

**From:** [Allie Dunn](#)  
**To:** [REDACTED]  
**Subject:** CM: Response to request for information re Proposed Tararua Traverse Project  
**Date:** Thursday, 26 February 2026 8:43:00 am  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[Documents re Tararua Traverse \(Missing Link\) Cycleway Feasibility Scoping Study - ~ September 2011.pdf](#)  
[Minutes - Eketahuna Community Board - 1 June 2012.pdf](#)  
[ECB\\_11042014\\_MIN.pdf](#)  
[ECB\\_11042014\\_AGN\\_AT.pdf](#)  
[ECB\\_04072014\\_MIN.pdf](#)  
[ECB\\_04072014\\_AGN\\_AT.pdf](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[Tararua Traverse Scoping Study Horowhenua District Council - 2012-06-12 00 00 00.pdf](#)  
[Tararua Traverse Scoping Study - Eketahuna CB Horowhenua District Council - 2012-06-12 00 00 00.pdf](#)

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Kia ora

I am writing in response to your official information request dated 23 February 2026 regarding the proposed Tararua Traverse Project.

The information you have requested is attached.

Ngā mihi



**Allie Dunn | Manager Democracy Services | Deputy Electoral Officer**

**Democracy Services | Tararua District Council**

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☎ Phone: +64 6 3744080 | Mobile: +64 27 3331626

✉ [Allie.Dunn@Tararuadc.govt.nz](mailto:Allie.Dunn@Tararuadc.govt.nz)

📍 26 Gordon Street, Dannevirke 4930, PO Box 115

🌐 [www.tararuadc.govt.nz](http://www.tararuadc.govt.nz)

📘 [www.facebook.com/tararuadc](https://www.facebook.com/tararuadc)

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**From:** [REDACTED]  
**Sent:** Monday, 23 February 2026 5:08 pm  
**To:** Info - Tararua District Council <[Info@TararuaDC.Govt.NZ](mailto:Info@TararuaDC.Govt.NZ)>  
**Subject:** Requests for Official Information and Personal Information

**EXTERNAL EMAIL ALERT:** Caution advised. This message is from an external sender. Verify the sender's identity and use caution with attachments and links.

I would like to request any and all information pertaining to the proposed Tararua Traverse Project through the Tararua Ranges from Shannon to Eketāhuna dated from initial consultation in 2011 until today's date, held by

Tararua District Council .

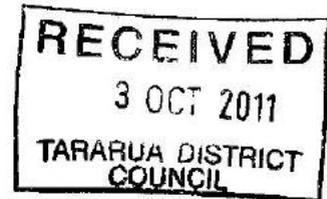
Many thanks



29 September 2011

161602

██████████  
 Tararua District Council  
 P O Box 115  
 Dannevirke 4942



Dear ██████████

### Tararua Traverse (Missing Link) Cycleway Feasibility Scoping Study

Over the last few months Opus International Consultants and tourism Resource Consultants in association with ██████████ have been preparing on behalf of the Horowhenua District Council and Tararua District Council the Tararua Travers (previously known as the Missing Link) Feasibility Scoping Study.

Enclosed with this letter are the following:

1. A copy of the Tararua Travers Cycleway Feasibility Scoping Study
2. One CD supplied by Helipro, which contains the following:
  - a. The video of the aerial survey of the original Red and Black routes
  - b. A digital copy of the above report (PDF version); and
  - c. A digital copy of the instructions described in "3" below and
3. A hard copy of instructions regarding accessing the aerial survey video. the video can be received in Windows Media Player, or, if Media Mapper is installed, both the video footage and the helicopter log can be viewed simultaneously. An audio commentary of the survey is also provided.

Initial comments to the report are welcome. It is proposed however, to call a meeting in October of the key partners (as recommended in the report). We envisage discussing the findings of the scoping study with the authors, before discussing the next steps in the process.

Please do not hesitate contacting me on 06 366 0999 or email ██████████@horowhenua.govt.nz should you have any questions.

Yours faithfully

██████████

**Strategic and Corporate Services Manager**

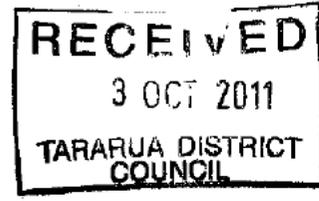
**Encl:**  
 List of Letter Recipients  
 Appendix 1

161602

30 August 2011

By Courier

Horowhenua District Council  
126 - 148 Oxford Street  
Levin 5510



5pn923.kz 2hr

Dear [redacted]

**Tararua Traverse Cycleway Feasibility Scoping Study**

Please find enclosed the following:

1. One hard copy of the *Tararua Traverse Cycleway Feasibility Scoping Study* prepared by Opus International Consultants and Tourism Resource Consultants in association with Simon Kennett (August 2011) for your review and comment;
2. One USB mass storage device supplied by Helipro, which contains the following:
  - a. The video of the aerial survey of the original Red and Black Routes;
  - b. A digital copy of the above report (pdf version); and
  - c. A digital copy of the instructions described in "3" below; and
3. A hard copy of instructions regarding accessing the aerial survey video. The video can be viewed in Windows Media Player, or, if Media Mapper is installed, both the video footage and the helicopter tracking log can be viewed simultaneously. An audio commentary of the survey is also provided.

Thank you for the opportunity to prepare this report for your Council. Please contact me if you require any further information in relation to the Tararua Traverse Cycleway.

Should Horowhenua District Council wish further, more detailed assessment of the cycleway to be undertaken, we would be pleased to prepare an offer of service for your consideration.

Yours sincerely



Principal Planner & Environmental Engineer

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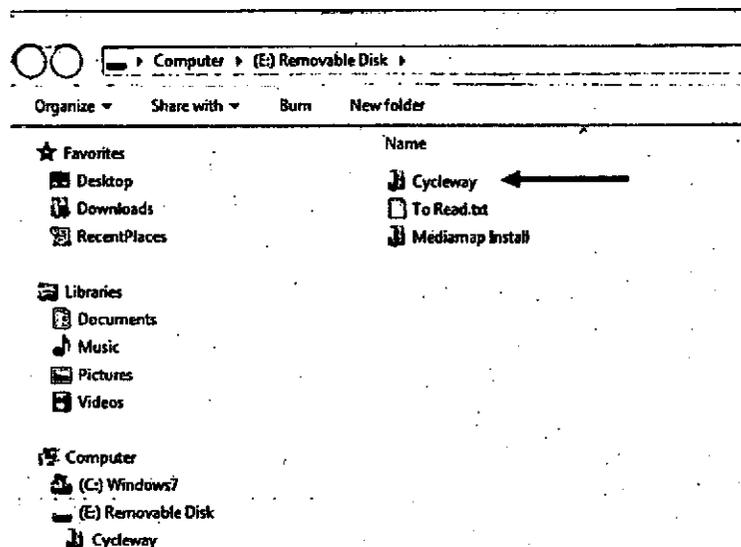
## Tararua Traverse Cycleway

### Instructions for viewing aerial survey video

There are two options, you can either choose to view the video by itself, or you can install the MediaMapper software, this will allow you to view both the video recording, and also the GPS track / map at the same time, so you know the location of that particular piece of video as it plays through.

### Viewing the Video Directly using a media player.

- Plug the USB memory stick into your computer.
- open the folder on the usb stick that contains the Video Files, in this case the folder is called "Cycleway"



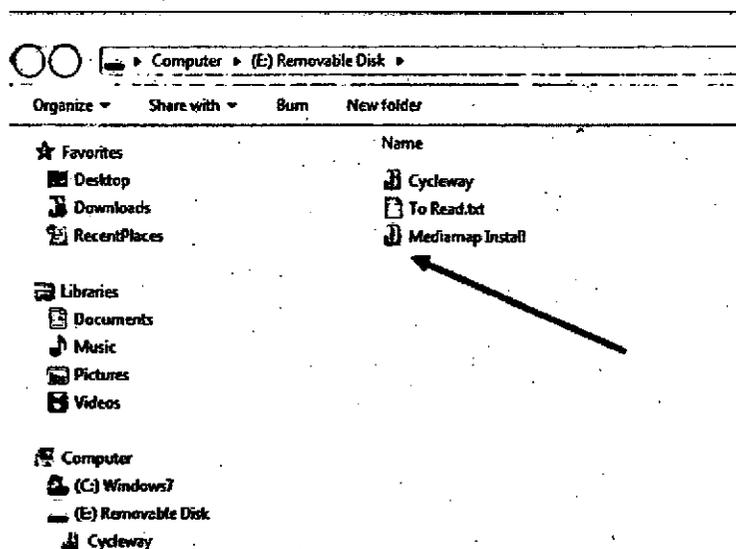
- open the Sub folder called "Media"
- Double click the file called  Cycleway.wmv

The audio from this file will contain a lot of strange noises that are related to the gps tracking, these are on the LEFT sound channel, The audio Commentary is on the RIGHT channel. Depending on your media player you may be able to turn one channel off, or move the left/right balance slider.

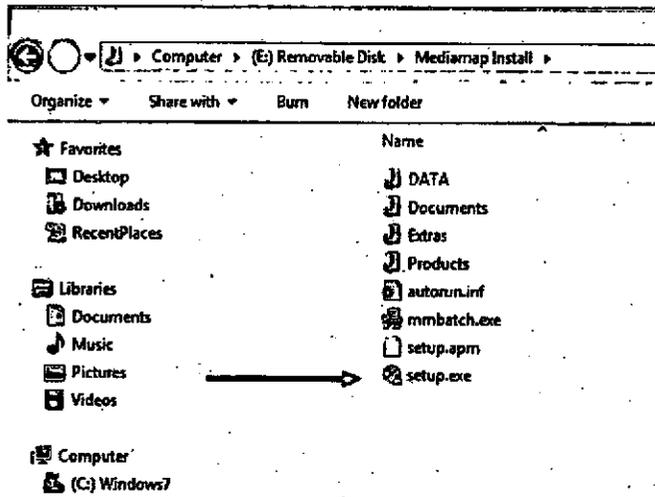
### Installing the Mediamap Software (windows XP)

You will need admin privileges on the Computer you are using, in order to successfully install the software, How you achieve this may vary, so please contact your IT support team if you need assistance

- Plug the USB memory stick into your computer.
- open the folder on the usb stick that contains the install files for the "MediaMap" software, in this case the folder is called "Mediamap Install"



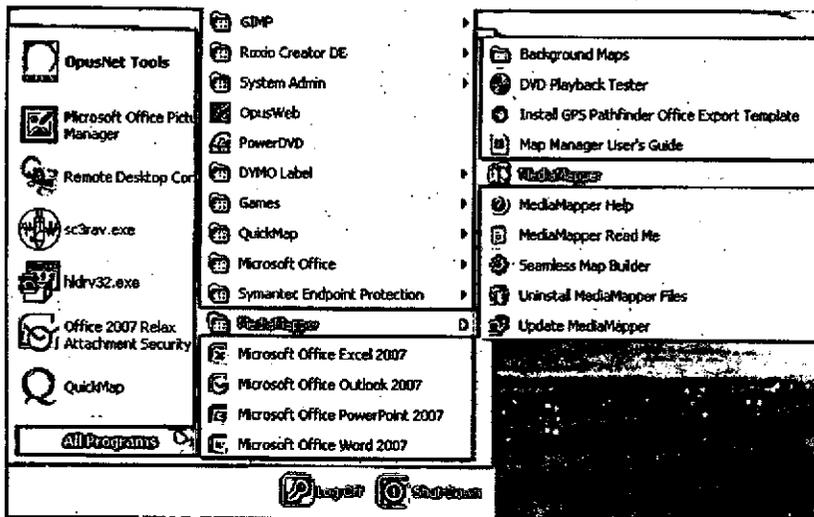
- Double Click on the "Setup.exe"



- Just Accept all the default options and let the installer run through.
- You may or may not be asked to install DirectX 9 at the end, this will depend on whether or not you already have it installed, it will not cause problems if you have to let it install.
- you will need to restart your computer after the install

## Opening the project

- Once the MediaMapper software is installed on your computer you will need to start it up from where it is located in the start menu.



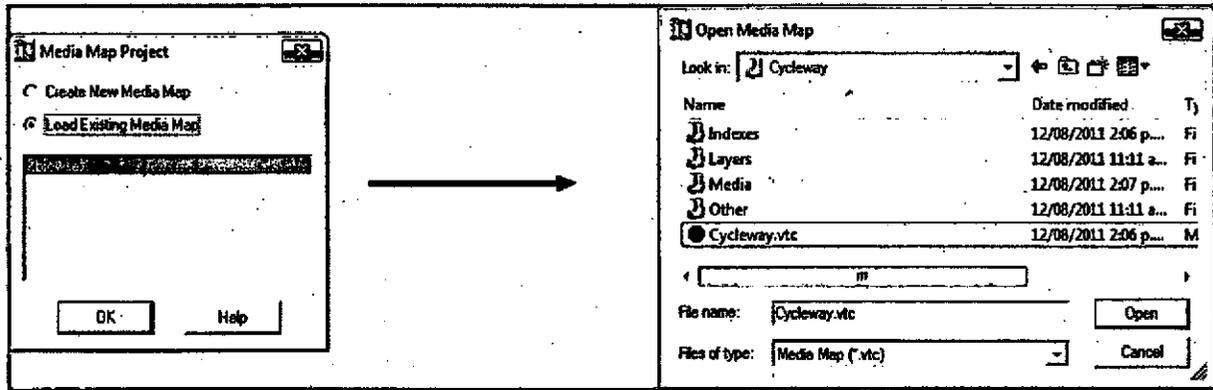
- when you open the program, you will probably get a "Registration Wizard" box. Just click on the "register Later" button for now

the software provided is unfortunately only a trial version, that will let you operate the software on 4 separate days before you need to purchase a License

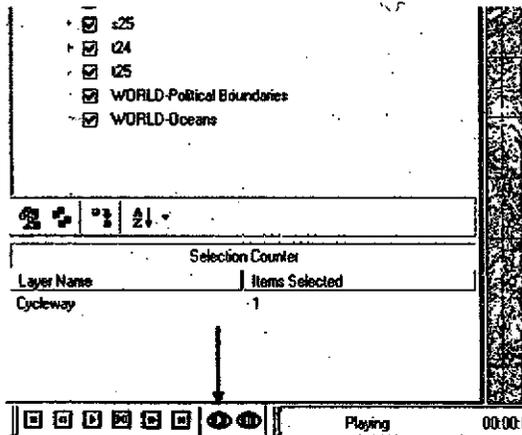
the next box to appear will be for choosing the MediaMap Project that you want to open,

choose to "Load Existing Media Map", Click OK to browse for the file you want

Once you have it, Click "Open"



- Once Open.
- Go to the bottom left of the screen and click on the small green "Search and Play" Button. You should now be able to click on the red "GPS Snail Trail", to view the video from any location.

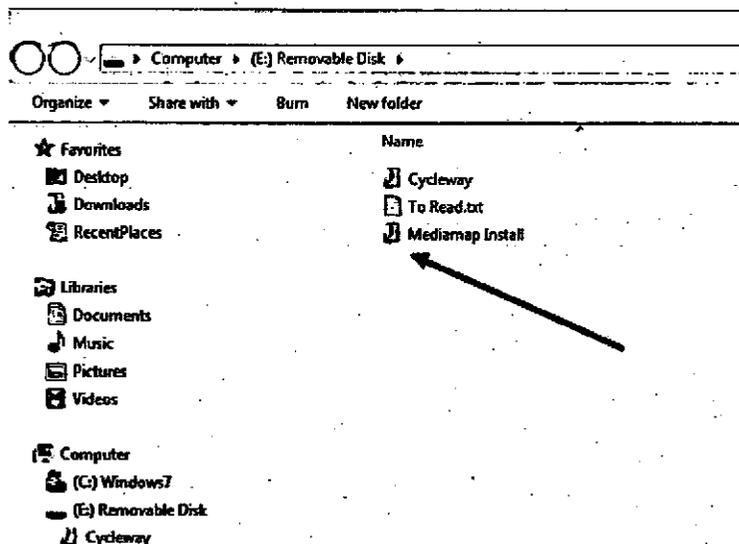


when you close the MediaMapper software, Be sure to NOT save any changes. this will ensure that everything will appear and function the same next time you open the project.

