

WAIROA TOWNSHIP RIVER WALKWAY

pedestrian & cycle path



*A walkway for the
whole community*



*Te Wairoa Hōpūpū
Hōnengenenge Matangirau*



Wairoa Township River Walkway

A walkway for the whole community

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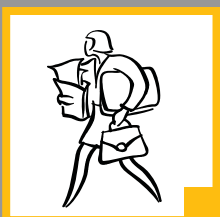
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Contents

ACKNOWLEDGEMENTS

CONTENTS

Mihi.1

Wairoa In Focus2

About Wairoa.2

 General.2

 Population And Settlement2

 Community Well-being.2

 Economy. 2-3

Community Outcomes.3

 What Are Community Outcomes?3

 How Were These Determined?3

 The Process3

 Wairoa 2005 Survey3

 The Results4

The Walkway Vision & Benefits5

Our Vision5

Walkway Description5

The Benefits.5

 Summary5

 Benefits Of Walking 5-6

 Benefits Of Cycling 6-7

A Shared National Vision8

A National Vision.8

Walkway Objectives.8

 Infrastructure And Safety.8

 Education And Encouragement8

MAPS.9-12

Mihi

Tēnei au te tau ake nei i taku tau, e-i!
Ko wai tō waka? E ngā tipua! E tawhito!
E ngā Atua e-i!
Ko te timu o te rangi, ko te timu o te moana, ko te
timu o te whenua e-i!
Tō ake nei au i taku waka.
Ko wai taku waka? Ko Tākitimu e-i!

He waka ti ua, he waka tawhito, he waka atua, i ū
mai ki Nukutaurua e.
Piki ake, kake ake ko Maungakāhia, ka pai
taku titiro iho he rangi maomao ki te moana.

Kai atu aku kamo ki te tuawhenua, ko
Moumoukai ki runga, ko ngā whare rau a
Te Tahinga ki raro, aue!

Ka rere taku titiro ki te tihi o Rereaitu, ki
Whakapūnake o Te Matau-a-Māui-tikitiki-a-taranga.
Pukana whakarunga ko Ranginui e tū nei, pukana
whakararo ko Papatuanuku.

Ka rere taku haere ki te uru ki Huiarau
ki Panekiri maunga, ki Waikaremoana.
Wai tukuna kiri o Tūhoe-pōtiki, o Ruapani, o
Kahungunu e karekare mai na.

Ka heke i ngā wai o Waikaretaheke, o Waiau, ki
Te Kapu kia puta ki te awa o Te Wairoa hōpūpū,
hōnengenenge, matangirau e rere ki te ngutu awa
kei te moana.

Ruruku atu rā Te-Whanganui-a-Ruawharo ka ū ki te
wahapū o Mōhaka, awa tapu,
o ngā matua tūpuna.
Ko Maungaharuru ki uta ko Tangitu ki tai.

E te iwi, kua oti te pōkai whenua i ngā rohe o
Te Wairoa, te pārekereke tangata o Ngāti
Kahungunu ki Te Wairoa, ka whakairihia tēnei kete
kōrero ki tara-a-whare.

Here I uplift my voice in prayer!
Whose is thy canoe? O the ancients of
old? O ye Gods!
'Tis the summit of the skies of the ocean, the
summit of the land!
I now launch my canoe.
What is the name? 'Tis Takitimu!

A fabulous waka, an ancient waka, a sacred waka,
that landed in Nukutaurua.
I ascend the heights of Maungakāhia, and gaze at
the myriad of maomao in the sea.

I feast my eyes inland, on Moumoukai rising
above the many houses of Te Tahinga
below, alas!

My gaze alights upon Rereaitu, at Whakapūnake o
Te Matau-a-Māui-tikitiki-a-taranga.
I stare wildly at the heavens above and the land
below.

Westward I travel unto Huiarau, Panekiri mountain
and Waikaremoana.
Where the life giving waters of Tūhoe-pōtiki, of
Ruapani and Kahungunu ripple.

I descend by way of the Waikaretaheke and Waiau
Rivers to Te Kapu and join the turbulent Wairoa, full
of lumps, unevenness and spite, that runs to the
sea.

