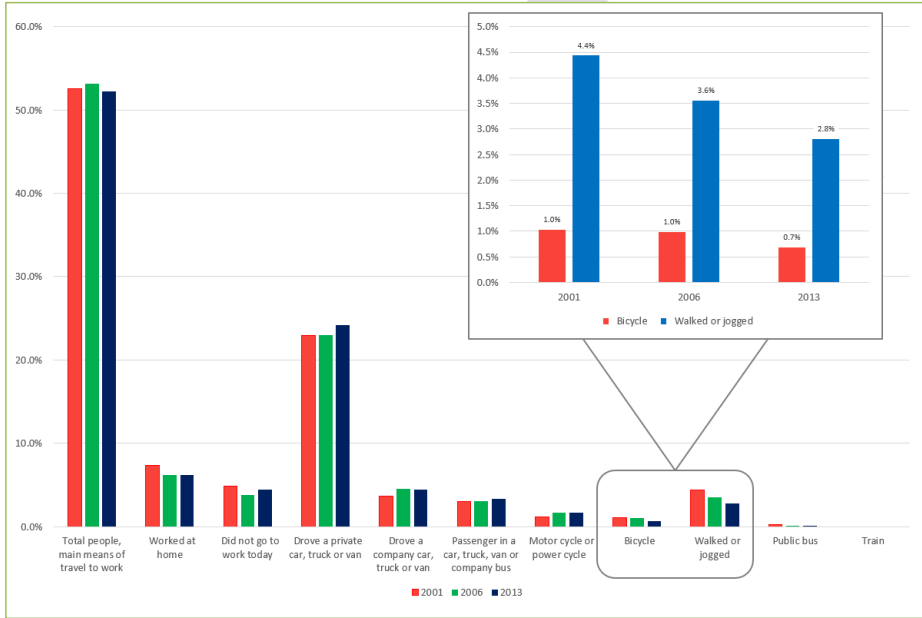


Figure 4-1: Percentage of Wairoa District Residents Walking and Cycling to Work (2001 to 2013)

4.2 WALKING AND CYCLING FOR RECREATION

Walking and cycling remain popular recreation choices for people in Wairoa. Sport New Zealand’s Active NZ survey from 2022/23 (as shown in Figure 4-2) indicates walking and running/jogging were the two most popular recreational activities in Wairoa District at 44.8% and 29.2% participating in these activities (respectively). Walking was marginally lower than the national average (-0.3%), while running/jogging was higher than the national average (+3.6%).

Road cycling is ranked as the 7th most popular recreation activity in Wairoa at 13.1%, higher than the national average (+2.8%). Mountain biking (ranked 25th) and travelling by e-bike (ranked 31st) were less popular recreation activities with 2.8% and 2.1% participation (respectively).

¹ Understanding attitudes and perceptions of cycling and walking (New Zealand Transport Agency, 2023).

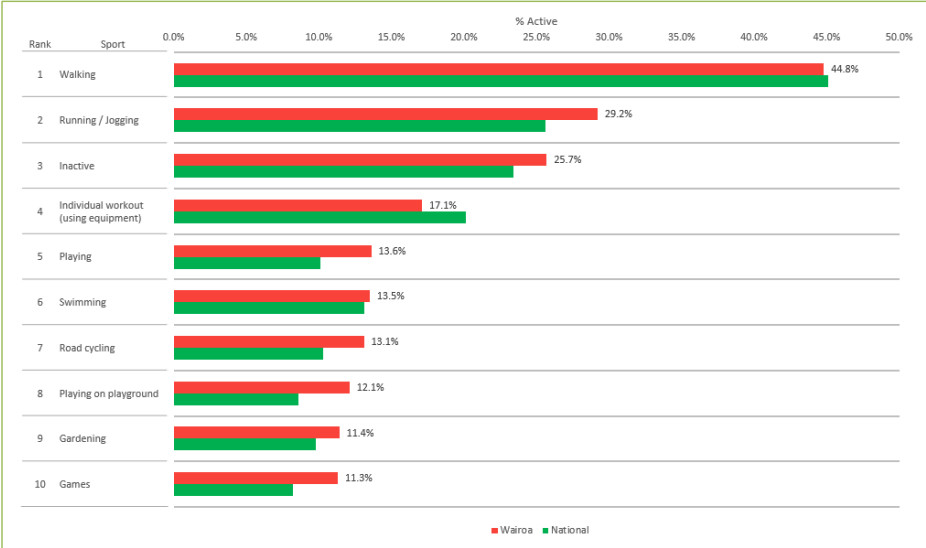


Figure 4-2: Participation Rates for Wairoa District

4.3 SAFETY

Between 2014-2024, 15 reported crashes have involved pedestrians and cyclists resulting in one fatal, five serious injury, and seven minor injury, and two non-injury severity crashes. Pedestrians and cyclists only account for 1.8% of all crashes in the District, however are over-represented in fatal and serious injury crashes accounting for 3.9% in the District. More information on the issue of safety can be found in Appendix 2.

Pedestrian crashes has been identified as an area of concern for the Wairoa District when compared with other Districts at a national level², highlighting an existing safety issue for pedestrians across the network. Although the District is not identified as an area of concern for cycling, any crashes involving cyclist and more broadly vulnerable road users are undesirable and could deter people within the community from travelling by foot or bike.

4.4 AGEING POPULATION

The Wairoa District is expected to experience an increase in elderly residents (aged 65 and over) and middled-aged demographics to 25% and 32% (respectively) by 2048 (as shown in Figure 4-3). Elderly residents have different transport access needs to the rest of the community, who are generally less mobile and more susceptible to trip hazards on footpaths or when crossing the road.

As the population continues to age, there will be increased need to improve pedestrian facilities that make them more accessible and prevent social isolation, helping to promote a more inclusive community. This places increased importance on ensuring footpaths and crossing facilities are of high quality to reduce the risk of falls but are also designed to accommodate a wide range of mobility aids, such as wheelchairs or walking aids. This is likely to increase demand for supporting interventions including tactile paving for visually impaired individuals, sufficient lighting for better visibility, and the implementation of rest areas or benches along key walking routes.

² NZTA Communities at Risk Register 2023.

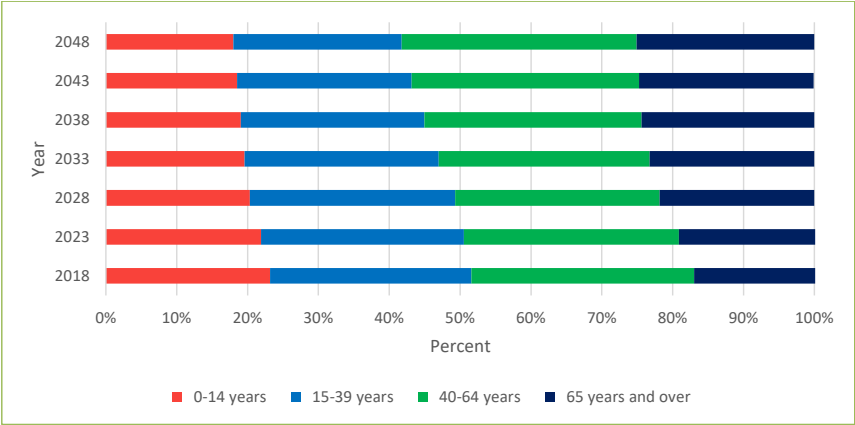


Figure 4-3: Population Growth Estimates for Wairoa District (2018 Census)

4.5 INCOMPLETE NETWORKS

Walking networks in urban areas are largely complete in terms of provision of footpaths, however there are opportunities to improve crossing facilities where pedestrians are most at risk. Footpath improvements are identified by forward works planning and where funding permits this can be funded through WDC footpath maintenance budget. In comparison, the current cycle network is underdeveloped, featuring only the Riverside Shared Pathway within Wairoa township, regional NZ Cycle Trail touring routes, and a solitary off-road recreational walkway near the Mahia Peninsula.

Supporting the development of infrastructure along routes and at destinations is needed to ensure that the network becomes truly accessible to all. The development and planning of new infrastructure will also need to consider changing user demographics and needs brought about by technological changes such as the growing use of e-bikes and new forms of personal transport.

4.6 SOCIAL EQUITY

The Social Deprivation Index in New Zealand is derived from the 2018 Census data, which assigns a deprivation score for each region in New Zealand, with a score of 1 representing least deprived areas and a score of 10 representing the most deprived areas. Figure 4-4 highlights that the Wairoa District has a score range of between 8-10, with an average score of 6 in the wider Hawke’s Bay region

Walking and cycling provide a low cost transport alternative for short to medium length trips that are usually made by private vehicle. This is particularly important in Wairoa, given the small urban area, higher levels of deprivation and lack of public transportation system, which means that people are living closer to areas for employment and education. For people without access to private motor vehicles, walking and cycling provide a very feasible means of transport.

Further for many people, particularly younger people, walking and cycling provides an independent mode of transport, giving them access to activities and services. It is therefore important that the District is developed in a way that provides an accessible means of transport for pedestrians and cyclists.

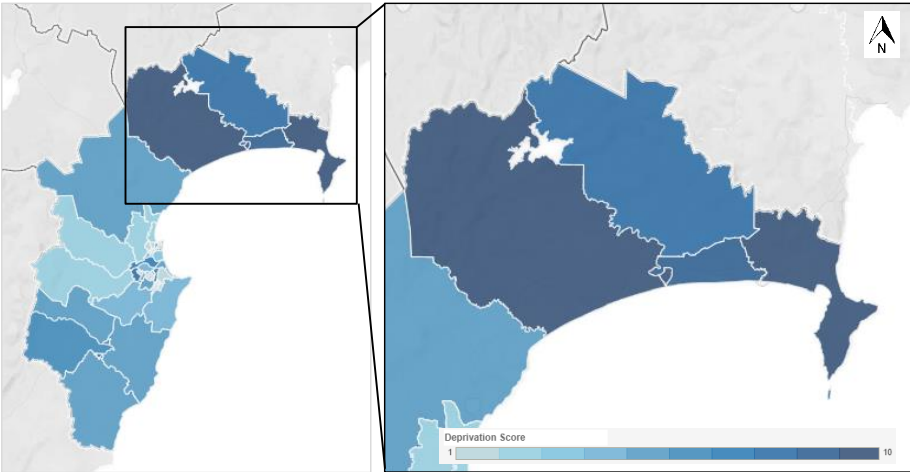


Figure 4-4: Deprivation Score for the Hawkes Bay (left) and Wairoa District (right) (2018 Census)

4.7 FUNDING

Councils in New Zealand predominately attract funding for walking and cycling projects through the National Land Transport Programme, administered by New Zealand Transport Agency (NZTA). The NLTP is developed every three years and guided by the Government Policy Statement on Land Transport, ensuring the efficient and effective investment in land transport activities across New Zealand. Council’s have an opportunity to apply for co-funding from NZTA every three-years for walking and cycling activities, pending funding availability at the time.

Other funding opportunities include regional infrastructure and economic development funds administered by the Central Government, which generally support projects that focus on enhancing economic opportunities and addressing regional infrastructure deficit. Further, Council can identify funding for projects within the Long Term Plan (LTP) and importantly support partnerships with community organisations and funding agencies to enable investment over time.