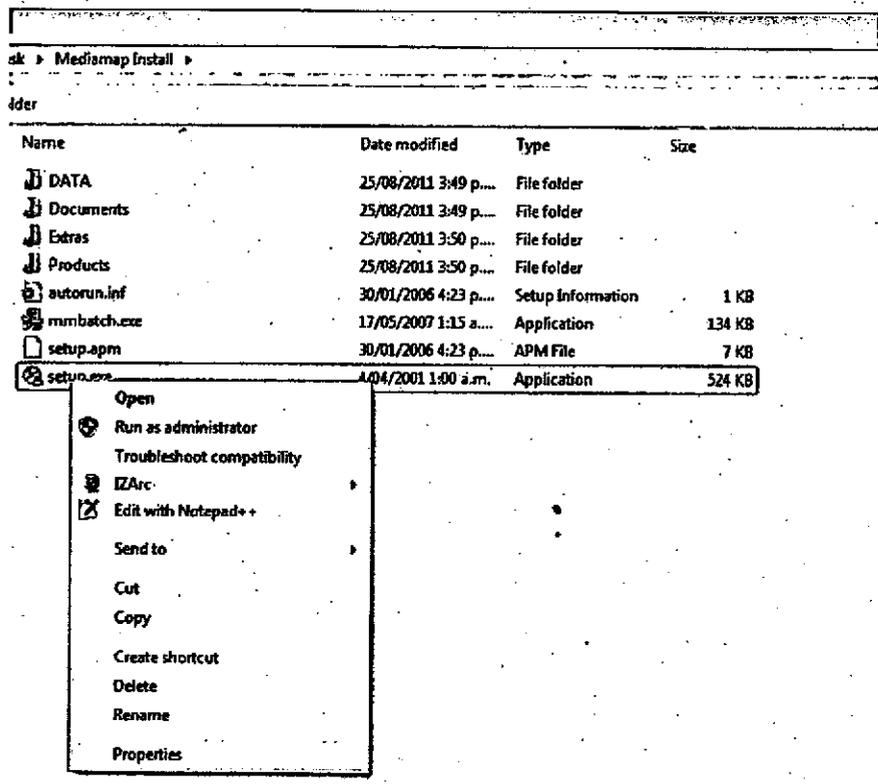
### Installing the Mediimap Software (windows 7 / Vista)

You will need admin privileges on the Computer you are using, in order to successfully install the software, How you achieve this may vary, so please contact your IT support team if you need assistance

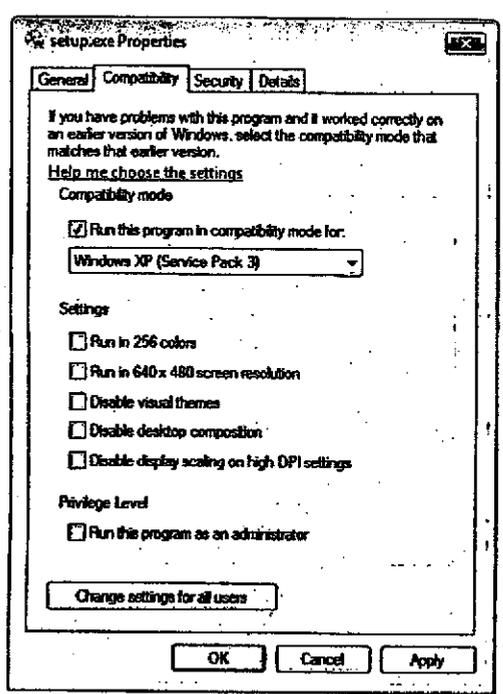
- Plug the USB memory stick into your computer.
- open the folder on the usb stick that contains the install files for the "MediaMap" software, in this case the folder is called "Mediimap Install"



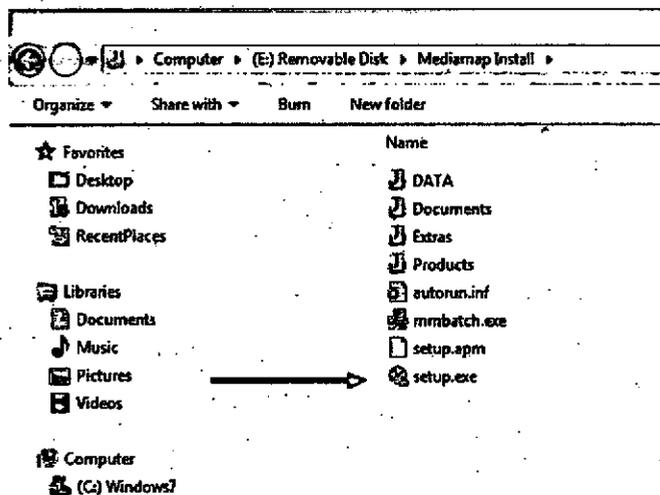
- Right Click on the Setup.exe file and choose "Properties" from the menu that appears.



- Click on the "Compatibility" tab.
- Change the options to match the picture below.



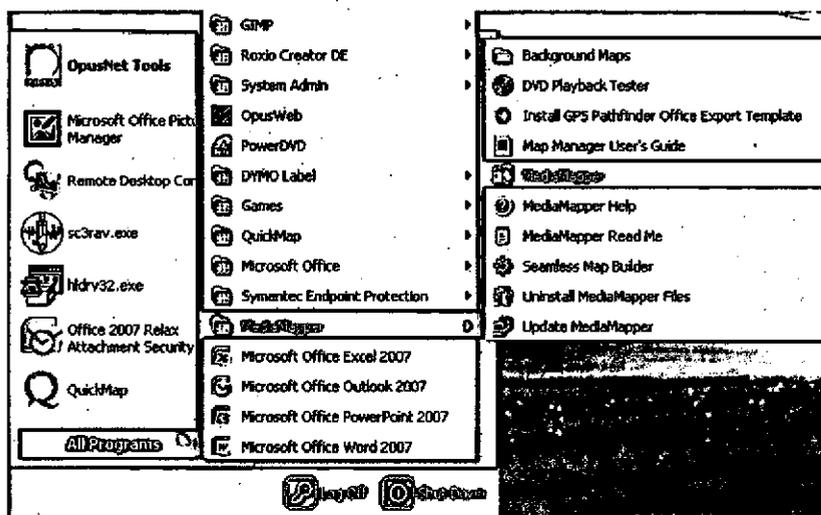
- Click Apply / OK
- Double Click on the "Setup.exe"



- Just Accept all the default options and let the installer do its thing.
- You may or may not be asked to install DirectX 9 at the end, this will depend on whether or not you already have it installed, it will not cause problems if you have to let it install.
- you will need to restart your computer after the install

## Opening the project

- Once the MediaMapper software is installed on your computer you will need to start it up from where it is located in the start menu.



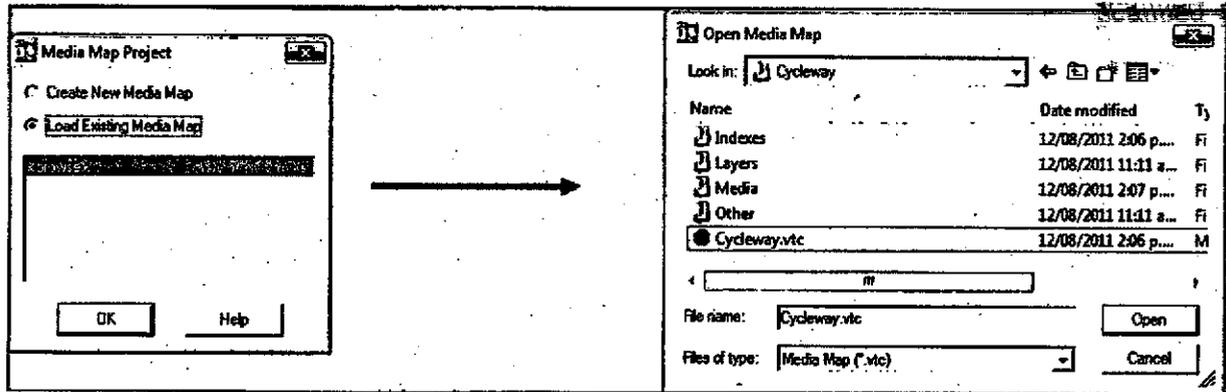
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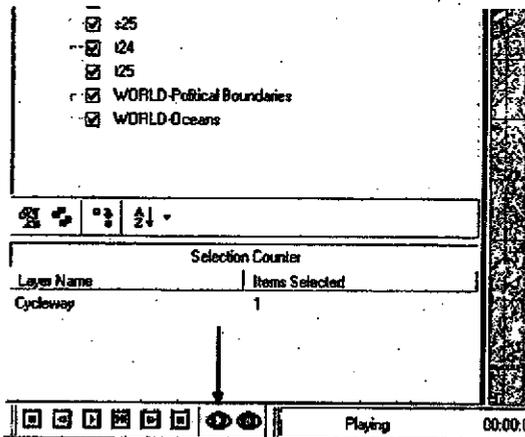
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Once you have it, Click "Open"



- Once Open.

\* Go to the bottom left of the screen and click on the small green "Search and Play" Button. You should now be able to click on the red "GPS Snail Trail", to view the video from any location.



when you close the MediaMapper software, Be sure to NOT save any changes. this will ensure that everything will appear and function the same next time you open the project.

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restricted/helipro.bit - Last modified: 2011/08/30 15:48 by hanet8

30 August 2011

[REDACTED]  
Horowhenua District Council  
126 - 148 Oxford Street  
Levin 5510



5pn923.kz

Dear [REDACTED]

### Tararua Traverse Cycleway Feasibility Scoping Study

Tourism Resource Consultants (TRC) (including [REDACTED]) and Opus International Consultants have now completed the report for the Feasibility Scoping Study. TRC have, during the course of their work, undertaken a number of work items that go beyond the scope of their original brief. However, these have added significant value to the Feasibility Scoping Study Report and will enable Horowhenua District Council to now make an informed decision about proceeding with this project.

[REDACTED] would like to request a variation to the Contract Price for the Tararua Traverse Cycleway Feasibility Scoping Study of [REDACTED] to reimburse Tourism Resource Consultants (TRC) (including [REDACTED]) for additional work that they undertook.

Specifically:

Following the aerial survey, [REDACTED] identified variations to both the Red Route and Black Route, which avoided problem areas, or provided additional benefits. The problems and additional potential benefits referred to here are discussed in [REDACTED] emails, which I forwarded to you on 27 July 2011. In summary, the alterations to the original Red and Black Routes would:

- Avoid excessively steep terrain and achieve a more sustainable track gradient;
- Avoid areas prone to existing or potential slips; and
- Provide a two-day cycling experience (this refers to the modified Black Route).

If [REDACTED] had not identified alternative routes, the report would have focused on the original routes, which were by then known to be deficient, leaving it to a subsequent further assessment to identify a more practicable route. [REDACTED] analysis has enabled the feasibility study to move ahead, and to focus on a single route (the modified black route), which is considered a saleable tourism option.

A second area of additional work, which TRC undertook, was to produce initial rough order estimates of the costs of developing and maintaining the route. These cost estimates give Horowhenua District Council and other stakeholders an idea of the order of magnitude of the initial capital outlay required to implement the cycleway and on-going maintenance costs. (Those costs and other matters would be assessed further if the project were to advance to a more detailed level of assessment).

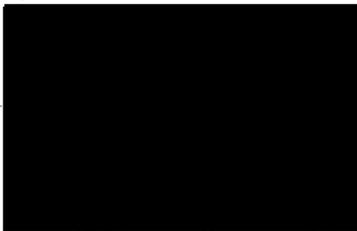
TRC and [REDACTED] also sustained additional costs as a result of the on-going failures of Helipro's camera system. These costs resulted from repeated liaison with Opus

Scanned 03/10/2011

regarding flights that were subsequently cancelled and because of the need for a second briefing with the helicopter pilot and cameraman, who actually undertook the flight. The second briefing was required because the first briefing was undertaken by a different helicopter crew.

I trust that you will be satisfied with TRC's (and [redacted]) efforts to advance the project, and will give favourable consideration to this request to vary the contract price as set out above. I would be pleased to provide you with further information about this request, should you require it.

Yours sincerely



Principal Planner & Environmental Engineer

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# Tararua Traverse Cycleway

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## Feasibility Scoping Study



29 August 2011

Prepared for  
Horowhenua District Council

by



and



In association with



# Tararua Traverse Cycleway

## Feasibility Scoping Study

**Prepared by:** [REDACTED], TRC Tourism  
[REDACTED], The Kennett Brothers  
[REDACTED], Opus International Consultants

**Reviewed by:** [REDACTED], Tourism Resource Consultants  
[REDACTED], Opus International Consultants

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Telephone: +64 7 838 9344  
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TRC Tourism  
5th Floor Aviation House  
12 Johnston Street  
PO Box 2515  
Wellington 6140  
New Zealand

Telephone: +64 4 472 3114  
Facsimile: +64 4 473 0020

**Date:** 30 August 2011

**Reference:** o:\env\Alla\_north\hrowhenua\proj\5pn923.kz missing link cycleway feasibility scoping study\reports\tararua traverse cycleway feasibility scoping study report\tararua traverse feasibility scoping study\_110830.doc

**Status:** Draft 3

## **EXECUTIVE SUMMARY**

The purpose of this study was to undertake an initial feasibility scoping exercise to determine the viability of two proposed cycleway routes through the Tararua Ranges between Shannon and Eketahuna.

The study has been prepared for Horowhenua District Council. It involved an aerial survey of the proposed routes via helicopter, on the ground field work to assess the road linkages from the two towns to the Tararua Ranges and a review of the current infrastructure in place to service potential cycle tourists. The market demand analysis researched current tourism and recreation trends, weather, existing and proposed cycle tourism and walking products in New Zealand and potential user markets.

### **Route Analysis**

The route analysis assessed the two proposed routes through the Tararua Ranges. In order to attract a significant number of riders (and walkers), the cycling design criteria was to develop a track that is generally no harder than intermediate (e.g. grade 3) level. That standard requires a gradient between 0-5 degrees for 90% of the trail and an average width of 0.9 m (minimum width of 0.6 m). Both the original routes proposed in the Project Brief would be difficult to build to this design standard.

The Southern route, with some variations to the original proposed route is the preferred option, and is the focus of the market demand and analysis in this study. The Southern route:

1. provides a more compelling and sellable tourism product (has the WOW factor) with exceptional ridgeline riding and vistas;
2. creates a more sustainable route with gentler gradients and an additional 20-30km of track, which also provides the opportunity for a true two day ride (e.g. 40-46km per day) and overnight accommodation in the Tararuas;
3. better utilises the existing infrastructure (Mangahao Road and attractions like the Upper Reservoir No1); and
4. does not require bridging the Mangahao River.

### **The Product**

The key product proposed is an 86km overnight immediate level (grade 3) mountain biking experience from Shannon to Eketahuna or vice versa. The trail would also be

used for day trips and would appeal to walkers as well as bikers. There would also be out and back use for overnight trips, with riders/walkers over-nighting in the hut and returning the way they came.

The proposed route and product would require an additional 15-20km of trail in the Tararuas in order to maintain the correct gradient. It also requires a new hut to be built to accommodate riders and walkers near a midway point, as well as an additional bivvy for walkers further along the trail. This infrastructure creates a genuine 2-day product and keeps riders and walkers in the region for 2-3 days.