I traverse the Bay of Ruawharo to the river mouth
of the Mōhaka, sacred river of the
elders.
Maungaharuru on land and Tangitu at sea.

Friends, the circumnavigation of Te Wairoa, the
human seedbed of Ngāti Kahungunu is completed,
and I return the basket of words to the wall of the
house.

Wairoa In Focus

ABOUT WAIROA

General

The Wairoa District is located in northern Hawke's Bay and extends north from the Waikare River to its boundary with Gisborne District beyond Māhia Peninsula, and contains the Mōhaka River Catchment, Lake Waikaremoana and much of Te Urewera National Park.

The District has a total area of about 4,118 square kilometres, including approximately 130km of coastline. It lies within the Hawke's Bay Region and is bordered by Taupo District to the west, Whakatane District to the north-west, Gisborne District to the north, and Hastings District to the south.

Population And Settlement

With 8,916 people in 2001, the Wairoa District ranks 64th in size out of the 74 local authorities in New Zealand. The estimated population of the Wairoa District as at 31 December 2004 was 8,630 people. At the 1996 Census:

- 14.2% of the people in the Wairoa District were aged over 60 compared to the national average of 15.4%.
- The proportion of preschool-age children living in the Wairoa District was 9.8% compared with 7.7% for all of New Zealand.
- 57.8% of the population considered themselves to belong to the Māori ethnic group compared with all of New Zealand at 15.1%. This has increased significantly since 1991 when 45% of the District's population considered themselves to be Maori.

People in the Wairoa District tend to have lower incomes, less higher qualifications, however, some positive trends are emerging: for example, unemployment in Wairoa has dropped from 1200 a decade ago to 90.

Wairoa is the main settlement. It functions primarily as a servicing, administrative and educational centre for the district. A number of small settlements serve the rural population.

Community Well-being

The quality of life enjoyed by people in Wairoa is dependent on a variety of factors such as:

- Good living accommodation,
- Good infrastructure services (potable water, the safe disposal of household sewage and wastes, electricity reticulation),
- Ability to earn an income through full or part-time employment,
- Access to community services (marae, schools, hospitals) and facilities (landfills, roads),
- Opportunity to participate in formal and informal recreation (reserves, recreational facilities, sports fields), and
- The presence of supportive networks in the community.

Economy

In May 2005 all households in the Wairoa District were sent a survey brochure asking them to identify what they consider to be the key community outcomes and at the top of the list was "A Strong Prosperous And Thriving Economy" - Central Government, Local Government and individuals working more effectively to create conditions that promote economic growth.

The economy of the District is based on the rural sector. Approximately 60% of the total land is in productive use, of which some 48% is in pasture.

Pastoral farming has been the basis of the economy since the first European settlement. Forestry is of growing importance and there is the potential for the further development of horticulture and cropping.

The pattern of rural land use has changed significantly since the 1980's largely due to changes in government policies aimed at reform of many sectors of the New Zealand economy. There are now fewer beef and dairy cattle, pigs and sheep. There has been a substantial increase in plantation forestry.

Recent petroleum exploration has resulted in findings of natural gas in the northern Wairoa area, and may also result in findings elsewhere.

"A Strong Prosperous And Thriving Economy" - Central Government, Local Government and individuals working more effectively to create conditions that promote economic growth.

Wairoa In Focus

Economy (cont)

Further exploration is taking place to appraise the nature and extent of the resource. The discoveries offer potential to distribute natural gas regionally and to link with national networks, to provide reticulation to Wairoa environs, and for other forms of energy development.

Hydrocarbon resources provide potential to assist diversification of the District's economic base, particularly if end uses of the resource are developed locally or regionally.

Mineral exploration has been an activity in the district for many years. While the concept of sustainability does not apply to minerals, the sustainability of land use activities associated with mineral exploration and extraction does.

COMMUNITY OUTCOMES

What Are Community Outcomes?

They are goals that the community believes are important for its present and future economic, social, cultural and environmental well-being.

