



**I, Malcolm Alexander, Interim Chief Executive, hereby give notice that  
a Māori Standing Committee Meeting will be held on:**

**Date:** Tuesday, 3 June 2025  
**Time:** 10:00 am  
**Location:** Council Chamber, Wairoa District Council,  
Coronation Square, Wairoa

# **AGENDA**

## **Māori Standing Committee Meeting**

**3 June 2025**

**MEMBERSHIP:** His Worship the Mayor Craig Little, Mr Henare Mita, Ms Theresa Thornton, Ms Fiona Wairau, Cr Benita Cairns, Cr Roslyn Thomas, Ms Erena Hammond, Ms Amanda Reynolds, Ms Whaiora Maingdonald

The agenda and associated papers are also available on our website: [www.wairoadc.govt.nz](http://www.wairoadc.govt.nz)

For further information please contact us 06 838 7309 or by email [info@wairoadc.govt.nz](mailto:info@wairoadc.govt.nz)



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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 - 22 April 2025

**MINUTES OF WAIROA DISTRICT COUNCIL  
MĀORI STANDING COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA  
ON TUESDAY, 22 APRIL 2025 AT 10:00 AM**

**PRESENT:** Mr Henare Mita, Ms Fiona Wairau, Cr Benita Cairns, Ms Erena Hammond, Ms Amanda Reynolds, Ms Whaiora Maindonald

**IN ATTENDANCE:** **Te Aroha Cook** (Kaiarataki Whakaoranga I Recovery Manager), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning & Regulatory), **Juanita Savage** (Pouwhakarae Rātonga Hapori me te Whakawhanake | Group Manager Community Services and Development), **Duane Culshaw** (Pouahurea Māori | Māori Relationships Manager), **Hinemoa Hubbard** (Kaiurungi Mana Ārahi | Governance Officer), **Tyler Trafford-Misson** (District Planner), **Michael West** (Business Analyst), **Charlotte Knight** (Gisborne District Council), **Katarina Maaka** (Gisborne District Council), **Darden King** (Pohaturoa Trust Chairman)

**1 KARAKIA**

The opening karakia was given by the Chair, Mr Henare Mita.

He acknowledged the recent passing of former committee member Here Nissen and extended a warm welcome to the visitors in attendance.

**2 APOLOGIES FOR ABSENCE**

**APOLOGIES**

**COMMITTEE RESOLUTION 2025/262**

Moved: Ms Fiona Wairau

Seconded: Ms Erena Hammond

That the apologies received from His Worship the Mayor Craig Little, Cr Roslyn Thomas, and Ms Theresa Thornton be accepted and leave of absence granted.

**CARRIED**

**3 DECLARATION OF CONFLICT OF INTEREST**

Nil.

**4 CHAIRPERSON'S ANNOUNCEMENTS**

Nil.

**5 LATE ITEMS OF URGENT BUSINESS**

Nil.

**6 PUBLIC PARTICIPATION**

Nil.

**7 MINUTES OF THE PREVIOUS MEETING****COMMITTEE RESOLUTION 2025/263**

Moved: Ms Fiona Wairau

Seconded: Ms Erena Hammond

That the minutes of the Māori Standing Committee Meeting held on 11 March 2025 be confirmed with amendments.

**CARRIED**

- Update all references to “Mere Pohatu” to “Mere Kokiri-Tamanui.”
- Under Ms Wairau’s takiwā report: Remove the third bullet point.

**8 GENERAL ITEMS****8.1 TĀ TE POUAHUREA MĀORI PŪRONGO - MĀORI RELATIONSHIPS MANAGER REPORT****COMMITTEE RESOLUTION 2025/264**

Moved: Mr Henare Mita

Seconded: Cr Benita Cairns

The Māori Standing Committee receives the report.

**CARRIED**

The Māori Relationships Manager introduced the report and acknowledged the recent passing of Here-Turi-Koka Nissen, a former Māori Standing Committee member who served for over 10 years.

Darden King spoke at length about quarrying activity on Pohaturoa Station. He noted:

- The quarry site covers 13 hectares, located off Tiniroto Road (not on the maunga).
- Harvesting scheduled to begin in July, expected to take approximately three years.
- No anticipated impact on nearby waterways.
- An Environmental Impact Assessment has been completed and is currently undergoing peer review.

The Māori Relationships Manager noted that Gisborne District Council staff are preparing an engagement plan with locals, as the Southern Tairāwhiti Catchment Plan overlaps with the Wairoa District.

Gisborne District Council (GDC) staff members provided an overview of their work.

Key points included:

- The catchment planning is part of a broader regional freshwater planning programme, aligned with the implementation of the National Policy Statement for Freshwater Management. Once the iwi engagement process is complete, the catchment plan will be integrated into the GDC's planning framework.
- The planning process aims to recognise, protect, and enhance the mauri of the awa, and to develop a shared vision for environmental outcomes, including limits and targets that will inform future decisions.
- A draft plan for public consultation is anticipated in early 2026.
- A formal plan change under the Resource Management Act is expected later in 2026.
- Regardless of national reform, the Council is required to complete seven catchment plans by the end of 2027. Currently, only one is under review, with six still to be developed.

## 8.2 ROAD NAMING TIHI TIHI PA

### COMMITTEE RESOLUTION 2025/265

Moved: Ms Whaiora Maindonald

Seconded: Ms Amanda Reynolds

The Māori Standing Committee:

1. Receives the report, AND
2. Endorses the proposed road names, with changes where applicable, for approval by Wairoa District Council.

3. **CARRIED**

The District Planner introduced his report, he noted:

- That while naming is typically addressed as part of consent conditions, the current policy being followed is over a decade old.
- The name *Toitū Street* has been withdrawn by Whakamanamana Limited.
- New proposed names have been reviewed by local mana whenua, with their support.
- The proposed names- *Kānuka Court*, *Tarata Street*, and *Kiekie Lane*- align with the requirements of the naming policy, which states that Māori names must be presented to the Māori Standing Committee for endorsement.
- *Tarata Street* and *Kiekie Lane* were recommended and supported by mana whenua. *Kānuka* was not recommended by mana whenua; however, it meets policy criteria.
- "Court" may not be future-proof and recommended "*Kānuka Street*" instead.
- *Kiekie Lane* is considered appropriate due to the road's narrow and short layout.



The committee supported:

- Kānuka Street for Road 1
- Tarata street for Road 2
- Kiekie Lane for Road 3

### **8.3 2025/26 ANNUAL PLAN INFORMATION DOCUMENT**

#### **COMMITTEE RESOLUTION 2025/266**

Moved: Mr Henare Mita

Seconded: Ms Fiona Wairau

The Committee receives the report.

**CARRIED**

An updated version of the report attachment was circulated to the committee in advance of the meeting.

The Business Analyst introduced the report, advising that no consultation process was required due to the absence of significant changes to levels of service. Adoption of the document is anticipated at the next Council meeting.

The Committee raised concerns regarding the accuracy of some details in the document, specifically noting that the Tuai water scheme does not source its water from the Waiau, contrary to the information on page 17 of the attachment.

### **8.4 MSC TAKIWA REPORT - RAKAIPAACA - 22 APRIL 2025**

#### **COMMITTEE RESOLUTION 2025/267**

Moved: Mr Henare Mita

Seconded: Ms Erena Hammond

The Māori Standing Committee receives this report.