5 OUR FOCUS AREAS

As a District we’re facing a range of challenges to encourage more people to walk or cycle more often, however we have opportunities to make improvements. Four focus areas have been developed to guide future allocation of resources towards the most critical activities that will drive success towards making walking and cycling more viable options for transport and recreation. These focus areas are designed to deliver the vision for the Wairoa District for *“Walking and cycling to be safe, connected and attractive for commuters as well as lifestyle and economic opportunities for locals and visitors.”*

These focus areas are designed to deliver our vision for walking and cycling

- 1. **Connected and Integrated** - Our communities physically connecting to walking and cycling infrastructure.
- 2. **Safe and Accessible** – All groups welcomed to utilise our safe and accessible network.
- 3. **Develop and Promote** - Our Districts walking and cycling network provides diverse experiences for all people.
- 4. **Encourage and Support** - Our communities are encouraged and supported to engage in walking and cycling activities.

Each of the four focus areas are outlined in Section 2 of this Report (Table 2-1), with respect to the enabling actions that will be delivered under each focus area.

6 IMPLEMENTATION

6.1 PROPOSED CYCLE NETWORK

Delivery of a comprehensive cycle network is a key component of this Walking and Cycling Strategy, as it achieves two of the four key focus areas in the strategy. The cycle network is intended to cater towards people of all ages and abilities, connecting people within their community and enabling cycling for both commuters and recreational cyclists.

The Wairoa cycling network will include:

- Urban Cycle Routes: Cycle routes that are generally within road reserve in urban areas, which may include on-road marked cycle lanes, shared off-road cycle paths or mixed traffic lanes.
- Peri-Urban Cycle Routes: Cycle routes that can connect urban areas with surrounding semi-rural land-use, which may include mixed traffic lanes and off-road paths or track facilities.
- New Zealand Cycle Trail Routes: Regional cycle routes that are part of the nationwide New Zealand Cycle Trail (Nga Haerenga) network.
- Recreational cycle route (on-road): Cycle routes that are predominately on high speed and/or high volume roads in rural areas, where cyclists will predominately cycle in the road shoulder.
- Recreational cycle route (off-road): Cycle routes that are often found in natural settings, providing more scenic recreational rides for people, which may include unsealed tracks and trails.

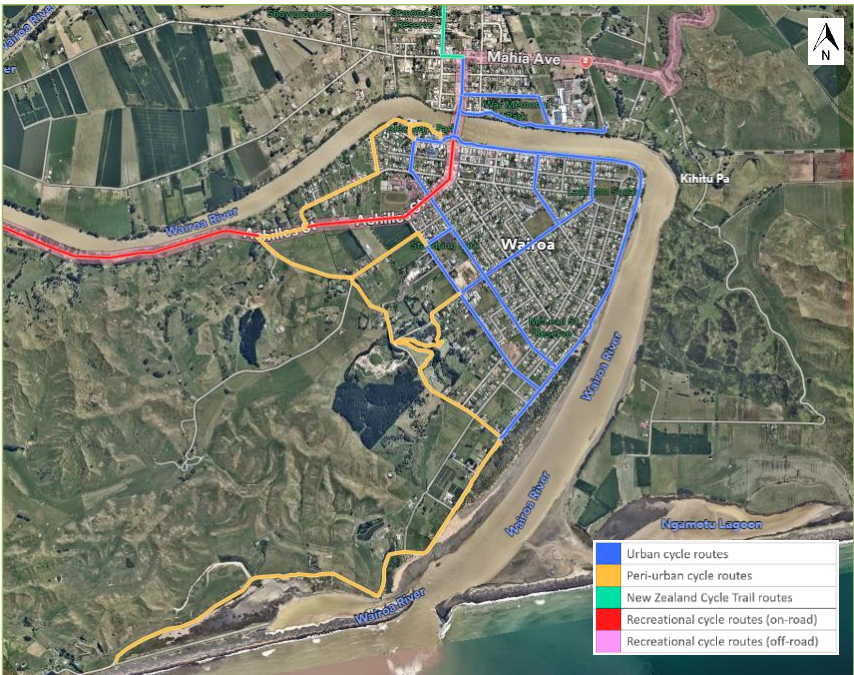


Figure 5: Wairoa - Proposed Cycle Network

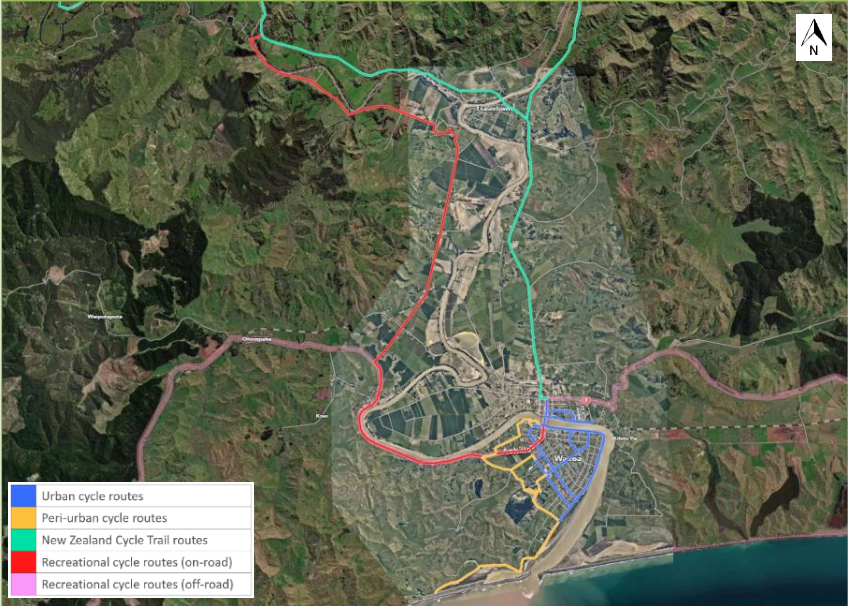


Figure 6: Wairoa/Frasertown - Proposed Cycle Network



Figure 7: Nuhaka/Mahia - Proposed Cycle Network

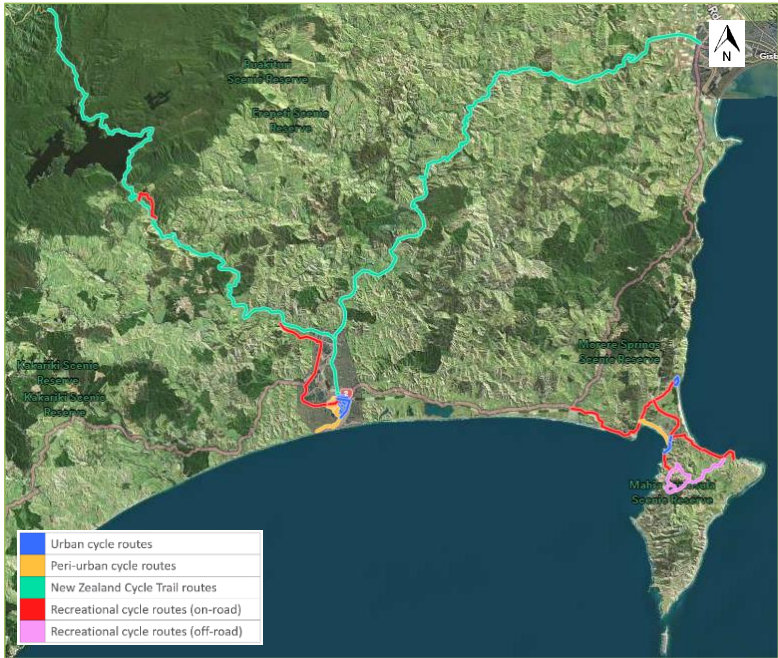


Figure 8: Wairoa District - Proposed Cycle Network

6.2 IMPLEMENTATION PLAN

Our priorities for walking and cycling funding are set around the 3-year cycles as part of the Long Term Plan (LTP) 10-year process. The LTP outlines the outcomes that we aim to achieve over a 10 year period, setting the direction and work required to achieve these outcomes.

The investigation and delivery of physical infrastructure and supporting programmes is dependent on funding availability, based on Council’s capital expenditure budget (from rates) as well as other external funding sources such as through the National Land Transport Fund, other Government funding sources, or through partnerships with community organisations.

6.3 PRIORITISATION MATRIX

A project prioritisation matrix has been developed as part of the update of this Walking and Cycling Strategy, which will provide a framework to compare and assess cycle projects for inclusion in the Long Term Plan. This prioritisation framework will be reviewed and assessed annually, aligned with Council’s annual plan process. New footpaths and crossing facilities will be identified and prioritised in Council’s Land Transport Asset Management Plan (separate to this Walking and Cycling Strategy).

The intention of the prioritisation matrix is to:

- Score and rank walking and cycling projects into a prioritised list
- Provide a structured approach to assess projects in a consistent and transparent manner
- Ensure limited funds are spent on projects that will have the greatest strategic alignment and community benefit
- Allow Council to re-evaluate and re-prioritise projects when new or additional projects or funding opportunities arise

The prioritisation matrix is only intended as an indicator of project priority and should be regularly reviewed to be reflective of the current environment. The prioritisation matrix is intended as a ‘live’ database that enables Council to easily re-evaluate priorities as new projects or funding opportunities arise. More detail as to the scoring methodology and scoring summary can be found in Appendix 4.

Table 6-1: Prioritisation Criteria

Criteria	Factor
Road and Land-Use Environment	<ul style="list-style-type: none">Road classificationPosted speed limitSafety recordLikely demandLikely user typeExisting route barriers
Connectivity to Destinations	<ul style="list-style-type: none">Proximity to schoolProximity to community facilityLinkages to regionally significant route
Implement ability	<ul style="list-style-type: none">Complexity of projectLikely funding

6.4 STRATEGY REVIEW

Aligned with Council’s 10 year Long Term Plan process, it is expected this strategy will be reviewed every three years to identify the forward capital and operational budgets that will be required for walking and cycling infrastructure and programmes. This approach ensures the Strategy is aligned with Council’s wider strategic planning processes, as well as regional and national policies. The progress of this strategy will be reviewed and reported against three-yearly.

6.5 ACTION PLAN

This section presents a set of prioritised actions aimed at turning the Strategy’s vision into reality. The actions are based on the enabling actions outlined in Table 6-2. The Action Plan outlines a phased approach to achieving the Strategy’s overarching vision and supporting goals. The actions have been prioritised based on the criteria outlined in Table 6-2 below.

Table 6-2: Action plan criteria

Priority	Description
Business as Usual	‘Business as Usual’ priorities include those that are implemented as part of Council’s (or other strategic partners’) normal work activities, plans or policies. Continuing to deliver these actions will contribute to achieving the strategic objectives.
Short-Term	Immediate priorities are projects and initiatives that are proposed for immediate focus, which can likely be delivered within the current LTP (2024-34). Types of projects that fall within this category include quick win projects, capital projects funded within the current NLTP period (2024-34), and regionally significant projects.
Medium-Term	Medium term priorities are those that are expected to occur within the future LTP period, most likely in the 2027-30 period. These include continued infrastructure delivery and some complementary initiatives that will help to maximise the benefit of infrastructure investment (such as behaviour change initiatives).
Long-Term	Long-term priorities will contribute to the strategic objectives, however, are not considered critical within the next three year period. Long-term actions are future ‘aspirational’ actions are likely to be delivered in a future LTP period (most likely 2030 and beyond).