It is important to remember that these outcomes belong to the community – they are not Council outcomes. The role of the Council is to give the community an opportunity to have their say in the future direction and well being of the Wairoa District.

How Were These Determined?

Five Hawke's Bay Councils - Hastings District Council, Napier City Council, Central Hawke's Bay District Council, Wairoa District Council and the Hawke's Bay Regional Council made a decision to take a regional approach and work collectively together with the community to identify community outcomes and determine a long term vision for the future of our region.

The Process

A rigorous and comprehensive mix of consultation was undertaken between July 2003 and March 2004 to identify the nine community outcomes.

Face to face meetings were held with stakeholders including WINZ, Police, Department of Conservation, Te Puni Kōkiri, the Hawke's Bay DHB, Hawke's Bay Tourism, Federated Farmers, EIT, and Transit New Zealand.

Hui were also held with Ngāti Kahungunu Iwi Incorporated, Kahungunu Executive and Councils' Māori Advisory Officers and Māori Standing Committees.



Other stakeholders were contacted by way of letter requesting written information on the role and responsibilities of their organisations and seeking any further documents that may be relevant to identifying community outcomes.

All households in our region received a copy of the submission form via the Regional Council's magazine – The Big Picture. Further submission forms were available in libraries, community centres, information centres, Council buildings, shops and sports stadiums.

A telephone survey of 500 respondents provided an insight into community thinking and showed levels of satisfaction with services provided. It was a snapshot study with a margin of error + or – 4.38%. The sample has an equivalent ratio of Males 50%: Females 50%, 60% urban/town addresses and 40% rural. The number of respondents interviewed from each district was in proportion to their respective population figures.

Wairoa 2005 Survey

In May 2005 all households in the Wairoa District were sent a survey brochure asking them to either confirm that the outcomes identified in the Regional process were still the outcomes they wanted or whether they wished to make changes. 89% of those who replied confirmed that these outcomes were still what the community wanted. The survey also asked them to rank the outcomes in order of importance. In addition, stakeholders were also contacted by letter for their input.

The Results

- ECONOMIC WELLBEING**

- A Strong Prosperous And Thriving Economy*

Central Government, Local Government and individuals working more effectively to create conditions that promote economic growth.

- A Safe and Integrated Transport System*

A safe and affordable transport system that meets the needs of the people in our district.

- SOCIAL AND CULTURAL WELLBEING**

- A Community That Values And Promotes Its Culture And Heritage*

The Community recognising, achieving and promoting their cultural goals. Acknowledging and protecting places of significance to pass to future generations. Communities respecting and embracing the cultural environment of all cultures represented in their communities. Central Government, Local Government and individuals working.

- Safe And Accessible Recreational Facilities*

A co-ordinated approach where all people are able to access safe recreational facilities.

- Supportive, Caring And Valued Communities*

Caring communities where people feel respected and valued as important members of our district. They are able to access resources to reach their full potential in life and participate towards achieving strong communities.

- Strong District Leadership And A Sense Of Belonging*

Co-ordinated leadership to achieve economic, social, cultural and environmental wellbeing of our communities. A democratic environment where all people are able to participate in the life of their communities and achieve a sense of belonging.

- ENVIRONMENTAL WELLBEING**

- A Safe And Secure Community*

Central Government, Local Government and the community working together to create an environment that is safe for all people in our community.

- A Life Time Of Good Health And Wellbeing*

An environment in which all people are able to achieve a lifetime of good health and wellbeing. They are protected from the negative effects of pollution, drug and alcohol abuse and illness. They have confidence in and access to health care provided in our region.

- An Environment That Is Appreciated, Protected And Sustained For Future Generations*

Communities respecting the importance of our natural environment and working towards sustaining this for the wellbeing of future generations.