**CARRIED**

**VERBAL TAKIWĀ UPDATES****Ms Wairau (Mahia Mai Tawhiti):**

- Reported that she had shared relevant documents and committee information with her hapori, and noted that no concerns had been raised by her hapori in response.

**Ms Hammond (Ruakituri):**

- Expressed appreciation for the removal of burnt-out vehicles from Tiniroto Road. The cars had been abandoned for approximately a year and have now been cleared.
- Erepeti Marae is currently in a state of uncertainty due to the freeze on Oranga Marae funding. Their next Annual General Meeting is scheduled for June, and regular hui are being held to discuss the marae rebuild.
- Te Reinga Marae trustees have now been formally appointed through the Māori Land Court process. A hui was also held at Te Reinga with members of the “Slash for Cash” initiative.

**Ms Maindonald (Te Wairoa):**

- Ruataniwha and Hinemihi Marae are fully booked following the demolition of Tawhiri-a-Marū. Takitimu Marae has not yet been rebuilt.
- Acknowledged the recent clean-up efforts at the corner of Sommerville and Carroll Streets, and commended the businesses along Carroll Street for their efforts.
- Raised concerns about frequent accidents at the intersection of Crarer Street, Carroll Street, and Mahia Avenue. Issues identified include driver confusion caused by an obscured stop sign and inadequate road markings.
- Highlighted ongoing problems with parking on Ruataniwha Road.

**The Meeting closed with a closing karakia by the Chair, Henare Mita at 12pm.**

**The minutes of this meeting were confirmed at the Māori Standing Committee Meeting held on 3 June 2025.**

.....  
**CHAIRPERSON**

**Māori Standing Committee – Actions Sheet**

<b><u>ACTION</u></b>	<b><u>MEETING THE ACTION WAS RAISED IN</u></b>	<b><u>DUE DATE</u></b>	<b><u>OFFICER RESPONSIBLE</u></b>	<b><u>STATUS</u></b>	<b><u>COMMENTS</u></b>	<b><u>PUBLIC EXCLUDED</u></b>
					16/04/2025 Update	
Marae specific building compliance schedules to be created and to be tabled to MSC	01/10/2024		Graham Johnston transferred to Hinetaakoha Viriaere	In progress	Māori Relationships Manager is working alongside the Senior BCO on the development of this document.	No
Ensure CSR's are in place for burnt out cars (Takiwā updates)	11/03/2025		Duane Culshaw & Luke Knight	In progress		No

## 8 GENERAL ITEMS

### 8.1 WALKING AND CYCLING STRATEGY

**Author:** Hira Campbell, Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset 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. The Councils Infrastructure and Regulatory Committee received the strategy at their meeting on the 20<sup>th</sup> May 2025 and endorsed it to go to full Council for adoption and the Māori Standing Committee for information.

#### RECOMMENDATION

The Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager RECOMMENDS that Committee receive the report for informational purposes .

#### 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	<p>Walking and cycling to be safe, connected and attractive for commuters as well as lifestyle and economic opportunities for locals and visitors.</p> <p>Encompassing the four dimensions of Hauora while the people to and of Te Wairoa make connections with Te Ao through walking and cycling.</p>			
Goals	<p>Connected and Integrated</p> <p>HONO (Connect / United)</p>	<p>Safe and Accessible</p> <p>HAUMARU TE NOHO (Staying safe)</p> <p>HAUMARU (Safety)</p>	<p>Develop and Promote</p> <p>WHAKAMUA (Moving Forward)</p> <p>AHU WHAKAMUA (Progression)</p>	<p>Encourage and Support</p> <p>TAUTOKO (Support)</p>
Strategic Outcomes	<p>Our communities physically connecting to walking and cycling infrastructure.</p> <p>TAHA TINANA (Physical Wellbeing)</p>	<p>All groups welcomed to utilise our safe and accessible network.</p> <p>TAHA WHANAU (Social Wellbeing)</p>	<p>Our Districts walking and cycling network provides diverse experiences for all people.</p> <p>TAHA WAIRUA (Spiritual Wellbeing)</p>	<p>Our communities are encouraged and supported to engage in walking and cycling activities.</p> <p>TAHA HINENGARO Mental and Emotional Wellbeing)</p>
Enabling Actions	<ol style="list-style-type: none"> <li>1.1 Ensure the network makes the best use of existing infrastructure and improvements are prioritised</li> <li>1.2 Develop walking and cycling routes that provide connections between neighbourhoods, schools, community facilities and employment centres</li> <li>1.3 Develop walking and cycling connections within and between Wairoa District's townships and surrounding Districts</li> <li>1.4 Provide quality linkages to and through new subdivisions or growth areas</li> <li>1.5 Partner with Māori utilising the principle of Kaitiakitanga (guardianship) to protect and manage areas sustainably</li> <li>1.6 Walking and cycling routes give effect to outcomes identified in other relevant local, regional and national planning documents</li> </ol>	<ol style="list-style-type: none"> <li>2.1 Identify high risk locations and implement interventions to improve safety for active mode users</li> <li>2.2 Ensure the built environment reduces the risk of crime (CPTED)</li> <li>2.3 Ensure new and existing footpaths and roads (where practical) are compatible with users of all ages and abilities</li> <li>2.4 Provide consistent signage and wayfinding to ensure networks are easily understood and legible</li> <li>2.5 Develop a monitoring framework to track the use of walking and cycling facilities</li> <li>2.6 Adopt best practice standards and guidelines for the design, construction and maintenance of walking and cycling facilities</li> <li>2.7 Integrate walking and cycling facilities with other modes of transport</li> </ol>	<ol style="list-style-type: none"> <li>3.1 Market Wairoa District as a walking and cycling destination</li> <li>3.2 Investigate and develop the range of walking and cycling experiences available within the district</li> <li>3.3 Partner with Māori to enrich walking and cycling journeys by intertwining stories</li> <li>3.4 Support the development of 'showcase' walking and cycling facilities that are marketable</li> <li>3.5 Support the development of regional connections to Wairoa that enhance nationally recognised walking and cycling routes</li> <li>3.6 Support events that encourage uptake of walking and cycling for transport and recreation</li> </ol>	<ol style="list-style-type: none"> <li>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</li> <li>4.2 Promote health benefits associated with active transport to communities</li> <li>4.3 Support opportunities to connect with the environment and whenua</li> <li>4.4 Support community events and projects that promote walking and cycling for transport, tourism or recreation</li> <li>4.5 Implement supporting facilities to encourage more people to walk and cycle</li> <li>4.6 Publish, implement, monitor and regularly maintain this strategy</li> </ol>

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.

