



**I, Matthew Lawson, Tumu Whakarae | Chief Executive, hereby give notice that
an Ordinary Meeting of Council will be held on:**

Date: Tuesday, 19 August 2025
Time: 1:30 pm
Location: Council Chamber, Wairoa District Council,
Coronation Square, Wairoa

AGENDA

Ordinary Council Meeting

19 August 2025

MEMBERSHIP: His Worship the Mayor Craig Little, Cr Denise Eaglesome-Karekare, Cr Jeremy Harker, Cr Melissa Kaimoana, Cr Chaans Tumataroa-Clarke, Cr Benita Cairns, Cr Roslyn Thomas

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

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

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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.

7 MINUTES OF THE PREVIOUS MEETING

Ordinary Meeting - 22 July 2025

**MINUTES OF WAIROA DISTRICT COUNCIL
ORDINARY COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, WAIROA DISTRICT COUNCIL, CORONATION SQUARE, WAIROA
ON TUESDAY, 22 JULY 2025 AT 1:30 PM**

PRESENT: His Worship the Mayor Craig Little, Cr Denise Eaglesome-Karekare, Cr Jeremy Harker, Cr Melissa Kaimoana, Cr Chaans Tumataroa-Clarke, Cr Benita Cairns, Cr Roslyn Thomas

IN ATTENDANCE: **Matthew Lawson** (Tumu Whakarae | Chief Executive), **Gary Borg** (Tumu Whakarae Tuarua | Deputy Chief Executive & Pouwhakarae – Pūtea/Tautāwhi Rangapū | Group Manager - Finance and Corporate Support), **Hinetaakoha Viriaere** (Pouwhakarae Whakamahere me te Waeture | Group Manager Planning and Regulatory), **Langley Cavers** (Pouwhakarae – Hua Pūmau | Acting Group Manager - Assets and Infrastructure), **Juanita Savage** (Chief of Operations) **Te Aroha Cook** (Kaiarataki Whakaoranga | Recovery Manager & Group Manager - Community Services and Development), **Hinemoa Hubbard** (Kaiurungi Mana Ārahi | Governance Officer), **Kate Standring** (Executive Principal), **Henare Mita** (Māori Standing Committee Chairperson), **Hira Campbell** (Transport Asset Manager), **Michael West** (Business Analyst), **Karen Akuhata** (Utilities Manager), **John Loughlin** (Hawkes Bay Regional Economic Development Agency Interim Board Chairperson)

1 KARAKIA

A karakia was held before the meeting.

2 APOLOGIES FOR ABSENCE

Nil

3 DECLARATIONS OF CONFLICT OF INTEREST

Cr Jeremy Harker declared a conflict of interest with Item 8.5 – *High Cost Surface Renewals*, Item 8.6 – *Local Water Done Well*, and public excluded items 10.1 – *3 Waters Maintenance Contract* and 10.2 – *Road Maintenance contracts -sealed and unsealed roads*.

4 CHAIRPERSON’S ANNOUNCEMENTS

Council acknowledged the passing of Reremoana ‘Mo’ Houkamau, recognised for her contributions to Wairoa, and held a minute’s silence.

5 LATE ITEMS OF URGENT BUSINESS

LATE ITEMS

RESOLUTION 2025/50

Moved: His Worship the Mayor Craig Little

Seconded: Cr Benita Cairns

That the following reports be received as late items:

- Item 8.7 – *Section 12-17 Block X Waiau SD*
- Item 10.3 – *Request for assignment of lease of suite 3 Te Wairoa E Whanake Building*

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CARRIED

6 PUBLIC PARTICIPATION

Public Participation was considered after Item 8.2.

Gordon Preston spoke regarding a previous Council meeting on the dog pound and recommended that Council provide pound facilities slightly outside of Wairoa, suggesting possible locations. He raised concerns about a recent dog attack, fencing height requirements for dangerous dogs, organised dog fights and the timeframe for holding impounded dogs. He also queried waste transport and suggested multiple smaller disposal sites in town.

Council noted that if organised dog fighting is occurring, it would also be a legal matter; legislation requires impounded dogs to be held for at least seven days; and it is primarily the dog owner's responsibility to ensure fencing is secure, noting that law does not specify a particular fence height.

Following Public Participation, the meeting proceeded to Item 8.3.

7 MINUTES OF THE PREVIOUS MEETING

RESOLUTION 2025/51

Moved: Cr Denise Eaglesome-Karekare

Seconded: Cr Chaans Tumataroa-Clarke

That the minutes and confidential minutes of the Ordinary Meeting held on 24 June 2025 be confirmed with amendments

CARRIED

- Add two actions from the resolution of Item 8.3 – Dog Pound to the Action sheet
- On page 8 - Change '8.3 Dog Poug' to '8.3 Dog Pound'

8 GENERAL ITEMS

8.1 VERBAL UPDATE FROM HBREDA CHAIR

RESOLUTION 2025/52

Moved: Cr Jeremy Harker

Seconded: Cr Benita Cairns

That Council receives the verbal update from the Chair of the HBREDA interim board.

CARRIED

The Hawkes Bay Regional Economic Development Agency (HBREDA) Interim Board Chairperson presented, and noted:

- On June 13, the previous Board and the Chief Executive resigned simultaneously. An Interim Board was appointed the following day to serve until 31 March, with three key tasks:
 1. Maintain organisational operations.
 2. Progress three specific projects.
 3. Develop a future operating model for stakeholder approval.
- The Interim Board comprises Andrew Gibbs, Meka Whaitiri, and John Loughlin (Chairperson)
- Since appointment, the Board has held three meetings, reviewed background information, budgets, and documentation, and appointed Interim Chief Executive Richard Briggs (former CEO of Hamilton City Council).
- The three projects currently being progressed are:
 - SH2 resilience improvements from Napier to Gisborne.
 - Establishment of a fermentation centre of excellence.
 - Review of Hawkes Bay visitor economy and destination marketing.

Council:

- Thanked the Chairperson for attending in person.
- Expressed concern regarding the circumstances surrounding the previous Board's resignation.
- Noted the potential to improve connectivity for primary industries, with SH2 improvements benefiting produce transport.
- Noted the importance of considering trends among young people to support tourism growth in Hawkes Bay.

8.2 SOLID WASTE MANAGEMENT ACTIVITY UPDATE

RESOLUTION 2025/53

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Jeremy Harker

That Council receives the report, carries forward all the capital funding for the Waste Management Activity from 2024/25 into this financial year 2025/26, and requests a further report on Mahia Recycling.

CARRIED

The Acting Group Manager of Assets & Infrastructure introduced the report, highlighting:

- A contract secured for the transport of waste to Ōmarunui, funded by the Silt and Debris Fund.

- Successful application for external funding via the Waste Minimisation Fund to support the planned Resource Recovery infrastructure improvements at the Fraser Street site.
- Purchase of a shredder to reduce waste volume and improve transport efficiency.
- Updates on the Solid Waste Working Group, including an opportunity for members to participate in a tour of other councils' facilities.
- The attachment of a PowerPoint from the last Working Group meeting.

Cr Cairns noted that she and Cr Thomas have been members of the Working Group for approximately seven months.

Council noted that a serious case of fly dumping may be affecting the Tuai trial.

Public Participation took place following Item 8.2 and prior to Item 8.3.

8.3 TE WAIROA E WHANAKE - GEMMELLS DEVELOPMENT BUDGET REQUEST FOR CODE COMPLIANCE ITEMS

At 2:32pm, Council adjourned discussion on this item to the Public Excluded section of the meeting due to consenting matters.

8.4 CHANGE TO FAR RATE SP38

RESOLUTION 2025/54

Moved: Cr Denise Eaglesome-Karekare

Seconded: Cr Melissa Kaimoana

That Council receives the report, records its opposition, and writes to the Minister outlining Council's concerns.

CARRIED

Council discussed concerns regarding the maintenance of a road with 75% funding despite receiving no direct benefit. The Transport Asset Manager noted that current legislation leaves no alternative. Members also raised that the road is on the outskirts of the district, provides access to no residences, and that Council has no control over how it is maintained.

8.5 HIGH COST SURFACE RENEWALS

RESOLUTION 2025/55

Moved: Cr Denise Eaglesome-Karekare

Seconded: His Worship the Mayor Craig Little

That Council receives the report and endorse officers to resurface Marine Parade with asphaltic concrete (subject to watermain being replaced prior to the works).

CARRIED

At 2:48pm, Cr Harker declared a conflict of interest and left the meeting.

The Transport Asset Manager introduced the report, noting that upgrades were budgeted for Marine Parade but not for Blue Bay. He advised that changing from asphalt to chip seal at Blue Bay would be immediately noticeable and noisier.

Council discussed the cost differences between surface types, the impacts on users, and whether reduced speeds would mitigate noise.

At 3:04pm, Cr Tumataroa Clarke left the meeting.

At 3:05pm, Cr Tumataroa Clarke and Cr Harker returned to the meeting.

8.6 LOCAL WATERS DONE WELL

Cr Harker declared a conflict of interest and remained in the meeting but didn't participate in discussion.

The Chief Executive introduced the report, outlining two options for Council's consideration, each informed by advice received in Public Excluded due to ongoing commercial negotiations between the four Councils. Both options have draft water service delivery plans developed. The Regional option, being more complex, has been submitted to DIA for comment, with outcomes still uncertain. The Wairoa option, analysed by Castalia, is simpler, only applies to Wairoa, and is expected to face fewer challenges in obtaining DIA approval.

At 3:10pm, Council adjourned discussion on this item to the Public Excluded section of the meeting due to commercial sensitivity.

8.7 SECTION 12-17 BLOCK X WAIKUA SD

RESOLUTION 2025/56

Moved: Cr Melissa Kaimoana

Seconded: Cr Jeremy Harker

That Council resolve that the subject land is surplus to requirement and can proceed to disposal.

CARRIED

The Chief Executive introduced the report, noting:

- That an application has been made to the Māori Land Court to stop the road and return it to the original owners. The application was based on the land's original acquisition in the 1800s for a public purpose- a ferry reserve- which was never developed.
- The Property Manager advised that the land is a surplus to requirements.
- Outlined the disposal process.

Council discussed the potential impacts of disposing of the road and whether any parties would be affected.

9 RECEIPT OF MINUTES FROM COMMITTEES/ACTION SHEETS

Nil

10 PUBLIC EXCLUDED ITEMS**RESOLUTION TO EXCLUDE THE PUBLIC****RESOLUTION 2025/57**

Moved: Cr Chaans Tumataroa-Clarke

Seconded: Cr Denise Eaglesome-Karekare

That the public be excluded from the following parts of the proceedings of this meeting at 3:22pm

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
10.1 - 3 Waters Maintenance Contract	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
10.2 - Road Maintenance contracts -sealed and unsealed roads	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
10.3 - Request For Assignment of Lease of Suite 3 Te Wairoa e Whanake Building	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under

	s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	section 6 or section 7
8.3 - Te Wairoa e Whanake – Gemmells Development Budget Request for Code Compliance Items	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
8.6 – Local Waters Done Well	s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

The meeting adjourned in Public Excluded on Tuesday 22 July at 5:10pm.

The meeting reconvened in Public Excluded on Tuesday 29 July at 2:35pm to discuss item 8.6 – Local Waters Done Well.

RESOLUTION 2025/58

Moved: Cr Denise Eaglesome-Karekare

Seconded: His Worship the Mayor Craig Little

That Council moves out of Closed Council into Open Council at 4:10pm on Tuesday, 29 July 2025, and authorises the release of the resolution for Item 8.6 – Local Waters Done Well via a media release.

CARRIED

The Meeting closed with a closing karakia by His Worship the Mayor, Craig Little at 4:11pm.

The minutes of this meeting were confirmed at the Ordinary Council Meeting held on 19 August 2025.

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CHAIRPERSON

Council (Ordinary and Extraordinary) – Action Sheet

<u>ACTION</u>	<u>MEETING THE ACTION WAS RAISED IN</u>	<u>DUE DATE</u>	<u>OFFICER RESPONSIBLE</u>	<u>COMMENTS</u>	<u>STATUS</u>
				<i>Update: 14/08/2025</i>	
Arrange a workshop to further consider the matters canvassed in the draft report (8.1 – <i>Wairoa Economic Development Plan 2025</i>)	27/05/2025		Austin King/Te Arohanui Cook	Awaiting finalisation of the Special Economic Development Zone document	In progress
That a proposed budget be brought back to Council prior to tender (8.3 – <i>Dog Pound</i>)	24/06/2025				
That Council be provided with regular updates of the project against the budget once initiated (8.3 – <i>Dog Pound</i>)	24/06/2025				
Informally share the TOR for the three projects HBREDA are working on (8.1 – <i>Verbal Update from HBREDA Chair</i>)	22/07/2025		John Loughlin	John Loughlin provided materials that outline the basis and scope of each project on 28/07/2025.	Completed
Report back to Council on Mahia Recycling (8.2 – <i>Solid Waste Management Activity Update</i>)	22/07/2025		Langley Cavers	Included in report for Council 19/08/2025	Completed
Write to the Minister outlining Councils concerns (8.4 – <i>Change to FAR rate SP38</i>)	22/07/2025		Elected Members		

8 GENERAL ITEMS

8.1 SOLID WASTE MANAGEMENT ACTIVITY UPDATE

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

Authoriser: Langley Cavers, Acting Group Manager Assets & Infrastructure

Appendices: 1. DRAFT Mahia recycling centre layout options [↓](#)

1. PURPOSE

- 1.1. This report provides information for council on the solid waste management activity, including the solid waste working group.

RECOMMENDATION

The Kawhakaere Rawa me te Para Totoka | Property & Solid Waste Manager RECOMMENDS that Council receive the report.