Day	From & To	Distance	Notes
1	Shannon to Reservoir No.1	20km	Visitors can overnight in Shannon and begin the trail after breakfast. Riders cycle into the Tararuas via the Mangahao Road past the Mangahao Power Station and the three reservoirs.
	Reservoir No.1 to new Ngapuketurua hut	20km	From the No.1 reservoir the trail leaves the Mangahao Road and enters the Tararua Forest. Overnight at the new hut.
2	New Ngapuketurua hut to new Ratapu Bivvy	17km	Day 2 begins with a climb to the ridge and the highpoint of the trail. Ride the ridgeline trail to the new bivvy. Ideal morning tea or lunch stop.
	New Ratapu Bivvy to Kakariki West Road end	11km	Largely downhill section to the road end.
	Kakariki West Road end to Eketahuna	18km	Quiet country roads into Eketahuna. Overnight in Eketahuna or take shuttle transport back to vehicle in Shannon.
<b>TOTAL</b>		<b>86km</b>	

## Market Assessment

The market demand assessment was divided into overnight and day use and includes both walking and biking users. The trail will appeal to walkers because of the low gradient and level surface. The market assessment is based on the assumption that key infrastructure (e.g. Ngapuketurua hut, Ratapu bivvy, toilets etc.) would all be in place.

An estimated 1,000 riders and walkers per year could use the entire trail, over-nighting at the hut. There would be additional day use at both ends of the trail.

<b>Preliminary Market Demand Estimate Summary</b>		
<b>Visitor type</b>	<b>Annual</b>	<b>Description</b>
Overnight Riders	750	Includes out and back rides over-nighting at the hut as well as riding the full track
Overnight Walkers	250	Includes out and back walks over-nighting at the hut as well as walking the full track
Day riders	1,000	Use of any section of the track (mainly near road ends), but not over-nighting on the trail.
Day walkers	1,000	Use of any section of the track (mainly near road ends), but not over-nighting on the trail.
<b>TOTAL</b>	<b>3,000</b>	

The use would likely range from 2,400 to 3,600 cyclists/walkers per year in year two<sup>1</sup>, including both day and overnight users.

### **Costs and Benefits**

To determine preliminary visitor forecasts, costings and visitor spend for the cycleway the Ministry of Economic Development's New Zealand Cycle Trail funding models (e.g. spreadsheets) have been used. In summary:

- ▶ Visitor numbers under the realistic scenario have the potential to grow from approximately 3,000pa to 4,250pa over 5 years; this includes both day and overnight cyclists as well as walkers.
- ▶ The estimated total cost of construction for the project is \$3.5 million. This includes: a new Ngapuketuru hut (\$475,000), shelters, boardwalk and bridging, the Ratapu bivvy, toilets, signage and interpretation, a 10% contingency and a modest budget for design and project management costs. This is a preliminary estimate that would require further investigation to refine.
- ▶ An estimate for maintaining the 46km of new track to be built through the Tararuas is \$60,000 per annum. Note this figure does not include a maintenance cost for the 38km of roads for the cycle route.
- ▶ An initial marketing budget of \$50,000 would allow for development of collateral, brand/logo, web pages/content and a catalogue of high quality images. Ongoing promotion of the cycle trail would be in partnership with nature Coast Enterprises and New Zealand Cycle Trail Network.

<sup>1</sup> Year two gives the first real indication of likely usage.

- ▶ Using the Ministry of Economic Development's average daily spend for visitors, under the realistic scenario visitor expenditure could grow from \$360,000 to \$506,000 per annum over five years. This represents a return on investment (ROI) of around 11% in year 1 growing to around 15% in year 5. (Note that this does not account for ongoing costs associated with management, maintenance and marketing of the trail and depreciation, which would be significant).

## Conclusions

- ▶ The proposed route could be a significant tourism product for the region and attract bikers and walkers into the Tararuas. This report presents initial estimates of demand and visitor spend for project concept consideration.
- ▶ The proposed southern route will require further on-the-ground investigation to assess the terrain, infrastructure required, and challenges involved in construction.
- ▶ The cost of construction at \$3.5 million is a significant investment that would largely be recouped through indirect expenditure in the region as opposed to revenue directly from trail users. There may be an opportunity to recover revenue from users of the proposed Ngapuketuria Hut or the Ratapu Bivouac, depending upon who builds and operates them.

## Recommendations

- ▶ Prior to undertaking a feasibility and business case, key partners (Horowhenua District Council, Department of Conservation, Ministry of Economic Development, Tararua District Council, etc.) should meet to discuss: funding, financial contribution, governance, construction and maintenance costs associated with undertaking a project of this nature.
- ▶ Consider other project evaluation criteria in addition to economic impact. Social and recreational outcomes could also be factored into the process. The trail would also provide new opportunities to market and brand the regions (Horowhenua and Tararua).

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# 1. INTRODUCTION

## 1.1. Background

In 2003, Consultants GHD assessed the feasibility of developing a road between Shannon and Eketahuna. GHD identified a possible route and estimated its construction cost to be at least \$60M. Horowhenua District Council ("Council") would have to fully fund the development of such a road and therefore deemed it not feasible.

In 2009, Council submitted a proposal<sup>2</sup> to the Ministry of Tourism seeking funding from the New Zealand Cycle Trail fund for a feasibility study for a cycle track between Eketahuna and Shannon. The proposed route was named "the Missing Link" and would total 57km, comprising a new 24km path through the Tararua Ranges following the proposed road alignment GHD identified in 2003 ("the Red Route") and the remaining 33km utilising existing roads. This proposal was unsuccessful, but Council resolved to undertake a feasibility study anyway, because of stakeholder support on both sides of the Tararua Ranges for a cycle route connecting Eketahuna and Shannon.

## 1.2. Brief for the Feasibility Scoping Study

Council engaged Opus International Consultants (Opus) to undertake an initial feasibility scoping study of the GHD Red Route and an alternative route identified by stakeholders, "the Black Route"<sup>3</sup>. The purpose of the study ("the Project") was to assess whether or not a more detailed assessment of the Project's feasibility was warranted. This report presents the findings of that study. It should be noted that this study is not a full feasibility and business case assessment.

The brief was to undertake a survey of the Red and Black Routes by helicopter and a preliminary assessment of the following:

1. The options and costs involved in establishing the cycleway;
2. The need for accommodation and other supporting infrastructure given that the trail will most likely provide a multi-day experience; and
3. The frequency of use and the associated economic benefits.

<sup>2</sup> Prepared by Boffa Miskell

<sup>3</sup> See Figure in Appendix 1.

### 1.3. Methodology

Opus teamed up with Tourism Resource Consultants (TRC) and Simon Kennett for the purpose of undertaking the Feasibility Scoping Study. TRC's role was to undertake an initial tourism assessment in collaboration with Simon Kennett.

TRC conducted a two-day site visit to the Shannon and Eketahuna sides of the proposed route to get a sense of the potential tourism product, proposed routes, available or missing tourism infrastructure and integration with the key communities.

TRC identified the likely desire lines for potential riders of the route and any outstanding geographical or heritage features known. This visit also involved some initial conversations with key stakeholders. TRC reviewed all tourism data sets and regional tourism forecasts for the area, estimated design and construction costs, and completed the New Zealand Cycleway Funding Framework spreadsheets (as developed by the Ministry of Economic Development) for the cycleway. TRC produced this report with inputs from Simon Kennett and Opus, and arranged an independent peer review of its inputs.

Simon Kennett participated in the aerial survey of the Red and Black Routes and provided advice regarding route selection and design and the numbers of users that each route would be likely to attract, based on the known patronage of existing cycle trials elsewhere in New Zealand. Following the aerial survey, Simon identified modifications to the Black Route, which he considered necessary to avoid problem areas identified during the aerial survey. The modified Black Route is the route recommended in this report.

Opus managed the Project, undertook a climate analysis, provided GPS coordinates of the Red and Black Routes for the aerial survey, participated in the aerial survey of the routes, prepared a map and longitudinal profile of the modified Black Route, and prepared maps of the Tourism Infrastructure and Services and Local Road Details. Opus also arranged an independent peer review of the draft report.

The aerial survey of the Red and Black Routes was undertaken on 16 July 2011 using a Squirrel helicopter operated by Helipro, which was fitted with a Westcam video camera system. The purpose of the aerial survey was to understand ground conditions along the proposed routes and to help narrow down options. The helicopter flew along and filmed the Red and Black Routes, following GPS coordinates, which had been preloaded into the helicopter's navigation system.

The flight was undertaken by helicopter pilot, Ned Lee, a cameraman, Simon Kennett and Opus' Palmerston North based Graphics Work Group Leader, Lyndon Ingram. The return survey flight took 2.25 hours from Helipro's base at Palmerston North Airport. A video recording of the survey is available. (It should be noted that the video is of the original Red and Black Routes, and does not include the modified sections of the Black Route, which Simon Kennett identified after the aerial survey was undertaken).

## 1.4. Name change

This cycleway project through the Tararua Ranges has been referred to as the Missing Link Cycleway since it was presented to the New Zealand Cycleway project for funding. As part of this initial scoping exercise it was deemed appropriate to change the name for the following reasons:

- ▶ There are a number of mountain bike trails around the country called the Missing Link, including a popular one at Makara Mountain Bike Park in Wellington; and
- ▶ The name does not identify with the proposed trail or location in any way.

The suggestion is to rename the trail to the 'Tararua Traverse'. This captures the geographic location of the trail and also what the ride entails (i.e. a traverse of the Tararua Range).

This name change has been approved by Horowhenua District Council ('the client') and will be used throughout the report.

## 2. SITUATION ANALYSIS

### 2.1. Macro New Zealand Context

**High exchange rate** – The high New Zealand dollar is forecast to continue for some time in the range of \$0.70-0.80 to the USD. This will continue to effect international travel to New Zealand and visitors' willingness to spend once they arrive.

**Christchurch earthquake** – the effects of the quake on domestic tourism are significant as Canterbury is a major source market nationally. However, the effects will be less pronounced in the North Island<sup>4</sup>. The rebuilding of Christchurch will also have a significant effect on the construction industry, both through the availability and cost of labour and higher costs for building materials. This should be factored into capital budgets for the project.

**Current economic climate** – the world financial crisis particularly in Europe and the US will have implications for long haul travel markets to New Zealand. The state of the UK economy and long haul travel taxes out of England will impact willingness to travel internationally.

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<sup>4</sup> Canterbury has traditionally been a small (2% of domestic visitor nights) source market for Taupo.

## 2.2. Cycle Trails in New Zealand

This section provides an overview of the New Zealand Cycle Trails Project and other significant trails in New Zealand. The attributes of these and their use are highlighted and will be used to estimate potential market demand for the proposed Cycleway.

### 2.2.1. The New Zealand Cycle Trail

The New Zealand Cycle Trail presents competition and opportunity. The 18 trails promoted by the New Zealand Cycle Trail team will be difficult to compete with. In particular, the government-funded tracks listed in the table below offer experiences and/or terrain similar to that offered by the Tararua Traverse.

New Zealand Cycle Trails Projects		
Trail Name	Existing Annual Use	Key Notes
Ruapehu-Whanganui Trails	2,000	Excellent forest scenery and iconic historic features (e.g. Bridge to Nowhere). Annual use refers to Raehiti Overnight Loop. Old Coach Road day ride estimate bikers and walkers 9,000
Dun Mountain Trail	unknown	Excellent subalpine scenery and historic features
St James Cycle Trail	2,000	Good alpine scenery. Grade 4, near Hammer Springs. This number is 66% day use and 33% overnight
Motu Trails	1,000 <i>(estimate)</i>	Excellent forest and coastal scenery. The trail is due to open spring 2011. This estimate is for overnight users, there could be an additional 3,000 day users to the coastal section
Waikato River Trails	unknown	Good forest and river scenery
Old Ghost Road	unknown	Excellent forest and alpine scenery and historic features
Lake Track	15,000	Good forest and spectacular lake scenery. Usage figure refers to day walking and bike use (50/50) on the existing W2K track from Whakaipo to Kinloch
Pureora Timber Trail	3,100 <i>(estimate)</i>	Excellent forest scenery and nationally significant historic features (e.g. Ongarue Spiral). This estimate is for overnight users, there could be an additional 2,400 day users. The trail is due to open spring 2011

There are no New Zealand Cycle Trails located in the lower North Island. The trails presented above are a mixture of under construction and partially complete trails. Only one trail has been officially opened (St James).



Demand for most of these trails is forecast to grow over time and has the potential to grow the market and broaden cycling's appeal. However, there will also be increasing competition for cycle tourists and a huge range and variety of trails to choose from. Demand for the best trail experiences will likely continue to grow over time through word of mouth, but some will struggle to attain and/or maintain the numbers forecasted. However, the Tararua Traverse has the opportunity to leverage off National Cycle Trail promotions.

### Network Expansion Project

On the 21st of August 2011 the Network Expansion Project was launched by the NZ Cycle Trails team. This will promote backcountry roads and tracks, which link up the Great Trails, urban centres, each other, and other trails of world-class standard.

The Expansion Project may provide an opportunity for the Tararua Traverse trail to link in with the New Zealand Cycle Trail network. In this respect, it would be important to link Shannon with Palmerston North and/or Levin (via cycle paths, quiet roads or roads with generous shoulders) and link West Kakariki Road with Eketahuna (as intended as part of the Tararua Traverse) or with Pahiatua.

### 2.2.2. Other Significant Trails and Competition

Other trails of national significance that present competition for the Tararua Traverse are:

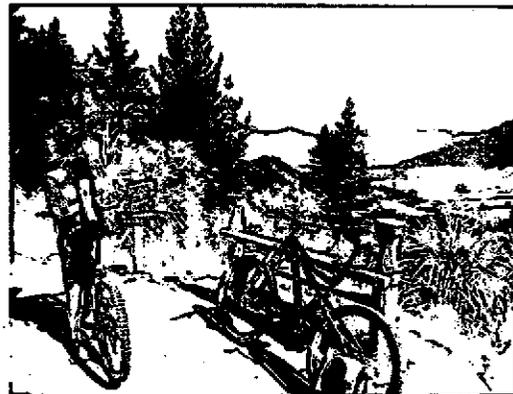
Other Relevant New Zealand Trails and Products		
Trail Name	Existing Annual Use	Key Notes
Rimutaka Rail Trail	40,000	Good forest scenery and good historic features. The use is day walking and biking.
Manawatu Gorge Track	Unknown	May soon be upgraded to intermediate mountain biking standard
Heaphy Track	3,000 <i>(estimate)</i>	Excellent forest, coastal and subalpine scenery in a National Park, but closed to bikes 1 Oct - 1 May each year. The use is an estimate for 2011, the vast majority of which is overnight

Other Relevant New Zealand Trails and Products		
Trail Name	Existing Annual Use	Key Notes
		or two night use.
Moerangi Track	1,200	Excellent forest scenery, 35km track through Whirinaki Forest Park, has a hut and promoted as multi-day. The vast majority of the use is day riders.
42 Traverse	1,500	Very good scenery, North Island premier mountain bike adventure ride. Dual use track, generally ridden one-way, 4-6 hours. The inaugural T42 event May 2010 attracted over 500 participants.
Queen Charlotte Track	2,500	Very good forest and coastal scenery, but closed to bike from 1 Dec - 1 Mar each year. Iconic multi day 71km track. Private and public land. Use figure is for overnight riders (majority 2 nights); also over 25,000 users annually at Anakiwa end that is open year round to bikers.
Central Otago Rail Trail	14,000	New Zealand's iconic multi day ride, Grade 1-2 trail, good climate, scenery and small towns, excellent infrastructure. Use figure refers to multi day riders, there is up to 40,000 per year using parts of the trail for day use.