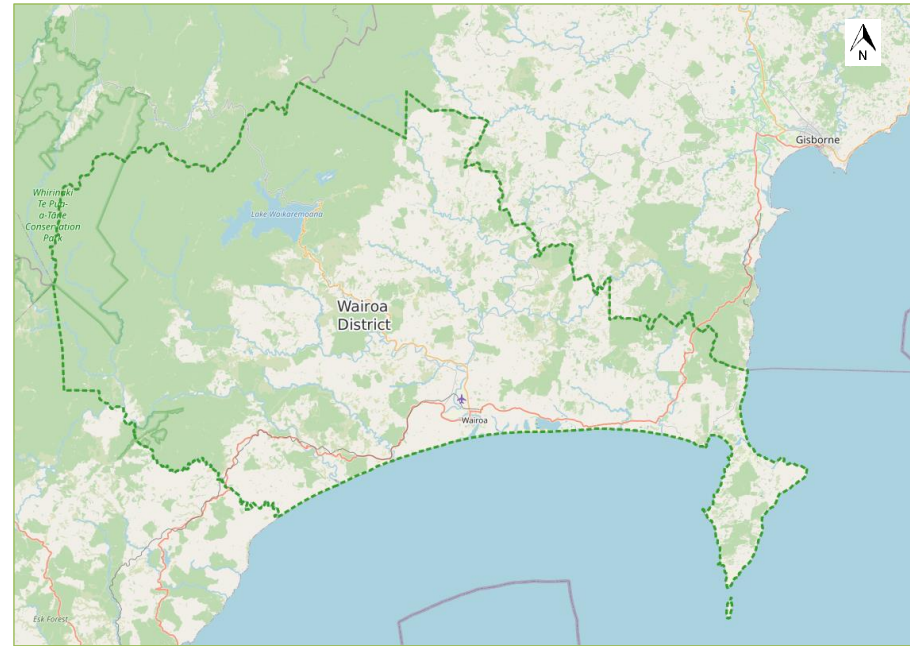


Figure 3-1: Wairoa District

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.

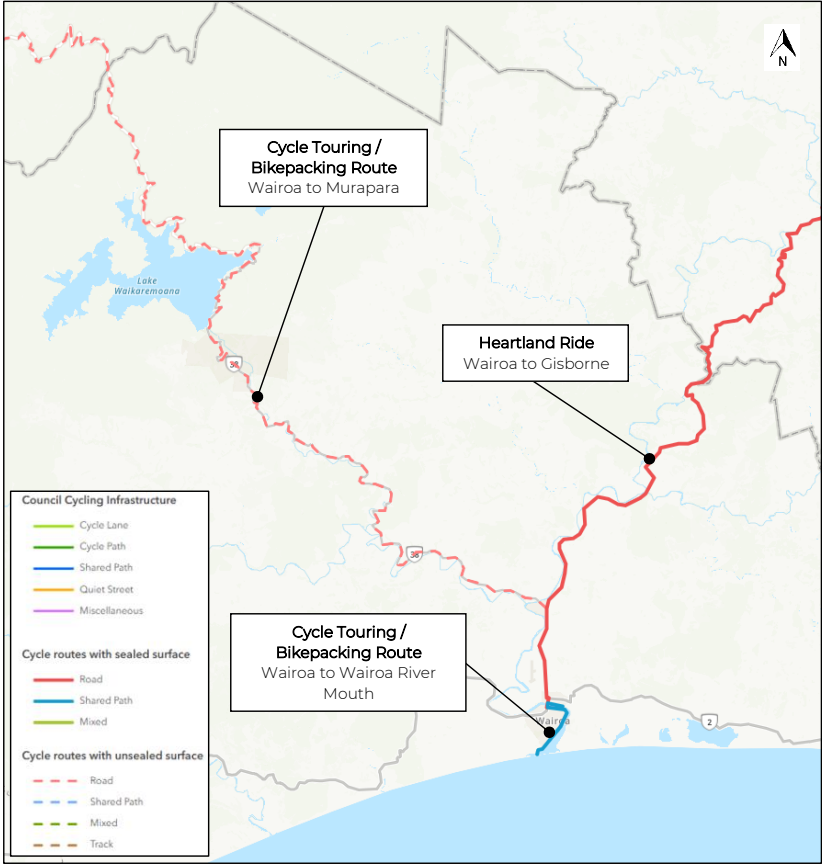


Figure 3-2: Regional Cycle Network

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 access<sup>1</sup>.

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.

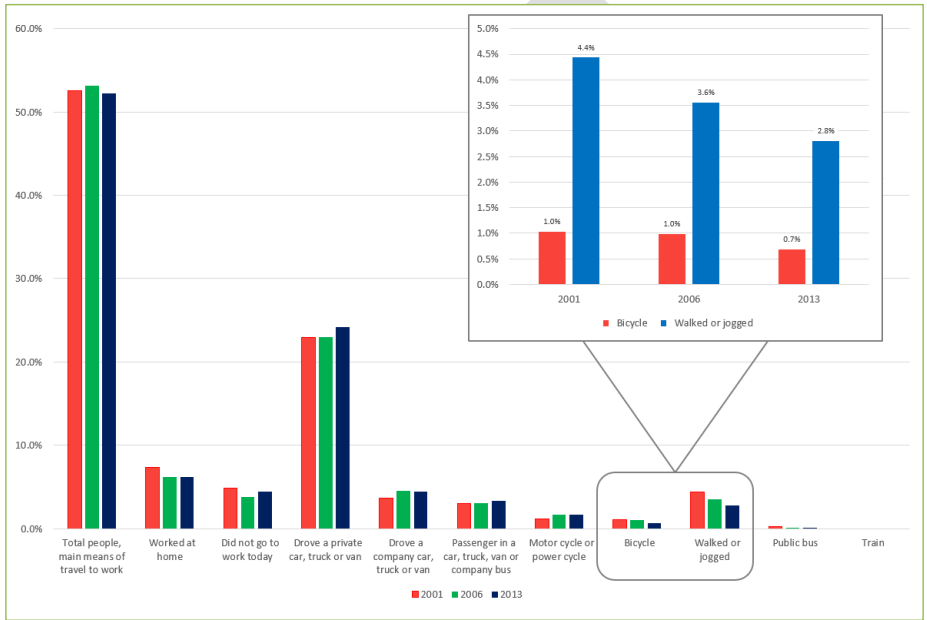


Figure 4-1: Percentage of Wairoa District Residents Walking and Cycling to Work (2001 to 2013)

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

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

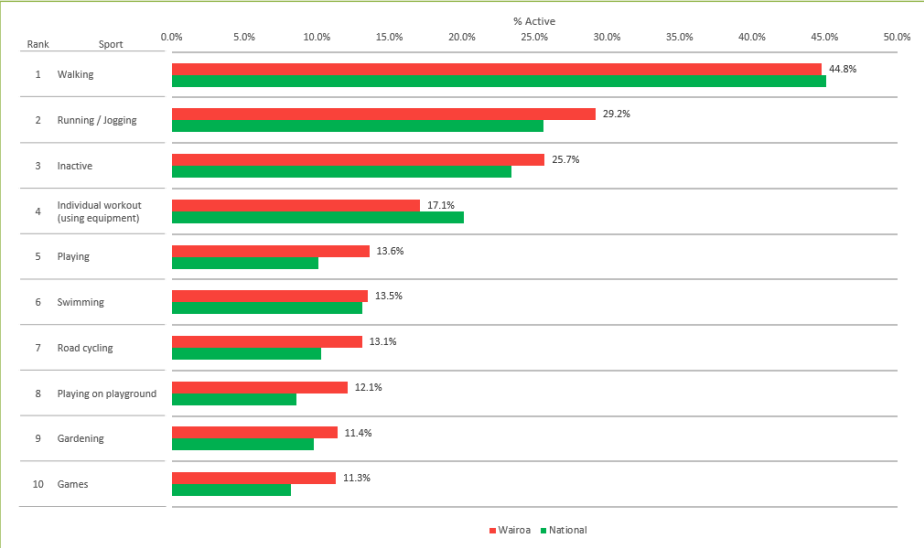


Figure 4-2: Participation Rates for Wairoa District

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 level<sup>2</sup>, 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.