1. KERBSIDE EXPANSION

- 1.1 Council is required to finalise its kerbside collection model. This work will be informed by development and adoption of the Waste minimisation and management plan (WMMP).
- 1.2 Council staff to finalise the deed of variation and project plan and contracts for delivery of the preferred kerbside service model.
- 1.3 Council staff to finalise procurement for the new kerbside service, including the purchase of collection containers and contracts for kerbside collection and processing.

2. RESOURCE RECOVERY INFRASTRUCTURE

- 2.1 The upgrade will provide the Wairoa District with the facilities to divert organic and recoverable waste from landfill, also providing the necessary infrastructure to support the planned expanded kerbside collection system & support local recovery and utilisation of materials.
- 2.2 The draft design for this project does include establishment of a covered structure for receipt of re-usable materials, prior to arrival in the recycling drop off area.
- 2.3 Deed of funding signed and returned to MFE.
- 2.4 Procurement plan to be developed for delivery of this work.

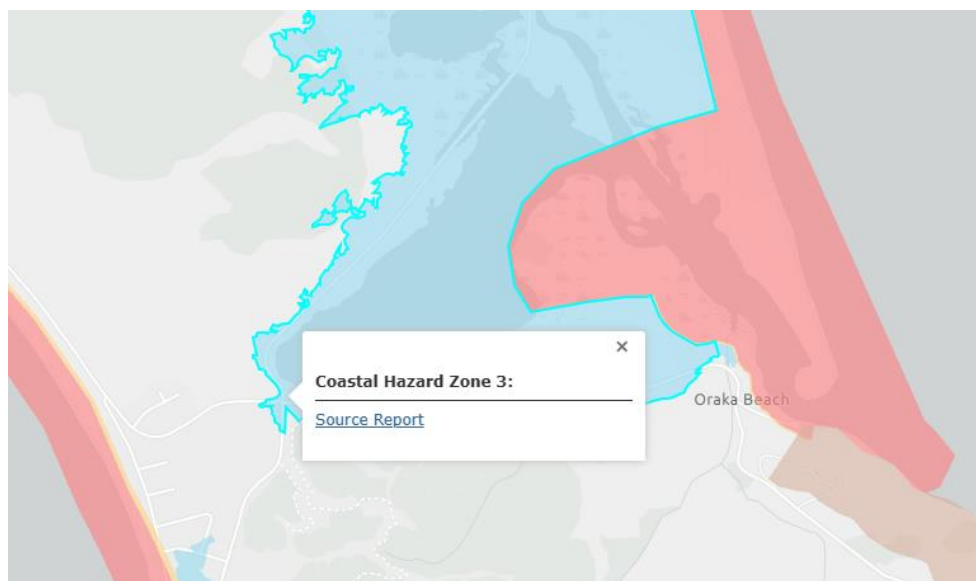
3. MAHIA RECYCLING CENTRE

- 3.1 Following engagement, council directed not to proceed with the proposed location on Section 1 SO 461919, on the corner of YMCA Road/Ormond Drive.
- 3.2 CPS have developed draft layout options for location at crossroads of Kaiwaitau Road/Ormond Road/Newcastle Street/Mahia East Coast Road. These are attached at Appendix 1.

- 3.2.0. The white box is the footprint of the recycling container set up.
- 3.2.1. The hatched area on these plans shows area that would require to build up the land.
- 3.2.2. The blue markings show the turning circle required for the servicing of the recycling containers.
- 3.3 The operational footprint of the design on this site will encroach on to the road reserve.
- 3.4 It will be difficult to ensure security of the site and control access.
- 3.5 The facility requires parking for staff, as well as some form of shelter and implement shed.
- 3.6 Due to the limitations of this site, there may be requirement to remove or reduce some of the landscaping elements previously proposed.
- 3.7 The following considerations have been identified by CPS.

Consenting considerations

- 3.7.0. Coastal Hazard zone 3, within coastal margin area – may have stricter assessment and building setbacks etc. Snapshot below from Regional Coastal Environment Plan (RCEP).



- 3.7.1. Lagoon is conservation area
- 3.7.2. Priority wetland zone – HBRC Regional resource management plan.
- 3.7.3. Landowner use agreements required as separate landowners currently. Would require subdivision down the line
- 3.7.4. Land use consent required, possibly wetland disturbance consent as site is within 100m of lagoon
- 3.7.5. Potential assessment of environmental effects (AEE) on lagoon

Construction considerations

- 3.7.6. Layout requires further optimising as site is smaller than previous.

- 3.7.7. Potential retaining would be required to increase usable area, difficult to contain construction works. Construction would require some fill towards the lagoon area to allow for enough vehicle turning space – this is shown hatched on the plans attached.
- 3.7.8. Stormwater runoff in terms of contamination and containment of waste within facility important due to proximity to the lagoon.
- 3.8 Given the likely challenges with the proposed site, staff are reviewing the options around establishing permanent infrastructure at the existing site.

4. LANDFILL

- 4.1 Second weighbridge installation completed. Some changes to traffic flow and onsite management.
- 4.2 Resealing of roading and receiving areas programmed – physical works are weather dependent.
- 4.3 Reinstatement of landfill bores on Mahia and Wairoa landfills is planned for August.
- 4.4 In order to facilitate the transport of waste to Oamaru, the load out area by the landfill pad is undergoing repairs and some upgrades to allow access for containers and processing.
- 4.5 The first load of waste was transported to Oamaru landfill on 18th July. A total of 6.36 tonnes was transported.
- 4.6 Now there are established costs for the haulage of waste, staff are reviewing the operational costs and will be able to review the options assessment completed previously.

5. CONTRACT

- 5.1 The 18/03 Solid waste management contract is due to expire 31st March 2026.
- 5.2 Staff met with Contractor's representatives in July to discuss format of the contract beyond this date, with consideration of the potential changes in landfill, resource recovery and kerbside operations.

6. SOLID WASTE WORKING GROUP

- 6.1 Following the LTP consultation period the Solid Waste Working Group was formed to have governance, community, and technical aspects. These would assist to pave the way forward for Solid Waste Management and Minimisation. It was decided that this group could work on key principles and items to help progress in the best interests of the community.
- 6.2 The group was unable to meet in July, due to member availability.
- 6.3 Staff and two members of the group undertook an audit of waste collected from the Tuai kerbside service on 23rd July.
- 6.4 The WMMP objectives are to be promulgated to members for review and feedback.
- 6.5 The next meeting is scheduled for 21st August.

References (to or from other Committees)

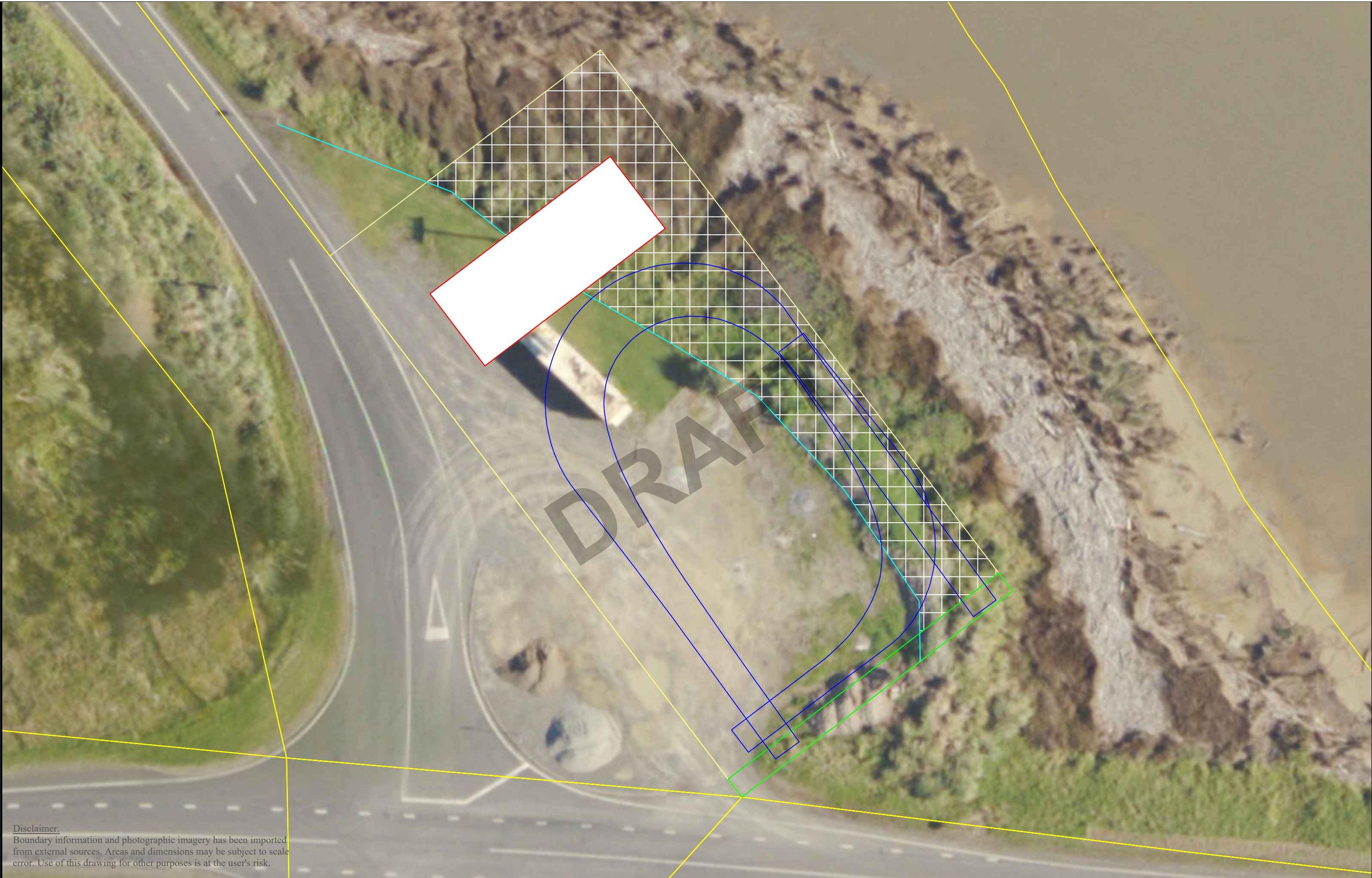
Council 17th December 2024, Solid waste programme - confirmation of external funding

Council 22nd July 2025, Solid waste management activity update

Council 24th September, Reserve reclassification – Mahia recycling facility

Infrastructure and regulatory committee 10th September 2024, Reserve reclassification – Mahia recycling facility

Council 7th May 2024, Mahia recycling centre delivery



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8.2 WAIROA DISTRICT COUNCIL SUBMISSION ON RMA NATIONAL DIRECTION

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

Authoriser: Matthew Lawson, Tumu Whakarae | Chief Executive

Appendices: 1. WDC Submission on RMA National Direction Packages 1 & 2 [↓](#)
2. WDC Submission on RMA National Direction Package 3 [↓](#)

1. PURPOSE

1.1 This report provides information for Council on the Wairoa District Council submission to the Ministry for the Environment on the National Direction Packages (Infrastructure & Development, Primary Sector and Freshwater). National direction which includes national policy statements and national environmental standards, sets national resource management policy and rules which inform regional and local plans, policy statements and resource consent decisions. The packages are part of the broader Resource Management Act (RMA) reforms.

RECOMMENDATION

The Pouwhakahaere Whakamahere me te Waeture | Pouwhakarae - Whakamahere me te Waeture | Group Manager Planning and Regulatory RECOMMENDS that Council receive the report and Wairoa District Council submission to the Ministry for the Environment on the National Direction Packages 1-3 (Infrastructure & Development, Primary Sector and Freshwater) .

2. BACKGROUND

2.1 The National Direction Packages aim to update national direction instruments (including amendments to and new national policy statements and national environmental standards) under the Resource Management Act.

2.2 Key aspects of the packages include:

- **Package 1: Infrastructure and Development** - Four new national direction instruments and amendments to four existing ones. Focuses on enabling infrastructure development while managing its effects. It includes a proposed new National Policy Statement (NPS) for Infrastructure.
- **Package 2: Primary Sector** - Addresses the primary sector and includes amendments to eight existing instruments.
- **Package 3: Freshwater** - Proposed changes to two existing freshwater management.

3. INFRASTRUCTURE AND DEVELOPMENT

3.1 This package aims to better enable infrastructure and co-ordinate this with development that meets the needs of people, communities and the environment, support development for Māori living on ancestral land in papakāinga, and support development in all areas with a reduced risk from natural hazards. Proposed changes include:

- New National Policy Statements (NPS) for infrastructure and natural hazards.

- New National Environmental Standards (NES) for Granny Flats (Minor Residential Units) and for Papakāinga.
- Amendments to the existing NPSs for renewable energy generation (REG), and electricity transmission (ET).
- Amendments to the existing NESs for electricity transmission activities and telecommunication facilities.

3.2 A new NPS for Infrastructure would establish 'consistent definitions and objectives for infrastructure planning across sectors—such as energy, transport, three waters, and social infrastructure—while requiring decision-makers to consider infrastructure benefits, functional and operational needs, and long-term consenting challenges.

3.3 Changes to the NPS-REG and the NPS-ET (to be renamed the NPS 'electricity networks' and apply to distribution as well as transmission) would add new policies to enable renewable electricity generation and clarify how operational and functional needs are assessed. Updates to the NESs would enable more routine work on electricity and telecommunications networks, including EV charging and off-grid generation, and introduce clearer rules for network protection.

3.4 The package also introduces new standards to permit minor residential units (granny flats) and papakāinga housing on Māori land, with defined limits and conditions. A new NPS for Natural Hazards would require councils to apply a risk-based approach to development in hazard-prone areas, using long-term climate and hazard data.