Mountain bike parks such as Whakarewarewa, Craters of the Moon and Makara Peak provide a wide range of tracks, good scenery and social atmosphere with annual visits ranging from 30,000 to 100,000.

Most of these rides (or parks) provide for intermediate or advanced level riders grades 3 & 4 on a range of 1-6 (with 1 being the easiest).

The Tararua Traverse Trail needs to compete with and/or complement the existing and imminent opportunities. It may best do this by appealing to a variety of rider types (from day-trippers to off-road cycle tourists) and walkers/trampers.



The new Toratora mountain bike track on the Wairarapa coast (34km SE of Martinborough) includes over 13km of wide single-track trails, designed and built by one of New Zealand's most respected mountain bike trail builders. The trails are located on private farmland and open this spring. They can be ridden by day trippers for \$25 per person or be part of an overnight package in historic accommodation great cuisine and hospitality up to \$225 per person for one day and one night.

### 2.3. Walking in New Zealand

New Zealand is recognised internationally for its walking product centred around the southern lakes Great Walks. Walking continues to be the most popular recreational activity and this translates into growth in walking and trekking products in the tourism industry. These products can be guided or independent and range from hours to multiple days, although the growth is higher with the day and overnight products, as opposed to longer multi day treks.

In New Zealand there has been huge growth in the number of multi day walks in the last 20 years. Today, there is more choice and competition than ever before. Three main types of walks have been developed:

**Great Walks** – the network of NZ Great Walks was built on existing popular trails such as Milford, Routeburn, Abel Tasman and Tongariro Northern Circuit. The brand "Great Walks" raised the profile of walking and the commercial opportunities. DOC manages nine Great Walks tracks. Growth in numbers on these tracks has been relatively flat, with the exception of day walk opportunities on the Tongariro Crossing and in Abel Tasman National Park. There are no Great Walks south of Tongariro in the North Island.



**Private Walks** – there are more than 25<sup>5</sup> private multi-day walks in New Zealand. Most are in rural locations and some are coastal, but few are viable stand alone commercial entities. Most are run as supplementary activities to farming. The main exceptions to this are Banks Peninsula Track and the Tora Walk in the Wairarapa, which has also just developed a mountain bike trail. The experience is generally not guided but walkers have their gear transported, meals and comfortable accommodation provided.

**Other Walks** – these tracks include 'stand-alone' ventures that involve a mixture of public and private land and trail management. The key examples are Queen Charlotte Track, Central Otago Rail Trail and Hump Ridge Track. Both Queen Charlotte Track and Central Otago Rail Trail have significant biking usage.

**Te Araroa Trail (The long pathway)** – is a single trail running the length of the country, part of the lower Tararua Range is included in the Te Araroa Trail. The trail joins the Manghao Road (from Tokomaru Valley Road) just north of No3 reservoir and exits just south of the reservoir and heads southwest.

<sup>5</sup> Hirsh, 2006

## 2.4. Tourism in Kapiti and Horowhenua

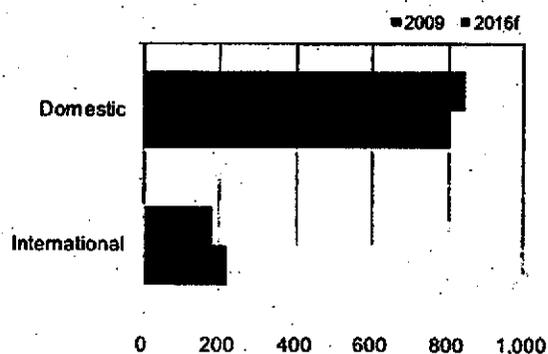
The following tourism data relates to the Kapiti-Horowhenua Regional Tourism Organisation (RTO). However, the bulk of the tourism activity would be attributable to the Kapiti Coast region.

### 2.4.1. Visits, expenditure and attractions

In 2009 travellers made a total of 2.310 million visits to Kapiti-Horowhenua RTO's region. This included international, domestic and day and overnight. However, 80% of this is driven by domestic day trips to the region.

The number of visitor nights in the region was 1.026 million, with international visitors accounting for only 17.7% of these nights. Visitor nights are not forecast to increase to 2016.

Visitor Nights in Kapiti-Horowhenua Region by Origin of Traveller (000s)<sup>6</sup>



### Visitor Expenditure

- ▶ In 2009 international and domestic visitors spent a total of \$128 million in the Kapiti-Horowhenua region. Domestic visitors accounted for the vast majority (85.6%) of this.
- ▶ By 2016 total visitor expenditure in the Kapiti-Horowhenua region is forecast to increase by \$13 million (10.2%) to \$141 million, but their share of national visitor expenditure is forecast to decrease from 0.85% in 2009 to 0.78% in 2016.

<sup>6</sup> New Zealand Regional Tourism Forecasts 2010-2016, Kapiti-Horowhenua RTO August 2010 Tourism Strategy Group Ministry of Economic Development

### Key attractions

- ▶ **Kapiti Island** is one of New Zealand's most significant nature reserves and arguably one of the world's most successful conservation stories. Kapiti Island is perceived locally as the flagship of the tourism industry on the coast. Historically visitor numbers to Kapiti Island have remained relatively static from 1998 to 2008 at around 8,000 to 9,000 annually<sup>7</sup>.

### 2.4.2. Infrastructure Developments

- ▶ Kapiti Coast Airport (formally Paraparaumu Airport) has an ambitious vision to develop a strategic regional asset; the overall cost of the airport development is estimated at \$3.5million<sup>8</sup>. Air Nelson will commence services from the Kapiti Coast to Auckland on 25 October 2011. There will be three return flights a day from Kapiti Coast Airport to Auckland aboard 50-seater Q300's.
- ▶ The new draft town plan for Foxton focuses on a revitalised town centre and there are also plans to redevelop the De Molen authentic Dutch Windmill and nearby flax stripper museum.

### 2.4.3. The Tararua Range

The Tararua Range was New Zealand's first Forest Park. It is a rugged area of steep sided hills covered largely in native beech forest with wind-lashed ridges of rotten rock and tussock grass rising to over 1,500 metres in places. On a fine summer's day the ridges and peaks provide great views to Mt Taranaki in the north-west, the Wairarapa and Tararua District in the east, and west to Horowhenua coast.



Weather conditions are the biggest hurdle to recreation in the Tararuas particularly on the ridgelines and in other exposed areas. Storms sweep the Tararua tops on average 200 days a year. Over 40 hunters and trampers have perished there since the early 1900s<sup>9</sup>.

The main recreational activity in the Tararuas is tramping, though hunting, fishing and other short walks are also popular. The Southern Crossing is billed as the

<sup>7</sup> Kapiti Island - Enhancing the Visitor Experience, prepared by TRC for DOC, August 2009

<sup>8</sup> [www.kapiticoastairport.co.nz](http://www.kapiticoastairport.co.nz)

<sup>9</sup> Tararua Tramping Club, [www.ttc.org.nz](http://www.ttc.org.nz)

classic, must-do tramp that climbs through bush onto exposed high tussock tops running from Otaki Forks in the west, over Mount Hector and exiting via Kaitoke in the Hutt Valley.

Closer to the Tararua Traverse Trail, the track to Burn Hut is a relatively popular walk as a loop with local trampers parking either at the No.2 or No.1 reservoir. The hut has approximately 200 bed nights per year. The track is also used for day tramps.

### 3. TOURISM SERVICES AND INFRASTRUCTURE ANALYSIS

#### 3.1. Existing Tourism Services and Infrastructure

This section details the tourism amenities and infrastructure on the road sections of the proposed cycle route. This is presented travelling from Shannon to Upper Mangahao No.1 Reservoir and from Eketahuna to the road end at Kakariki West Road.

##### 3.1.1. Shannon to No.1 Reservoir

This section covers the road route from Shannon township to Mangahao Power Station and the public (gravel 4x4 access) road up to Mangahao Upper No.1 Reservoir. The numbers used below correspond to locations on the map provided in Appendix 2 (1-18).

##### Shannon

Shannon is a small rural town in the Manawatu with some significant heritage buildings (old BNZ bank building) and a history of flax milling. The town has been revitalised in recent years with several antique shops, a good café, takeaways, and other boutique stores selling home ware, jewellery, arts and crafts. There is no bike shop in Shannon.



It has become a regional destination for shopping and daytrips and travellers often stop there on route to and from Palmerston North. Shannon has good rail connections (e.g. Main Truck Line) and the station itself has been restored and serves as a visitor information centre. Accommodation in town includes the:

1. Club Hotel Shannon
2. Albion Hotel.

Key visitor infrastructure, amenities and attractions include:

3. Shannon Historic Railway Station – visitor centre
4. Shannon Hall – community hall
5. A range of boutique shops (antiques, arts and crafts)
6. Owlcatraz – 44 Margaret Street, Shannon. Native bird and wildlife park.

### Shannon to Mangahao Power Station

**Mangahao Road** - Sealed rural road with wide grass verge (approx 4m). Moderate traffic<sup>10</sup>, mainly to the community of Mangaore. Also used by staff at Mangahao Power Station and the Quarry and visitors to Tararua Forest Park.

7. **Mangaore Hall** – located on Mangahao Road below the community of Mangaore. The community hall also has toilets and a grassy picnic area. The hall is available for hire.
8. **Mangaore** – a small community of approximately 50 residents with a number of resident artists.

9. **Mangahao Power Station** – operated by Todd Energy. The station is not open to the public. Limited tours are available to educational groups. There are health and safety issues associated with public access.



10. **Mangahao Reserve and National White Water Park** – over \$1 million has been invested in infrastructure to create a white water reserve for slalom, down river racing and freestyle kayaking to an international standard on the river just below the Power Station. There is also a riverside boardwalk for viewing and access. The facility is operated by Environmental White Water Park Trust (EWWPT). There is on-site camping and picnicking areas at the reserve. Toilet and shower facilities are accessible via swipe cards from Bivoauc Outdoor, Ferguson Street, Palmerston North. The kayak course can also be used at night under lights.

### Mangahao Power Station to No1 Reservoir

**Mangahao Road** - gravel road from Power Station, no verge and numerous blind corners with limited visibility. Road climbs gradually (450m over 10km) up to Tokomaru Valley. Todd Energy maintains the road from the power station to a four

<sup>10</sup> See Appendix 3.

wheel drive standard. It is generally in good condition though the number of potholes and the condition of the road deteriorates somewhat as you near the No.1 Reservoir. There is some commercial traffic as far as the operational quarry, after that very limited use by Todd Energy staff, recreational hunters, trampers and social/community groups that lease houses near No.1 Reservoir.

11. **Working Quarry** – located just off Mangahao Road approx 2km past Power Station
12. **View point** – on switchback section good views out to Kapiti Coast
13. **Te Araroa Trail** – a national trail which runs 3,000km from Cape Regina to Bluff. The trail joins Mangahao Road at the intersection of Tokomaru Valley Road and exits just south of No.3 Reservoir
14. **No.3 Reservoir** – this area has been extensively logged through the Tokomaru Valley Road. No facilities
15. **No.2 Reservoir** – exit/start of Burn Hut loop track. No facilities
16. **Accommodation** – just to the north (< 1km) of No.1 reservoir there are several ex-hydro houses and huts that are used by community groups:
  - Hukanui Lodge – well maintained hut used by Police and Fire Service groups;
  - Small hut – located on hill on west side of the road just north of No.1. accessed by steep walking track;
  - 2 x brick ex-hydro 3 bedroom houses – currently used and maintained by volunteers or clubs (e.g. Fish & Game or tramping), they are leased from DOC; and
  - 1 x wood weatherboard - ex-hydro 3 bedroom house.

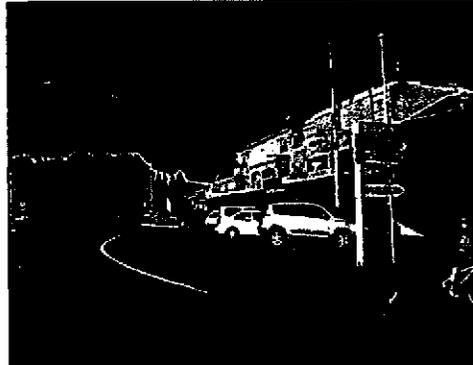
17. **No.1 Reservoir** - exit/start of Burn Hut loop track. There are also toilets available for public use located at the base of the dam in the Todd Energy workshop shed.

18. **Burn Hut** – the Burn Hut and loop track from No.1 to No.2 reservoir is a popular day and overnight tramp maintained by Department of Conservation.



### 3.1.2. Eketahuna to Kakariki West Road End

This section covers the town of Eketahuna and the road routes to the two trailhead options at the end of Kakariki West Road and at Mangaroa Road. Refer to the attached map in Appendix 2 for location of numbered items (19-34) below.



#### Eketahuna

The small rural town of Eketahuna is located on State Highway 2, 40km north of Masterton. The town has a selection of cafes, eateries, two old hotels and other services (no bike shop in town). There is a range of accommodation including the:

- 19. Commercial Hotel;
- 20. Hotel Eketahuna;
- 21. Camping Ground;
- 22. Brookfield's Lodge; and
- 23. Monaghan's Cottage.

Other key visitor infrastructure, amenities and attractions include:

- 24. Mark Dimock Gallery – original paintings and sculpture;
- 25. Community Visitor Centre run by Tourism Eketahuna;
- 26. Eketahuna Golf Course;
- 27. Eketahuna Museum (originally a school built in 1880);
- 28. Historic St Cuthbert's Church 1898; and
- 29. Pukaha Mount Bruce, on SH2 10km south of Eketahuna is a popular visitor attraction managed by DOC. Pukaha attracts around 38,000 visitors annually. Around \$3 million has been invested in the centre over the last 3 years.

#### Eketahuna to Nireaha

Nireaha Road, sealed road heads northwest out of town, wide verge and Quarry Road (4km section) with a gravel road through rural landscape.

- 30. Community Hall
- 31. Tararua Country Retreat – old school now used as accommodation at the junction of Nireaha and Mangatainoka Roads.

### **Nireaha to Atea**

Mangaroa Road is sealed with wide verge from Nireaha. After the bridge the road becomes gravel and heads SW to Atea.

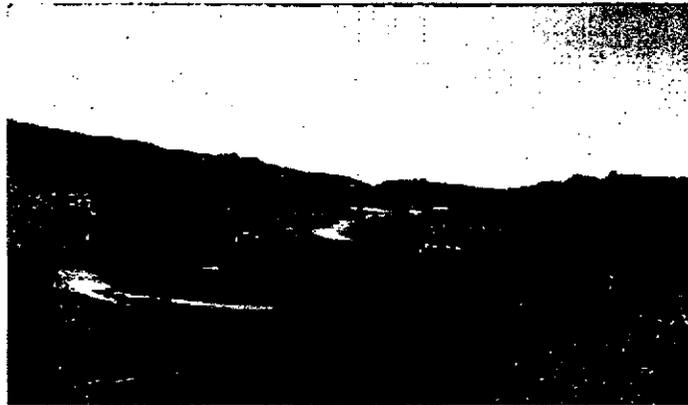
32. Eden Country Stay, beautiful log home on Mangaroa Road, Atea near where black route option exits the Tararua Ranges.

33. Stream ford crossing.

### **Nireaha to Kakariki**

Mangaroa Road is sealed with wide verge from Nireaha. After the bridge the road becomes gravel and turns north into Mangaraupū Road, a gravel road running north south along the foot of the ranges

34. Viewpoint providing great elevated views to the NE over the Mangahao River Valley from Kakariki West Road.



### **3.1.3. Rail services**

Passenger rail services on the North Island Main Trunk Line include the Capital Connection and the Overlander. The Capital Connection stops at Shannon, however it is only a Monday to Friday, once a day service designed for Manawatu residents commuting to Wellington. Though weekend riders from Wellington (departs 5:15pm) could use this service to get to Shannon on Friday night, overnight in Shannon and then begin their cycle ride on the Tararua Traverse on Saturday morning.