<sup>2</sup> NZTA Communities at Risk Register 2023.



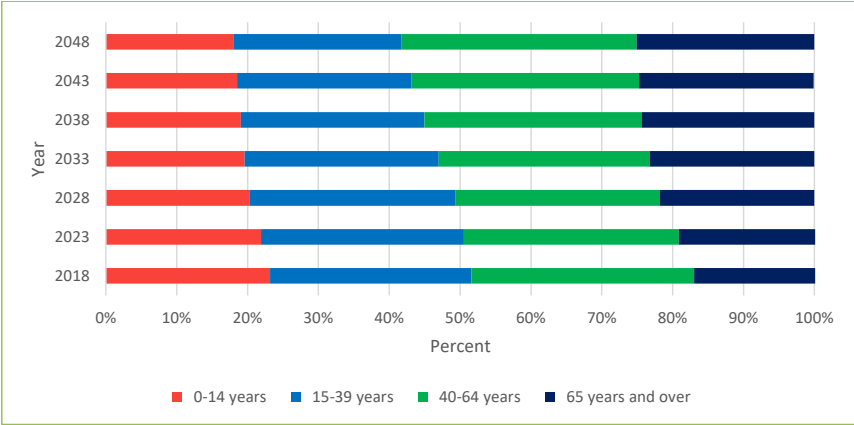


Figure 4-3: Population Growth Estimates for Wairoa District (2018 Census)

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.

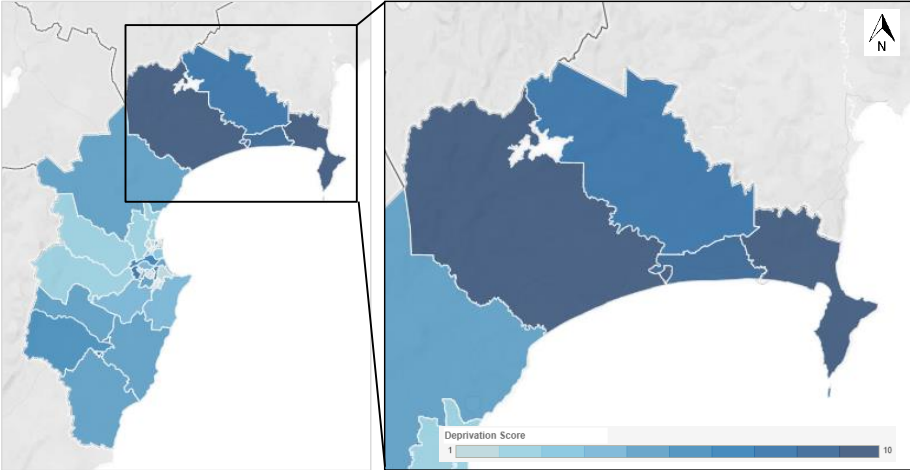


Figure 4-4: Deprivation Score for the Hawkes Bay (left) and Wairoa District (right) (2018 Census)

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.

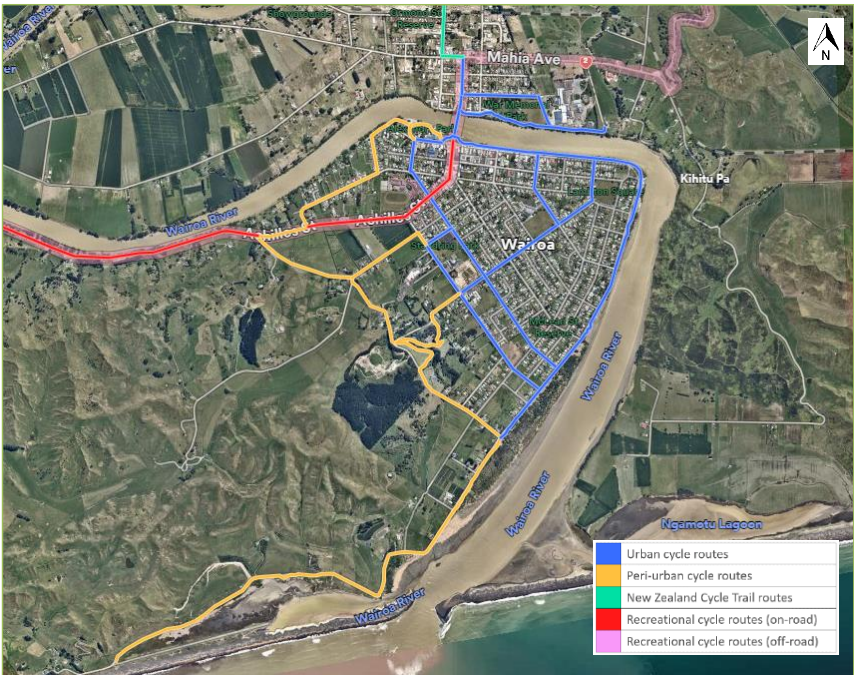


Figure 5: Wairoa - Proposed Cycle Network



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"><li>Road classification</li><li>Posted speed limit</li><li>Safety record</li><li>Likely demand</li><li>Likely user type</li><li>Existing route barriers</li></ul>
Connectivity to Destinations	<ul style="list-style-type: none"><li>Proximity to school</li><li>Proximity to community facility</li><li>Linkages to regionally significant route</li></ul>
Implement ability	<ul style="list-style-type: none"><li>Complexity of project</li><li>Likely funding</li></ul>

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	<b>Reinstatement of walking and cycle network</b> 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	<b>Urban Cycle Network</b> 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	<b>Cycle Touring Routes</b> 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	<b>Recreational Walkways through Parks and Open Spaces</b> 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	<b>Footpath Programme</b> 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	<b>Supporting Future Growth Areas</b> 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	<b>Wairoa Town Centre Masterplan</b> 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	<b>State Highway</b> 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	<b>Safety improvements</b> 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	<b>Accessibility Design</b> 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	<b>Routine Maintenance</b> 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	<b>Safe Routes to School</b> 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	<b>Traffic Calming</b> Investigate and identify priority areas for implementing traffic calming options to support walking and cycling.	Ongoing	WDC	Future
14	2.3, 2.6	<b>LTP Funding</b> 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	<b>Wayfinding and Signage</b> Continue to provide clear wayfinding and signage, especially for shared pathways.	Ongoing	WDC	Future
16	2.5	<b>Monitoring Framework</b> 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"> <li>• Census data on mode share to work</li> <li>• Travel to school data</li> <li>• Crash history and trends involving pedestrians and cyclists</li> </ul>	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	<b>Existing Recreational Facilities</b> 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	<b>New Recreational Facilities</b> 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	<b>New Zealand Cycle Trail</b> 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	<b>Regional Walking and Cycling Facilities</b> 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	<b>Promotional Events</b> 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	<b>Regional Collaboration</b> 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	<b>Regional Marketing</b> 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	<b>External Funding Opportunities</b> 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	<b>Promotions Plan</b> 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	<b>Access to Information</b> 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	<b>Learn to Ride Park</b> 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	<b>Behaviour Change Initiatives</b> 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	<b>Bicycle Parking</b> 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	<b>Review, Maintain and Update Strategy</b> 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	<b>Community Initiatives / Events</b> 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