3.5 This package continues the Government's support for infrastructure, which has been evident in recent amendments to the RMA as well as the Fast-track Approvals Act 2024. Once confirmed, the new and revised policy and NES rules will lead to a more nationally consistent treatment of infrastructure and development consenting.

4. THE PRIMARY SECTOR

4.1 Package 2 aims to deliver on pre-election promises and the Coalition Agreements in relation to the primary sector. The proposals include new and amended rules relating to permitted activities (which can be undertaken without a resource consent), as well as national policy which is intended to flow through into district and regional plans. Proposed changes include:

- Amendments to the NESs for marine aquaculture and commercial forestry.
- Amendments to the New Zealand Coastal Policy Statement (NZCPS) and NPS for Highly Productive Land.
- Amendments to the Resource Management (Stock Exclusion) Regulations 2020.
- Amendments to the mining and quarrying provisions of the NPSs for indigenous biodiversity, highly productive land, and freshwater management, as well as the NES for Freshwater.

4.2 The package includes adjustments to aquaculture rules to allow more flexible reconsenting, support additional spat catching, and for research and trials. The forestry rule changes would limit councils' ability to impose more stringent forestry rules, require a Slash Mobilisation Risk

Assessment (SMRA) for all forest harvests, and remove afforestation and replanting planning requirements.

4.3 Changes proposed to the NZCPS aim to make it easier to consent ‘priority activities’—such as infrastructure, renewable energy, aquaculture, and resource extraction—in the coastal environment. Additional policy support is also provided for aquaculture activities.

4.4 Changes to the NPS for Highly Productive Land would remove LUC 3 land from the scope of the Highly Productive Land policy, limiting its application to LUC 1 and 2 land. Related amendments to biodiversity and freshwater national direction would revise terminology and adjust consent pathways for extractive industries.

5. FRESHWATER MANAGEMENT

5.1 In addition to the changes proposed to the NPS for Freshwater Management (NPS-FM) as part of the primary sector package, the Government is consulting on a more fundamental set of changes to the NPS-FM and the NES for Freshwater (NES-F).

5.2 Key proposals include replacing the single objective in the NPS-FM with multiple new objectives intended to balance environmental, social, cultural, and economic outcomes, but without establishing a hierarchy. New objectives would address life-supporting capacity, health, well-being, productive economic opportunities, the pace and cost of change, domestic vegetable supply, and water security.

5.3 An important change is the proposal to revise or remove the current ‘hierarchy of obligations’ under Te Mana o te Wai (which at present prioritises the health of waterbodies and ecosystems), reinstate the NPS-FM 2017 provisions, or remove the concept of Te Mana o te Wai entirely. The package also proposes greater flexibility in the National Objectives Framework, including how councils apply values, thresholds, and monitoring.

6. WAIROA DISTRICT COUNCIL SUBMISSION

6.1 The Wairoa District Council (WDC) submitted feedback on three key National Direction Packages: Infrastructure and Development, Primary Sector, and Freshwater as outlined below. The submission emphasised support for the ongoing reform of national direction, recognizing the need to balance environmental, social, cultural, and economic outcomes. It emphasized that long-term sustainability requires a healthy environment, economy, and intergenerational equity. WDC advocates for greater flexibility, allowing district-level variations to ensure the best outcomes for local communities.

6.1.1 Key submission points regarding package 1 - Infrastructure and Development include:

- WDC supports the intent of the National Policy Statement on Infrastructure (NPS-I) for efficient, resilient, and strategically planned infrastructure delivery.
- Calls for clearer involvement of tāngata whenua in decision-making, particularly regarding Sites of Significance to Māori.
- Requests explicit policy direction to enhance infrastructure resilience to climate change and natural hazards.
- Recommends the inclusion of flood protection systems in the infrastructure definition and emphasizes the importance of maintaining existing infrastructure.

- WDC recommends mandatory early engagement with tāngata whenua in renewable energy projects and clearer language around Māori rights and interests. Additionally, WDC emphasizes the importance of affordable energy options.
- WDC supports the development of a National Environmental Standard for Papakāinga to facilitate culturally appropriate, accessible housing.
- Recommends checks for infrastructure capacity for larger developments.
- Supports a co-design approach with tāngata whenua to ensure that standards are culturally relevant and practically implementable.
- WDC supports the introduction of a National Environmental Standard (NES) for Minor Residential Units (MRUs) to address the housing affordability crisis however has concerns including the need for clear guidelines to prevent MRUs from being built in natural hazard-prone areas and to ensure that infrastructure, particularly wastewater and stormwater systems, is adequately addressed.

6.1.2 Key submission points regarding package 2 - Primary Sector include:

- WDC does not support the proposed amendments to the National Environmental Standards for Forestry (NES-F), specifically the limitations on local authority control and the impact on local forestry management.
- Advocates for stronger safeguards to prevent the conversion of highly productive land to carbon forestry, emphasizing the economic and environmental value of agricultural land.
- Opposes the introduction of a permitted activity standard for the removal of slash, calling for a resource consent approach that ensures proper oversight and protection.
- WDC acknowledges the importance of quarrying and mining to local economic development, particularly in infrastructure and construction and supports strong local authority control over quarrying and mining activities to ensure that environmental and cultural values are upheld.

6.1.3 Key submission points regarding package 3 – Freshwater include:

- WDC supports the goals of the National Policy Statement for Freshwater Management (NPS-FM) but calls for further clarification regarding the role of territorial authorities in managing freshwater resources.
- Recommends greater flexibility in applying the National Environmental Standards for Freshwater (NES-FW), particularly for small-scale, low-risk activities, to avoid unnecessary compliance costs for landowners.
- Stresses the importance of retaining Te Mana o te Wai and the Hierarchy of Obligations in the NPS-FM and opposing any removal of national environmental standards that could weaken protections.

6.2 Overall WDC supports the overarching goals of the National Direction packages but urges further refinements to ensure frameworks are adaptable to local conditions. It advocates for local authorities to have the flexibility to apply standards reflecting the unique needs of their communities. The council calls for central government to provide resources and support to facilitate the effective implementation of these policies, ensuring positive outcomes for local communities and the environment.

Further Information

For further information regarding the consultation on updating RMA National Direction see: Independent Flood Review see <https://environment.govt.nz/news/consultation-on-updating-rma-national-direction/#about-the-consultation>

<https://consult.environment.govt.nz/resource-management/infrastructure-development-primary-sector-nd/>

<https://consult.environment.govt.nz/resource-management/freshwater-national-direction/>



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WAIROA DISTRICT COUNCIL SUBMISSION ON THE NATIONAL DIRECTION PACKAGES 1: INFRASTRUCTURE AND DEVELOPMENT AND PACKAGE 2: PRIMARY SECTOR

1. INTRODUCTION

Wairoa District Council (WDC) welcomes the opportunity to provide feedback on the National Direction Packages:

- **Package 1** – Infrastructure and Development
- **Package 2** – Primary Sector

WDC supports ongoing reform aimed at improving the effectiveness and efficiency of national direction while achieving integrated environmental, social, cultural, and economic outcomes. We emphasise that long-term economic sustainability is dependent on a healthy environment, economy and intergenerational equity.

We acknowledge the scale and complexity of this programme and support many of the proposed changes. However, we also identify areas where provisions may increase complexity or lead to unintended consequences without greater clarity or integration across instruments.

WDC supports an approach that allows for district-level variation where appropriate, recognising that a one-size-fits-all framework does not always deliver the best outcomes.

This submission reflects Wairoa’s local perspective and offers recommendations to support the development of national direction that is clear, workable, and provides certainty for both local authorities and applicants.

2. NATIONAL DIRECTION PACKAGES

2.1 PACKAGE 1 – INFRASTRUCTURE

2.1.1 NEW NATIONAL POLICY STATEMENT FOR INFRASTRUCTURE

As a district significantly impacted by Cyclone Gabrielle and other severe weather events including the June 2024 flood event, Wairoa faces urgent challenges in restoring and future-proofing critical infrastructure, enhancing resilience to climate change and natural hazards, and ensuring robust connectivity for rural communities. These measures are essential not only for immediate recovery but also for enabling sustainable economic growth, attracting investment, and ensuring that remote and rural communities such as Wairoa are not left behind in the transition to a more resilient and future-ready infrastructure network.

Wairoa District Council (WDC) supports the intent of the proposed NPS-I to:

- Enable efficient, resilient, and strategically planned infrastructure delivery. Require decision-makers to recognise and provide for the benefits of infrastructure in resource management decisions.
- Enable more streamlined, efficient consenting processes for infrastructure delivery; and
- Support longer-term strategic planning for infrastructure needs.

Submission Points

- Policy P3 - Strongly support the proposed requirement to consider spatial plans and other strategic documents—such as Long-Term Plans and Infrastructure strategies under the Local Government Act 2002.
- Clause 1(c) of proposed Policy P5 refers to involvement of tāngata whenua “in appropriate circumstances.” This wording is ambiguous. WDC’s position is that any circumstance affecting Sites of Significance to Māori or cultural values warrants tāngata whenua involvement.
- Amend Policy 5(1)(b) to recognise and provide for opportunities for tāngata whenua to develop and operate their own infrastructure.
- Amend Policy 5(1)(d) to provide for tāngata whenua participation in accordance with the Principles of the Treaty of Waitangi, in addition to iwi participation legislation (s58L RMA).
- Remove “where practicable” from Policies 7 and 8 to maintain the integrity of the ‘avoid, remedy, mitigate’ hierarchy.
- Amend the definition D7 of *infrastructure* to include flood protection works such as stop banks, which perform a critical function in safeguarding communities, assets, and essential services from flooding and extreme weather events. Like roads, water supply, or sewage systems, these systems require strategic planning, investment, and ongoing maintenance to remain effective. Resilience-focused infrastructure (e.g. flood control systems) is just as vital to community

welfare as traditional infrastructure, and the NPS-I should be implemented in a way that explicitly supports such projects.

- Include explicit policy direction to increase resilience of infrastructure to climate change and natural hazards, ensuring futureproofing and adaptation strategies. Local leaders have described the Wairoa Flood Resilience Project (North Clyde Flood Mitigation Project) flood scheme as “one of the most significant infrastructure and resilience projects ever delivered in Wairoa”. This resonates with the NPS-I’s core objective that infrastructure development should support the health, safety, and well-being of people and communities. By diverting floodwaters and protecting homes, the spillway and stop banks directly contribute to public safety and community well-being, much like other essential infrastructure (roads, bridges and utilities).
- Another aspect linking to NPS-I is the long-term operation of infrastructure. The flood mitigation assets in Wairoa (stop banks, spillway channel, gates, etc.) will require ongoing maintenance and periodic upgrades, which will be managed by the Regional Council as part of its flood control network. The proposed NPS-I places emphasis on not only enabling new infrastructure but also efficiently maintaining existing infrastructure. Clear national direction on maintenance (e.g. permitting routine works, streamlining consents for upgrades) is important for resilience projects. Ensuring the NPS-I supports the life cycle of infrastructure – from construction through operation – will benefit projects like Wairoa’s in the long run.

2.1.2 AMENDMENTS TO THE NATIONAL POLICY STATEMENT FOR RENEWABLE ELECTRICITY GENERATION (NPS-REG)

Wairoa District Council (WDC) supports the development of renewable electricity generation to enhance local resilience and contribute to New Zealand’s emission reduction targets. Given the complexity and long consenting timeframes of renewable electricity generation, WDC is generally supportive of the proposed changes to make reconsenting, repowering and upgrading a simpler process.

WDC supports the government's efforts to enable renewable electricity generation and update our electricity transmission network to handle a more decentralised power system. Recent weather events and network failures have emphasised that multiple sources of energy generation distributed throughout New Zealand are advantageous where connections to the national grid are compromised. Renewably generated electricity is also advantageous due to cost efficiencies, national targets to reduce greenhouse gas emissions, and the ready availability of sunlight, wind, and other natural elements that can be utilised to generate electricity renewably.

WDC also acknowledges that affordability is a key concern for the community when it comes to energy. Electricity prices have historically been high in regions like East Coast due to transmission constraints and lower competition, so renewable options that can reduce bills are attractive. At the same time, there is a strong ethos of kaitiakitanga among local Māori and pākehā alike – a desire to care for the environment for future generations. Renewable energy development, done sustainably, aligns with this principle by reducing pollution and preserving natural resources. Future energy planning must weave in these values: ensuring energy is affordable and accessible to all (energy equity), and that development respects cultural and environmental values.

Submission Points

- WDC supports the inclusion of Policy 5 ‘Recognising and providing for Māori rights and interests’, and the application of a consistent approach across the NPS on Urban Development (NPS-UD), the NPS on Renewable Electricity Generation (NPS-REG), and the NPS on Electricity Networks (NPS-EN). Applicants should be required to undertake early and meaningful engagement with tāngata whenua (iwi/hapū) as part of renewable energy projects.
- Clause 1(c) of proposed Policy 5 provides for involvement of tāngata whenua ‘in appropriate circumstances’ in relation to Sites of Significance to Māori and issues of cultural significance. The term ‘in appropriate circumstances’ is ambiguous, and our view is that any circumstance in which Sites of Significance to Māori and issues of cultural significance are affected, warrant involvement of tāngata whenua. Also, the proposed wording does not provide for consultation with tāngata whenua nor their participation in decision-making, both key components of recognising and providing for Māori rights and interests, the stated purpose of proposed Policy 5.

2.1.3 AMENDMENTS TO NATIONAL POLICY STATEMENT ON ELECTRICITY TRANSMISSION 2008 (PROPOSED TO BE RENAMED NATIONAL ENVIRONMENTAL STANDARDS FOR ELECTRICITY NETWORKS)

The Wairoa District Council (WDC) generally supports the changes to the objectives and policies of the NPS -EN to reflect the importance of the electricity network in the decarbonisation and electrification of the economy. WDC is generally supportive of these changes especially where it relates to the distribution of renewable generated electricity. We welcome initiatives that streamline planning processes while maintaining appropriate environmental safeguards.