Strategic Outcome 1: Our communities physically connecting to walking and cycling infrastructure.

Table 6-3: Strategic Outcomes 1 – Actions

Action #	Enabling action Ref.	Action	Timeframe	Responsibility	Priority
1	1.1, 1.5	Reinstatement of walking and cycle network Investigate and implement repairs or reinstatement of the Riverside walkway affected by recent flooding events.	2024-27	WDC Community	Immediate
2	1.1, 1.2, 1.3, 1.5, 1.6	Urban Cycle Network Investigate and implement urban cycle routes within Wairoa and outer townships identified within the Network Maps. Evaluate potential projects against the prioritisation matrix and programme delivery of key urban routes through future phases of the LTP.	Ongoing	WDC Community	Medium
3	1.3, 1.6	Cycle Touring Routes Investigate rural public roads that are regularly used by local recreational cyclists (e.g. New Zealand Cycle Trail routes, Wairoa/Frasertown loop, Mahia Beach). Investigate opportunities to install 'share the road' type signs and increase the road shoulder width during road pavement rehabilitation/reconstruction.	Ongoing	Community WDC HBRC	Long
4	1.1, 1.2, 1.5	Recreational Walkways through Parks and Open Spaces Identify and prioritise walking and cycling linkages through and to parks/open spaces based on the outcomes of individual Reserve Management Plans.	Ongoing	WDC Community DOC	Long
5	1.1	Footpath Programme Identify new locations for footpaths and crossings, evaluating potential footpath connections as part of the WDC Land Transport Asset Management Plan.	Ongoing	WDC	Business as Usual
6	1.4	Supporting Future Growth Areas Continued development of walking and cycling network within future development areas through Structure Plans and consenting procedures.	Ongoing	Community WDC	Business as Usual
7	1.2, 1.3	Wairoa Town Centre Masterplan Continued investigation and implementation of walking and cycling improvements identified in the Wairoa Town Centre Masterplan	Ongoing	WDC Community	Medium
8	1.1, 1.6	State Highway Engage with NZTA in developing improved walking and cycling provisions on the State Highway network, particularly those identified in this strategy and/or where they interact with local townships/villages.	Ongoing	WDC NZTA	Medium

Commented [JM1]: Look for opportunities for shared responsibility.

Strategic Outcome 2: All groups welcomed to utilise our safe and accessible network.

Table 6-4: Strategic Outcomes 2 – Actions

Action #	Enabling action Ref.	Action	Timeframe	Responsibility	Priority
9	2.1	Safety improvements Monitor pedestrian and cycle crash trends and locations across the transport network, implementing minor road safety improvements. Prioritisation of interventions will be based on crash prevalence and severity.	Ongoing	WDC	Business as usual
10	2.2, 2.3	Accessibility Design As part of WDC Land Transport Asset Management Plan, review suitability of existing and future footpath facilities for those with limited mobility to identify suitable improvements (e.g. drop-kerbs, crossfall and gradient and sensory aids). Ensure best practice urban design principles are applied that supports pedestrians and cyclists, including applying CPTED principles.	Ongoing	WDC	Business as usual
11	2.3, 2.6	Routine Maintenance Ensure footpaths, shared paths and roads are maintained to the required levels outlined in the WDC Land Transport Asset Management Plan (e.g. road sweeping, path repairs) to maintain a safe environment for users.	Ongoing	WDC	Business as usual
12	2.1, 2.4	Safe Routes to School Continue to implement clearly defined road markings and signs in front of schools to raise awareness of school zones and reduced speed limits, aligned with the District's Speed Management Plan.	2024-27	WDC Schools	Immediate
13	2.1, 2.6, 2.7	Traffic Calming Investigate and identify priority areas for implementing traffic calming options to support walking and cycling.	Ongoing	WDC	Future
14	2.3, 2.6	LTP Funding Determine key priorities for walking and cycling projects, making financial provision (where possible) to implement and maintain these facilities within the Long Term Plan Process.	Ongoing	WDC Community	Business as usual
15	2.4	Wayfinding and Signage Continue to provide clear wayfinding and signage, especially for shared pathways.	Ongoing	WDC	Future
16	2.5	Monitoring Framework Identify suitable locations for installing counting stations to monitor the use of existing and new facilities. Conduct annual surveys to compare volumes of pedestrians and cyclists over time. Monitor the statistics and performance of walking and cycling annually against the following: <ul style="list-style-type: none">• Census data on mode share to work• Travel to school data• Crash history and trends involving pedestrians and cyclists	2024-27	WDC	Immediate

Strategic Outcome 3: Our Districts walking and cycling network provides diverse experiences for all people.

Table 6-5: Strategic Outcomes 3 – Actions

Action #	Enabling action Ref.	Action	Timeframe	Responsibility	Priority
17	3.2, 3.3, 3.4	Existing Recreational Facilities Maintain and enhance existing recreational walking and cycling facilities, such as the Riverside shared pathway to Whakamahia and Wairoa Mountain Bike Park, and other walking/cycling trails in the District.	Ongoing	WDC Community	Future
18	3.2, 3.3	New Recreational Facilities Work collaboratively with community groups to investigate the development and funding of new regional walking and cycling facilities.	Ongoing	Community WDC HBRC	Future
19	3.2, 3.4, 3.5	New Zealand Cycle Trail Work collaboratively with NZTA and other Districts to enhance existing New Zealand Cycle Trails in the region – the Wairoa to Murpara Cycle Touring/Backpacking route and Wairoa to Gisborne Heartland Ride.	Ongoing	WDC NZTA HBRC	Business as usual
20	3.1, 3.4	Regional Walking and Cycling Facilities Actively promote walking and cycling facilities that raise the profile of walking and cycling in the District.	Ongoing	Sport Hawke's Bay WDC HBRC	Business as usual
21	3.1, 3.4, 3.6	Promotional Events Actively promote and encourage events that raise the profile of walking and cycling in the District for both locals and visitors.	Ongoing	Sport Hawke's Bay WDC	Business as usual
22	3.1, 3.2, 3.3	Regional Collaboration Continue to develop relationships with other territorial authorities to identify cross-boundary opportunities to develop and deliver cross-boundary walking and cycling facilities, particularly with the Hawke's Bay region.	Ongoing	WDC Gisborne District Council Whakatane District Council HBRC	Future
23	3.1, 3.2, 3.3	Regional Marketing Work collaboratively with Hawke's Bay Tourism and other authorities in the promotion of Wairoa as a walking and cycling destination.	Ongoing	WDC Hawke's Bay Tourism HBRC	Medium
24	3.2, 3.4, 3.5	External Funding Opportunities Investigate potential non-traditional funding streams for the delivery of walking and cycling infrastructure improvements within the District, including NZTA, other central government funding, and charities.	Ongoing	WDC Community	Business as usual
25	3.1, 3.3, 3.4	Promotions Plan Provide regular publicity about the benefits of walking and cycling within the District to raise community awareness.	Ongoing	WDC Community	Business as usual
26	3.1, 3.3	Access to Information Partner with Wairoa i-SITE Visitor Information Centre to regularly promote and provide information about walking and cycling trails and tracks in the District.	Ongoing	WDC	Business as usual

Strategic Outcome 4: Our communities are encouraged and supported to engage in walking and cycling activities.

Table 6-6: Strategic Outcomes 3 – Actions

Action #	Enabling action Ref.	Action	Timeframe	Responsibility	Priority
27	4.1, 4.4, 4.5	Learn to Ride Park Investigate and support the development of a 'Learn to Ride' bike park in Wairoa, with an initial list of locations identified as Stranding Park, Alexandra Park, or Clyde Domain.	2024-30	WDC Community	Future
28	4.1, 4.2, 4.4	Behaviour Change Initiatives Work collaboratively with partner organisations to identify opportunities for delivering behaviour change programmes within the District, such as cycle skills training, Bikes in Schools programme or school travel planning. Work collaboratively with partners to develop these programmes for delivery within the District.	2027-30	WDC Sport Hawke's Bay Community Groups Schools	Business as usual
29	4.5	Bicycle Parking Review existing provision for bicycle parking at key destinations in the District (e.g. town centres, parks and public buildings) and develop a staged implementation for delivering bicycle parking facilities.	Ongoing	WDC Community	Business as usual
30	4.6	Review, Maintain and Update Strategy Ensure the Strategy is regularly reviewed, updated, published and promoted. Review this strategy at three-year intervals and implementation plan annually in alignment with Council's LTP process. Provide annual updates on progress in delivering the strategy to relevant Council Committees and Regional Transport Committees.	Ongoing	WDC	Business as usual
31	4.1, 4.2, 4.3, 4.4	Community Initiatives / Events Actively promote initiatives and events that support people to choose walking and cycling for transport or recreation.	Ongoing	WDC Sport Hawke's Bay Community Groups	Business as usual

7 MONITORING AND EVALUATION

The success in delivering the vision, goals and strategic objectives in this strategy will be assessed a range of measures, including completion of the proposed walking and cycling network, network condition, safety, participation and wider health outcomes. Progress will be measured and monitored by the following indicators:

Goal		2024 Benchmark	Metric
Walking and cycling Network	Percentage completion of strategic cycle network	Benchmark to be established	WDC Monitoring
	Percentage completion of footpath network	Benchmark to be established	WDC Land Transport Activity Management Plan
Network Condition	Percent of footpaths within the District classified as complying with defined level of service	≥ 95% of the District's footpaths are within average or better condition	WDC Land Transport Activity Management Plan
Walking and Cycling Participation	Increase the number of people who travel by foot or by bike in the Wairoa District	Total Active Modes: 6.5% Walking: 5.1% Cycling: 1.3%	NZ Census (2018 baseline)
	Participation rates for walking and cycling within the Wairoa District	Walking: 44.8% Running/Jogging: 29.2% Road Cycling: 13.1% Mountain bike: 2.8% E-Bike: 2.1%	Active NZ Survey (2023 baseline)
Safety	Decrease in death and serious injury (DSI) crashes involving pedestrians and cyclists	6 crashes (2014-2024)	NZA Crash Database
Health	Decrease levels of obesity within the Wairoa District	Overweight or obese: 71% Obese: 37% Overweight (but not obese): 34% Healthy weight: 27.6% Obese class 1: 23.3% Obese class 2: 9.6% Obese class 3: 4% Underweight: 1.4%	Annual New Zealand Health Survey (2017-20 baseline)

In developing this monitoring and evaluation framework, it is recognised the availability of baseline data is relatively limited. Census data provides a useful snapshot of information and uptake of walking and cycling at a local, regional and national level; however, there are limitations in using this data (i.e. data is only collated at 5-year intervals). Similarly, NZTA Crash Database captures all recorded crash data to NZ Police however does not capture unreported or near-miss data that is not reported to NZ Police. Other data sources, such as pedestrian and cycling volumes on key strategic routes could be collated and reviewed on an annual basis.