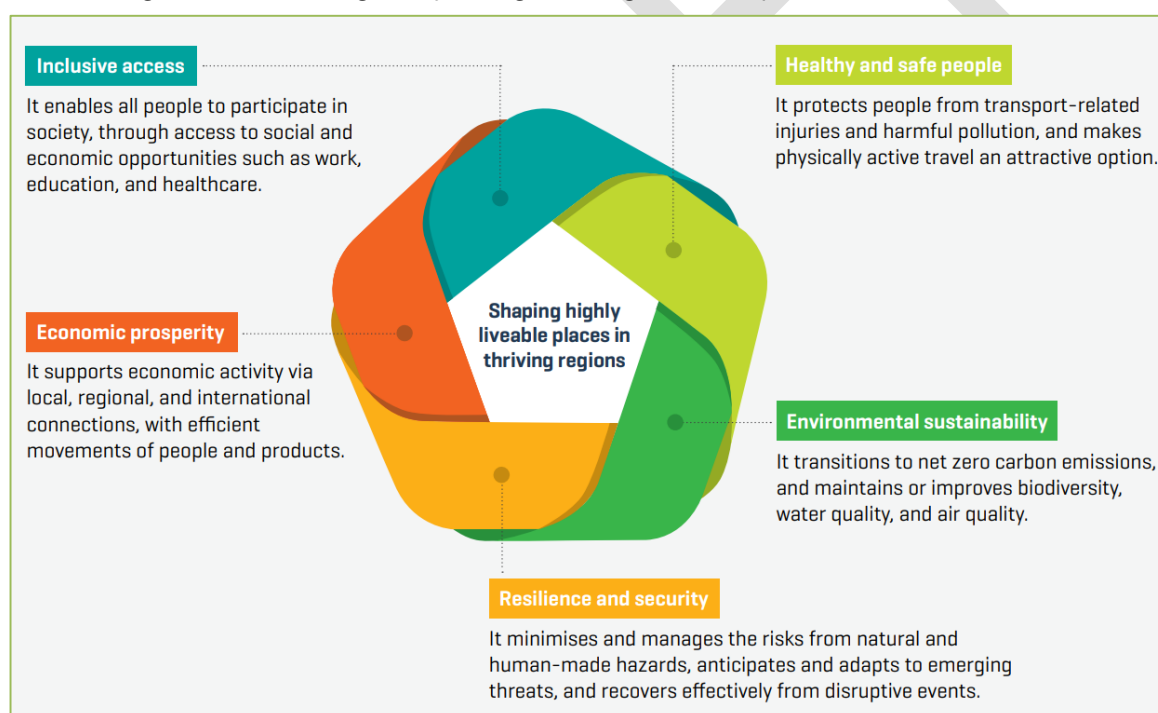


Figure 1: Outcomes Framework – Ministry of Transport Statement of Intent (2018-22)

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

## 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.

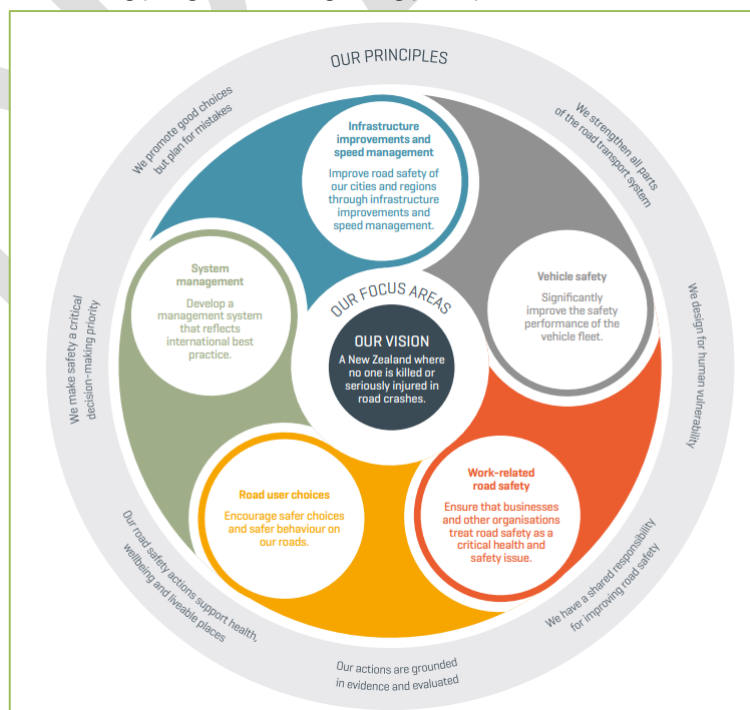


Figure 2: Focus Areas – New Zealand Road Safety Strategy (2020-2030)



## 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 our 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 or 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

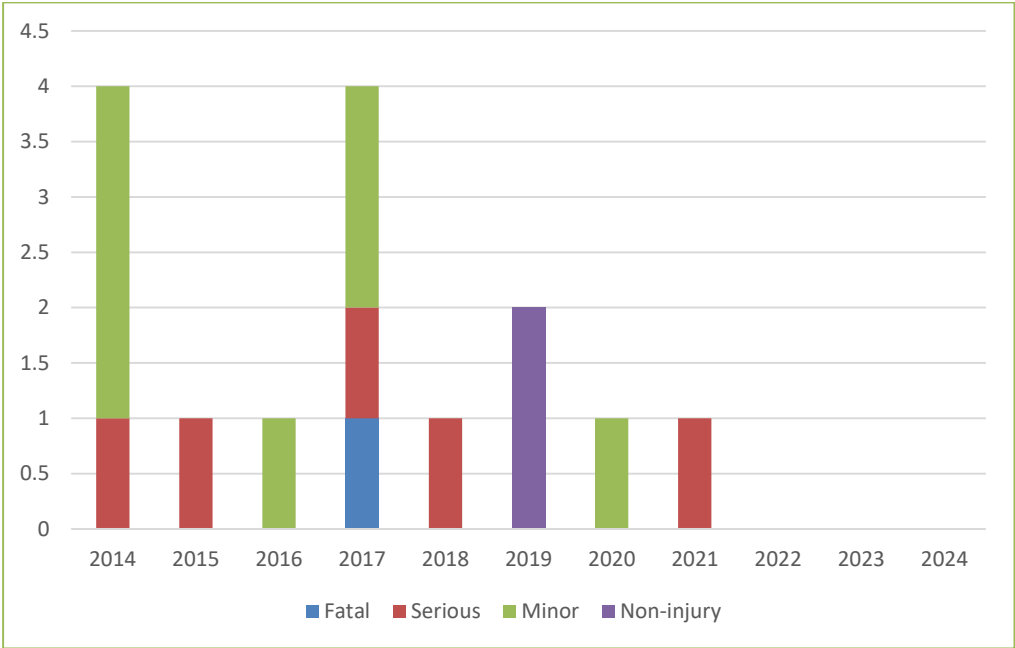


Figure 3: Crash severity by Year (2014-2024)