Submission points

- WDC support the intent behind the proposed changes to streamline EV charging infrastructure, particularly the introduction of a “no consents” regime for certain installations. Enabling a more efficient rollout of this infrastructure is a positive step toward accelerating the transition to low-emissions transport in our region.
- Regarding - P3 Policies relating to Māori rights and interests – WDC is supportive of applicants undertaking early and meaningful engagement with tāngata whenua. We agree that this is often the stage at which the most effective changes to route/site selection can be made especially where needed to avoid culturally sensitive areas.
- Policy 7 (operation, maintenance and minor upgrade of existing infrastructure) enables these activities provided that adverse effects are avoided, remedied or mitigated “where practicable”. This phrase is highly ambiguous and contrary to s.5(2)(c) of the RMA and may lead to substantial legal debate and uncertainty due to its reliance on subjective interpretation of what is ‘practicable’. We recommend retaining the ‘avoid, remedy, mitigate’ hierarchy as is. Therefore, remove “where practicable” from Policies 7 and 8 so that the ‘avoid, remedy, mitigate’ hierarchy still applies.

2.1.4 AMENDMENTS TO RESOURCE MANAGEMENT (NATIONAL ENVIRONMENTAL STANDARDS FOR TELECOMMUNICATIONS FACILITIES) REGULATIONS 2016

The Wairoa District Council is generally supportive of the current NES and having a national set of rules for these types of activities.

Submission Points

- WDC is generally supportive of the increase in permitted activity standards where they are necessary to meet the operational requirements of telecommunications. This approach will help minimise the need for resource consents, which often provide limited value given the low activity status, and the perceived 'obstruction' that some community members feel these consents may cause.
- WDC is supportive of the changes to better provide for temporary telecommunication facilities especially when they are required during or after an emergency event (such as Cyclone Gabrielle).
- The introduction of a permitted activity status for a temporary telecommunication facility with specified timeframes is supported to ensure these can be established as quickly as possible in the event of an emergency response. These are important in emergency events and were critical during Cyclone Gabrielle in 2023. A key element will be to ensure that these are located such that they are placed to minimise the potential for damage or harm and where this is not possible, they should be protected accordingly, while also noting that they should not be placed where they may impact on general accessibility and safety for road users e.g. pedestrians and visibility at intersections.
- Community concerns have been expressed about the potential health impacts of mobile phone infrastructure, including 5G technology, antennas, and towers. WDC believes it is crucial to have a national framework of regulations governing issues such as the generation of radio frequency fields. Territorial authorities typically lack the specialised expertise to evaluate the health effects of these emissions, and it would be prohibitively expensive for councils to establish these sorts of complex and technical standards.

2.2. PACKAGE 1 – DEVELOPMENT

2.2.1 NEW NATIONAL ENVIRONMENTAL STANDARDS FOR GRANNY FLATS (MINOR RESIDENTIAL UNITS)

Wairoa District Council (WDC) acknowledges the housing affordability crisis in New Zealand and supports measures to address it, particularly the proposal to introduce a new National Environmental Standard (NES) for Minor Residential Units (MRUs). This standard aims to streamline regulations and provide more housing options. While WDC generally supports the proposal, however we have several concerns regarding its implementation in our district.

Submission Points

- WDC is concerned about the management of MRUs in areas prone to natural hazards, especially if MRUs are exempt from building consent requirements. It is important that the NES does not override district and regional provisions related to natural hazards, as ad-hoc intensification in

high-risk areas should not occur. Clear guidelines are needed to ensure that development in these areas does not increase risk or compromise safety.

- WDC supports the overall direction of the NES to increase housing supply but raises concerns about infrastructure capacity, particularly for wastewater and stormwater systems. Without clear mechanisms for upgrading infrastructure, there is a risk of overloading existing systems, particularly in areas with limited capacity.
- Therefore, WDC believes the NES should allow local authorities to apply more restrictive standards in areas with identified infrastructure constraints or where natural hazards are present. Local authorities must have the flexibility to address specific local conditions, such as limited infrastructure capacity or risk-prone areas, in their planning processes.
- WDC proposes that MRUs should share a single vehicle accessway with the principal dwelling. This approach would reduce the number of individual vehicle crossings, improve traffic flow, and enhance road safety, particularly in residential areas. Additionally, shared access promotes a more efficient use of resources and ensures that MRUs are not used as a gateway for otherwise inappropriate subdivision.
- WDC supports the use of the term Minor Residential Units (MRUs) and recommends removing all references to “Granny Flats,” as this term is outdated and does not reflect the diverse purposes of these units. The NES should be renamed the National Environmental Standards for Minor Residential Units.
- WDC emphasises the need for clarification regarding the relationship between the NES, Building Act, and Building Act Amendment Bill for consistent application across regulations.

2.2.2 NEW NATIONAL ENVIRONMENTAL STANDARDS FOR PAPAKĀINGA

Wairoa faces significant housing affordability challenges, with a high Māori population and a socio-economic profile that underscores the urgent need for culturally appropriate, accessible housing solutions. Wairoa District Council strongly supports the development of a National Environmental Standard for Papakāinga to provide a clear, consistent, and enabling framework for papakāinga development across Aotearoa.

Submission Points

- While the enabling principle for papakāinga is supported WDC believes that checks for infrastructure and access should be incorporated for larger developments.
- WDC supports the discretion regarding building layout and access but believes that 3 waters servicing (water, wastewater, stormwater) should also be a key consideration under discretionary activities.
- More consistency could be provided by including permitted standards for access, wastewater, and water supply rather than relying on rules of the relevant district and regional plan. This would also make the NES more of a ‘one-stop-shop’ for papakāinga development, avoiding the need to refer to the district plan and regional plan as well as the NES.
- WDC recommends clarifying PA2 (Ancillary Activities) to ensure that non-residential activities are genuinely ancillary to the residential activity. The term “ancillary” better reflects the intended purpose than “directly associated.” Clear guidelines are needed to manage non-residential activities, such as visitor accommodation, which could create conflicts with rural character and local marae-based activities.

- WDC is concerned about the impact of small front yard setbacks on traffic sightlines and noise effects, especially along high-speed rural roads. We recommend reassessing the necessity of such minimal setbacks in rural environments.
- WDC is unclear about the purpose of RD6, as it seems more applicable to industrial and commercial zones. We suggest clarifying the provisions to ensure they align with the objectives of the NES-P.
- The term 'special significance' in matters of discretion is too ambiguous. It should be clearly tied to Māori aspirations and ancestral rights, or similar concepts, to ensure cultural relevance.
- Non-residential activities could also include communal kitchens or bathrooms.
- WDC supports the NES being a minimum standard for papakāinga and allowing district plan rules to be more enabling. This approach means less disruption in districts that already have provisions for papakāinga that are more enabling. It also means that local rules for papakāinga can still be determined with mana whenua where more lenient rules better match local aspirations.
- We endorse a co-design approach with tāngata whenua to ensure the standards are both culturally grounded and practically implementable in communities like ours.

2.2.3 NEW NATIONAL POLICY STATEMENT FOR NATURAL HAZARDS

Wairoa District Council (WDC) generally supports the National Policy Statement for Natural Hazards (NPS-NH), as it provides valuable guidance for consenting and plan changes related to natural hazards. However, WDC believes the NPS-NH could be significantly strengthened through more directive provisions that include a presumption against development in high-risk areas.

Submission Points

- WDC recommends that the NPS-NH explicitly include subdivision in the definition of "new development." This can be achieved by either amending the definition to include "the creation of new lots" or adding a note that subdivision applications must meet the same risk-based requirements. This aligns with RMA section 106, which already empowers councils to decline subdivisions in high-risk areas.
- WDC acknowledges the risk-based criteria for new developments but recommends that the extension or replacement of existing structures be more clearly addressed. Often, rebuilds after a natural hazard event may be allowed under existing use rights, but with evolving data, what was once considered safe may no longer be viable. This could create confusion and administrative challenges for property owners who have already invested in rebuilding.
- WDC suggests that "new development" be extended to include change of use, particularly the conversion of farm buildings to residential use. This is relevant in rural zones where such buildings were not originally built with hazard assessments in mind.
- WDC recommends clarifying whether "significant risk" should be assessed only for the site or in the wider context. A site may be elevated to avoid specific risks (e.g., flooding), but surrounding infrastructure such as roads and services may still be impacted, rendering the site uninhabitable. Resource consent decisions should consider not only the risk to the site but also the broader effects on connectivity and community resilience.
- While the introduction of the risk matrix for classifying hazards is valuable, there is a lack of a corresponding policy or rule framework to guide its application. WDC recommends including a

policy framework to support the use of the risk matrix in resource consent decision-making, ensuring that the risk classification directly informs decisions.

- Successful hazard management must be community centric. In Wairoa, we worked closely with local hapū/iwi and residents to ensure the flood solution respected cultural sites (e.g. marae and urupā) and values. While the NPS-NH provides the technical framework, its implementation on the ground should maintain flexibility for councils to engage with their communities and mana whenua. We recommend that the NPS-NH be applied in a way that encourages consultation and partnership with Māori and local stakeholders when planning hazard responses. Our project's acceptance by the community was achieved through transparency, co-design, and respect for cultural concerns, factors that significantly improved its success and should be emulated wherever possible.

2.3. PACKAGE 2 – PRIMARY SECTOR

2.3.1 AMENDMENTS TO RESOURCE MANAGEMENT (NATIONAL ENVIRONMENTAL STANDARDS FOR COMMERCIAL FORESTRY) REGULATIONS

Wairoa District Council (WDC) does not support the proposed amendments to the National Environmental Standards for Forestry (NES-F) as outlined in Package 1 of the national direction consultation. The proposed changes restrict WDC's ability to implement more stringent rules and manage forestry impacts in ways that align with our local environmental, economic, and community priorities.

Submission Points

- The proposed amendments to Regulation 6(1)(a) limit WDC's ability to impose more stringent rules for forestry activities outside of the severe erosion risk areas. While erosion control is vital, WDC is concerned that the narrow focus of the amendments could leave critical local factors unaddressed. This limitation reduces the council's ability to proactively manage the environmental effects of forestry that may otherwise affect land, infrastructure, and the well-being of communities.
- The proposed removal of Regulation 6(4A), which allowed local authorities to impose more stringent forestry controls on afforestation, is a point of concern for WDC. While the intent of reducing ambiguity for the forestry sector is acknowledged, removing this provision would limit WDC's ability to address locally specific risks such as the wilding conifer issue, impacts on waterways, and the broader community concerns around forestry expansion. The Council strongly recommends retaining Regulation 6(4A) to ensure local engagement and the ability to control the location and scale of afforestation, particularly when it may conflict with community priorities or other land uses like agriculture.
- The increase in carbon forestry (permanent, non-harvested pine plantations) in Wairoa poses significant challenges for local land use and infrastructure. While carbon sequestration is a key goal for addressing climate change, the conversion of agricultural land to carbon forestry is reducing the availability of land for food production, negatively impacting the rural economy and potentially leading to the loss of biodiversity. WDC is concerned that the current and proposed NES-F does not do enough to mitigate these effects. We strongly recommend that the

amendments incorporate better controls and local oversight over the conversion of farmland to carbon forestry, especially in areas where the land is classified as highly productive or has critical agricultural value. WDC urges the inclusion of stronger safeguards in the NES-CF to prevent the conversion of highly productive agricultural land to carbon forestry, especially in regions where such land is a critical economic asset.

- Wairoa District Council opposes the repeal of Regulation 10A, which requires submission of afforestation plans. Removing this requirement would undermine council's ability to monitor compliance with the NES-CF and risks creating legacy issues at harvest, particularly where setbacks or sites of significance to tangata whenua have been breached. Without these plans, new plantings may go unchecked unless breaches are reported by the public, increasing the likelihood of environmental and cultural harm. Afforestation plans are essential for proactive oversight and must be retained.
- The proposed increase in the resolution of mapping to identify high-risk areas for forestry operations is a welcome step however WDC calls for clear financial support from the government to enable effective mapping and enforcement of the amended NES-F regulations.
- Wairoa is highly exposed to the impacts of commercial forestry, especially in steep, erosion-prone areas. Storm events have shown the serious risks of poorly managed slash, with debris damaging infrastructure and threatening rural communities. A one-size-fits-all national approach that weakens slash controls would undermine local risk management. In high-risk areas like Wairoa, stronger, site-specific measures are essential. Council urges national direction to support, not reduce, the ability of councils to require effective slash containment and erosion controls. National direction must recognise local conditions and enable tailored responses that protect people, property, and the environment.

2.3.2 AMENDMENTS TO NEW ZEALAND COASTAL POLICY STATEMENT 2010

Wairoa District Council (WDC) supports the ongoing efforts to update the New Zealand Coastal Policy Statement (NZCPS) 2010 to better address environmental challenges and the needs of local communities in the coastal environment. However, WDC recommends key amendments to the proposed changes to ensure that they align with the district's specific needs, particularly around flood control, coastal flood defences, and drainage work.

Submission Points

- WDC recommends that the amendments to the NZCPS explicitly recognise public infrastructure used for flood control, flood defences, and drainage work as a priority in the coastal environment. This is particularly relevant to Wairoa, where flood management is essential to safeguarding the community, agricultural land, and infrastructure from coastal flooding, storm surges, and other climate change impacts.
- The Wairoa River and its surrounding floodplain are vulnerable to significant flooding events, and flood defences such as stop banks, floodwalls, and drainage works are essential for protecting both urban areas and agricultural lands.