COMMUNITY PRIORITIES

The process of identifying priorities during the May 2005 survey showed the following results for the Wairoa Community:

- A strong, prosperous and thriving economy*
- A safe and secure community*
- A lifetime of good health and wellbeing*
- An environment that is appreciated, protected and sustained for future generations*
- Supportive, caring and valued communities*
- A safe and integrated transport system*
- Strong district leadership and a sense of belonging*
- Safe and accessible recreational facilities*
- A community that values and promotes its culture and heritage*

Outcomes

The Walkway Vision & Benefits

OUR VISION

“Wairoa District is a walking and cycling friendly region. Walking and cycling are safe, convenient, enjoyable and popular forms of transport and leisure that contribute to environmental, cultural, social, health, well-being and tourism outcomes.”

At a time when the benefits of walking and cycling are being increasingly recognised, there is also a growing recognition that further action is likely to be required for these benefits to be fully realised. This initiative provides a strategic direction to encourage and direct such future action.

WALKWAY DESCRIPTION

The Wairoa Township River Walkway is a proposed 4.5 kilometre long 2.5 metre wide pedestrian and cycle path beginning at the Wairoa Community Centre and meandering the Wairoa River along Marine Parade to Spooners Point, continuing down Kopu Road and ending at Pilots Hill. Along the way it is anticipated that there will be a number of picnic areas, park benches, public art and historical accounts in the form of a heritage trail. There are many beneficial health, social, tourism and economic outcomes that result from this initiative. (See maps)

THE BENEFITS

Summary

Walking and cycling are important for a number of reasons, which are generally well known and extensively documented elsewhere. The following list provides a summary of those reasons:

Recreation: both walking and cycling are popular leisure activities, as evidenced in research conducted by the Hillary Commission.

Health and well-being: walking and cycling are good forms of cardiovascular exercise, and there are measurable benefits to the whole community from having a fitter and healthier population.

Environmental reasons: there are many environmental benefits from people choosing to walk or cycle rather than using a car to get around, including reduced vehicle

emissions, greenhouse gases and traffic congestion.

Social equity: for many people, particularly younger people, walking and cycling provide 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 for pedestrians and cyclists, as for many people it is their most accessible means of transport.

Urban accessibility: cycling in particular extends the geographical range for trips usually made on foot, and provides a low cost transport alternative for short to medium length trips usually made by car.

Efficient and inexpensive means of travel: walking and cycling are an efficient and inexpensive mode of travel, and do not consume non-renewable fossil fuels.

School trips: walking and cycling are traditionally very popular ways for children to get to and from school. Trends over recent years seem to indicate a reduction in the number of children walking and cycling to school, with more children being dropped off by car. This results in increasing traffic numbers around school gates, which can be hazardous to young children, who are generally not as “road safe” as adults.

Tourism: walking and cycling are popular leisure activities, and the provision of attractive walking and cycling routes enhances the district as a place for visitors, adding to Wairoa’s attraction as a place to visit and live.

Community pride: This highly aesthetic route will add to the sense of community pride – ‘changing Wairoa’s image of itself’.

Benefits Of Walking

Walking benefits not only the individual but also the community as a whole, and provides not only health benefits but also environmental, economic and social benefits.

Health Benefits

There is well known evidence as to the benefits of incorporating regular and moderate exercise into daily living patterns. Walking meets these requirements to achieve health benefits, and is an activity that can be

The Walkway Vision & Benefits

Health Benefits (cont)

enjoyed while being more gentle on the body than many other forms of physical activity.

In order to live a healthy lifestyle, research shows that individuals should take at least 10,000 steps a day. The same research shows that only about two thirds of New Zealanders are sufficiently active to benefit their health. Clearly, there is considerable scope for achieving a more active and healthier community.

Health benefits are not only realised by the individual through an improved wellbeing, but to the community as a whole through reduced health care costs.

Environmental Benefits

Walking as a means of transport reduces the number of vehicles on the road. In turn, this reduces the use of fossil fuels, vehicle emissions and greenhouse gases.

Reducing vehicles on the road also reduces traffic congestion and will benefit non-walkers with decreased travel times.

Economic Benefits

Walking is an efficient and inexpensive mode of travel which does not consume non-renewable fossil fuels. It is a mode of transport that is readily available to everyone in the community, irrespective of their age and lifestyle.

Social Benefits

Walking extends the social opportunities for many members of the community that rely on other forms of transport, including people who do not have a drivers license. For people without access to a car, walking often provides the only means of transport, even if it is part of a public transport trip.