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

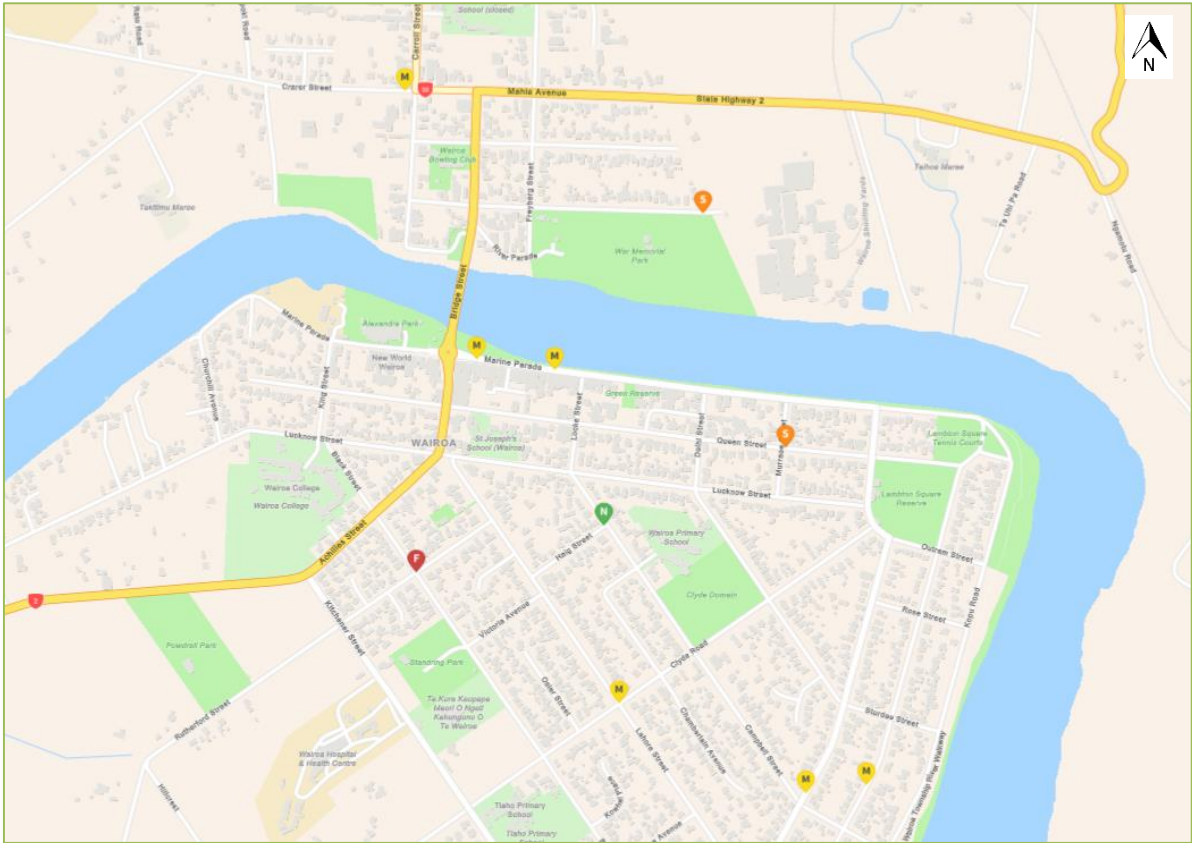


Figure 5: Location of all pedestrian and cycle crashes in Wairoa (2014-2024)

## 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%

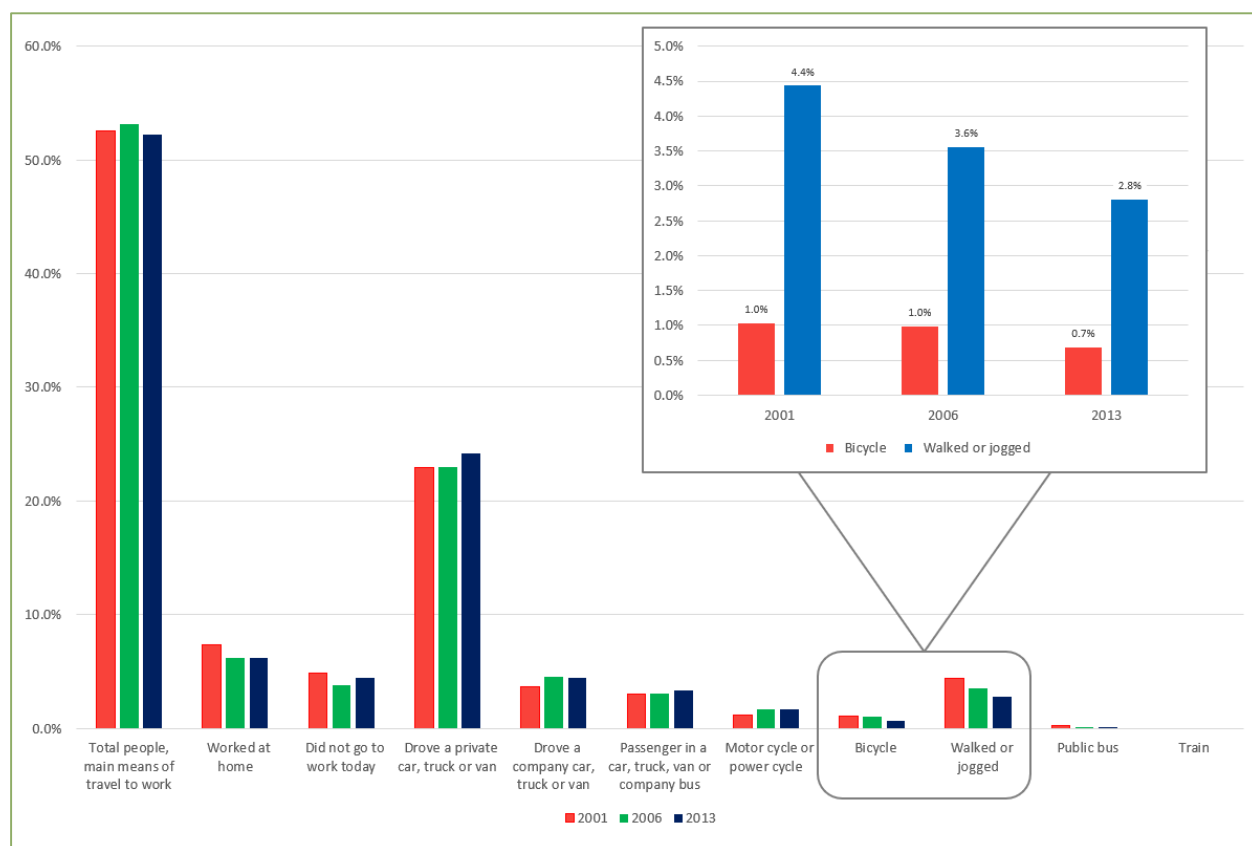


Figure 6: Mode Share to Work (2018 Census)