- The proposed NZCPS amendments should ensure that regional councils can continue to provide and maintain flood management infrastructure in the coastal environment. Without explicit recognition of these needs, there is a risk that local authorities could be constrained in managing the coastal environment, potentially compromising the protection of vulnerable areas from flooding.
- WDC recommends that the amendments to the NZCPS clearly define priority activities to focus on essential public safety, infrastructure, and environmental resilience work. The amendments should exclude non-priority activities from claiming operational need in areas that may conflict with environmental protections, particularly in the coastal environment.

2.3.3 AMENDMENTS TO NATIONAL POLICY STATEMENT FOR HIGHLY PRODUCTIVE LAND 2022

Wairoa District Council (WDC) supports the principles behind the National Policy Statement for Highly Productive Land (NPS-HPL) 2022 and its goal to protect New Zealand's most valuable agricultural land from inappropriate development.

Submission Points

- WDC understands the amendments to the NPS-HPL, specifically the removal of LUC3 from the definition of 'highly productive land', are proposed to better enable the provision of housing.
- WDC believes that the amendments to the NPS-HPL could provide greater flexibility for local authorities to make site-specific decisions regarding land-use changes. This could be achieved by allowing councils to add local provisions or restrictions for HPL based on the land's current and potential use. Local councils should also have the authority to review proposed land-use changes considering both environmental factors and economic sustainability, ensuring that any conversion of land from agriculture to another use is fully justified.
- WDC recommends that resource consents for land-use changes involving forestry, especially on highly productive land, be subject to a comprehensive local assessment to evaluate the long-term impacts on food production, local economies, and community well-being. The NPS-HPL should provide a framework that allows councils to fully consider the local context when approving land-use changes.

2.3.4 AMENDMENTS TO MINING AND QUARRYING PROVISIONS IN:

- **NATIONAL POLICY STATEMENT FOR INDIGENOUS BIODIVERSITY**
- **NATIONAL POLICY STATEMENT FOR HIGHLY PRODUCTIVE LAND**
- **NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020**
- **RESOURCE MANAGEMENT (NATIONAL ENVIRONMENTAL STANDARDS FOR FRESHWATER) REGULATIONS 2020**

Wairoa District Council (WDC) acknowledges the proposed amendments to the Mining and Quarrying Provisions across several National Policy Statements (NPS) and regulations, including the NPS for Indigenous Biodiversity, the NPS for Highly Productive Land, the NPS for

Freshwater Management 2020, and the Resource Management (National Environmental Standards for Freshwater) Regulations 2020. WDC generally supports the development of mining and quarrying activities as part of the district's economic development strategy, provided that these activities are managed with appropriate environmental safeguards to minimise impacts on the district's natural resources, biodiversity, and freshwater quality.

- Wairoa is a rural community where quarrying plays a critical role in supplying materials for infrastructure development, road maintenance, and the broader construction industry. As such, WDC strongly supports quarrying operations as a key contributor to local economic development. However, the Council is also mindful of the need to balance economic benefits with the protection of the environment. Quarrying activities must be carried out responsibly, with adequate mitigation measures to prevent soil erosion, water contamination, and loss of biodiversity. WDC believes that appropriate land-use planning and environmental regulations should guide these activities to ensure their compatibility with the district's broader sustainability goals.

Submission Points

- WDC acknowledges the importance of protecting indigenous biodiversity within the proposed amendments to the NPS for Indigenous Biodiversity (NPS-IB). While Wairoa's quarrying activities generally take place on modified land, it is essential that any mining or quarrying in areas with significant ecological value be subject to careful assessment to avoid damage to native habitats. In line with the NPS-IB, WDC recommends that the regulations include provisions that encourage biodiversity offsetting and restoration initiatives for areas where mining and quarrying operations might impact native species or ecosystems. Additionally, the district has significant indigenous vegetation, significant habitats of indigenous fauna and sites of cultural importance that need to be protected from potentially disruptive activities.
- The NPS for Highly Productive Land (NPS-HPL) is a crucial tool for ensuring that highly productive land is used wisely, with consideration for agricultural and horticultural activities. However, WDC recognises that quarrying, as a non-agricultural land use, may be necessary in some cases to meet local and regional infrastructure demands. Therefore, WDC supports provisions within the NPS-HPL that would allow for appropriate quarrying operations on land that is designated as highly productive, if they are restricted to areas where the impacts on land quality, water resources, and food production are minimised. To that end, WDC requests that the NPS-HPL provide flexibility for councils to allow quarrying in highly productive areas, provided robust environmental assessments and mitigation strategies are in place to protect the long-term viability of the land for food production.
- The NPS for Freshwater Management 2020 (NPS-FM) and the National Environmental Standards (NES) for Freshwater regulate the management of freshwater ecosystems in the context of land-use activities. WDC supports the principles of the NPS-FM, which promote the sustainable management of freshwater resources and their ecosystems. Mining and quarrying operations, particularly in stream and near-water locations, can potentially cause significant disruptions to freshwater quality. WDC strongly supports mitigation measures that prevent sedimentation, water pollution, and the degradation of aquatic habitats from mining and quarrying activities. The requirement for detailed consent processes, including monitoring of

water quality and the installation of best practice sediment controls, is essential to protect the freshwater systems that are vital to Wairoa's environment, including its farming activities.

- WDC supports the proposed amendments to the Resource Management (NES for Freshwater) Regulations 2020 to improve environmental outcomes. However, WDC recommends that these amendments include clear guidelines for quarrying activities, particularly where they intersect with freshwater systems. There is a need for regulations that directly address the environmental impact of quarrying activities on riparian buffers, water quality, and ecological corridors. WDC advocates for the integration of environmental management plans into the resource consent process, requiring all quarrying operations to demonstrate how they will mitigate and manage impacts on the freshwater environment. Additionally, the monitoring of long-term ecological health of freshwater systems impacted by quarrying should be incorporated as part of the resource consent conditions.
- WDC advocates for strong local authority control over quarrying activities to ensure that the unique environmental conditions of Wairoa, including water resources, indigenous biodiversity, and land productivity, are adequately protected. Local authorities should have the ability to tailor regulations based on the specific characteristics and needs of their communities, as well as in response to environmental impacts.

3. CONCLUSION

WDC supports the overarching goals of the National Direction packages but calls for further refinements to ensure that the frameworks remain adaptable to local conditions. The ability for local authorities to set standards that reflect unique community and environmental needs is essential. We recommend that central government provide the necessary resources and flexibility to ensure effective implementation and to avoid unintended consequences for local councils and communities.



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Email: ndprogramme@mfe.govt.nz**WAIROA DISTRICT COUNCIL SUBMISSION ON PACKAGE 3: FRESHWATER DISCUSSION DOCUMENTS****1. INTRODUCTION**

Wairoa District Council (WDC) welcomes the opportunity to provide feedback on the National Direction Packages:

- **Package 3** – Freshwater Discussion Documents

WDC supports the overarching objective of improving freshwater quality and the health of freshwater ecosystems. However, we seek greater clarity on how the proposed changes will affect territorial authorities, particularly in relation to land-use management, enforcement responsibilities, and alignment with regional planning frameworks.

2. PACKAGE 3 – FRESHWATER AMENDMENTS TO NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020 & TO RESOURCE MANAGEMENT (NATIONAL ENVIRONMENTAL STANDARDS FOR FRESHWATER) REGULATIONS 2020

Wairoa District Council (WDC) acknowledges the amendments to the NPS for Freshwater Management 2020 (NPS-FM) and the Resource Management (National Environmental Standards for Freshwater)

Regulations 2020 in Package 3 of the national direction consultation. WDC supports the overarching goal of improving freshwater quality and ecosystem health across New Zealand however requires further clarification on the implications of these amendments for territorial authorities and their role in managing freshwater resources at the local level.

Submission Points

- WDC recognises the importance of freshwater management and agrees that freshwater resources must be sustainable and resilient in the face of climate change and growing demand. However, territorial authorities like WDC play a critical role in implementing and enforcing the policies that govern freshwater management at the local level. The amendments to the NPS-FM should ensure that territorial authorities are provided with adequate tools and flexible mechanisms to address local freshwater issues effectively. This includes ensuring clear alignment between regional and territorial plans, especially regarding land-use controls, water quality standards, and management of freshwater ecosystems.
- The amendments to the National Environmental Standards for Freshwater (NES-FW) place further restrictions on activities that may impact freshwater resources, including activities related to vegetation clearance, wetland drainage, and farming practices. While these standards aim to protect freshwater ecosystems, WDC is concerned about the impacts on local landowners and communities, particularly in rural areas where land-use changes may be required to meet the new standards. WDC supports the intention behind these standards but urges that local circumstances be considered when implementing these changes. WDC recommends that flexibility be provided for small-scale or low-risk activities that may not have a significant impact on freshwater quality or ecosystem health, to avoid unnecessary compliance costs for landowners and developers.
- WDC recommends that the amendments to the NES-FW be flexible enough to accommodate local contexts, allowing territorial authorities to tailor requirements for specific areas, particularly where there are low-risk or minor impacts on freshwater systems. The implementation of these standards should consider regional differences in land use, geography, and existing infrastructure.
- WDC supports retaining Te Mana o te Wai and the Hierarchy of Obligations within the NPS-FM. Te Mana o te Wai represents a fundamental approach to freshwater resource management while the hierarchy provides clear direction for decision makers.
- WDC supports retaining all four existing compulsory values (Ecosystem health, human contact, mahinga kai and threatened species) as nationally mandatory.
- We oppose blanket flexibility or removal of national bottom lines, as this risks unmanaged adverse effects. Flexibility must not reduce environmental standards nor compromise the integrity of the National Objectives Framework.

3. CONCLUSION

Wairoa District Council emphasises that effective freshwater management requires clear guidance, strong alignment across planning frameworks, flexibility to reflect local conditions, and recognition of cultural values—ensuring Te Mana o te Wai is not only upheld, but drives lasting change for our environment, our economy, our communities and future generations.

8.3 NOTIFICATION OF DECISION OF TENDER EVALUATION PANEL ON CONTRACT 24/09 – FLOOD DAMAGE CONTRACT 2025

Author: Hira Campbell, Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager

Authoriser: Langley Cavers, Acting Group Manager Assets & Infrastructure

Appendices: Nil

1. PURPOSE

- 1.1 This report provides information for Council on the Tender Evaluations Panels Decision on Contract 24/09 – Flood Damage Contract 2025. No decisions are required by Council at this stage.

RECOMMENDATION

The Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager RECOMMENDS that Council receive the report.

2. BACKGROUND

- 2.1 The Council has established a Tender Evaluation Panel (TEP) that has authorisation to award contracts with value greater than \$200,000.
- 2.2 The Tender Evaluation Panel is made up of
- 2.2.1. His Worship the Mayor
 - 2.2.2. Chief Executive
 - 2.2.3. Chair of Infrastructure & Regulatory Committee
 - 2.2.4. Independent member of the Infrastructure Committee
- 2.3 A condition of the authorisation granted to the TEP is that decisions made are to be reported to the next ordinary meeting of Council. This report satisfies this condition.

3. CONTRACT DETAILS

- 3.1 Contract 2424/0909 – Flood Damage Contract 2025 is for the construction of six flood damage remediation projects in the Wairoa district as detailed below:
- 3.1.1. **PAPUNI ROAD RP 4.534.** At this site a roughly 18m long and 6m high drop-out with a near-vertical face along the true left side of the road was observed. The unsealed carriageway was approximately 4.5m wide following the landslide. A retreat along with an upgrade of the stormwater systems in place has been designed. This site includes Earthworks, Drainage, Pavement and Surfacing
 - 3.1.2. **PAPUNI ROAD RP 4.8.** At this site another drop-out was observed that has evacuated approximately 700 m3 of soil on the true left-hand side of the road. The head scarp of the dropout extends approximately 50m along the edge of the unsealed carriageway. It was identified that this site resides within a larger

historical landslide. The design is a retreat along with upslope stabilisation achieved through soil nails/rock anchors with a steel mesh face. Horizontal bore drains are also designed for the upslope face. This site includes Earthworks, Drainage, Soil Nails, Pavement and Surfacing.

- 3.1.3. **PAPUNI ROAD RP 6.12.** The drop-out has evacuated approximately 75 m³ of soil on the western side of the unsealed road. There is an concrete culvert within the dropout. The culvert pipes have been damaged and dislodged on the downstream side. The cause of the dropout is likely to have been saturation and softening of the soils in the side cast material, due to a combination of heavy rainfall and overland flow spilling over and down the embankment face once the culvert becomes either fully or partially blocked. The remedial solution designed for the site is a wire mesh faced Mechanically Stabilised Earth (MSE) wall combined with a replacement of the existing culvert with a larger pipe and scour protection. This site includes Earthworks, Drainage, Retaining Wall and Pavement and Surfacing.
- 3.1.4. **EREPETI ROAD RP 4.899** The drop-out evacuated approximately 100 m² of land to a length of ~ 10 m with a maximum depth of ~3.5m regressing into the live lane on the south side of the unsealed road. A blocked 600mm culvert was identified upstream of the site and assumed to be the most likely cause of failure. The depth to bedrock is likely quite deep and so the remedial solution designed for the site is a Reinforced Soil Slope with wire mesh rock face along with an upgrade to the stormwater system through installation of an inlet structure to further prevent blockages. This site includes Earthworks, Drainage, Reinforced Soil Slope, Pavement and Surfacing, and Fencing.
- 3.1.5. **RANGIAHUA ROAD RP 2.006.** The drop-out has evacuated approximately 35 m² area of land on the north side of the unsealed road. The top scarp has taken away a portion of the road shoulder and is still regressing. Scour and saturation of the toe by the river has induced multiple drawdown-induced slips along the bank in this area. However, the most likely cause is saturation of cut to fill material along with overland flows during Cyclone Gabrielle which led to the slipping of soft soil over stiffer soils or rock. The remedial solution design for this site is a small Gabion wall. This site includes Earthworks, Drainage, Gabion Basket Retaining Wall and Pavement and Surfacing.
- 3.1.6. **MANGAPOIKE ROAD 22.420.** There are three critical drop-outs that have regressed into the live lane of the unsealed road. One drop-out contains a culvert as well as an additional 2 culverts located on the west side of an another. At the western end of the site, this scour has occurred on the inside of a tight bend. The root cause of the dropouts is likely to have been overland flow exacerbated by soil saturation of the side cast fill during heavy rainfall event (Cyclone Gabrielle). The remedial design solution for this site are 3 concrete mass block walls with road retreat, and protection against scour of the natural slope (concrete canvas and riprap) at the road bend. This site includes Earthworks, Drainage, Redi-Rock Gravity Wall, Scour Protection and Pavement and Surfacing.