TE RAUTAKI Mō TE HĪKOIKOI ME TE EKE PAIHIKARA

WALKING AND CYCLING STRATEGY APPENDICES

ADOPTED ON [DATE] (TO BE REVIEWED IN 2029)



TE WAIROA
WAIROA DISTRICT

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APPENDIX 1: STRATEGIC CONTEXT

National Strategies / Policies

Ministry of Transport – Statement of Intent (2018-2022)

The Ministry of Transport's Statement of Intent sets out the organisation's strategic intentions for the next four years. The Statement of Intent identifies five core outcomes that Government is seeking from the transport system (shown in Figure 1).

To achieve these outcomes, the Government has identified seven priority areas for focus over the next four years, these being:

- Delivering a mode neutral transport system to provide a more sustainable New Zealand
- Delivering liveable cities
- Ensuring that transport supports regional development outcomes
- Transitioning New Zealand to a low carbon future
- Enabling affordable and easy access to allow all New Zealanders to make the most of opportunities
- Delivering a transport system which is resilient, safe to use, and manages and promotes health and other social benefits
- Ensuring investment and regulatory settings further government priorities

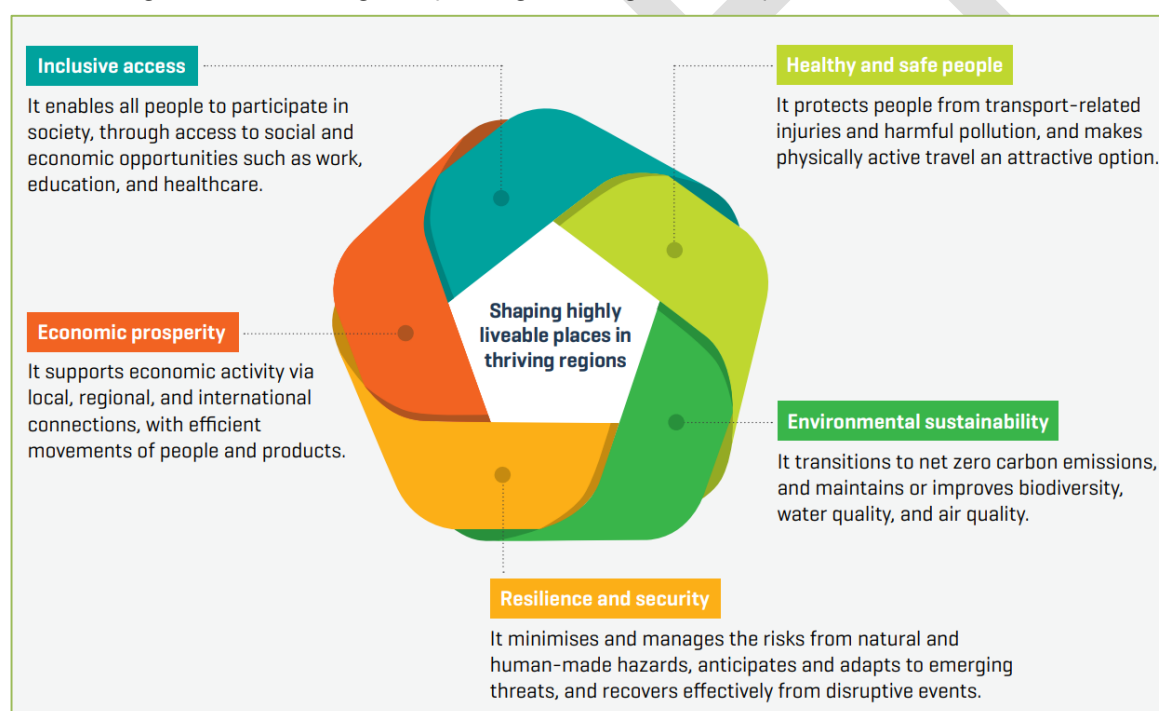


Figure 1: Outcomes Framework – Ministry of Transport Statement of Intent (2018-22)

New Zealand Transport Agency –Statement of Intent (2024-2028)

The Statement of Intent (SOI) sets out the Transport Agency's approach and course of action for the next four years to give effect to the GPS and the National Land Transport Programme (NLTP). The plan SOI outlines four key system outcomes for how investment will be focused in response to government expectations, including: meeting current and future needs; effectively and efficiently moving people and freight; safe; and environmentally sustainable. Walking and cycling improvements align to environmentally sustainable outcome, and effectively and efficiently moving people and freight.

Government Policy Statement on Land Transport (2024)

The Government Policy Statement on land transport (2024) sets out the Government's priorities for land transport investment over a 10-year period, and how funding should be allocated over different activity classes. Economic growth and productivity are the overarching strategy priority for the direction of the GSP, with increased maintenance and resilience, safety, and value for money the other key priorities that will support the delivery of a transport system that delivers economic growth and productivity.

Table 1: Alignment with GPS Priorities

GPS priority	Alignment with Walking and Cycling Investment
Economic growth and productivity	<ul style="list-style-type: none"> Increased transport choice and access to education, businesses, and employment. Reduced pressure on the road network due to more short trips being undertaken by cyclists or pedestrians.
Increased maintenance and resilience	<ul style="list-style-type: none"> Improved resilience by reducing the reliance on private vehicle travel for shorter journey trips.
Safety	<ul style="list-style-type: none"> Reduced number of deaths and serious injury crashes through investment in a network that better protects pedestrians and cyclists.
Value for money	<ul style="list-style-type: none"> Genuine transport choice can result in transport users travelling for minimal or even free cost. This reduces traffic loading on the road network, thereby resulting in lower maintenance costs and more efficient of freight movement.

New Zealand's Road Safety Strategy (2020-2030)

New Zealand's Road Safety Strategy, or simply Road to Zero, outlines a strategy to guide improvements in road safety over the next 10 years in New Zealand. Under the previous Government, Road to Zero represented the national strategy to direct road safety improvements over the next 10 years (2020-2030). The vision of the Road to Zero strategy was "a New Zealand where no one is killed or seriously injured in road crashes". Improving cycle safety is a priority for this SSBC, which strongly aligns with the guiding principles of the Road to zero strategy.

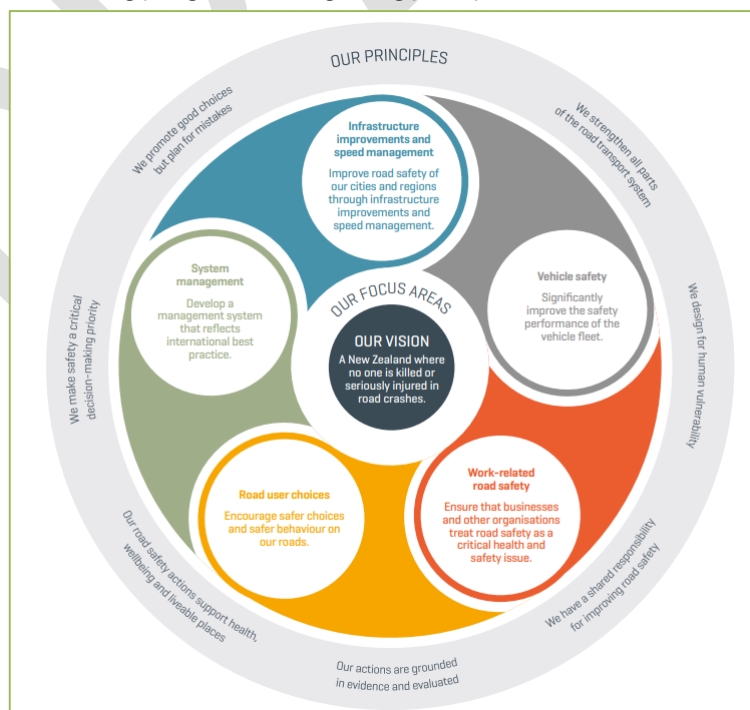


Figure 2: Focus Areas – New Zealand Road Safety Strategy (2020-2030)

Regional Strategies / Policies

Hawkes Bay Regional Land Transport Plan (2024-2034)

Hawke's Bay Regional Council is responsible for developing the Regional Land Transport Plan (RLTP), which sets the strategic direction for land transport in the Hawke's Bay region over the next 10 years. The RLTP explains the why, where and how future investment will be made to improvement the performance of the land transport system.

The RLTP notes the need to provide people and communities with genuine and effective transport choices across urban areas, while ensuring land use development is integrated with transport modes to achieve national and regional emissions targets. This includes investigating quick wins to reduce town severance and improve accessibility across State Highway 2, especially for those working and going to school within the town.

Underpinning the RLTP are five key strategic objectives, with relevant policies to walking and cycling as follows:

- Resilience and Security
 - P1.10 - Proactively enhance the transport system to sustainability support growth projection and modal shift.
- Emissions Reduction
 - P2.4 - Develop and expand safe, inter-connected Active Transport networks that prioritise direct connections to key destinations such as places of work and education.
 - P2.6 - Disincentivise driving and encourage greater uptake of alternative modes by managing public parking (through supply, location, price and/or time limits).
 - P2.8 - Plan for and promote the uptake of low-emission vehicles and e-bikes, including the provision of increased electric charging infrastructure and bike storage within the region.
 - P2.11 - Encourage low-emission transport measures and solutions when making investments into transport solutions.
- Healthy and Safe People
 - P3.6 - Ensure the active transport network prioritises the safety of all users, particularly vulnerable users (e.g., pedestrians, cyclists, mobility impaired, scooters, motorcycles) and provides adequate separation following best practice design guidelines.
 - P3.7 - Develop and implement an innovative, responsive, and proactive regional road safety education, awareness, and marketing campaign targeted to risk and focused on sustained long term behaviour change.
- Inclusive Access
 - P4.1 - Invest in a low emissions and low impact transport system that enables genuine and safe travel choices which contribute to improved health and wellbeing.
 - P4.3 - Develop and expand safe, attractive inter-connected Active Transport networks that prioritise direct connections to key destinations and lower socioeconomic areas.
 - P4.4 - Invest in key active transport routes as an alternative for commuters and maintain these to an agreed level of service.
- Environmental Sustainability
 - P5.1 - Ensure that the location and design of new brownfield and greenfield development enhances multi-modal access, connectivity, and supports good urban form within new developments and between new and existing sites to:
 - minimise the number of private motor vehicle trips required.
 - better sustain low-carbon and low-emission transport options
 - increase the uptake of walking, cycling, and public transport.

Hawkes Bay Regional Cycle Plan (2015)

The Hawkes Bay Regional Cycle Plan is an overarching plan for the Hawkes Bay region that integrates different cycle plans and strategies from around the region into a unified and coherent plan. The vision of the plan is “to normalise cycling in Hawke's Bay to such an extent that the region is nationally and internationally recognised as providing the most bike-friendly experience in New Zealand.”