The Overlander departs daily from Wellington and Auckland simultaneously at 7:25am, but only stops at Levin or Palmerston North, which are a 17km and 32km from Shannon respectively.

Connecting to rail on the Wairarapa side will require travelling 47 km on the back roads from Eketahuna to Masterton.

### 3.2. Potential Infrastructure Gaps

- ▶ **New Ngapuketuru Hut** - A new hut located somewhere just north of Ngapuketuru (1094m) is critical to the experience and provides essential overnight accommodation as well as playing a safety role. The hut will also allow some users to ride out and back, while others will continue on to the Eketahuna side.

A hut large enough to accommodate school groups and cater to larger summer weekend volumes would be ideal. The new 32 bed DOC Orongorongo hut (2011) is the best comparable. It had a build budget of \$450,000 + GST and \$60,000 for helicopter services. The hut would operate on a per bed on-line bookable system, similar to most existing DOC huts.

- ▶ **Shelters and Toilets** - The route on the western side of the ranges is quite well served with amenities (see Appendix 2) to No.1 reservoir. As a minimum additional facilities would include:
  - Shelter would be required at No 1 Reservoir (there is an existing public toilet in the Todd Energy work shed);
  - Bivvy, shelter and water source on the ridgeline track at Ratapu (717m). The bivvy is for walkers going from the new Ngapuketuru hut to Kakariki West Road end, it provides an overnight location midway on this 28km section;
  - Shelter and toilets at the Kakariki West Road end; and
  - Additional toilets may be necessary.
- ▶ **Transport** - This is a linear ride with users starting in Shannon and ending in Eketahuna or vice versa. The drive distance between Eketahuna and Shannon via the Pahiatua Track is 86km one way. Providing efficient and convenient shuttle services or car relocations for users will be vital to the experience. There could also be an option to be picked up in Pahiatua, which shortens the drive to Shannon by 20km.
- ▶ **Accommodation** - Both Shannon and Eketahuna have a good base of accommodation. Palmerston North, located 30km from Shannon, has plenty of accommodation.

On the trail itself there are three ex-hydro houses, the Hukanui Lodge, and a small hut all located near Upper Reservoir No.1. Currently these are used by regionally based groups or clubs.

On the eastern side the Tararua Country Retreat located in Nireaha just west of Eketahuna provides accommodation for up to 30 in an old school.
- ▶ **Interpretation** - adding interpretation to the trail will greatly enhance the experience. There is an opportunity for this to be multifaceted and

communicate the history of the Mangahao power scheme, flora and fauna in the Tararua Ranges and farming in the Manawatu and Tararua Districts.

## 4. CYCLEWAY ROUTE ANALYSIS

In order to attract a significant number of riders (and walkers) it is important to develop a track that is generally no harder than intermediate (e.g. grade 3) level difficulty. That standard requires a gradient between 0-5 degrees for 90% of the trail and an average width of 0.9 m (minimum width of 0.6 m). The International Mountain Bike Association standard for sustainable trail development recommends a maximum sustained gradient of 1:10.

In a high rainfall environment, a trail needs frequent grade reversals to ensure water cannot run down the track surface for a significant length. It is also likely that grade reversals will be required to work the route around features such as large trees, cliffs and over stream crossings. Consequently, we have recommended options which have a maximum average gradient of 1:15 over any section.

This section provides an analysis of the proposed red (northern) and black (southern) routes as well as the road sections (yellow) on either side of the Tararuas. A map of the proposed routes for feasibility scoping is provided in the Appendix 1.

### 4.1. Northern Red Route

The Red route (northern option) originally proposed followed a good gradient but entered an area of extremely steep terrain in the fourth quarter. The aerial survey revealed a number of huge slips and confirmed the unsuitability of that area for track development.

An alternative option has been identified. That is to stay high, above the gorge until approaching spot height 531 and then descend at an average gradient of 1:15. The forest park boundary appears to go right down to the river at that point. There are still a lot of very tightly packed contours in the third quarter of this route. As this south-facing slope is likely to be saturated for much of the year, we suspect building a mountain bike track would trigger some slips.

The Red route is, for the most part, a trip through dense native forest with few open vistas. While this has the advantage of being sheltered from the prevailing wind, it lacks the excitement of the more exposed southern route and competes directly with a larger number of the great rides listed above. It passes only one of the three Mangahao reservoirs.

## **4.2. Southern Black Route**

The main difficulty with the Black route (as originally proposed) was the very steep climb and descent at each end of the route. These would be unsustainable and unrideable for most riders. At the western end, with an average gradient of 1:15, the 500m climb to the ridge needs to be spread over about 7.5 km.

We recommend avoiding Baber Forks - the contours there are very steep, so building a track at the toe of those slopes would risk developing a major slip. Following the existing tramping track up the valley is less risky and the riding has the potential to be an easy grade. Starting the climb up Harris Creek gives an opportunity to visit a waterfall near the route and takes advantage of somewhat less precipitous terrain southeast of Island Ridge.

Along the ridge-tops, several detours around high points and sets of switchbacks would be needed to avoid track gradients in excess of 1:10. Some thought to avoiding the worst wind funnels is also necessary.

At the northern end the descent has been extended to sidle around spot height 574 before dropping to the end of the unformed legal road south of Torquay.

Because this route is significantly longer than the original, it presents a new opportunity to develop a hut that could help to break it into a two-day adventure. If this were placed just north of Ngapuketuru (elevation 1094m), it would afford shelter at a reasonable turn-around spot in the event of really nasty weather. There could be a short walk up to the summit for those who arrive early, with energy to spare. Day two would then start with fresh legs pushing over the highpoints.

The southern route is spectacular along the tops, passes 3 reservoirs, possibly a waterfall, and enjoys some fine native forest. The sub-alpine stretch would be truly unique for mountain bikers in the North Island and have considerable appeal to trampers looking for something easier than the typical Tararua tramping tracks.

The main issue is the exposure to bad weather. Possibly a closed season for mountain bikes would be in order - maybe from the day after Queens Birthday to the day before Labour Weekend. That season would be almost the opposite of the Heaphy Track mountain bike season (opened from 1st May - 30 Sept).

This closed season would apply only to the ridge-top section beyond the hut, so there would remain the option of an overnight trip to the hut and back (returning to Shannon). If this section of the trail could be built to grade 2 standard it would enable the trail to attract larger numbers particularly for day use. For some trampers, the closed season would be an opportunity to walk the sub-alpine section in relative solitude.

## **4.3. Road Based Yellow Route**

The yellow route encompasses both sealed and unsealed road sections from Shannon to Mangahao Upper Reservoir No.1 and from Kakariki West Road to

Eketahuna (via Mangaraupiu, Mangaroa, Nireaha and Quarry Roads) on the eastern side of the ranges.

Generally these could be classified as quiet and scenic country roads and for the most part they have wide grassy verges. Speed limits range from 50kph to 100kph, with the majority of this route in the 100kph classification.

The yellow route as described satisfies the New Zealand Cycle Trail criteria for use of public roads. All the roads are well within grade 3 cycle trail vehicle volume limits for mixed traffic use up to vehicle speeds of 100kph (i.e. less than 1,000 vehicles per day).

- ▶ The busiest section of road is Grey Street in Shannon with 809 vehicles per day. The quietest road sections are in the Tararua District with Kakariki West, Mangaraupiu and Quarry Roads all with less than 150 vehicles per day. Refer to the local roads map in Appendix 3.

A budget for signage and some minor infrastructure work at key pinch points or potentially dangerous corners/intersections will help define the route for cyclists and motorists.

#### 4.4. Connections

On the western side of the range, the development of the Roads of National Significance<sup>11</sup> (RONS) to Levin will most likely include a cycle path from Paekakariki north (and possibly the reclassifying of the existing SH1 to a local road status). The development of a cycle path or lane between Levin and Shannon would facilitate access to the Tararua Traverse from the western Wellington Region.

Assuming the NZ Cycle Trail project supports a backcountry route from Whanganui to Palmerston North, a link between Palmerston North and Shannon would invite cycle tourists coming from the north. It is noted that Te Araroa utilises Tokomaru Valley and that there is a paper road from the popular Kahuterawa mountain bike area through to Tokomaru Valley and on to Mangahao Road. This route may be worth further investigation.

It is highly likely that the NZ Cycleway Network expansion project will support a route between Woodville and Masterton that parallels State Highway 2 on quiet backcountry roads. It will need to pass through Pahiatua and Eketahuna (to access the services available in those towns).

With the combination of road-based options described above, the Tararua Traverse would provide for long weekend, loop trips from the north or south (accessible by train or shuttle) and the occasional long distance mountain bike tourer.

<sup>11</sup> Represents one of New Zealand's biggest ever infrastructure investments through NZ Transport Agency

## 4.5. Weather Summary

Available climate and weather information relevant to the Project area was reviewed, and a climate profile for the proposed cycleway was developed (see Appendix 4). Key findings of the Climate Analysis are as follows:

- ▶ The higher elevation parts of the cycleway are more likely to have low temperatures<sup>12</sup> and a greater chance of frost<sup>13</sup> and snow<sup>14</sup> than the lower sections. They will also have more rain days<sup>15</sup>, more fog days<sup>16</sup> and stronger winds<sup>17</sup>.
- ▶ The climate on the lower parts of the cycleway, which use existing roads on the western and eastern sides of the Tararua Range, is warmer<sup>18</sup>, experiences more rainfall<sup>19</sup> and slightly fewer rain days<sup>20</sup> and significantly fewer fog days<sup>21</sup> than the more elevated sections. Air frost can occur from March through December.
- ▶ The remaining parts of the cycleway, which comprise the Red Route and the northern half of the Black Route, experience the highest annual rainfall<sup>22</sup> and the most rainfall days<sup>23</sup>. January and February have the highest mean temperatures. The days get quite hot, but the nights are still cool.

The weather has significant implications for the construction, maintenance, usage and safety of the cycleway. The high rainfalls experienced mean that careful design, construction and maintenance of the cycleway will be required in order to manage stormwater runoff appropriately so as to minimise erosion and ensure the cycleway's on-going sustainability. The frequency of cloudy, windy and rainy days has implications for potential track patronage. Finally, the susceptibility of the cycleway to extreme winds, high rainfall, snow and low temperatures has implications for the safety of cycleway users, the management of cycleway use, and the need to provide shelter along the route.

<sup>12</sup> The mean daily temperature is 7.5°C, only 11.8°C for January and February and just 3.1°C in July.

<sup>13</sup> Air frost days can occur from April through December and equate to 9% of the year.

<sup>14</sup> Snow can occur from March through December, and there is an average of 13.1 days of snow per year (3.6% of the year).

<sup>15</sup> Rainfall occurs on 53% of the days of the year. Maximum 1-day rainfalls occur in February and March.

Average rainfall is 2,162mm.

<sup>16</sup> Fog occurs on 60 percent of days and can occur all year round, potentially limiting views.

<sup>17</sup> Exposed high elevation areas experience strong winds: 95.3% of the time wind is blowing more than 7km/hr, 72.9% of the time it is blowing more than 36km/hr, and 2.9% of the time it is blowing over 100km/hr. Strong northwest winds are especially frequent from late September to late November, but are also fairly common in April and May.

<sup>18</sup> The annual average temperature ranges from 11 to 12.5°C.

<sup>19</sup> The average annual rainfall is 2,260mm, but there is great variation in the amount of rainfall in any year.

<sup>20</sup> Rainfall occurs on 47% of the days of the year.

<sup>21</sup> Fog occurs on 3.6% of the days of the year.

<sup>22</sup> The average annual rainfall is 5,659mm, which is partially due to the orographic effect of the Tararua Range and the predominant westerly airstream.

<sup>23</sup> Rainfall occurs on 54% of the days of the year, and a large amount of rain can occur at any time of the year.

## 4.6. Conclusions

It appears both routes (Northern and Southern) would need about 36 or 37 stream crossings (with 3-8 metre long boardwalks or bridges) but the northern route would also require a very large bridge over the Mangahao River (cost estimate \$250,000-500,000), which is prone to rapid flooding.

Both routes would be extremely difficult to build. By choosing to build only to an intermediate track standard (with a minimum width of 0.6 m for short sections and the possibility of a few very short unrideable stretches such as swing bridges or fords) the build costs would be kept much lower than a 1-metre wide easy grade trail, and the risk of triggering slips would be minimised.

The northern route has some appeal as it travels through very impressive native forest, but this is not unique in the North Island. It is hard to imagine a track using that route drawing significant numbers away from similar experiences that are likely to be better marketed or more accessible. It is a route that would be wet or damp for a large portion of the year.

The southern route also has the appeal of some impressive native forest, but it also has about 15 kilometres above the bush-line. While that sub-alpine poses significant challenges in terms of exposure to the elements, and three swinging bridges<sup>24</sup>, it is unique to mountain biking in the North Island.

The exposure to huge vistas gives the southern route the 'Wow!' factor needed to make it stand out in a growing raft of mountain biking opportunities nationwide. It would be far more photogenic than the northern route, which also makes it much easier to market with impressive scenic photos in brochures and on websites.

There is also better potential on the southern route for a rewarding day-ride, even in poor weather, as the first half includes the following features:

- ▶ Mangahao Power Station and three water reservoirs;
- ▶ Ten kilometres of sheltered valley riding with views of the Mangahao River;
- ▶ Three swing bridges (already built, upgrades likely needed);
- ▶ Impressive native forest;
- ▶ Possibly a waterfall (shown on Topo50 map, to be confirmed); and
- ▶ A climb up to the bushline.

Finally, with a maximum gradient of 1:10, this route would be unique in the Tararua for providing walking access to a sub-alpine ridge for very young, old and less fit tourists, school groups, runners and local trampers.

<sup>24</sup> According to the Topo50 Map these are already there and may just require re-decking

#### **4.6.1. Preferred Option**

For the purposes of this initial route scoping exercise, the Southern route with proposed variations from the original Black Route is the preferred option. The Southern route:

1. Provides a more compelling and saleable tourism product with exceptional ridgeline riding and vistas;
2. Creates a more sustainable route with an additional 20-30km of track, which provides the opportunity for a true two-day ride (e.g. 40-46km per day) and overnight accommodation in the Tararuas;
3. Better utilises the existing infrastructure (road and features up to Upper Reservoir No1); and
4. Does not require bridging the Mangahao River.

If the project were to advance to a more detailed stage of assessment, it is recommended that options be assessed to reduce the grade of the track between km 39 and km 42 and between km 48 and km 51 (See Sheets 2 and 7 in Appendix 5).

Detailed maps and profiles of the preferred route are provided in Appendix 5. The subsequent sections of this report address market demand and the funding analysis for the Southern route with proposed deviations.

## **5. INITIAL MARKET ASSESSMENT**

### **5.1. Main Product**

The key product on offer is an overnight intermediate level (grade) mountain biking experience from Shannon to Eketahuna or vice versa. The following is a sample itinerary. Refer to the map in Appendix 2.

#### **Shannon to Eketahuna - two day ride with an overnight at Ngapuketurua Hut (86km)**

- ▶ Shannon is an easy 90 minute drive on SH1 and SH57 from Wellington and only 32km from Palmerston North.
- ▶ Spend your first night in the quaint Manawatu town of Shannon with its historic railway station, old pubs, antique stores, cafes and boutique arts and crafts shops.

**Day One (40km) Shannon to new Ngapuketurua Hut** – begins with an easy 5km stretch of rural road from Shannon to Mangaore. The village is home to a number of resident artists. The road then climbs slightly up to the Mangahao Power Station, where you can take a self guided tour around the station and read about the history of power generation in the Mangahao.