4. TENDER DETAILS

- 4.1 Tender Close Date: 18 June 2025

- 4.2 **Evaluation Method:** Price Quality Method (PQM) – Simple
- 4.3 **Engineer's Estimate:** \$2,285,015.80 (incl. \$6,100 fixed amounts)
- 4.4 **Tenderers:** Downer, Fulton Hogan, Gameon2, Nicholls & Uttinger Civil, QRS, Siteworx, and ZPR Civil
- 4.5 **Tender Prices Range:** \$2,011,055.13 to \$2,741,861.27

5. TENDER EVALUATION PANEL RECOMMENDATION

- 5.1 The Tender Evaluation Team (TET) unanimously recommended awarding the contract to ZPR Civil based on their compliant submission, competitive pricing, and relevant experience in flood damage repair work. The accepted tender price was \$2,011,055.13.

8.4 WALKING AND CYCLING STRATEGY

Author: Hira Campbell, Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager

Authoriser: Langley Cavers, Acting Group Manager Assets & Infrastructure

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

1. PURPOSE

- 1.1 This report introduces the walking and cycling strategy for approval. The Councils Infrastructure and Regulatory Committee received the strategy at their meeting on the 20th May 2025 and endorsed it to go to full Council for adoption and the Māori Standing Committee for information. The Māori Standing Committee has endorse this in the July meeting .

RECOMMENDATION

The Kaiwhakahaere Hua Pūmau Huarahi | Transport Asset Manager RECOMMENDS that Council receive the report and adopts the walking and cycling strategy .

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. Adopt the strategy
 - b. Do not adopt the strategy .

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, MSC and the Infrastructure Committee .

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"> 1.1 Ensure the network makes the best use of existing infrastructure and improvements are prioritised 1.2 Develop walking and cycling routes that provide connections between neighbourhoods, schools, community facilities and employment centres 1.3 Develop walking and cycling connections within and between Wairoa District's townships and surrounding Districts 1.4 Provide quality linkages to and through new subdivisions or growth areas 1.5 Partner with Māori utilising the principle of Kaitiakitanga (guardianship) to protect and manage areas sustainably 1.6 Walking and cycling routes give effect to outcomes identified in other relevant local, regional and national planning documents 	<ol style="list-style-type: none"> 2.1 Identify high risk locations and implement interventions to improve safety for active mode users 2.2 Ensure the built environment reduces the risk of crime (CPTED) 2.3 Ensure new and existing footpaths and roads (where practical) are compatible with users of all ages and abilities 2.4 Provide consistent signage and wayfinding to ensure networks are easily understood and legible 2.5 Develop a monitoring framework to track the use of walking and cycling facilities 2.6 Adopt best practice standards and guidelines for the design, construction and maintenance of walking and cycling facilities 2.7 Integrate walking and cycling facilities with other modes of transport 	<ol style="list-style-type: none"> 3.1 Market Wairoa District as a walking and cycling destination 3.2 Investigate and develop the range of walking and cycling experiences available within the district 3.3 Partner with Māori to enrich walking and cycling journeys by intertwining stories 3.4 Support the development of 'showcase' walking and cycling facilities that are marketable 3.5 Support the development of regional connections to Wairoa that enhance nationally recognised walking and cycling routes 3.6 Support events that encourage uptake of walking and cycling for transport and recreation 	<ol style="list-style-type: none"> 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 4.2 Promote health benefits associated with active transport to communities 4.3 Support opportunities to connect with the environment and whenua 4.4 Support community events and projects that promote walking and cycling for transport, tourism or recreation 4.5 Implement supporting facilities to encourage more people to walk and cycle 4.6 Publish, implement, monitor and regularly maintain this strategy

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.

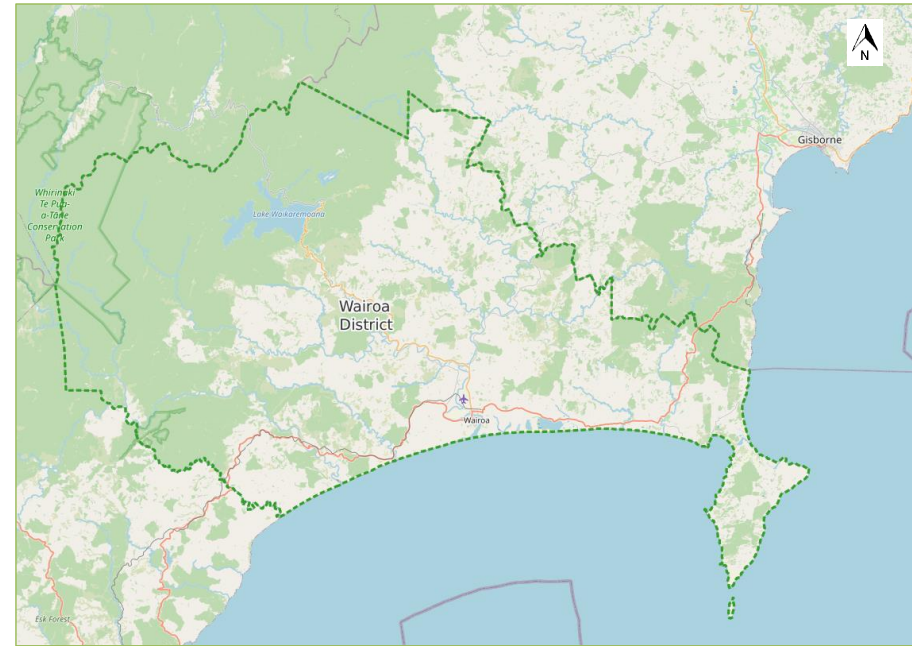


Figure 3-1: Wairoa District

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

3.3 WALKING AND CYCLING IN WAIROA DISTRICT

Urban Walking Network

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

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

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

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

Urban Cycling Network

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

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

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

Recreational Walkways

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

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

Wairoa Mountain Bike Park

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

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

Regional Cycle Network

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

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

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

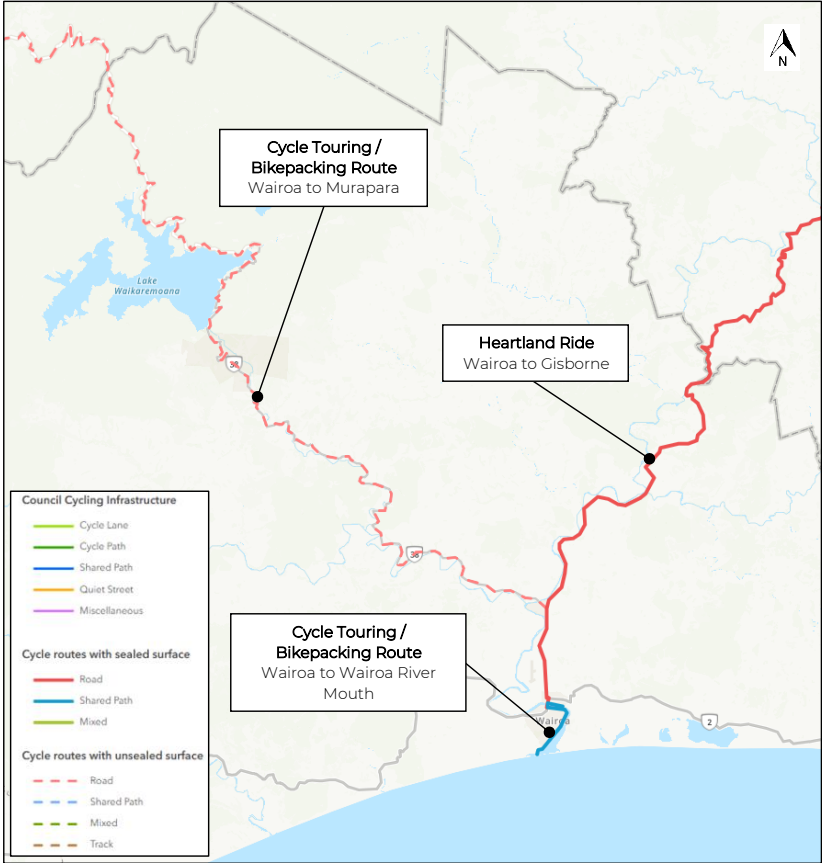


Figure 3-2: Regional Cycle Network

4 CHALLENGES AND OPPORTUNITIES

4.1 WALKING AND CYCLING AS A MODE OF TRANSPORT

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

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

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

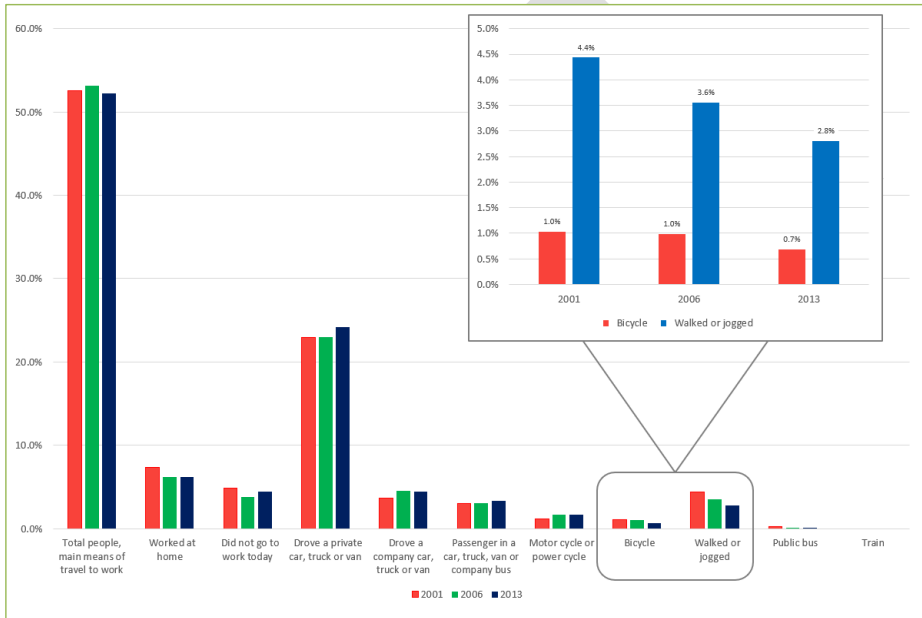


Figure 4-1: Percentage of Wairoa District Residents Walking and Cycling to Work (2001 to 2013)

4.2 WALKING AND CYCLING FOR RECREATION

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

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

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

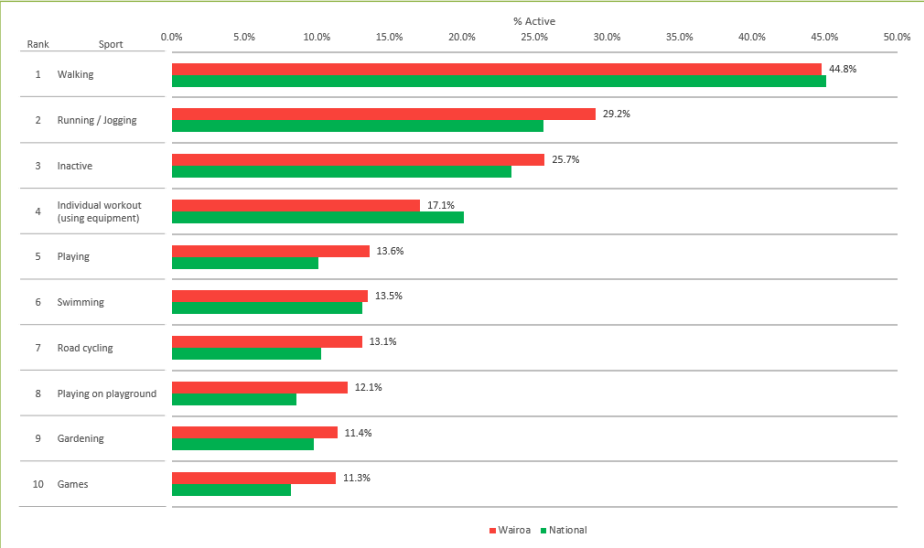


Figure 4-2: Participation Rates for Wairoa District

4.3 SAFETY

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

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

4.4 AGEING POPULATION

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

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

² NZTA Communities at Risk Register 2023.