### 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.

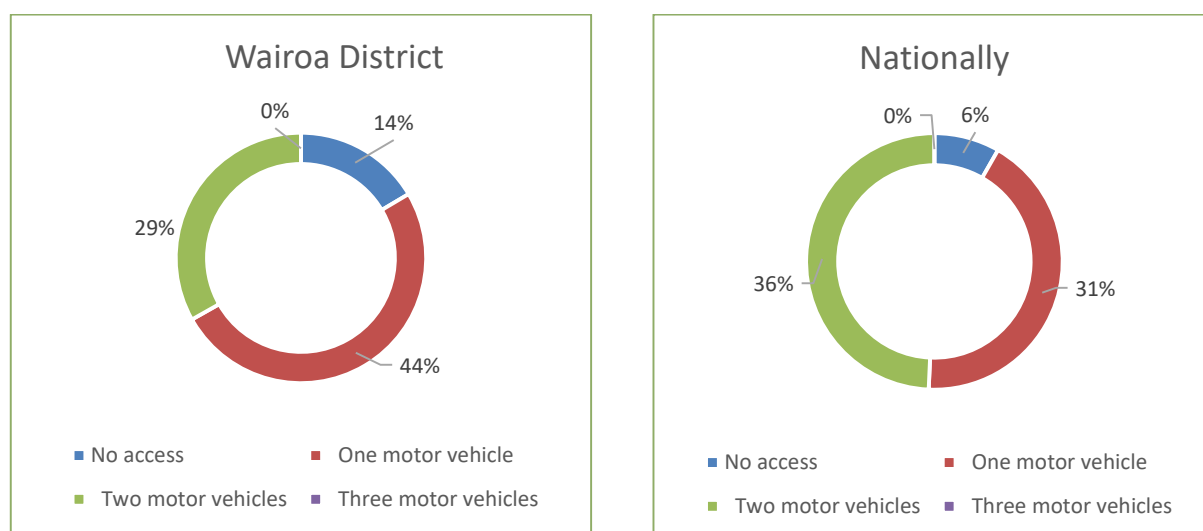


Figure 7: Car Ownership Rates for Wairoa District and New Zealand (Census 2013)

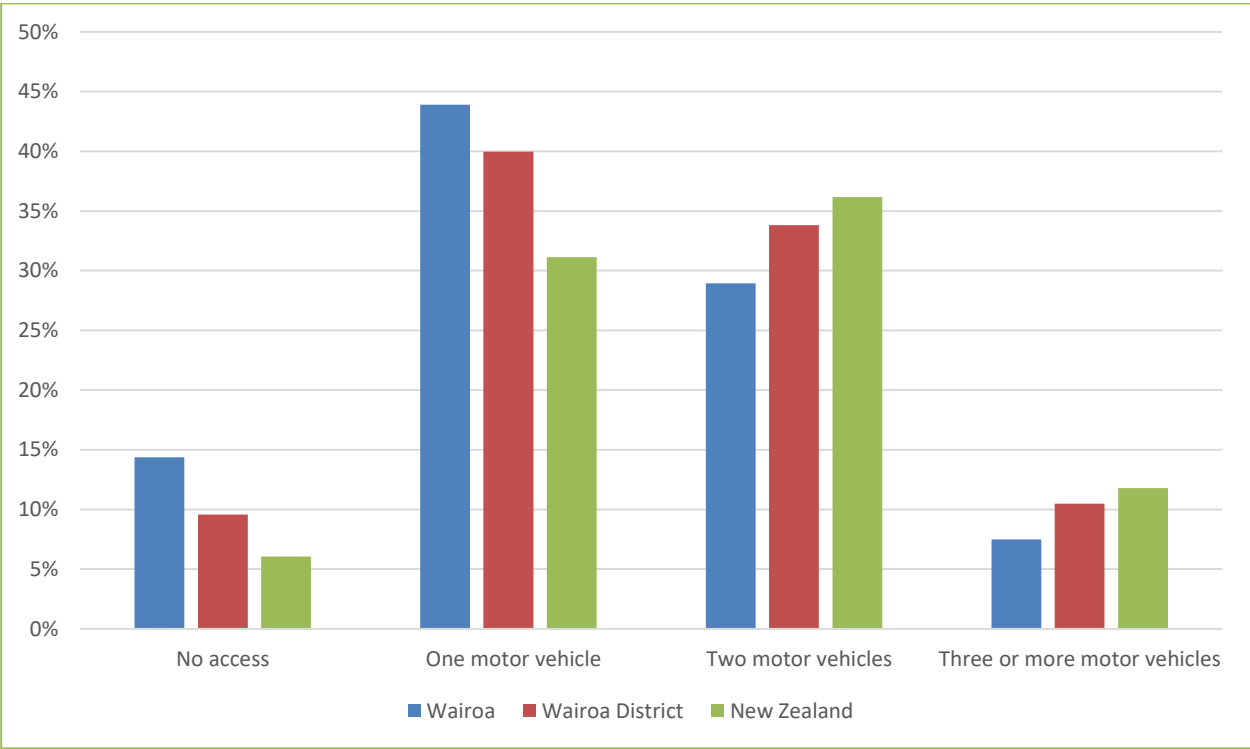


Figure 8: Car Ownership Rates for the Wairoa District (Census 2013)



## 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 / Sportground 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 / Sportground Link	Mansfield Street	Clyde Road	Marine Parade	290	105	6
Wairoa	Reserve / Sportground 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

**8.2 HAWKE'S BAY REGIONAL COUNCIL - MONTHLY REPORT**

**Author:** Duane Culshaw, Pouahurea Māori Māori Relationships Manager

**Authoriser:** Juanita Savage, Chief of Operations

**Appendices:** 1. HBRC Month Report to MSC - May 2025 [↓](#)

**1. PURPOSE**

- 1.1 This report provides information for the Māori Standing Committee on the Hawke's Bay Regional Council (HBRC) Monthly Report, authored by Nathan Heath (HBRC Māori Relationship Manager Northern Hawke's Bay). No decisions are required by the Committee at this stage.

**RECOMMENDATION**

The Pouahurea Māori Māori Relationships Manager RECOMMENDS that the Māori Standing Committee receives this report.



## **HBRC Māori Relationship Manager update to WDC Māori Standing Committee**

**27 May 2025**

### **HBRC Annual Plan**

- The hearing of submissions to the proposed 2025-26 Annual plan occurred on 21 May. It is likely that Council will adopt its final plan toward the end of June.
- Of most noticeable significance in Wairoa is the proposed reduction of the planned 18.3% rates increase down to 9.9%.

### **Wairoa River Management**

- Regular monitoring of the river mouth is occurring via camera, regular site visits and regular communication between the tripartite occurring with regards to what is happening.
- An Intermediate Bar Management plan is being prepared and outlines the process, trigger points and methods that will be used to manage the bar and minimise flood risk over the short to medium term.
- Through the Wairoa Flood Protection work under the Crown Manager, work is progressing to look at viable long term options for maintaining the river bar to a particular location over the long term.

### **Civil Defence**

- As part of the HBCDEM Transformation Strategy, Matt Boggs (project lead) has had 5 meetings with different Iwi and entity representatives in Wairoa to discuss issues relating to mana whenua involvement in the Civil Defence process. A draft of the plan to give effect to the strategy will be released in the next month or 2.
- Shane Briggs has been announced as the new Director of HB Emergency Management, replacing Ian MacDonald. Shane has been acting in that role for the last 2 years.
- The HBRC program of work to implement all of the recommendations made in the Mike Bush led Independent Review in Cyclone Gabrielle is progressing significantly. An update of where this work is at can be found via the agenda for the 30 April Regional Council meeting on the HBRC website.
- A number of HBRC Wairoa Staff have attended Civil Defence training over the last month or so alongside our WDC whanaunga including training as function managers and managing an emergency operations centre.