Walking provides opportunities for the whole community to be mobile and provides for children to have some independence at an early age, and the elderly to continue to get out and about.

Benefits Of Cycling

The bicycle has been with us for more than a century, but it has only been in recent years that its advantages as a means of travel have begun to be realised. This changing face of cycling is attributable to an increasing awareness of the environment we live in and of our personal health. The rising cost of fuel has also heightened awareness of the benefits of cycling and the need to make adequate provision to improve its amenity and safety.

Because today's urban lifestyles rely on motorised travel and accessibility, the car has tended to be used for even the shortest of journeys to the corner dairy or post box. In New Zealand, statistics show that 47% of all car journeys relate to trips of 3 km or less. Cycling provides a low-cost alternative to these shorter journeys.

Benefits to the Individual

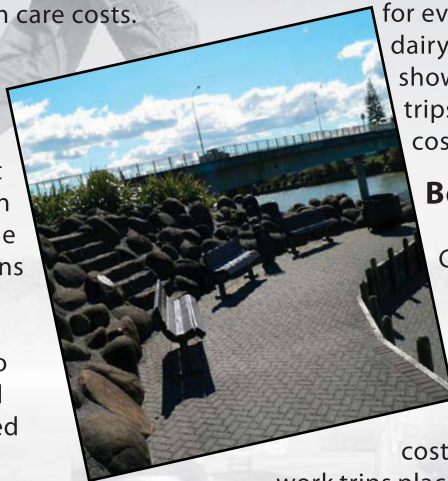
Cycling offers many advantages for the individual, the community, and the environment. For the individual, cycling has few associated costs and, compared to the car, involves reasonably inexpensive ownership and operating costs. Also at individual level, use of cars for work trips places a heavy drain on household resources. Not only must the costs of purchase and operation be met, but other members of the family must face the question of alternative transport. This usually means either purchasing a second car or accepting a reduced level of mobility.

Benefits to the Community

As the need for personal mobility continues to increase so too does car ownership. As this happens, the social objective of providing mobility for the large minority without access to a car becomes increasingly important. Cycling provides an opportunity for mobility and independence to those individuals and sectors of our community that are not otherwise able to travel and provides a low-cost transport alternative for everyone.

Benefits to the Environment

Other advantages also result from reducing dependence on the motor vehicle. Environmental research shows that cycling is the most energy efficient means of transport and, compared with the car which releases



The Walkway Vision & Benefits

Benefits to the Environment (cont)

toxic fumes that pollute the air and relies on the finite resource of fossil fuels for propulsion, bicycles produce no emissions. By choosing to use the bicycle for those shorter journeys currently being undertaken by car, significant environmental benefits can be realised.

Clearly, there are major benefits in enabling even small numbers of people to use bicycles. Because of its:

- low cost;
- negligible energy consumption; and
- environmental compatibility.

Council agrees that cycling should be planned for as an integral part of the transport system, and encouraged and promoted as a longterm sustainable form of transport.

The Health Benefits of Cycling

Over the last century, technology has all but replaced human effort in the home and workplace. The journey to work or school is now mostly made by car, and the walk to the local shop has been replaced with a drive to town. With a reduction in work-based physical activity and with most people living increasingly stressful lives, opportunities are needed to incorporate some form of regular physical activity into our lives. Allowing people to choose cycling for transport provides just the right opportunity for increased physical activity.

There is well-known evidence as to the benefits of incorporating exercise into daily living patterns in a manner that is regular and moderate. Activities that meet these requirements and that can be maintained throughout life include walking, gardening and cycling. Choosing cycling as a mode of transport can significantly improve health and fitness as well as the health and well being of our community. Such health benefits from increased use of cycling will accrue to the individual and to the community. The benefits to the individual are largely those gained from physical activity, including:

- increases in the ability to perform daily activities more efficiently;

- increased fitness;
- prevention of high blood pressure;
- reduction in the risk of heart disease, stroke, obesity and diabetes;
- reduction in stress; and
- an increased quality and length of life.