The plan establishes a coordinated regional approach to the development and delivery of cycle infrastructure and initiatives that will achieve the greatest results for cycling in Hawke's Bay. Ten year goals outlined in the plan of relevant include:

- A significant increase in the number of school children cycling regularly;
- A significant increase in the number of short trips taken by bike;
- A comprehensive and safe regional cycling network which connects major amenities and commuter destinations; and
- A popular, attractive and compelling cycle tourism experience.

Key items relevant to Wairoa included within the plan included:

- To complete the Wairoa urban cycle network safety and connectivity improvements;
- Investigate and expand travel behaviour change programmes, including:
 - Cycle skills training to schools across the region;
 - Bikes in Schools programme to targeted schools in the region; and
 - Share the Road campaigns.

Local Strategies / Policies

Wairoa District Council - Long Term Plan (2024-2034)

The Long Term Plan (LTP) details the Council's plans for the next ten years (2024-2034), including how Council intends to fund its ongoing programmes and capital works projects to achieve its vision of a "desirable lifestyles, thriving economy, treasured environments, connected communities." Due to impacts of weather events, the government has allowed LTP forecasts of this LTP to three years rather than the usual 10 years, allowing a focus on recovery and repair of damaged infrastructure.

The Walking and Cycling Strategy contributes to all the community outcomes for the District outlined within the LTP, being:

- Social wellbeing
- Economic wellbeing
- Cultural wellbeing
- Environmental wellbeing

The LTP identifies land transport projects that are intended to increase the resilience and longevity of our network while maintaining safety and serving the needs of the community effectively. Activities of relevance to the Walking and Cycling Strategy include:

- Mountain bike park improvements – updates to the mountain bike park will improve out assets and recreation area while promoting tourism.
- Road safety improvements – road widening, new signage and safety barriers, traffic calming and speed management.

Wairoa District Council – Infrastructure Strategy (2024-2034)

The Infrastructure Strategy (2024-2034) is a long-term framework for planning, developing and maintaining infrastructure assets by Wairoa District Council, guiding long term decisions across different infrastructure assets.

The Infrastructure Strategy notes condition assessments were undertaken in 2019, indicating that 87% of footpaths are in average of better condition, with 13% of footpaths in poor or very poor condition. This is below Council's target, with a percentage of footpaths meeting average condition or better below the target threshold. The strategic response to this within the strategy is "targeted renewals and improvement for critical infrastructure," involving the construction of footpaths to enhance walking options and make more safe for pedestrians.

Wairoa District Plan (2005)

The Wairoa District Plan provides the overarching planning framework for the sustainable management of nature and physical resources in Wairoa, which is the means by which Council fulfils its specific functions under the Resource Management Act (RMA). The District Plan sets objectives, policies, planning rules and performance standards for various aspects of the transport system.

The Engineering Code of Practice (2022) gives effect to the Wairoa District Plan, setting the minimum engineering standards for subdivision and land development that Council expects from developers so that the requirements of the District Plan are met. Section 3 (Transport) sets the minimum requirements for walking and cycling facilities.

Wairoa District Council – Land Transport Activity Management Plan (2024-2034)

The Land Transport Activity Management Plan (LTAMP) provides details on why and how Council proposes to maintain, operated, renew, and improve the land transport network in Wairoa.

LTAMP outlines the existing footpath network contains sections that are not well integrated, with a lack of connectivity across the network. For example many footpaths do not have kerb or pram crossings that allow people to easily access other parts of the footpath network. Where footpaths provision is insufficient or there are no footpaths, these will be added to Council's prioritisation list and programmed accordingly. Council's footpath is to have a footpath on at least one side of each urban street.

Information about cycling within the LTAMP is limited however specifies that current cycling activities that will be delivered are cycle path maintenance, aiming to remedy defects (e.g. pothole repairs, cracking repairs or lighting repairs).

Wairoa District Council – Economic Development Plan (2017)

The Economic Development Plan (EDP) sets out tangible economic steps across the district which assists businesses and individuals to realise their full potential and thereby accelerate economic growth in the region. The vision of the EDP is 'working together to grow and develop a sustainable economic so that every household and whānau is actively engaged in, contributing to and benefiting from a thriving Wairoa District economy.'

Action items identified in the EDP are based on eight key strategic outcomes aimed at improving the economic profile in the District. Recommended initiatives outlined in the plan of relevance to walking and cycling are outlined in Table 2 below.

Table 2: Strategic Actions relevant to walking and cycling

Strategic Actions	Issue	Initiative
Tourism	Walking, mountain biking and horse riding	Work with land owners, Māori and the Department of Conservation to develop existing trails and establish new ones.
Tourism	Development of Māori tourism opportunities	Work with land owners, trusts, marae and iwi and other relevant partners to explore Māori Tourism opportunities within the District.
Tourism	Increase knowledge of the Wairoa District outside of the District	1. Proactively provide imagery and information resources to relevant partners on Wairoa opportunities. 2. Take advantage of opportunities to increase and develop the District's reach through social media
Infrastructure	Pedestrians and cyclists	Continuation/creation of the Wairoa Riverbank, Whakamahia and Mahia/Opoutama walkways/cycleways.

Wairoa Town Centre Urban Design Masterplan (2021)

The Wairoa Town Centre Urban Design Masterplan stems from Te Wairoa E Whanake initiative, aiming to regenerate the town centre through public and private partnership that creates new employment and educational pathways while revitalising the centre business district (CBD). Responding to the objectives and opportunities in Te Wairoa E Whanake, this vision of this masterplan is:

"A town centre that supports and celebrates the commercial, social and cultural aspirations and achievements of Wairoa town and District, and that contributes to the special local character and identity of Wairoa through attractive well-connected spaces and places, opportunities and experiences for local people and visitors alike. A town centre that is at once the heart and gateway to the District."

The Masterplan identifies a range of walking and cycling enhancements across seven improvement areas in the CBD. These enhancements include:

- Traffic calming treatments along Marine Parade, Queen Street, and Locke Street;
- Enhanced pedestrian crossing points along State Highway 2 (SH2) and Lucknow-Lahore Street, including raised platforms and pedestrian refuges;
- Additional wayfinding at 'gateways' and 'thresholds' for accessing the CBD;
- Enhanced pedestrian connections to and through the CBD from the Wairoa River to the north and residential land-use to the south; and
- Art and interpretation features on the existing Riverside walk-cycle pathway to support heritage and cultural themed walks.

Play, Active Recreation and Sport Strategy (2019)

This strategy provides a framework to support Play, Active Recreation and Sport (PARS) in the Wairoa District between 2020-2030. The strategy provides a set of goals and recommendations to respond to district-wide issues identified during the development of the Strategy.

The strategy outlines ten strategic goals, including *"walking and cycling options to enable access to recreation opportunities to enhance daily-life active recreation levels"* that aims to develop a connected and effective network of local and district cycle, walking, skateboarding and mobility scooter routes. The strategy identifies a number of recommended actions to achieve this, as follows:

- Work on implementing both the WDC Walking and Cycling Strategy and the HBRC Regional Strategy cycling ensuring linkages with active recreation spaces and places.
- Ensure strong linkages between WDC open-space planning (such as walking and cycling) and Tourism/economic development teams so that walking and cycling 'the district' is coordinated with development of village tourism activities (cafes, rafting excursions, cultural education opportunities viz a viz Otago Rail Trail concept).
- Schools in Wairoa complete school travel plans using methods developed by Land Transport NZ and EECA and undertake a walking and cycling audit of their towns using the audit tools form.
- Develop junior 'pump-parks' as part of the village community hubs to provide learn-to-ride opportunities and play/active recreation tools.
- Develop junior pump-park as part of riverside walkway/cycleway plan, on reserve next to Wairoa Water-ski Club and provision of a toddler district destination 'Bike Skills Park'

APPENDIX 2: SAFETY

- 15 reports crashes involving pedestrians or cyclists between 2014-2024 (10 years, plus crashes reported in 2024 to date), resulting in one fatal, five serious injury, seven minor injury, and nine non-injury severity crashes.
- Of these 15 reported crashes, three involving cyclists (one serious and two minor-injury crashes) and 12 involved pedestrians (one fatal, four serious injury, and five minor, and two non-injury severity crashes).
- Pedestrians and cyclists only account for 1.8% of all crashes in the District, however are over-represented in fatal and serious injury crashes accounting for 3.9% in the District.
- 66% of crashes involving pedestrians and cyclists occurred within the urban areas of Wairoa township.
- 80% of crashes occurred in urban areas, while the remaining 20% occurred on open 100km/hr posted speed limit roads (one on local road and one on State Highway).

Table 3: Crash Severity by Mode (2014-2024)

Mode	Fatal	Serious	Minor	Non-injury	Total
Cyclist	0	1	2	0	3
Pedestrian	1	4	5	2	12
Total	1	5	7	2	15

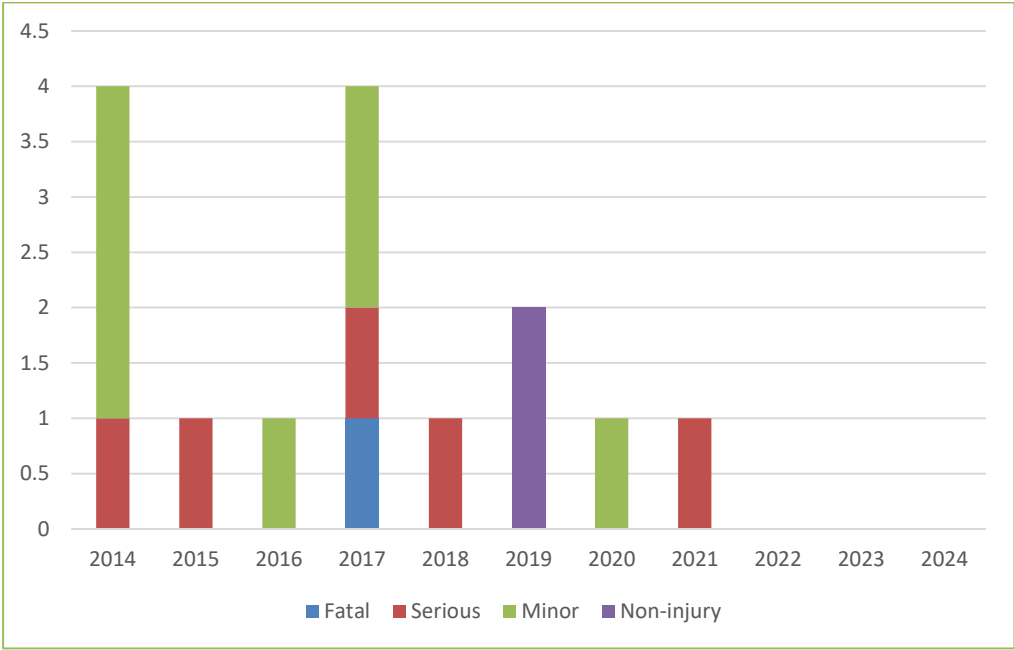


Figure 3: Crash severity by Year (2014-2024)



Figure 4: Location of all pedestrian and cycle crashes in the Wairoa District (2014-2024)