The gravel road from the power station climbs gradually up into the Tararuas through farmland and into exotic forest; there are some viewpoints out to the Kapiti Coast. At Tokomaru No.3 Reservoir the road levels off and then moves up the valley past No.2 Reservoir to Upper Reservoir No.1 with numerous picnic sites and interpretive hubs explaining the history of the area. Reservoir No.1 would make an ideal lunch stop after a morning of steady predominately uphill riding (20km). There may be the option to stay overnight in one of the houses/huts located near Upper Reservoir No.1.



After lunch the single track trail enters the forest and follows the Mangahao River up towards Harris Creek, the waterfall 9km is an ideal spot for a quick break before continuing on to the new 30 bed at Ngapuketurua Hut in the heart of the Tararua Ranges.

**Day Two (46km) new Ngapuketurua Hut to Eketahuna** – From the Hut riders make their way onto the ridgeline route along the eastern side of the Tararua Range. The views on this section of the trail will be outstanding from the sub-alpine section around Massey Knob (1,084metres), then northwards along the ridges overlooking the Wairarapa, before descending to Kakariki West Road. There will a bivvy/shelter roughly 14km (e.g. near Ratapu, elevation 717m) from the hut, an ideal place for a rest and/or lunch. Walkers would overnight at this location and walk the last 14km to the Kakariki West Road end on the third day<sup>25</sup>.

From the Ratapu Bivvy riders descend 14km to Kakariki West Road. From Kakariki West Road riders navigate quiet rural that skirt the foot of the ranges through farmland to join Mangaroa Road. At Nireaha riders will be able to stop at the revitalised school (Tararua Country Retreat) for afternoon tea or stay the night. From Nireaha riders follow Nireaha Road onto Quarry Road through farmland to the town of Eketahuna. Eketahuna offers riders several accommodation options, cafes, pubs and has an excellent local art gallery.

Local operators and cycle touring companies may extend and mix and match their itineraries to suit their clients. For example, some may add extra day's cycle touring on the quiet country roads in the Manawatu or Wairarapa.

<sup>25</sup> This assumes walkers started at the No.1 Reservoir for day 1 and walked to new Ngapuketurua Hut. On day 2 they walk from the hut to the bivvy.

### 5.1.1. Product variations include:

- ▶ **Overnight out and back use** – ride/walk to the proposed hut site in the Tararuas and back out the same way.
- ▶ **Day use** – riding/walking various sections of the trail for less than a day. This could include Shannon to Reservoirs, shuttle runs from the Tararuas back to Shannon (downhill).
- ▶ **Walkers** – the trail would provide day and overnight walking opportunities above the bushline that currently do not really exist in the Tararuas. An easy walking trail with a gentle 1:15 gradient. The longest day distance is 20km from No.1 Reservoir to the new hut, however, given the formation of the track and gradients; this should be doable for many walkers.

### 5.1.2. Markets

The overnight trail experience would appeal to intermediate mountain bikers, particularly in the local urban markets of Wellington/Hutt Valley, Kapiti-Horowhenua, Wanganui, Palmerston North and Napier/Hastings. These cities/regions all have healthy biking cultures and a good number of mountain bikers that would be interested in a product like this. As mentioned there are no New Zealand Cycle Trails in the lower North Island, the closest overnight biking opportunities are in the South Island - Queen Charlotte Sounds and Kahurangi National Park (Heaphy Track).

There would also be interest from walkers, many of whom currently do not tramp in the Tararuas because of its challenging routes and exposure to bad weather. This bike trail and the resulting gradient would be very appealing to a broader walking market than the traditional Tararua trumper. Walking use would likely be restricted by the location of huts, as walking 12-15km<sup>26</sup> is about the range for the majority of the market and similar to distances on many DOC Great Walks. However, it is possible to go up to 20km<sup>27</sup> on easier trails.

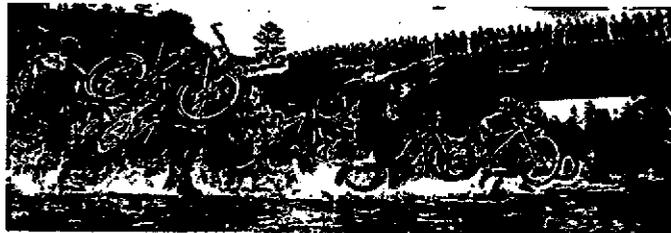
Walkers would require bivvy style accommodation approximately 14km (half way) between the proposed new hut and the road end at Kakariki West, which would create a three day walking product (e.g. 20km, 14km, 14km). Given the easy nature of the trail, these daily distances would be doable. The trail also has the potential to appeal to school and university groups; they may enjoy the variety and accessibility on offer.

<sup>26</sup> Mountain bikers can easily cover twice this distance or more in a day.

<sup>27</sup> Milford Track - Quentin Lodge - Mitre Peak Lodge via Sandfly Point 21km day section

### 5.1.3. Events

Mountain biking (MTB) and running event potential - It's not uncommon for adventure style MTB events to attract several hundreds of riders if there is spectacular scenery and a high sense of achievement. Similarly, off-road running events such as Xterra often attract over 200 entrants.



### 5.1.4. Preliminary Market Demand Estimates

The following demand estimates are based on the new overnight southern route from Shannon to Eketahuna with overnight accommodation at a new hut and bivvy as outlined in section 5.1. The demand has been divided into overnight and day use and includes both walking and biking users.

#### Key assumptions:

- ▶ There is a new 30 bunk hut built near Ngapuketuru and a bivvy for walkers approximately 14km (half way) between the proposed new hut and the road end at Kakariki West.
- ▶ Other infrastructure such as shelters, toilets, interpretation is in place on the trail.
- ▶ Year round walking use, but ridge-top section closed to biking from after Queens Birthday to day before Labour weekend. Access as far as the hut could be available year round from the Shannon side.
- ▶ There is an established transportation provider to get bikers back to their vehicles.
- ▶ The trail is well marketed and eventually included within the New Zealand Cycle Trails Network.
- ▶ The figures summarised in the table have been calculated using per person per day estimates by market (overnight and day), for each month, with different greater emphasis applied to weekends and the summer months. The numbers presented factor in some school use.
- ▶ An allowance has also been made for weather with the end figure lowered by 33% to account for bad weather days.

<b>Preliminary Market Demand Estimate Summary</b>		
<b>Visitor type</b>	<b>Annual</b>	<b>Description</b>
Overnight Riders	750	Includes out and back rides over-nighting at the hut as well as riding the full track
Overnight Walkers	250	Includes out and back walks over-nighting at the hut as well as walking the full track
Day riders	1,000	Use of any section of the track, but not over-nighting on the trail.
Day walkers	1,000	Use of any section of the track, but not over-nighting on the trail.
<b>TOTAL</b>	<b>3,000</b>	

Potential variations of the forecast are based on plus or minus 10% and 20%. This change will largely be driven by the biking market which is experiencing growing demand, but also a significant amount of new product/trails entering the market now and over the next two years.

<b>Sensitivity Analysis</b>	
+ 20%	3,600
+ 10%	3,300
Base case	3,000
- 10%	2,700
- 20%	2,400

The use would likely range from 2,400 to 3,600 in year two including walking and biking and both day and overnight.

## **6. PRELIMINARY COSTS AND BENEFITS ANALYSIS**

The Ministry of Economic Development's New Zealand Cycle Trail Funding analysis spreadsheets have been used to calculate some very preliminary number, design and construction costs and visitor spend results. The full spreadsheets are located in Appendix 6.

### **6.1. Visitor Numbers**

The visitor numbers used in the table have been derived from the market demand assessment in Section 5.1.3. Visitor number under the realistic scenario have the potential to grow from approximately 3,000pa to 4,250pa over 5 years, this includes day and overnight cyclists as well as walkers.

## 6.2. Design and Construction Costs

This section presents an initial order of magnitude design and construction cost estimate for the trail and has been based largely on the experience acquired with the construction and design of other trails around the country. A per metre rate of \$50 per metre for new trail and \$30 per metre for upgrading existing trail was used to estimate the new trail construction cost for the 48km from Upper Mangahao No.1 Reservoir to Kakariki West Road end.

The construction costs also includes the proposed 30 bed **Ngāpuketurua Hut at \$475,000** and other infrastructure such as a shelters, allowances for some boardwalk and bridging, the Ratapu bivvy, toilets, signage and interpretation.

The estimated total cost of construction for the project is **\$3.5 million**, including a 10% contingency and a budget for design and project management costs. This is a preliminary estimate that would require further on-the-ground assessment to refine.

## 6.3. Operational Costs

Operational costs for the Tararua Traverse would be largely driven by the cost of maintaining the trail on an ongoing basis. Who is responsible for these costs will depend on the governance and management structure for the trail. The trail would also require an ongoing marketing budget.

### Maintenance

An estimate for maintaining the 46km of new track to be built through the Tararuas is \$60,000 per annum. This figure includes track at \$600 per kilometre, bridges and structures at 2.5% of construction cost and a \$10,000pa contingency for landslides. Note this estimate does not include a maintenance figure for the 38km of roads for the cycle route.

### Marketing

The track should also have a modest marketing budget, though much of the ongoing cost for promotion would be in partnership with Nature Coast Enterprises, the region destination marketing organisation. An initial budget of \$50,000 would allow for development of collateral, brand/logo, web pages/content and a catalogue of high quality images.

The Tararua Taverse would be built to New Zealand Cycle Trail standard with the goal of being included as part of this network upon completion.

## 6.4. Estimated Visitor Spend

The estimated economic benefit is calculated using a basic formula of number of visitors estimated multiplied by an average spend. For overnights the Ministry of Economic Development used \$139 (including GST) from Otago Central Rail Trail User Survey 2008 / 2009 and for day visitors \$105 (including GST) from the Domestic Tourism Survey Year Ending December 2008 (Domestic cycle tourists).

The trails estimated total visitor spend under the realistic scenario could grow from \$360,000 to \$506,000 per annum over five years.

This represents a return on investment (ROI) of around 11% in year 1 and 15% in year 5. Note this does not account for the ongoing costs associated management and maintenance of the trail, which would be significant.

Estimated Direct Benefits - Realistic Scenario					
	Year 1	Year 2	Year 3	Year 4	Year 5
<b>Visitor Numbers</b>					
Multi night visitors	1000	1062.5	1125	1187.5	1250
Single day visitors	2000	2250	2500	2750	3000
Total visitors (International and Domestic)	3000	3312.5	3625	3937.5	4250
Average number of nights on the trail	1.0	1.0	1.0	1.0	1.0
<b>Estimated Direct Benefits (Realistic)</b>					
Multi night visitor spend	\$ 139,000	\$ 147,688	\$ 156,375	\$ 165,063	\$ 173,750
Additional accommodation prior to ride	\$ 13,900	\$ 14,769	\$ 15,638	\$ 16,506	\$ 17,375
Additional accommodation post ride	\$ -	\$ -	\$ -	\$ -	\$ -
Day visitor spend	\$ 210,000	\$ 236,250	\$ 262,500	\$ 288,750	\$ 315,000
Total Estimated Visitor Spend	\$ 362,900	\$ 398,706	\$ 434,513	\$ 470,319	\$ 506,125

## 7. CONCLUSIONS AND RECOMMENDATIONS

The section presents the conclusions from the scoping study and recommendations for next steps.

### 7.1. Conclusions

- ▶ The proposed route could be a significant tourism product for the region and attract bikers and walkers into the Tararuas. However, this report only presents order of magnitude estimates of demand, construction costs and visitor spend that will require further investigation.
- ▶ The preferred southern route will require further on-the-ground investigation to assess the terrain, infrastructure required, and construction challenges, and to fine-tune the route alignment.
- ▶ The cost of construction at \$3.5 million is a significant investment that would largely be recouped through indirect expenditure in the region as opposed to revenue directly from trail users (e.g. ability to 'clip the ticket'). There may be an opportunity to recover revenue from users of the

proposed Ngapuketuru Hut or the Ratapu Bivouac, depending upon who builds and operates them.

## 7.2. Recommendations

- ▶ Prior to undertaking a feasibility and business case, key partners (Horowhenua District Council, Tararua District Council, Department of Conservation, Ministry of Economic Development, etc.) should meet to discuss funding, financial contribution, governance, construction and maintenance costs associated with undertaking a project of this nature.
- ▶ Consider other project evaluation criteria in addition to economic impact. Social, health and recreational outcomes could also be factored into the process. The trail would also provide new opportunities to market and brand the Horowhenua and Tararua regions.

## **APPENDICES**

- 1. Proposed Red and Black Routes**
- 2. Existing Tourism Services and Infrastructure Map**
- 3. Local Roads and Vehicle Use**
- 4. Preferred Route Profiles and Maps**
- 5. Climate report**
- 6. Ministry of Economic Development Funding Spreadsheets**