The benefits to the community come as a result of:

- reduced health care costs;
- reduced motorised traffic;
- reduced transport-related construction costs;
- reduced air pollution; and
- reduced noise.

Commonly-cited obstacles to physical activity include lack of time and resistance to becoming involved in sporting activities. Cycling for transport or leisure is not sport nor is it a competitive activity and can therefore appeal to many people who may lack interest in sport or reject competitive activities. It can be undertaken by people with a wide range of age and fitness levels who wish to build exercise into their normal activities.

Regular cycling can be done without the provision of special sports facilities and can be incorporated into everyday life. Cycling for transport can provide a large proportion of the moderate exercise needed for optimum protection against cardiovascular disease and diabetes and can be integrated into lifestyles so that little extra time is required. Cycling to school must also be respected since children today are getting less and less exercise, with the increasing prospect of a higher incidence of serious health problems in later life. Where a supportive and encouraging environment is provided, cycling for transport is seen as a desirable option for health exercise.

The Walkway is an initiative designed to help provide and achieve many of the benefits outlined above. In doing so this project aims to further the achievement of the Community Outcomes identified and supported by the citizens of the Wairoa District.

Council agrees that cycling should be planned for as an integral part of the transport system, and encouraged and promoted as a longterm sustainable form of transport.



A Shared National Vision & Walkway Objectives

A NATIONAL VISION

In 2002, the Government released the New Zealand Transport Strategy, the first national transport strategy to seek to integrate all modes and users of transport. The Government also identified funding for local communities to facilitate projects or actions designed to maximize the contribution of walking and cycling to achieving the NZTS vision and objectives through initiatives designed to increase participation in walking and cycling activities. The Wairoa Township River Walkway is an initiative aiming at achieving this vision.

One of the requirements to access government funding, is that local communities need to have their own vision and strategy for walking and cycling in their region. The parties involved in the development of this document acknowledge the benefit of planning strategically for the future health and well-being of our community through encouraging a safe, enjoyable and convenient environment for participation in walking and cycling activities.

Walking and cycling are two of the best and easiest ways of being active. Each can be done in small amounts each day. They are free, or relatively inexpensive and can be incorporated into everyday life.

The good news is that New Zealanders already do lots of walking. In fact research from Sport and Recreation NZ (SPARC) shows that walking is the number one recreation activity. Where New Zealand can improve is by making it easier for people to walk.

However both walking and cycling are on the decline. Indications are that between 1990 and 1998 the number of cycling trips in New Zealand reduced 39%.² The decline in both walking and cycling as forms of household travel is most apparent among the young.

There are two key components that need to be considered to increase the uptake of walking and other sustainable transport options like cycling. The first is the environment and the second is human behaviour.

Better public transport, safe walkways and roads, pleasant surroundings and small distances are all key

environmental elements of making walking and cycling attractive. However, people need to want to walk or cycle and understand the benefits of these activities. These benefits are not just around health outcomes. They also include a greater sense of community, less traffic congestion, greater economic benefits and an increase in creativity, particularly in children.

WALKWAY OBJECTIVES

Infrastructure And Safety

1. A Walkway that:

- Provides safe and efficient access to and through areas of high amenity value;
 - Provides safe and efficient links between key destinations around the urban, township and coastal areas;
 - Provides access to a diverse range of safe and efficient recreational and sporting facilities;
 - Meet the needs of the community and visitors;
 - Is well advertised and widely recognised and utilised;
- Enhances Wairoa's attractiveness as a place to live work, play and visit; and
- Avoids or minimises conflicts with motor vehicles.



Education And Encouragement

1. Residents and tourists feel encouraged to participate in walking and cycling activities as modes of transport, fitness and leisure by the existence of a safe and pleasant Walkway that contributes to community health and well-being.
2. A community that is more knowledgeable about the economic, environmental and social benefits of walking and cycling and less reliant on motor vehicles.

Walking and cycling are two of the best and easiest ways of being active. Each can be done in small amounts each day. They are free, or relatively inexpensive and can be incorporated into everyday life.