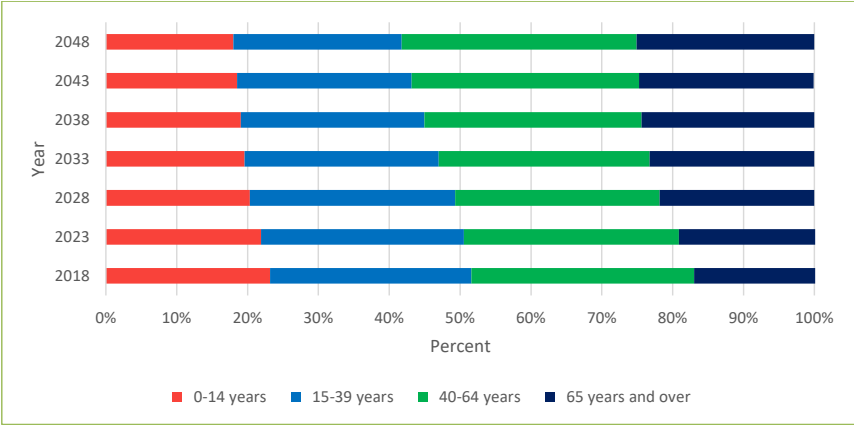


Figure 4-3: Population Growth Estimates for Wairoa District (2018 Census)

4.5 INCOMPLETE NETWORKS

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

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

4.6 SOCIAL EQUITY

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

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

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

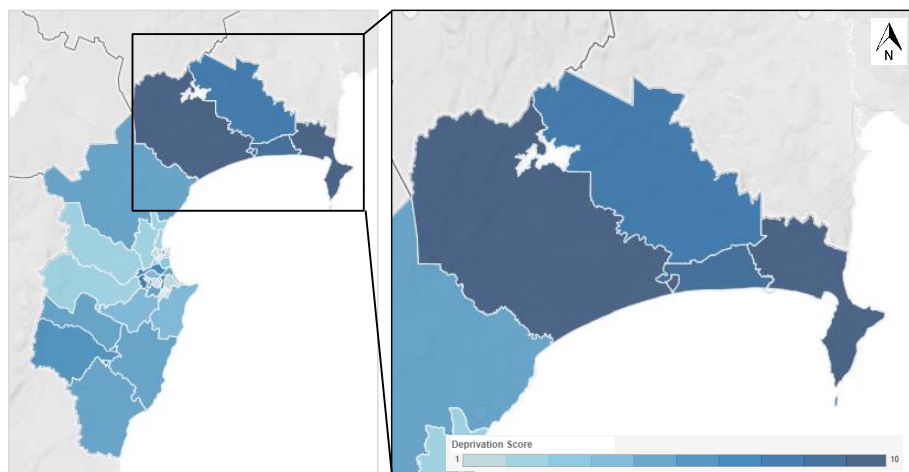


Figure 4-4: Deprivation Score for the Hawkes Bay (left) and Wairoa District (right) (2018 Census)

4.7 FUNDING

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

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

5 OUR FOCUS AREAS

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

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

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

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

6 IMPLEMENTATION

6.1 PROPOSED CYCLE NETWORK

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

The Wairoa cycling network will include:

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

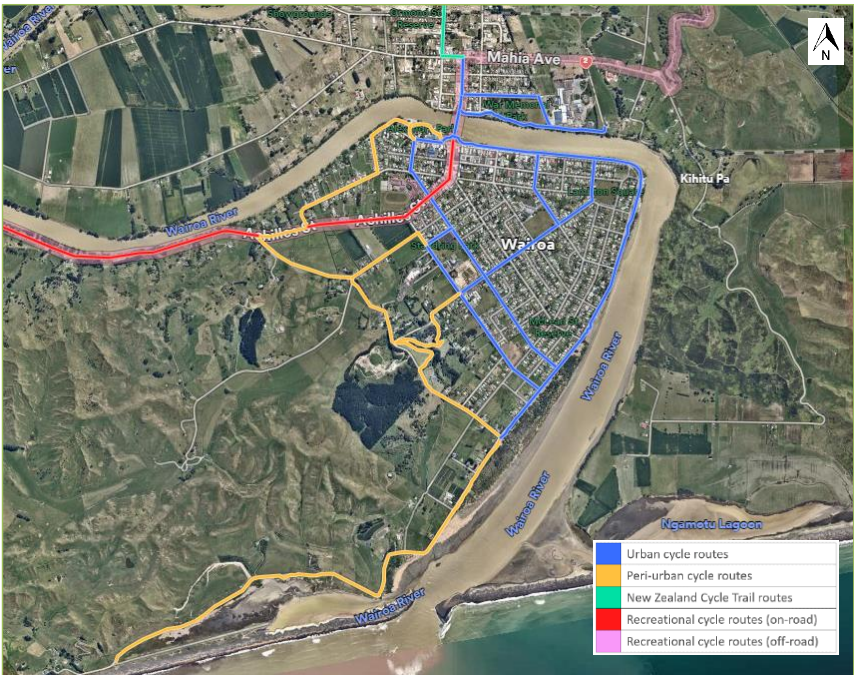


Figure 5: Wairoa - Proposed Cycle Network

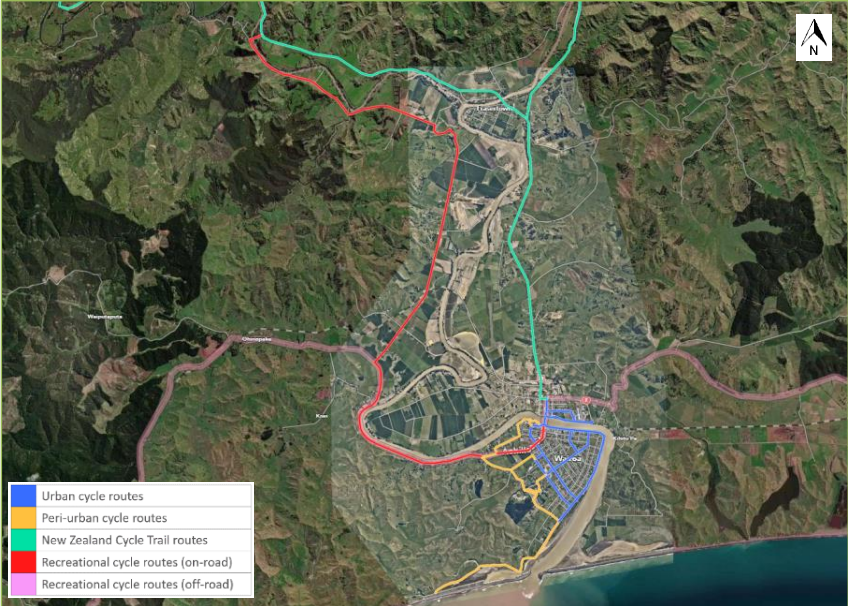


Figure 6: Wairoa/Frasertown - Proposed Cycle Network



Figure 7: Nuhaka/Mahia - Proposed Cycle Network

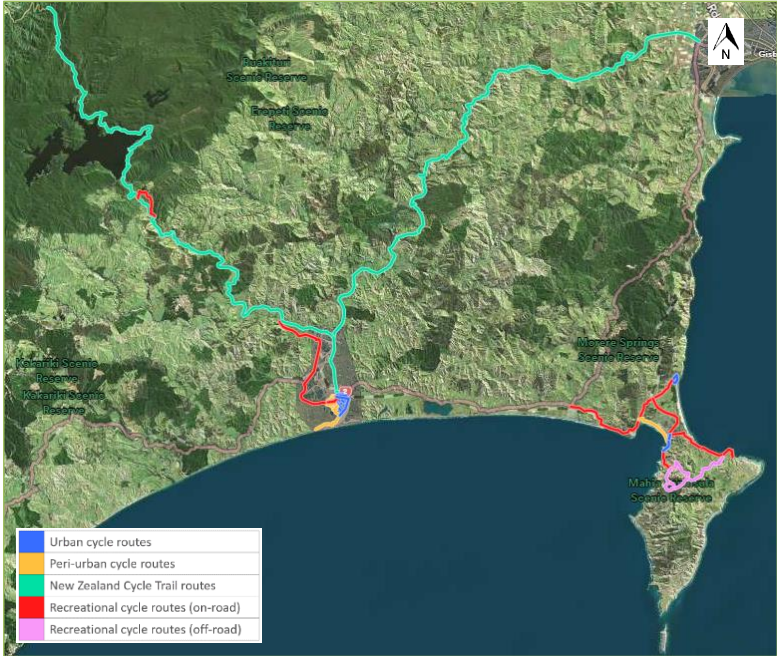


Figure 8: Wairoa District - Proposed Cycle Network

6.2 IMPLEMENTATION PLAN

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

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

6.3 PRIORITISATION MATRIX

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

The intention of the prioritisation matrix is to:

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

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

Table 6-1: Prioritisation Criteria

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

6.4 STRATEGY REVIEW

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

6.5 ACTION PLAN

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

Table 6-2: Action plan criteria

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

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

Table 6-3: Strategic Outcomes 1 – Actions

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

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

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

Table 6-4: Strategic Outcomes 2 – Actions

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

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

Table 6-5: Strategic Outcomes 3 – Actions

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

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

Table 6-6: Strategic Outcomes 3 – Actions

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

7 MONITORING AND EVALUATION

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

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

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

TE RAUTAKI Mō TE HĪKOIKOI ME TE EKE PAIHIKARA

WALKING AND CYCLING STRATEGY APPENDICES

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



TE WAIROA
WAIROA DISTRICT

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APPENDIX 1: STRATEGIC CONTEXT

National Strategies / Policies

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

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

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

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

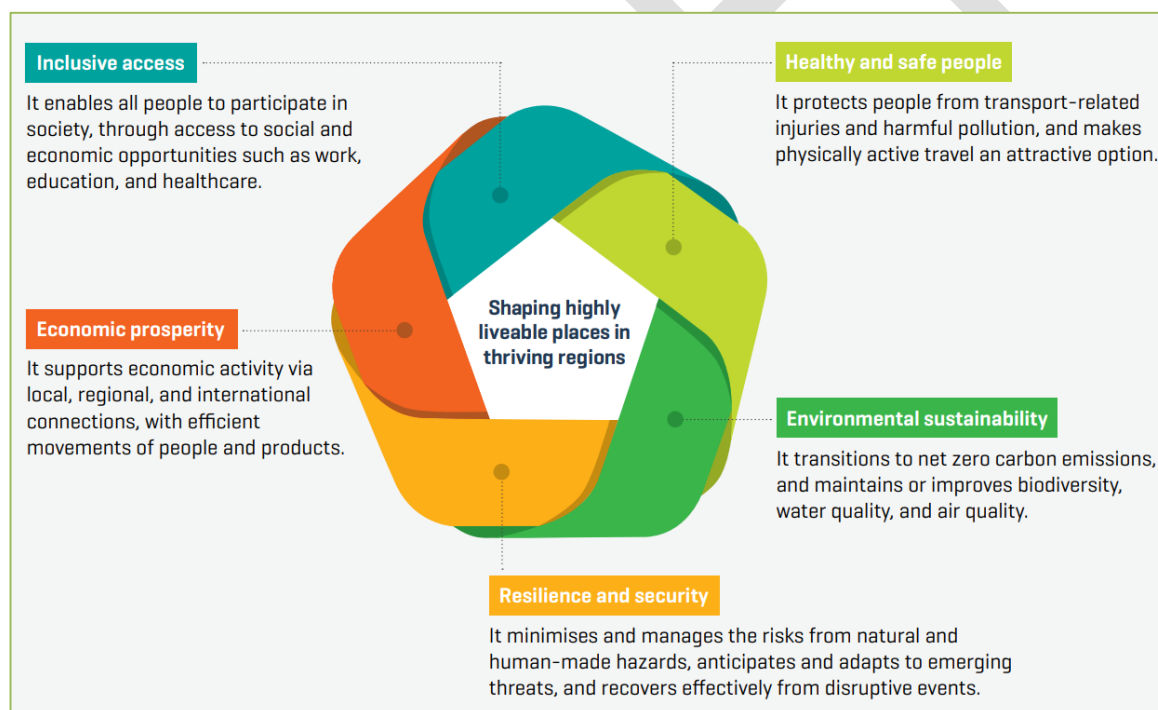


Figure 1: Outcomes Framework – Ministry of Transport Statement of Intent (2018-22)

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

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

Government Policy Statement on Land Transport (2024)

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

Table 1: Alignment with GPS Priorities

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

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

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



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

Regional Strategies / Policies

Hawkes Bay Regional Land Transport Plan (2024-2034)

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

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

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

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

Hawkes Bay Regional Cycle Plan (2015)

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

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

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

Key items relevant to Wairoa included within the plan included:

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

Local Strategies / Policies

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

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

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

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

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

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

Wairoa District Council – Infrastructure Strategy (2024-2034)

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

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

Wairoa District Plan (2005)

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

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

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

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

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

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

Wairoa District Council – Economic Development Plan (2017)

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

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

Table 2: Strategic Actions relevant to walking and cycling

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

Wairoa Town Centre Urban Design Masterplan (2021)

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

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

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

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

Play, Active Recreation and Sport Strategy (2019)