### **Extreme Weather Hub**

- HBRC has set up a new website for easier and more rapid access to information on extreme weather events such as flooding and drought. <https://www.hbrc.govt.nz/extreme-weather-hub/> it is well worth a look over as there is lots of good information included.

### **Local activity**

- The Wairoa Flood Protection Project is dominating the majority of work and activity for the organisation occurring locally.
- Catchment staff have been busy getting trees and poles to farmers that have ordered them and are working with landholders to support the completion of their on-ground projects.
- Work has recommenced on doing essential maintenance of the Paeroa drainage scheme. Appropriate mitigations and protocols are now in place.
- Wairoa Catchment staff were heavily involved at the Ahuwhenua Trophy finalists field day on April 10 at Onenui Station/Tawapata South. What a magnificent day and really well intended. The supreme winner will be announced in June.

### RMA Reforms

The reform of the RMA is proceeding at a fast pace. Following the release of the “Blueprint for Resource Management Reforms” in March. The Government has announced that there will be 2 new acts. The Natural Environment Act & the Planning Act. Over the next few months 20 pieces of National Direction will be released, which includes Freshwater.

It is proposed that there will be one set of National Direction for both acts and one single regulatory plan and spatial plan per region.

The proposed reforms will have an impact on how all councils operate. For example

- Significant changes to consenting including, removal of non-complying and controlled consents and expanded permitted activities.
- Direction, guidelines and limits for the Taiao will be nationally set, with any variation to this having to go through a significant process.
- Uncertainty as to where our Regional Planning Committee role is within this process as part of our Treaty obligations.

There is significant uncertainty as to what impact the reforms will have on the existing clauses within the RMA that impact on Iwi/Māori and Treaty Settlements. Central Government is preparing a Treaty Clause that aligns with resource management and treaty objectives. With the existing Clauses 6, 7 & 8 to be removed.

If you do get the opportunity, I can highly recommend joining in on the webinars Tina Porou has been holding on the potential impacts of the reforms on Iwi/Māori.

### Upcoming events/Recent Publications

- Ministry for the Environment released the “Our Environment 2025” report on April 8, that provides a 3-yearly update on the state of environment report for Aotearoa.  
<https://environment.govt.nz/publications/our-environment-2025/>



**Nathan Heath**  
**Māori Relationship Manager – Northern HB**

**8.3 MSC - RAKAIPAAKA TAKIWĀ REPORT**

**Author:** Duane Culshaw, Pouahurea Māori Māori Relationships Manager

**Authoriser:** Juanita Savage, Chief of Operations

**Appendices:** 1. MSC - Rakaipaaka Report - June 2025 [↓](#)

**1. PURPOSE**

- 1.1 This reports provides information for the Māori Standing Committee on the MSC takiwā report to Rakaipaaka. No decisions are required by the Committee at this stage.

**RECOMMENDATION**

The Pouahurea Māori Māori Relationships Manager RECOMMENDS that the Māori Standing Committee receives the report.



**WDC Komiti Māori Meeting, 10am.  
Tūrei/Rātu 3 Hune/Pipiri 2025,  
Rakaipaaka Purongo ā-Takiwā,  
Henare Mita – MSC Heamana.**

**[This takiwā report is informational only and requires no decisions to be made on the part of this committee. It is recommended that the Māori Standing Committee receive this report.]**

Ka tuku mihi ki a lowa o ngā mano, nāna nei ngā mea katoa i hanga. Korōria nui ki i a ia me te tangi mōteatea ki o tātau tini aitūā maha huri noa, puta noa i te motu. Haere koutou ki o nui, me o rahi, haere ki a rātou i para nei te huarahi hei whaitanga, hei kokiritanga mā tātau, mā ngā uri whakaheke. Haere te po, nau mai te ao, rātou ki a rātou, ā, tātau ki a tātau. E te Komiti Māori o te Kaunihera o Te Wairoa tēnā koutou, tēnā tātau.

**Māhia Recycling Centre:**

I attended a meeting between Council and Te Rākātō Marae in relation to the proposed Māhia Recycling Centre. Those Te Rākātō whānau in attendance, adamant that the proposed Opoutama site, was totally unsuitable to them and offered other sites for council consideration. Our facilitator was Austin King, with Mayor Craig Little and Deputy Mayor Dennise Eaglesome-Karekare present to offer their perspective on the different issues raised by whānau. Importantly, Acting Group Manager Assets and Infrastructure, Langley Cavers and some of his staff were present, their input in terms of alternative site feasibility, crucial in how this matter progresses.



**Drain Clearance:**

On Monday the 12<sup>th</sup> of May, at our monthly Wairoa Taiwhenua meeting, Katarina Kāwana spoke about the need for whānau and hapū to remain vigilant when drains in their rohe are being cleared of vegetation. It is vital that hapū are given the opportunity to clear these drains of marine life and relocate them, before contractors commence their work. Such engagement with mana whenua an important component of WDC and HBRC policy and procedures, one that our whānau and hapū are often not aware of. Katarina is readily available to give advice on this matter, and if need be, NKII Environment Team member Shade Smith, can also be consulted. Currently, Wairoa Taiwhenua holds Shade's nets, which are of course available to whānau. Remuneration for the trapping and relocation of marine species is a genuine possibility but must be negotiated with local authorities and/or developers. Such negotiations should begin well in advance of any drainage vegetation clearance.

**An ERO Visit:**

Nuhaka Primary School is scheduled to return to the old school site on the 23<sup>rd</sup> of June which coincides with a full-fledged evaluation and report of the school by the Education Review Office (ERO). Under normal circumstances a visit from ERO presents a significant challenge to any school, but what Nuhaka Primary School has experienced over the past two years, has been far from 'normal'. ERO was approached in the hope that their visit could be postponed until the third term, when the children would be more settled, but ERO has stood firm. Despite this setback I am confident that staff and students will acquit themselves with distinction.

In the afternoon of May 22<sup>nd</sup>, I decided to take photographs of their new facilities and much to my chagrin, happened to gate-crash an official site visit by Nuhaka School staff. Although work on these premises is far from complete, it was clear they were excited by what they saw. As for me, despite feeling the-odd-man-out, I thank Nuhaka staff for their forbearance and allowing me to continue with what I was doing.

**Kahungunu Executive ki Te Wairoa Charitable Trust:**

On Thursday the 26<sup>th</sup> of this month at 10am, Kahungunu Executive (KE) is hosting a special meeting in the hope of re-establishing the Marae Executive Committee (MEC). KE is encouraging all interested marae representatives from throughout the Wairoa District to attend this meeting. KE has two marae committees, the Board of Management (BOM) which is the governance arm of KE and MEC. COVID and the tragic passing of certain MEC members brought about the slow and unfortunate demise of MEC. Presently, by default, BOM is also MEC and in spite of numerous attempts to revive MEC, none have been successful. When fully operational, MEC would meet on a bi-monthly basis and was viewed by KE as their direct line to Wairoa marae. Most importantly, BOM members can only come from MEC. The BOM is shy of two members and so re-establishing MEC is hugely important to KE.

**[This takiwā report is informational only and requires no decisions to be made on the part of this committee. It is recommended that the Māori Standing Committee receive this report.]**