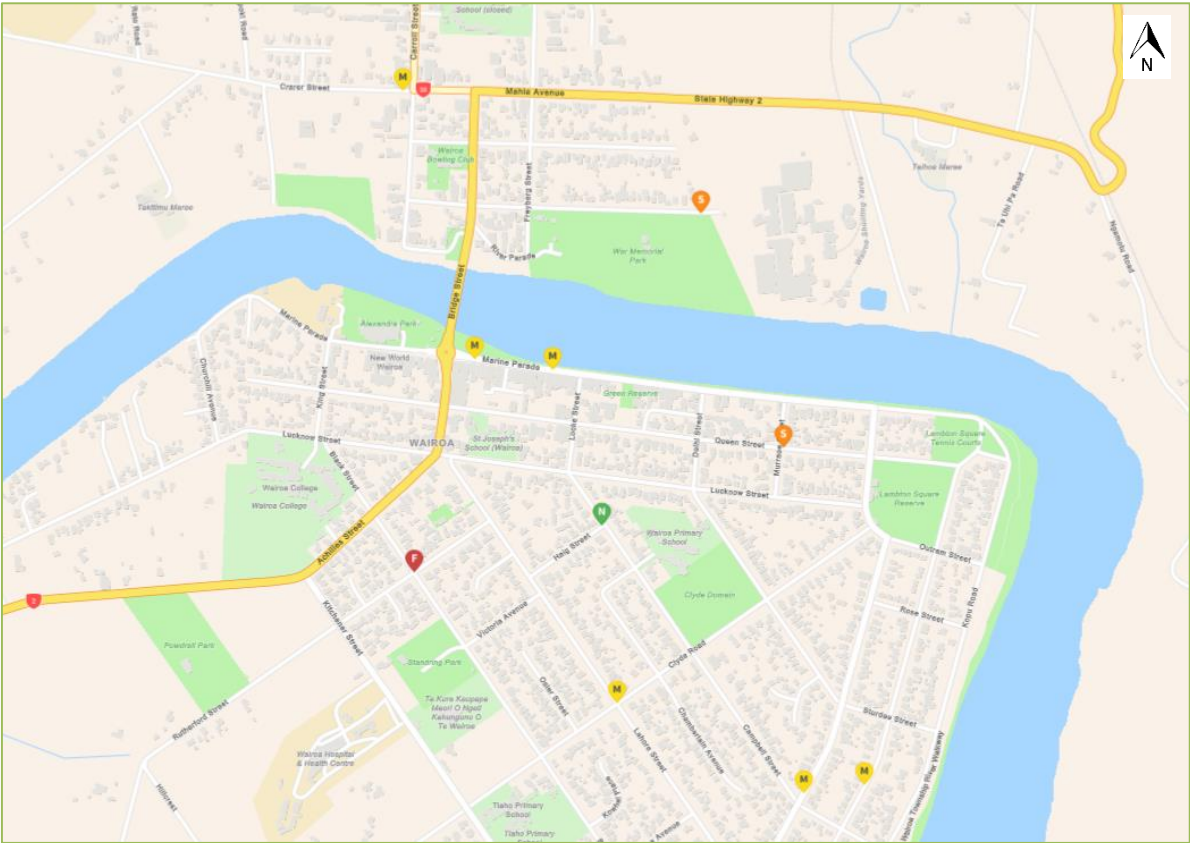


Figure 5: Location of all pedestrian and cycle crashes in Wairoa (2014-2024)

APPENDIX 3: TRENDS

Travel to work and education (2018 Census)

- Walking and cycling the Wairoa District as a mode of travel to work comprises of 6.5% (1.3% by bike and 5.1% walking), compared to 7.2% nationally.
- Walking and cycling the Wairoa District as a mode of travel to education comprises of 23.6% (2.2% by bike and 21.4% walking), compared to 24.1% nationally.
- A higher percentage of the population work at home (20.5%) compared with national figures (11.9%) is reflective of the rural nature of the District.
- Within Wairoa township, walking and cycling mode share is higher at 10.5%. This is reflective of approximately 73% of Wairoa township residents living and working within Wairoa's urban area.
- The highest use of walking and cycling to commute to work within the District was residents within Wairoa township (14.6% of all trips), compared to other areas in the District (Statistical Area 2) that ranged between 1.0-3.7% of all trips.

Table 4: Mode Share for Travel to Work (2018 Census)

Category	Wairoa District	New Zealand
Work at home	20.5%	11.9%
Drive a private car, truck, or van	54.2%	57.8%
Drive a company car, truck, or van	8.3%	11.2%
Passenger in a car, truck, van, or company bus	7.9%	4.0%
Public bus	0.1%	4.2%
Train	0%	2.0%
Bicycle	1.3%	2.0%
Walk or jog	5.1%	5.2%
Ferry	0%	0.2%
Other	2.4%	1.4%

Table 5: Mode Share for Travel to Education (2018 Census)

Category	Wairoa District	New Zealand
Study at home	9.3%	5.3%
Drive a car, truck, or van	6.8%	11.1%
Passenger in a car, truck, or van	34%	39.1%
Bicycle	2.2%	3.6%
Walk or jog	21.4%	20.5%
School bus	24.5%	9.9%
Public bus	0.8%	7.1%
Train	0	1.9%
Ferry	0	0.1%
Other	0.6%	1.3%

Table 6: Mode Share for Travel to Work for SA2 Units (2018 Census)

Category	Bicycle	Walk or Jog	Total
Wairoa	9.3%	5.3%	14.6%
Maungataniwha-Raupunga	0%	3.2%	3.2%
Fraserstown-Ruakituri	0%	1.9%	1.9%
Whakaki	0%	1.0%	1.0%
Mahia	1.2%	2.5%	3.7%

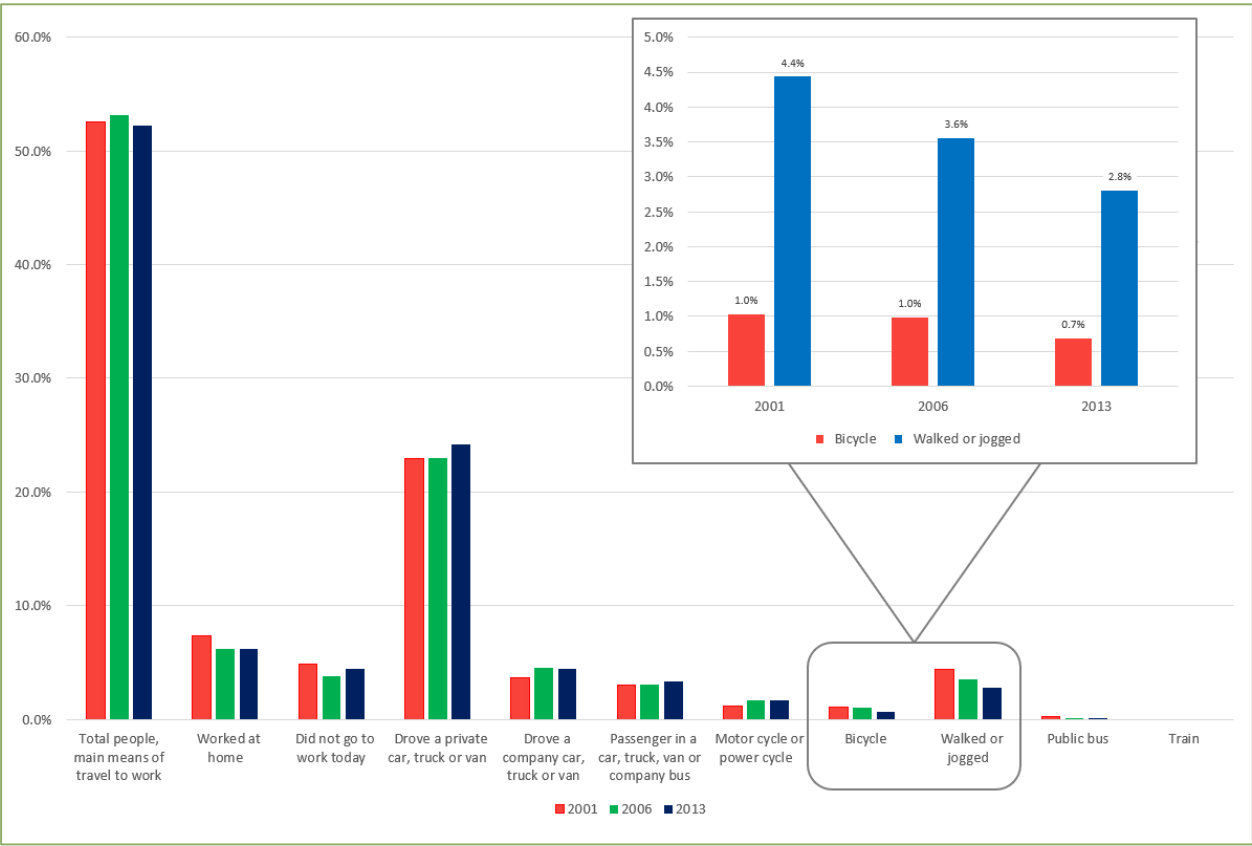


Figure 6: Mode Share to Work (2018 Census)

Car Ownership (2013 Census)

Vehicle ownership has generally remained relatively steady within the Wairoa District since 2001, although the 2013 Census indicated higher ownership in the Wairoa compared with national levels, particularly for households owning two or more cars.

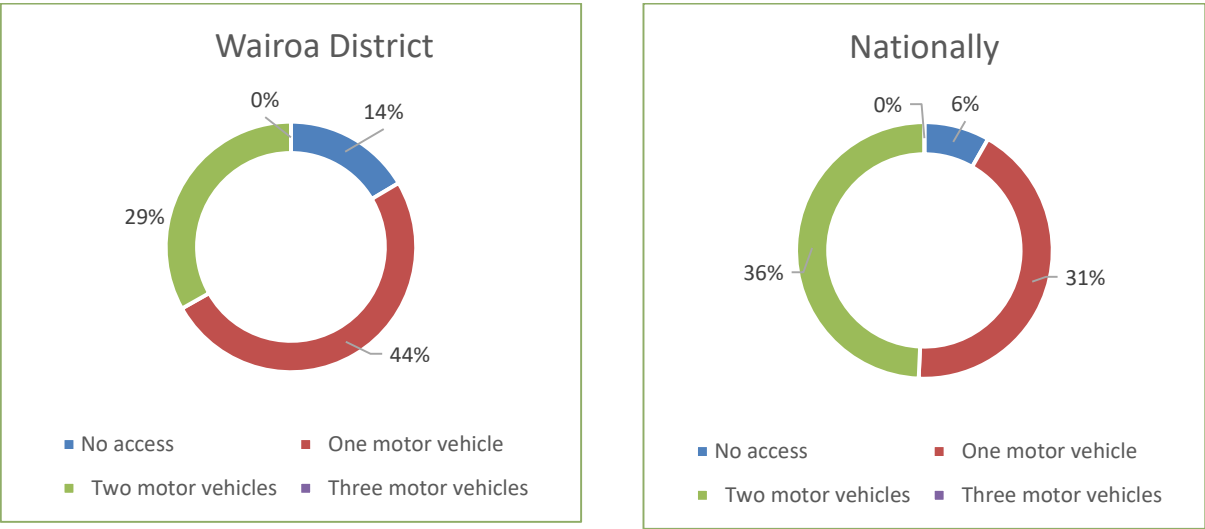


Figure 7: Car Ownership Rates for Wairoa District and New Zealand (Census 2013)