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

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

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

APPENDIX 2: SAFETY

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

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

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

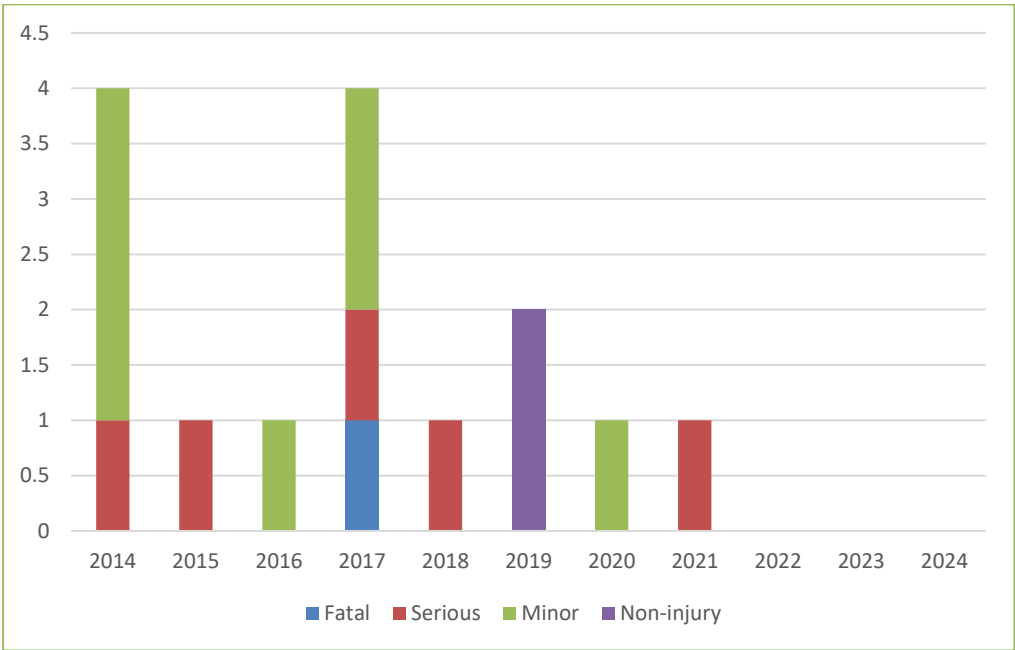


Figure 3: Crash severity by Year (2014-2024)



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

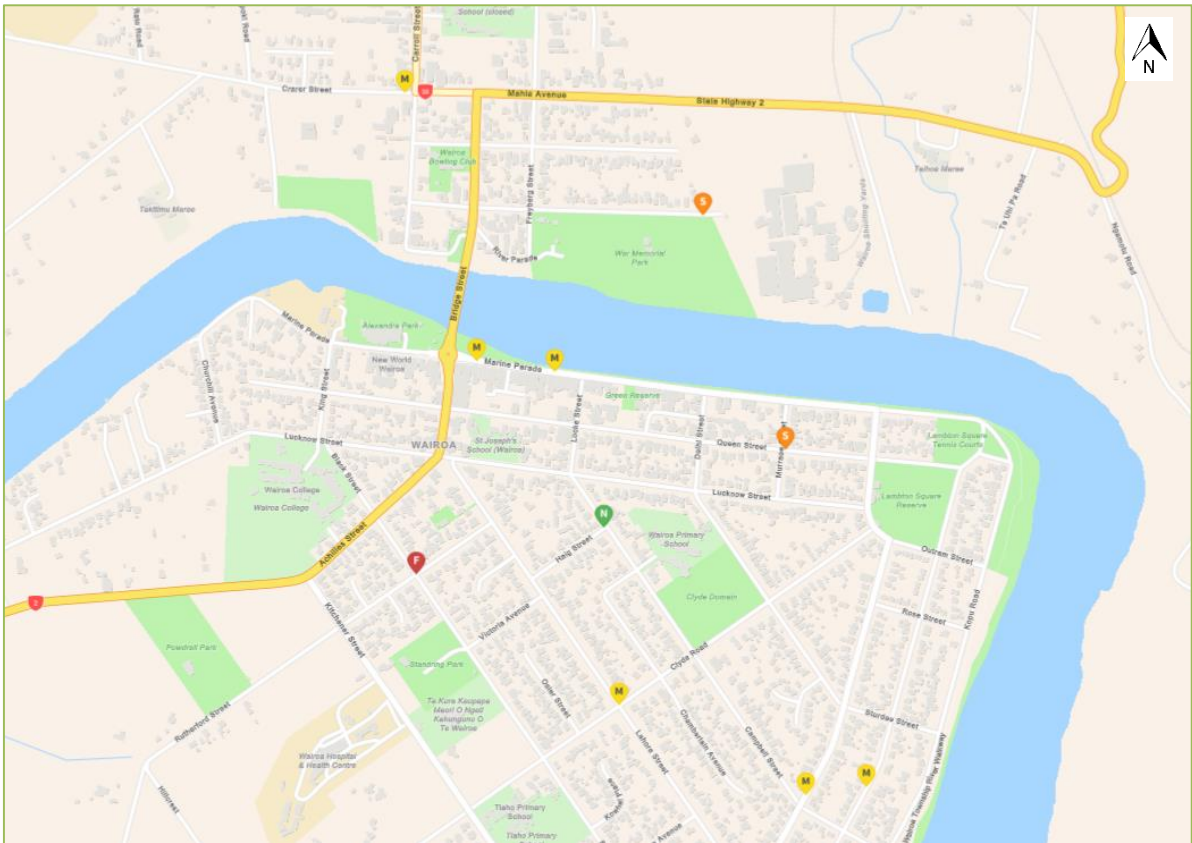


Figure 5: Location of all pedestrian and cycle crashes in Wairoa (2014-2024)

APPENDIX 3: TRENDS

Travel to work and education (2018 Census)

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

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

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

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

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

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

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

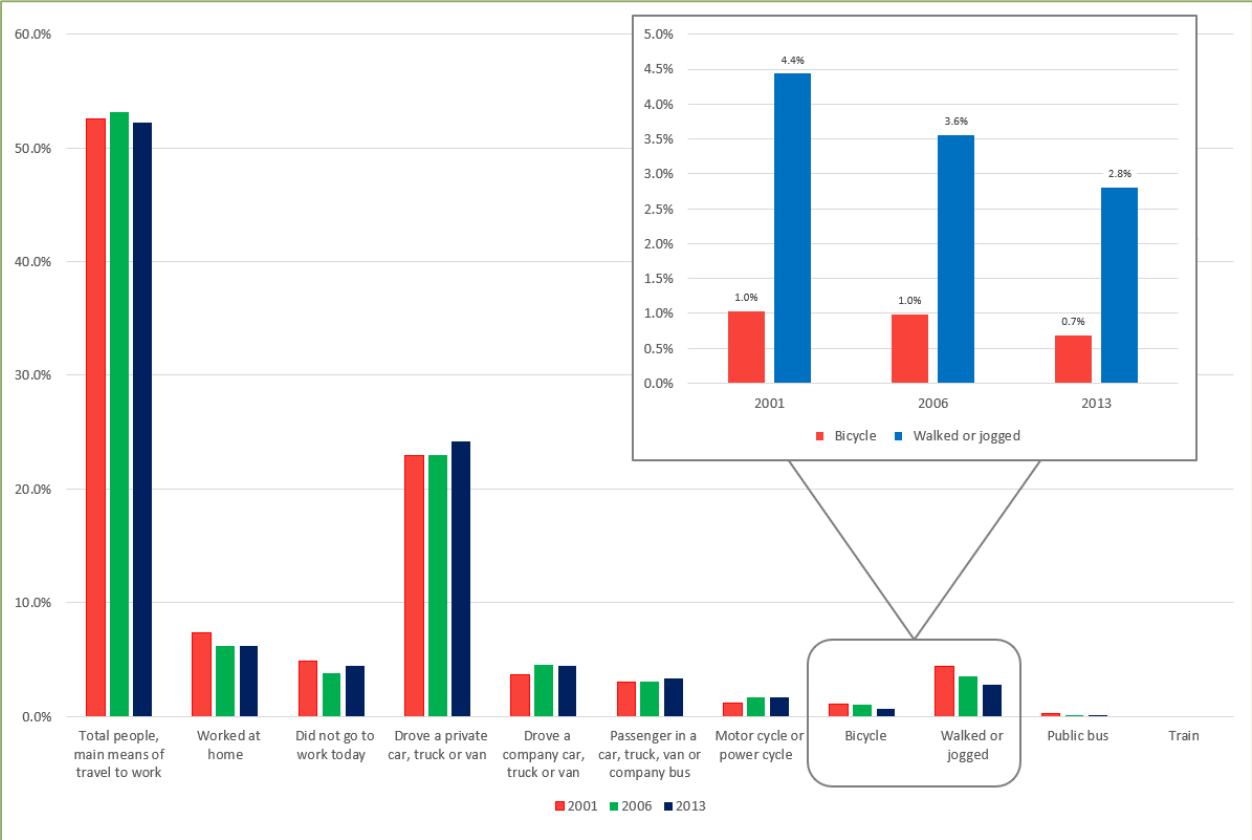


Figure 6: Mode Share to Work (2018 Census)

Car Ownership (2013 Census)

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

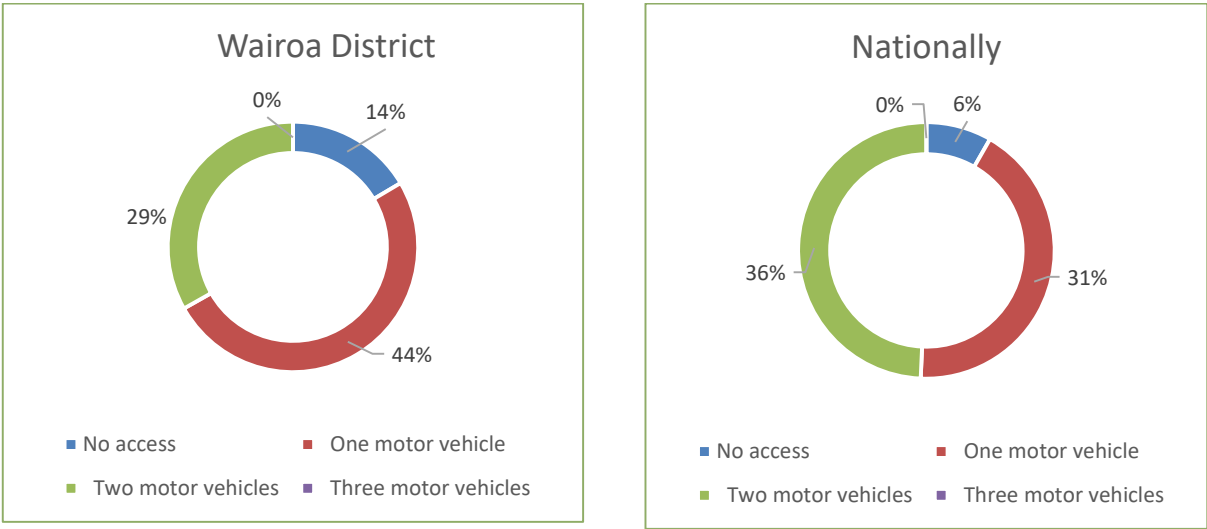


Figure 7: Car Ownership Rates for Wairoa District and New Zealand (Census 2013)

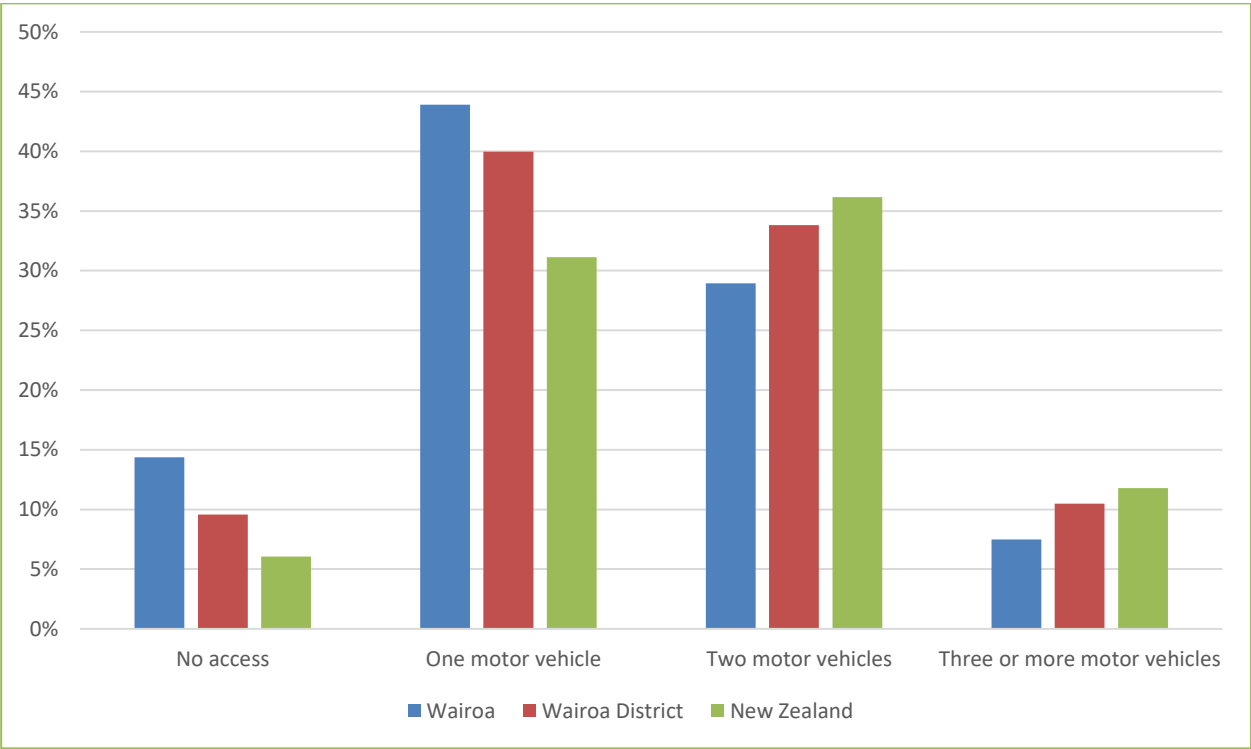


Figure 8: Car Ownership Rates for the Wairoa District (Census 2013)

APPENDIX 4: PRIORITISATION MATRIX

Table 7: Scoring Methodology

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

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

Table 8: Scoring Summary

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

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

9 RECEIPT OF MINUTES FROM COMMITTEES/ACTION SHEETS

Nil

10 PUBLIC EXCLUDED ITEMS**RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATION**

That the public be excluded from the following parts of the proceedings of this meeting.

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
10.1 - Roothing Professional Services Procurement Plan	<p>s7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	s48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7