## 1. Proposed Red and Black Routes

Key  
Route to be assessed  
Route to be assessed  
Route to be assessed

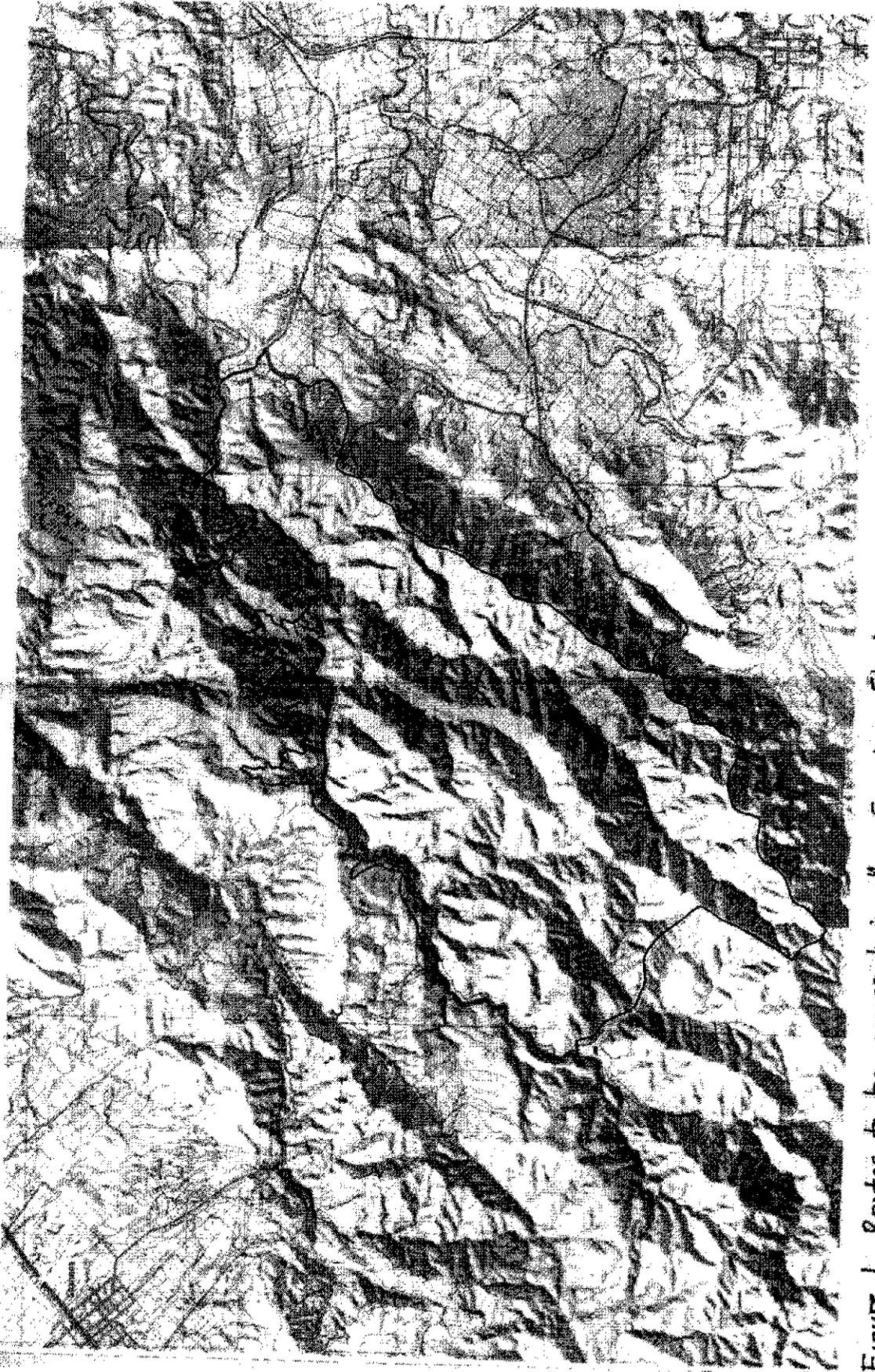


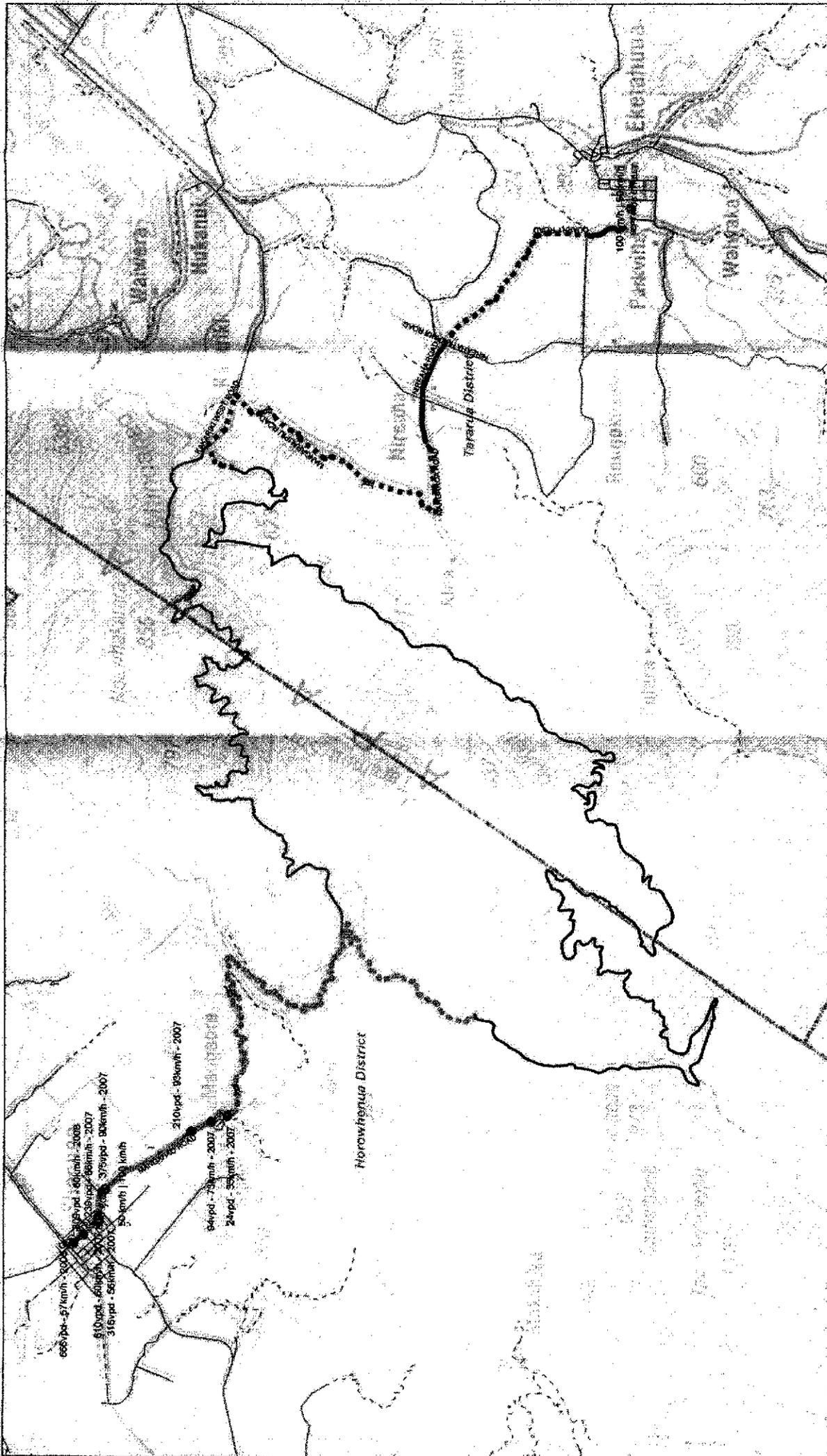
Figure 1 Routes to be assessed in the Scoping Study

## 2. Tourism Services and Infrastructure Map



### 3. Local Roads and Vehicle Use

# The Tararua Traverse Cycleway - Local Road Details



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 Hoitiro Office, Opua House  
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 Project No: SPN823.KZ

**Legend**

- The Tararua Traverse Cycleway
- Alternative Cycleway Route
- Other Roads:
  - Sealed
  - - - Unsealed

Horowhenua DC ADT	Tararua DC ADT	Annual Average Daily Traffic, 85th percentile speed, year of survey
— 0 - 150, Sealed	— 0 - 150, Sealed	●
— 151 - 250, Unsealed	— 151 - 250, Unsealed	●
— 251 - 500, Sealed	— 251 - 500, Sealed	●
— 500 vpd (Low Volume), Sealed	— 500 vpd (Low Volume), Sealed	●
— 500 vpd (Low Volume), Unsealed	— 500 vpd (Low Volume), Unsealed	●

(X) Speed Limit Change  
 (X) Single Lane Bridge  
 --- Territorial Land Authority Boundary

Scale: 1:50,000  
 Projection: NZGD 2000 New Zealand Transverse Mercator  
 Date: 13/08/2011 11:24:00 AM

## 4. Climate Report

Environmental  
Level 9, Majestic Centre, 100 Willis Street  
PO Box 12 003, Wellington 6144,  
New Zealand

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Fax +64 4 499 3699

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TO [REDACTED]  
COPY [REDACTED]  
FROM [REDACTED]  
DATE 14 April 2011  
FILE 5pn923.kz  
SUBJECT Missing Link Cycleway Feasibility Scoping Study - Climate  
Analysis

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### Introduction

A review of the available climate and weather information was needed to develop a climate profile for a proposed cycle track over the northern Tararua ranges. This profile helps to identify any constraints that the climate may provide for the development of the track, its recreational appeal, and the safety of its users.

The region of Manawatu is characterised by a windy climate, especially over the hills and in exposed places near the Manawatu Gorge. Summers are usually warm and frosts are frequent in sheltered inland places during winter. The weather is often cloudy about the hills, and hours of sunshine increase towards the coast. The predominant wind flow is westerly and this with the mountain ranges exerts a major control on the climate. Winds are often deflected by the ranges, and speed is increased through lower-lying areas and gaps such as the Manawatu Gorge. The Tararua Ranges lie in a north-east to south-west direction, and regions in their lee are significantly drier and sunnier than those exposed to the predominant westerlies (Burgess, 1988).

In westerly airstreams, the air is lifted over the Tararua Ranges and a build-up of cloud and associated orographic rainfall can spread westward from the ranges to the coast. Cloud and rainfall can also spill over into the eastern regions through the gorge and lower-lying parts of the ranges. In most west to north-westerly airstreams showers fall in the ranges. Light or moderate rain usually occurs throughout the region with the passage of any frontal system in the flow (Burgess, 1988).

### Data

Climate data over New Zealand is often hard to get, especially anything recent. The MetService had many climate stations in the 1960s and 1970s but a number of these have been discontinued during the 1980s. Table 1 shows the three climate stations in the area that will be used to develop the climate profile.

Table 1 Summary of the climate stations near the proposed cycleway.

Name	Period	Elevation (m)	Station ID
Mt Bruce Reserve	1967-1980	305	T25330505
Wharrie Peak	1965-1986	814	T23329019
Mangahao Upper	1919-1980	374	S25195616

The proposed cycleway has been split into three sections (Figure 1) relating to their elevation and associated characteristics. Each of these sections has been associated with one of the climate stations to develop the climate profile for that segment of track. Segment 1 is represented by the Mt Bruce climate station; segment 2 is represented by the Mangahao Upper station; and segment 3 is represented by the Wharrie Peak climate station. Although the Wharrie station is not close to the cycleway, it is at approximately the same elevation as segment 3, and is close enough to be affected by the same general weather patterns. Although segment 1 is on both sides of the ranges it is represented by a single climate station. These sections of the track are at similar elevations and are affected by the same general weather patterns. The part of track on the west side of the ranges is likely to be more affected by westerly airstreams and rainfall whereas the part on the eastern side is more likely to be affected by frosts and snow.

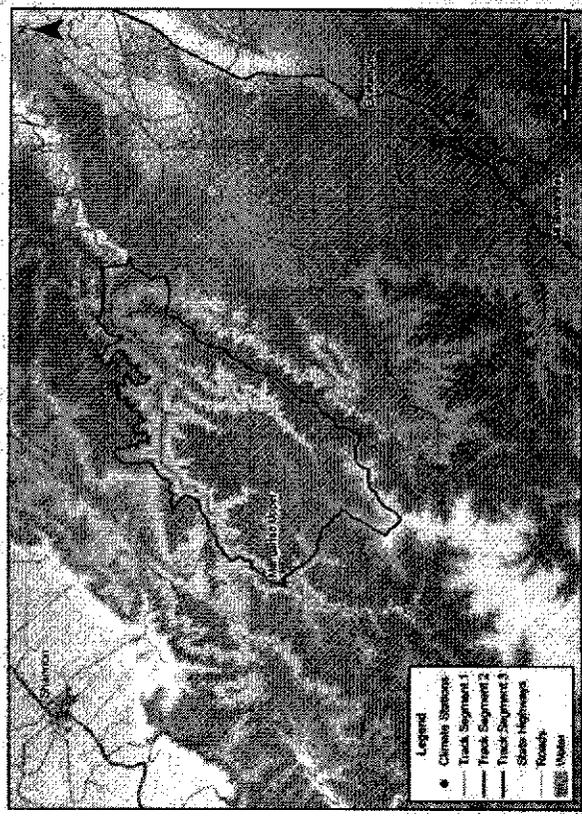


Figure 1 Location of the proposed cycleway track and two of the climate stations.

temperature as well as the highest mean monthly maximum (i.e. 27.2°C). The lowest temperature was recorded in August (i.e. -6.5°C) as well as the lowest grass minimum (i.e. -10.8°C), however, July has the lowest mean monthly minimum of -3.9°C.

**Table 4 Temperature statistics for the Mt Bruce Reserve climate station (°C) (1967-1980).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest temperature	29.8	31.8	26.9	25.3	19.7	17.8	15.6	17.1	18.6	25.5	25.7	29.3	31.8
Mean monthly maximum	27.2	27.2	24.8	21.8	17.6	15.3	14.5	15.4	16.7	19.9	22.8	24.9	28.5
Mean daily maximum	20.8	20.7	19.6	16.4	13.2	10.8	10.2	11.2	12.8	14.9	17.3	19.4	15.6
Mean	15.8	15.6	14.7	11.9	9.1	6.9	6.4	7.3	9.2	10.5	12.6	14.6	11.2
Mean daily range	10.0	10.1	9.8	8.8	8.3	7.8	7.7	7.9	7.6	8.9	9.5	9.7	8.8
Mean daily minimum	10.8	10.6	9.8	7.6	4.9	3.0	2.5	3.3	5.2	6.0	7.8	9.7	6.8
Mean monthly minimum	3.6	3.1	1.5	-0.2	-2.2	-3.8	-3.9	-3.2	-1.5	-1.5	-0.2	2.2	-5.1
Lowest temperature	0.7	-0.4	-0.6	-2.9	-4.0	-5.6	-5.8	-6.5	-2.5	-2.8	-2.0	-0.2	-6.5
Lowest grass minimum	-2.3	-3.6	-3.5	-6.9	-9.2	-10.3	-9.9	-10.8	-7.4	-7.0	-5.7	-3.9	-10.8
Mean grass minimum	8.1	7.8	7.0	4.7	2.3	0.4	-0.5	0.7	2.4	3.3	5.3	7.2	4.1

Figure 2 shows the mean annual temperature (°C) from the Land Environments New Zealand (LENZ) database. It shows that the Segment 1 parts of the track have a variable annual average temperature between 12.5°C near Shannon and Eketahuna and 11°C near where segment 1 joins segment 2. This is similar to the mean annual temperature of 11.2°C at Mt Bruce Reserve climate station.

**Segment 1**

Segment 1 is the lower elevation section of the track, situated on both the west and east sides of the Tararua Ranges. The township of Shannon sits at 40m elevation on the west side of the ranges and the track climbs to nearly 500m. The southern option on the east side starts at 600m and the northern option at 240m. Both options join at 250m and then descend to 220m at Eketahuna. With the huge range of elevation in this segment there will be a large difference in climatic factors. The Mt Bruce Reserve climate station sits at 365m in elevation which is mid-way between the range of elevations. It is however, located further to the south of the track (~10km) and is situated between the ranges and Bruce's Hill (640m).

Rainfall plays a major part in a climate profile. It is also very important when developing the track. Table 2 holds the rainfall summaries for segment 1 of the proposed track. It shows that the average annual rainfall is 2260mm but there is a great variation in the amount of rainfall that in any year. Remember that the highest and lowest annual totals for each month do not necessarily occur in the same year.

Table 2. Rainfall summary statistics for the Mt Bruce Reserve climate station (mm) (1967-1980).

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest monthly total	321	168	337	296	445	467	607	359	406	408	314	319	2733
90 <sup>th</sup> percentile	314	160	276	274	413	368	492	381	396	406	310	295	2636
Mean	145	91	129	172	237	221	251	220	235	229	180	170	2260
10 <sup>th</sup> percentile	40	41	35	63	94	125	101	139	97	98	57	52	1164
Lowest annual total	19	22	27	59	90	112	97	133	80	85	63	76	1516

Table 3 shows the average number of rain days in a year. A rain day constitutes rainfall of 1mm or more. It is significant that rain falls on half the days in any year. The winter months have about twice as many rain days of summer. The number of rain days is important to know when both developing the track and assessing its recreational use. The 1-day and two-day rainfall maximums are useful when developing the track and also in determining just how much rainfall can occur in one day so the tracks can be built to withstand the rainfall.

Table 3. Rain days' summary statistics for the Mt Bruce Reserve climate station (mm) (1967-1980).