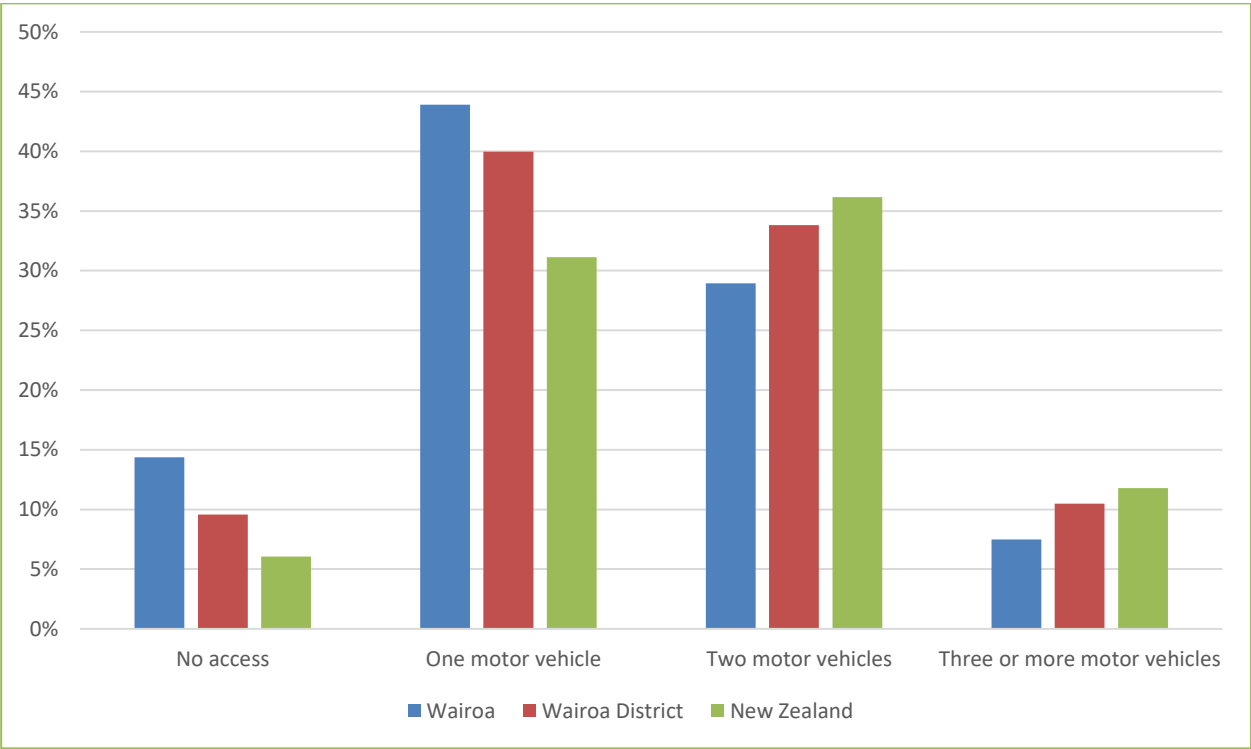


Figure 8: Car Ownership Rates for the Wairoa District (Census 2013)

APPENDIX 4: PRIORITISATION MATRIX

Table 7: Scoring Methodology

Area	Factor	Description	Criteria	Score
Road and Land Use Environment	Road Classification (Arterial / Collector / Local Road)	Considers the type of road that the proposed cycleway is located on. Criteria is directly related to traffic density and exposure (i.e. arterials have greater traffic volumes than local roads).	State Highway	20
			Arterial	15
			Collector	10
			Local	5
			Cul-de-Sac	0
	Speed Limit / Heavy Vehicles	Assessment criteria accounts for higher posted speed limits leading to greater the risk to cyclists, and greater exposure to risk from the presence of heavy vehicle traffic.	100 km/hr + or high volume of HCVs	20
			80-100km/hr or moderate volume of HCVs	15
			50-80km/hr or moderate volume of HCVs	10
			30-50km/hr	5
			30km/hr or less	0
	Safety Record	Assessment criteria accounts for crashes involving cyclists over the past five years.	More than one crash involving cyclists per km	20
			One recorded crash involving cyclists per km	10
			No recorded crashes	0
	Likely Demand	Takes account of the likely use of the route based on surrounding land-use context	Town/village centre	20
			Residential/commercial areas (High density)	15
			Residential/commercial areas (Low density)	10
			Rural residential areas	5
	Likely User Type	Accounts for the likely user types that would benefit from providing the facility.	Route provides for novice, children and commuter cyclists, and others (i.e. pedestrians, scooters and mobility scooters)	20
			Route will provide for novice/children or commuter cyclists	10
			Route will provide for either sports cyclists/recreational cyclists	0

Area	Factor	Description	Criteria	Score
Connectivity to Destinations	Cycling Barriers	Accounts for key barriers along the route that could be preventing cycling uptake of target user group	Major barriers for cycle use identified (i.e. major intersections)	20
			Single or isolated barrier to cycle use identified	10
			No identified barriers along route	0
	Proximity to Educational Institution	This criteria accounts for the proximity of the potential route to schools . Higher points awarded if directly connecting to schools.	Direct Connection to School	20
			Located within 500m of School	10
			No connections	0
	Proximity to Community Destination	Criteria captures linkages to commercial developments, and other community facilities such as parks, sports fields, reserves, marae, churches, care homes etc. Higher points awarded if directly connecting to commercial or community destination.	Direct Connection to range of Community Facilities	20
			Direct Connection to Community Facility	15
			Located within 500m of Community Facility	10
			No connections	0
Implementability	Proximity to Tourist Facility / Point of Interest or Regionally Significant Route	Criteria accounts for alignment/linkages of the proposed route to nationally recognised tourism routes (i.e. National Cycleways etc)	Forms Part of Recognised Route	20
			Links to Route	10
			No connections	0
	Complexity	Complexity of construction, including land acquisition and potential disruptions. Will impact on construction costs and complexity of implementing the facility.	Flat Cross Section / Low Complexity / in road reserve	20
			Significant Earthworks / Medium Complexity / in road reserve	10
			Extensive Earthworks / High Complexity / land ownership issues	0
	Funding	Considers ability to fund the route (i.e. Council funding, NZTA funding, or external grants).	Full funding assumed by Council and/or NZTA	20
			Assumed partial funding from Council/NZTA funding	15
			No NZTA funding - likely combination of Council / community grants	10
			Community grants/external funding sources only	5
			Funding unavailable	0

Table 8: Scoring Summary

Location	Route Name	Street Name	Start	End	Length (m)	Score	Rank
Frasertown	Wairoa to Frasertown Loop	SH2, Awamate Road, Rangiahua Road, SH38	Black Road	Mahia Avenue	31,700	140	1
Wairoa	Urban Loop	Bridge Street (SH2)	Marine Parade	Hunter-Brown Street	360	130	2
Wairoa	Reserve / Sportsground Link	Clyde Road	Kitchener Street	Mansfield Street	1,200	120	3
Wairoa	Urban Loop	Colin Street / Black Street	Kopu Road	Clyde Street	1,420	110	4
Wairoa	Urban Loop	Black Street	Rutherford Street	Lucknow Street	390	110	4
Wairoa	Reserve / Sportsground Link	Mansfield Street	Clyde Road	Marine Parade	290	105	6
Wairoa	Reserve / Sportsground Link	Kabul Street / Delhi Street	Clyde Road	Marine Parade	570	105	6
Wairoa	AFFCO Loop	Bridge Street (SH2)	Hunter-Brown Street	Mahia Street (SH2)	280	105	6
Mahia	Mahia Reefs	Mahia East Coast Road	Nukutaurua Road	Newcastle Street	10,500	105	6
Wairoa	Urban Loop	Marine Parade	Churchill Avenue	Wairoa Playground	450	100	10
Wairoa	Peri-Urban Fitness Loop	Mitchell Road	Achille Street (SH2)	Churchill Avenue	770	100	10
Tuai	Tuai - Onepoto Link	State Highway 38	Onepoto Road	Tuai Main Road	5,700	100	10
Wairoa	Wairoa River Shared Path	Wairoa River Shared Path	Mansfield Street	10 Kopu Road	500.00	100	10
Wairoa	Urban Loop Alternative	Kitchener Street / Black Street	Kopu Road	Rutherford Street	1,700	95	14
Wairoa	Urban Loop	Hunter-Brown Street	Bridge Street (SH2)	End of Road	570	90	15
Wairoa	Urban Loop	King Street	Lucknow Street	Marine Parade	240	85	16
Wairoa	Peri-Urban Fitness Loop	Achille Street (SH2)	The Crescent	Mitchell Road	1,220	80	17
Mahia	Mahia Beach	Ormond Drive / Moana Drive	Newcastle Street	Railway Line Crossing	4,930	80	17
Mahia	Back-road #2	Kaiwaitau Road	Ormond Road	Mahanga Road	6,250	80	17
Mahanga Beach	Mahanga Village Loop	Blakes Appr, Mahanga Road, Judges Parade, Happy Jacks Road	n/a	n/a	2,560	80	17
Tuai	Tuai - Piripaua Loop	State Highway 38, Piripaua Road, Tuai Main Road	n/a	n/a	8,690	80	17
Opoutama	Nuhaka - Opoutama	Nuhaka Opoutama Road	SH2 intersection, Nuhaka	Railway line crossing, Opoutama	11,100	80	17
Wairoa	Cemetery Loop	Clyde Road	Fraser Street	Kitchener Street	630	75	23

Wairoa	Peri-Urban Fitness Loop	Rutherford Street / Kitchener Street	Tawhara Road	23 Kitchener Road	700	75	23
Mahia	Back-road #1	Mahanga Road	Ormond Road	Kaiwaitau Road	4,185	75	23
Mahia	Opoutama-Mahanga Beach Link	Mahanga Road	Kaiwaitau Road	Blakes Appr	6,620	75	23
Wairoa	Cemetery Loop	Grant Street / Fraser Street	Marine Parade	Clyde Street	1,080	70	27
Wairoa	Peri-Urban Fitness Loop	Churchill Avenue	Mitchell Road	Marine Parade	430	70	27
Mahia	Mahia Beachg	Newcastle Street	Ormond Drive/Mahia East Coast Road intersection	Fortescue Street	2,600.00	60	29
Wairoa	Urban Loop	War Memorial Park	Hunter-Brown Street	Wairoa River	230	55	30
Wairoa	Peri-Urban Fitness Loop	Fraser Street	Clyde Road	End of Road	180	55	30
Mahia	Marhia Beach	Newcastle Street / Kiriwini Road	Fortescue Street	Mahina S Trek	4,660.00	55	30
Wairoa	Peri-Urban Fitness Loop	Paper Road / Crescent Road	Fraser Street	Achille Street (SH2)	1,220	30	33

8.3 PLANNING AND REGULATORY REPORT - MAY UPDATE 2025

Author: Hinetaakoha Viriaere, Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory

Authoriser: Malcolm Alexander, Interim Chief Executive

Appendices: 1. Planning and Regulatory Report - May Update 2025 [↓](#)

PURPOSE**PURPOSE**

1.1 This report provides information for the Committee on key matters from the Planning and Regulatory Group and includes updates from the Planning and Resource Management, Building Control including Rapid Building Assessments and Compliance and Licensing areas.