WAIROA TOWNSHIP RIVER WALKWAY

PEDESTRIAN & CYCLE PATH SITE LOCATION PLAN



Wairoa Museum

Kopu Memorial

Wairoa Public Library

Historic Warf

Birth place of Sir Turi Carrol

Marine Parade Avenue of Norfolk Pines

Old Wairoa Hotel

Spooners Point

Childrens Adventure Playground

Spooners Point & Memorial Seat

WAIROA TOWNSHIP RIVER WALKWAY

SECTION 1

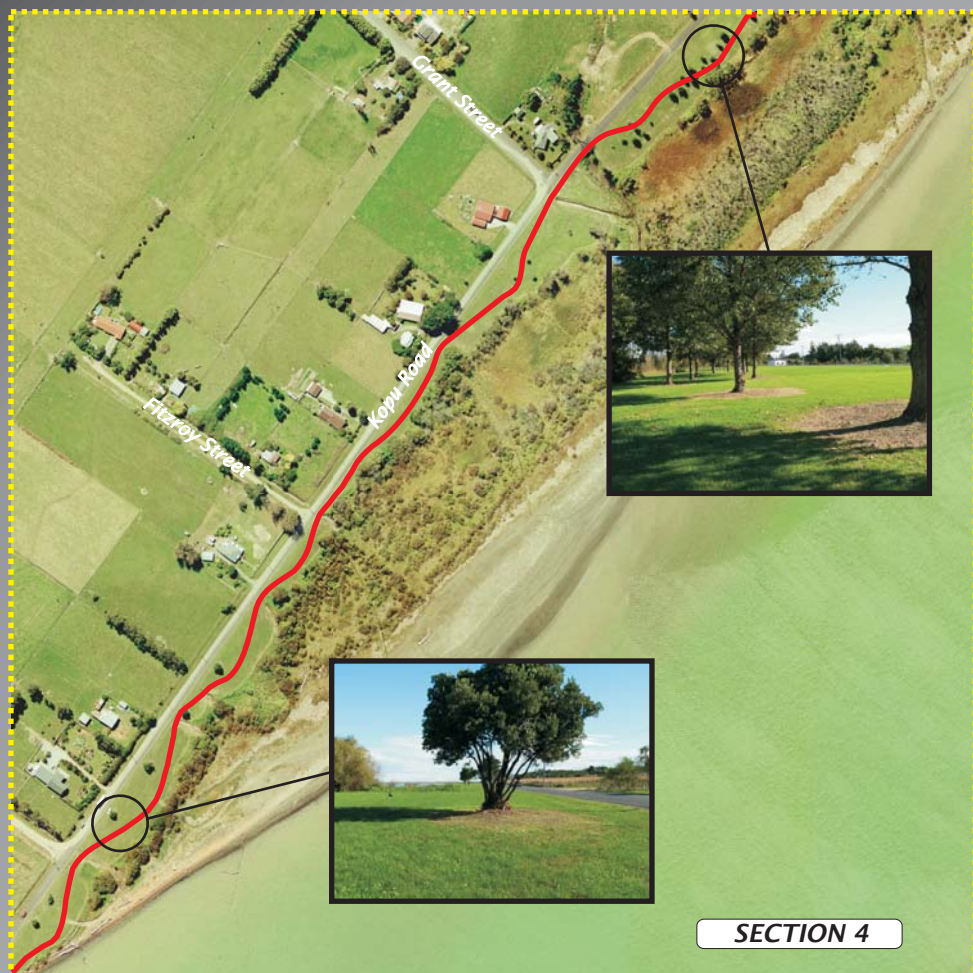
PEDESTRIAN & CYCLE PATH ANALYSIS & CONTEXT PLAN



SECTIONS 2 & 3

**WAIROA TOWNSHIP
RIVER WALKWAY**

PEDESTRIAN & CYCLE PATH ANALYSIS & CONTEXT PLAN



SECTIONS 4 & 5

**WAIROA TOWNSHIP
RIVER WALKWAY**

PEDESTRIAN & CYCLE PATH ANALYSIS & CONTEXT PLAN