RECOMMENDATION

The Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory RECOMMENDS that Committee receive the report titled 'Planning and Regulatory Report – May Update 2025'.

1. BACKGROUND

- 1.1 Each 6 weeks the Pouwhakarae Whakamahere me te Waeture - Group Manager Planning and Regulatory presents a report to the Infrastructure and Regulatory Committee that provides updates from the Planning and Regulatory Group.
- 1.2 The Planning and Regulatory May Update report provides updates on the following matters for the February and March reporting period:
 - Resource Consents
 - Resource Management Reform
 - Replacement Acts
 - National Direction
 - Regional Combined Plans
 - Resource Consenting
 - Compliance and Enforcement
 - Building Consents
 - LIMs
 - Rapid Building Assessments
 - Compliance (Dog Control, Stock Control, Freedom Camping)
 - Trade Waste Compliance
 - Environmental Health (Alcohol Licensing, Health Licensing, Noise)

Further Information

<https://environment.govt.nz/news/reforming-the-resource-management-system-replacing-the-rma/>

<https://www.beehive.govt.nz/sites/default/files/2025-03/Factsheet%20--%20Resource%20management%20reform.pdf>

Confirmation of statutory compliance

In accordance with section 76 of the Local Government Act 2002, this report is approved as:

- a. containing sufficient information about the options and their benefits and costs, bearing in mind the significance of the decisions; and,
- b. is based on adequate knowledge about, and adequate consideration of, the views and preferences of affected and interested parties bearing in mind the significance of the decision.



PŪRONGO WHAKAMAHERE ME WAETURE - PLANNING & REGULATORY REPORT MAY UPDATE 2025

1. WHAKAMAHERE/PLANNING

1.1. RESOURCE CONSENTING

The number of resource consent and ancillary applications received has increased between February and March as shown in Table 1 below.

Table 1: Planning Data February - March 2025

Resource Consents	February	March
Consent applications received	2	7
Ancillary applications received (COC, Sec 223, 224, 221 etc)	2	1
Ancillary applications granted (COC, Sec 223, 224, 221 etc)	2	0
Decisions notified	2	5
Proportion of consents processed within statutory timeframes	100%	80%
Proportion of ancillary applications processed within statutory applications	100%	0
Onsite visits/inspections undertaken	4	4
RMA breaches recorded	0	2
Infringements issued	0	0
Pre application meetings (In person)	6	3

1.2. RESOURCE MANAGEMENT REFORM

1.2.1 REPLACEMENT ACTS

The Government announced in March the replacement of the Resource Management Act 1991 with two new Acts as outlined below:

- The Natural Environment Act will focus on the use, protection, and enhancement of the natural environment. This includes our land, air, freshwater, coastal and marine water, and other natural resources.
- The Planning Act will focus on land-use planning to enable development and infrastructure.

Bills to develop this legislation are expected to be introduced to Parliament later this year, and the new

Acts are intended to be law by mid-2026.

1.2.2 NATIONAL DIRECTION

National Direction under the new Planning Act will include urban development, infrastructure, renewable energy and natural hazards. Targeted proposals will be progressed to have immediate effect on certain instruments while the new resource management system is developed and implemented. Consultation documents relating to the national direction programme are expected to be released in mid-2025.

1.2.3 REGIONAL COMBINED PLANS

The new legislation will introduce nationally standardised planning zones.

Each region will have a combined plan, that includes:

- Spatial plans to provide long-term, strategic direction and identify development areas, existing and planned infrastructure corridors and strategic sites.
- Environment chapters to regulate natural resource use.
- Planning chapters to regulate land use, using standard zones.

1.2.4 RESOURCE CONSENTING

Resource consents will still be required under the new system, but there will be less of them as there will be more permitted activities, nationally standardised land use zones and more national standards. The number of consent categories will be reduced. People who are not directly affected by a consented activity will not be able to object to the application or relitigate an outcome.

1.2.5 COMPLIANCE & ENFORCEMENT

There will also be changes to the consent compliance and enforcement regime to reduce variations in how this function is applied. The effectiveness of compliance and enforcement also varies, depending on the approach of the council and the resources they have available. A national compliance and enforcement regulator will be set up to ensure a more consistent and effective approach. This will be done in a separate legislative process.

2. TŪTOHU WAIHANGA – BUILDING CONTROL

2.1 BUILDING CONSENT UPDATE

The number of new building consents that came in during the month of March was still higher than our average consent numbers. This is likely due to the two new subdivisions which are still underway within the township. These numbers are expected to continue at this rate for the next couple months while the remaining building consents come through to complete the subdivisions. The number of consents is predicted to maintain at this level for the next two months as the subdivision at Tihitihi Pā is now underway. During the month of March the BCA has completed a total of 69 inspections. General building consent data for the reporting period is shown below in Table 2.

Table 2: Building Control Data February – March 2025

Building Consents	February	March
Consents received	9	22
Consents granted	17	14
Residential consents issued	14	14
Total value of new building consent/work (received)	2,280,000	\$2,392,063.00
Proportion of building consents processed within statutory timeframes	100%	92.9%
Proportion of CCC's issued within statutory timeframes	75%	100%
Building consent exemptions issued	3	0
Inspections undertaken	74	69

2.2 LIM UPDATE

The number of LIM applications received from February to March decreased slightly as shown in Table 3 below.

Table 3: Property Data February – March 2025

Property Information	February	March
LIM's received	4	2
Proportion of LIM's issued within statutory timeframes	100%	100%

2.3 RAPID BUILDING ASSESSMENTS (RBAS)

2.3.1 RBA DATA - CYCLONE GABRIELLE

Rapid Building Assessments (RBAs) data from those commercial and residential buildings affected by Cyclone Gabrielle are shown below. As shown in Table 4, there was some slight movement in the commercial area of the RBAs with two white placards being removed. During March one residential building had their yellow placard removed as shown in Table 5. During this period, a Recovery team officer undertook site visits to the Cyclone Gabrielle flood affected properties to confirm whether the work required to change the placard status of the building had been undertaken without contact having not been made with Council. It is expected that there are at least 10 homes that are currently listed as yellow which have completed their required reinstatement to enable a removal of the placard. These changes are expected to take place during the April / May months.

Table 4: RBAs (Cyclone Gabrielle) Commercial February – March 2025

Rapid Building Assessments Tally - February and March 2025	Commercial - February	Commercial - March
Red – entry prohibited	0	0
Yellow – restricted access	33	33
White – can be used	35	33
Green – building reinstated	44	46

Table 5: RBAs (Cyclone Gabrielle) Residential – March 2025

Rapid Building Assessments Tally – Residential February and March 2025	Residential – February	Residential – March
Red – entry prohibited	3	3
Yellow – restricted access	77	76
White – can be used	135	135
Green – building reinstated	141	142

2.3.2 RBA DATA – JUNE WEATHER EVENT

As shown in Table 6 below as of 31st of March the number of yellow placards for the June event is 104.

Table 6: RBAs (June Rain Event) Residential February - March 2025

Rapid Building Assessments Tally – February and March 2025	Residential – February	Residential – March
Red – entry prohibited	0	0
Yellow – restricted access	105	104

3 TŪTOHU ME TE WHAKAAETANGA – COMPLIANCE & LICENSING

3.1 COMPLIANCE

3.1.1 DOG CONTROL

The Compliance team have been working on updating applications (including selected owner), owner file information and adding proposed changes to the relevant bylaw reviews including the Dog Control and Public Safety Bylaw i.e. regarding keeping of animals. Selected owner numbers are up to 191. Dogs registered in the Wairoa District are up to 2938. Roaming dog numbers in the Wairoa area are down overall. Educational media notices are ongoing and seem to be effective as there has been a reduction in the number of unregistered and roaming dogs. Dog Control data for the reporting period is shown in Table 7 below.

Table 7: Dog Control February – March 2025

	February	March
Call outs received	30	27
Impounded	7	10
Warnings issued	4	5
Infringements issued	9	9
Pending court cases	0	0
Dogs destroyed	5	3
3Dogs rehomed	0	0

3.1.2 STOCK CONTROL

Stock numbers out on State highways have increased, primarily on SH38. The team have been working with farmers in the affected areas. Roaming horses are still an ongoing issue in certain areas around the district. The team is working with the police and local community members to try and address the issue. The number of after hour callouts and warnings issued on stray farm animals has increased from February to March as shown in Table 8 below.

Table 8: Stock Control February – March 2025

	February	March
Call outs received (farm animals)	4	11
Impounded farm animals	3	0
Warning issued on stray farm animals	4	8
Invoice issued	0	0
Pending court cases	0	0
Animals destroyed	0	0

3.2 FREEDOM CAMPING

The Compliance team monitor freedom camping in the district. Even with the drier weather, camping has been quiet for this time of the year. There have been no complaints for any of the restricted areas in Wairoa or at Mahia for Non-compliant camping. There was no change in Freedom Camping data for the reporting period as shown in Table 9 below.

Table 9: Freedom Camping February – March 2025

	February	March
Number of Patrols	0	0
Warnings issued	0	0
Infringements issued	0	0
Pending court cases	0	0

3.3 TRADE WASTE COMPLIANCE

Trade Waste data for the reporting period is shown in Table 10 below.

Table 10: Trade Waste February – March 2025

	February	March
Premises Inspected	14	9
New Trade Waste Licenses Issued	0	0
Trade Waste Licenses Renewed	0	3
Trade Waste Management Plans Initiated	2	3

3.4 ENVIRONMENTAL HEALTH**3.4.1 LIQUOR LICENSING**

Liquor Licensing data for the reporting period is shown in Table 11 below.

Table 11: Liquor Licensing February – March 2025

	February	March
New licences Issued (Managers/club/on/off)	1	0
Renewals issued (Managers/club/on/off)	3	2
Special licences applied for	3	2
Proportion of licences issued within statutory timeframes	100%	100%

3.4.2 HEALTH LICENSING

Health Licensing data for the reporting period is shown in Table 12 below.

Table 12: Health Licensing February – March 2025

	February	March
Health licences Issued	1	0
Food Control Registration / NPs New	4	1
Food Control Plan Re: Registration	4	7
Food Premises visited for compliance	3	7
Proportion of licences issued within statutory timeframes	100%	100%
Warnings Issued for compliance	1	0
Infringements issued	0	0

3.4.3. NOISE

Noise data for the reporting period is shown in Table 13 below.

Table 13: Noise Data February 2025 – March 2025

	February	March
Call outs received	8	8
Premises Visited	5	6
Warnings Issued/Items Seized	0	0
Infringements issued	0	0

Report Date: May 13th, 2025.