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average rain days (≥1mm)	11	10	10	12	16	16	19	17	19	17	13	13	172
Max 1-day rainfall	105	66	73	99	107	87	95	79	113	97	78	82	113
Max 2-day rainfall	144	77	105	153	139	122	123	117	172	104	138	95	172

Temperature also plays a major role in a climate profile. The Mt Bruce Reserve station has air as well as on the ground temperature information (Table 4). This could be useful to know when developing the track, and also with regard to safety of users on the track. February has the highest

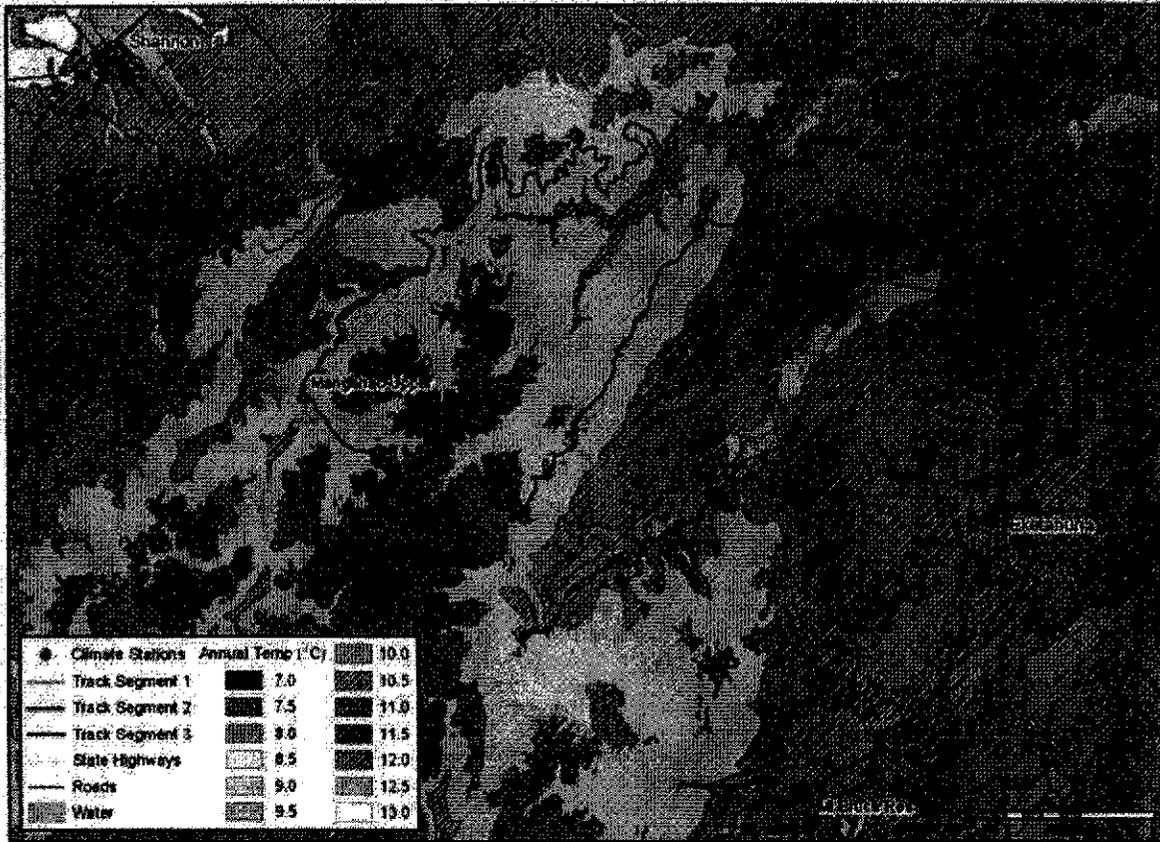


Figure 2 Mean annual temperature (°C) of the proposed cycleway track (LENZ).

Table 5 shows the average number of ground frost days in a particular month and for the year. Frost can be dangerous, especially when it doesn't melt and becomes black ice. This climate station also measured the number of days that air frost occurred. This is when the temperature of the air above the ground falls below 0°C. This can occur from March to December, but is most common in July (i.e. 8.2 days).

Table 5 also shows the relative humidity as well as the average number of snow days and the average number of fog days. A fog is considered to be a cloud that has its cloud base on or near the ground and limits visibility. The number of days that fog occurs can be useful in determining how many days there would be a restricted view from the proposed track. Fog can occur all year round but is most prominent in March to June. Snow can occur from May to November, with June to August having the highest incidence of snow.

Table 5 "Special phenomena" statistics for the Mt Bruce Reserve climate station (1988-1989)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average days of ground frost	0.6	0.5	1.6	4.9	9.1	13.2	13.8	11.7	8.2	6.5	2.8	1.6	74.3
Average days of air frost			0.1	1.1	3.8	8.1	8.2	5.4	3.4	2.6	0.7	0.1	33.5
Relative humidity (%) at 9am	75	77	76	83	84	87	87	85	79	76	75	75	80
Average days of snow					0.3	0.8	0.8	0.8	0.4	0.3	0.1		3.5
Average days of fog	1.1	0.9	1.6	2.3	1.7	1.5	1.0	1.4	0.8	0.2	0.5	0.6	13.0

**Segment 2**

Table 6 provides the rainfall summaries for segment 2 of the proposed track. This climate station is towards the top of the Mangahao River valley. This record is very long (61 years) so will likely have captured more extremes than the other two stations. This site has in the highest annual rainfall of 5659mm, despite this site not being at the highest elevation. This is partially due to the orographic effect and the predominant westerly airstream; the western side of the Tararua get more rainfall than the same elevation on the east side.

Table 6 Rainfall statistics for the Mangahao Upper climate station (mm) (1919-1989)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest monthly total	891	819	487	428	614	613	565	724	689	114	349	361	5659
90 <sup>th</sup> percentile	356	343	332	375	544	458	443	408	442	508	426	488	4197
Mean	224	206	208	221	283	297	277	278	270	325	272	270	3127
10 <sup>th</sup> percentile	101	83	94	92	127	142	156	162	119	180	107	131	2402
Lowest annual total	26	32	22	56	86	70	72	108	57	103	76	78	2188

Table 7 shows the average number of rain days in a year. The average number of rain days has a range of seven days where the least number occur in February (summer) and the most occur in August-October (winter/spring). In any year, it will rain on approximately 5.4% of days. The maximum 1 and 2-day rainfalls show that a large amount of rain can occur at any time of the year, not necessarily just in winter or spring.

**Table 7 Rain days' summary statistics for the Mangahao Upper climate station (mm) (1925-1980).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average rain days (≥1mm)	14	12	13	15	17	17	18	19	19	19	17	16	196
Max 1-day rainfall	154	158	171	147	163	118	139	156	144	287	161	339	339
Max 2-day rainfall	267	309	201	193	246	178	201	259	182	468	239	407	468

Temperature also plays a major role in a climate profile. The Mangahao Upper climate station records only the temperature of the air (Table 8). Unlike rainfall, the temperature is heavily related to the season; January and February (typical summer months) have the highest average temperatures with 14.5 and 14.2°C respectively. These two months also have the highest daily range, suggesting that although the day gets quite hot the nights are still cool. The typical winter months, June and July, have the lowest recorded temperatures of -3.9°C.

**Table 8 Temperature statistics for the Mangahao Upper climate station (°C) (1934-1957).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest temperature	30.0	28.9	27.2	22.8	19.4	16.7	15.6	17.2	20.6	21.7	25.6	28.9	30.0
Mean monthly/annual maximum	25.1	24.8	23.0	19.6	16.4	13.3	12.4	13.5	15.2	17.6	20.7	22.7	26.5
Mean daily maximum	18.6	18.3	17.1	14.5	11.8	9.2	8.6	9.3	10.8	12.5	14.6	17.1	13.5
Mean	14.5	14.2	13.2	10.9	8.4	6.0	5.2	6.0	7.4	9.1	11.1	13.3	9.9
Mean daily range	8.3	8.1	7.9	7.1	6.9	6.5	6.8	6.7	6.7	6.7	7.1	7.7	7.2
Mean daily minimum	10.3	10.2	9.2	7.4	4.9	2.7	1.8	2.6	4.1	2.8	7.5	9.4	6.3
Mean monthly/annual minimum	4.9	4.7	3.3	1.7	-0.7	-2.1	-2.4	-1.9	-0.9	6.5	2.1	4.5	-2.7
Lowest temperature	2.2	1.1	0.6	-0.6	-2.8	-3.9	-3.9	-2.8	-2.8	-2.2	-1.1	0.0	-3.9

Unfortunately, the Mangahao Upper climate station does not provide any other climate statistics. The LENZ database does, however, have the annual solar radiation which is shown in Figure 3. The average annual solar radiation of the proposed cycleway track is between 13.9 and 14.2 MJ/m<sup>2</sup>/day. The higher elevation areas (segment 3) have less radiation at 13.9 MJ/m<sup>2</sup>/day than the mid elevation areas (segment 2) which have 14.0 MJ/m<sup>2</sup>/day. These are both less than the lower elevation areas (segment 1) which have between 14.0 and 14.2 MJ/m<sup>2</sup>/day. Site aspect has a significant effect on the amount of radiation it receives; the west-facing hills of the Tararua's (part 1, segment 1) receive greater radiation than those facing the east.

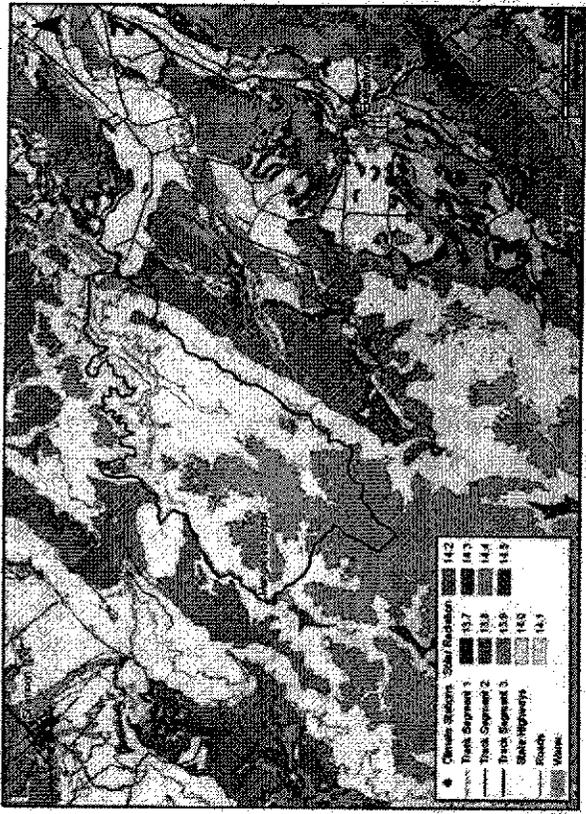


Figure 3 Annual solar radiation (MJ/m²/day) of the proposed cycleway track (LENZ).

**Segment 3**

Rainfall plays a major part in a climate profile and is very important when developing the track. Although Wharete Peak is 50km away, it is at a similar elevation to this part of the proposed track. The area where this station is situated is near the Manawatu Gorge, so it is affected by the channeling of the wind by the gorge. Neale and Thompson (1978) found that the 'wet days' in their study covered not only the Tararua, Ruahine and Pukioi Ranges but also most of the lowlands of Manawatu and northern Wairarapa from Woodville to Eketahuna. This suggests that these two locations are affected by the same overall weather patterns.

Table 9 provides the rainfall summaries for segment 3 of the proposed track. The mean monthly rainfall varies between 193mm in January and 220mm in March. March also has the highest monthly total of 469mm.

Although this site has the highest elevation, it does not have the highest annual rainfall, in fact, it has the lowest (Segment 1: 2260mm; segment 2: 3127mm and segment 3: 2162mm). This may be because this site is based at Wharete Peak which may be affected by the cloud and rainfall spilling over into the eastern regions, through the gorge, rather than on the ranges. Also, the Mangataiao Upper climate station lies in a particularly 'rainy' area due to the orographic effect and the predominant westerly airstream.

**Table 9 Rainfall summary statistics for the Wharite Peak climate station (mm) (1966-1980).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest monthly total	395	233	468	343	375	278	410	303	345	287	218	341	2555
90 <sup>th</sup> percentile	301	227	448	303	336	270	345	280	311	286	218	317	2505
Mean	133	140	220	181	194	174	190	199	183	193	150	205	2182
10 <sup>th</sup> percentile	53	56	61	94	80	102	109	110	96	118	78	102	1796
Lowest annual total	45	39	49	79	62	99	105	108	94	115	69	95	1771

Table 10 shows the average number of 'rain days' in a year. A 'rain day' constitutes rainfall of 1mm or more. This shows that 1mm or more rainfall falls on 195 days (53%) in a typical year (365 days). July and August have the lowest 1-day maximum rainfall totals, whereas February and March have the highest. This pattern is similar for the 2-day rainfalls.

**Table 10 Rain days' summary statistics for the Wharite Peak climate station (mm) (1967-1980).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average rain days (≥1mm)	13	12	13	16	19	17	19	20	19	19	14	14	195
Max 1-day rainfall	101	126	125	88	72	90	41	45	68	71	96	71	126
Max 2-day rainfall	183	173	195	135	107	127	81	73	124	96	134	123	195

Temperature also plays a major role in a climate profile. The Wharite Peak climate station records only the air temperature (Table 11). This station sits at the northern side of the Manawatu Gorge so could be subjected to slightly different weather patterns than the top of the proposed track. However, it is still likely to give a good indication of the temperature at high elevation.

The mean daily temperatures show that it does not get very warm in the higher elevation areas with the average temperature only 11.8°C for January and February. This drops to only 3.1°C in July. Although July has the lowest average temperatures, May has the lowest recorded temperature of -8.0°C

**Table 11 Temperature statistics for the Wharite Peak climate station (°C) (1966-1980).**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Highest temperature	23.2	24.3	23.4	23.1	15.7	16.0	14.8	13.8	15.6	17.6	23.3	23.9	24.3
Mean monthly maximum	21.2	21.9	20.4	17.4	13.3	11.3	10.7	11.2	12.9	14.9	17.8	19.4	23.0
Mean daily maximum	15.2	15.2	14.4	11.2	7.8	5.7	5.0	6.0	7.3	9.3	11.5	13.7	10.2
Mean	11.8	11.8	11.4	8.7	5.7	3.8	3.1	3.8	4.9	6.4	8.3	10.4	7.5
Mean daily range	6.8	6.8	6.1	4.9	4.2	3.8	3.8	4.4	4.9	5.8	6.5	6.7	5.4

Mean daily maximum	8.4	8.4	8.3	8.3	8.6	1.9	1.2	1.6	2.4	3.5	5.0	7.0	4.8
Mean monthly minimum	3.5	3.4	3.4	1.3	-1.5	-2.2	-2.7	-2.2	-1.8	-1.1	0.1	2.0	-3.8
Lowest temperature	1.7	1.0	0.9	-1.0	-8.0	-5.0	-4.4	-3.5	-3.9	-3.9	-1.9	-1.1	-5.0

Table 12 shows the average number of air frost days in a particular month and for the year. This can occur from April to December, with the largest number of frost days occurring in July (i.e. 8.1 days). This equates to 9% of the year.

Table 12 also shows the relative humidity as well as the average amount of snow days and the average number of fog days. Radiation fog (a fog produced by the cooling of air at the ground through the release of electromagnetic energy in the form of heat) is more common than advection fog. (A type of fog caused by the horizontal movement of moist air over a cold surface and the consequent cooling of that air to below its dew point). It is more frequent in inland areas where cloud envelops the high ground in strong winds (Burgess, 1988). The average number of days when fog occurs is 60% for the Wharfedale climate station. This fog occurs all year round with slightly more days in July than at other times.

Snow can occur from March to December with the most usually falling in July but also June and August. This correlates with the lowest temperatures recorded (Table 11). The number of days that snow occurs is useful to know for the development of the track and for user safety also.

Table 12 "Special phenomena" statistics for the Wharfedale climate station (1965-1990).

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year
Average days of air frost				0.1	2.7	6.8	8.1	6.7	4.6	2.2	0.8	0.1	32.1
Relative humidity (%) at 9am	90	91	90	92	94	95	92	92	93	93	90	90	92
Average days of snow			0.1	0.2	1.3	2.4	3.2	2.4	1.9	0.9	0.6	0.1	13.1
Average days of fog	16.4	14.6	17.1	18.4	21.6	19.1	22.9	19.8	20.3	17.3	16.1	17.4	229.6

It is also very useful to know the wind regime in the area, especially for the high elevation areas which are more exposed. Figure 4 shows a wind rose for the Wharfedale Peak station. It shows that 95.5% of the time a wind greater than 2m/s is blowing. It also shows that 72.9% of the time the wind is blowing more than 10m/s. The prevailing wind is a westerly (225.0-314.9°), which occurs for 47.6% of all winds (Table 13).

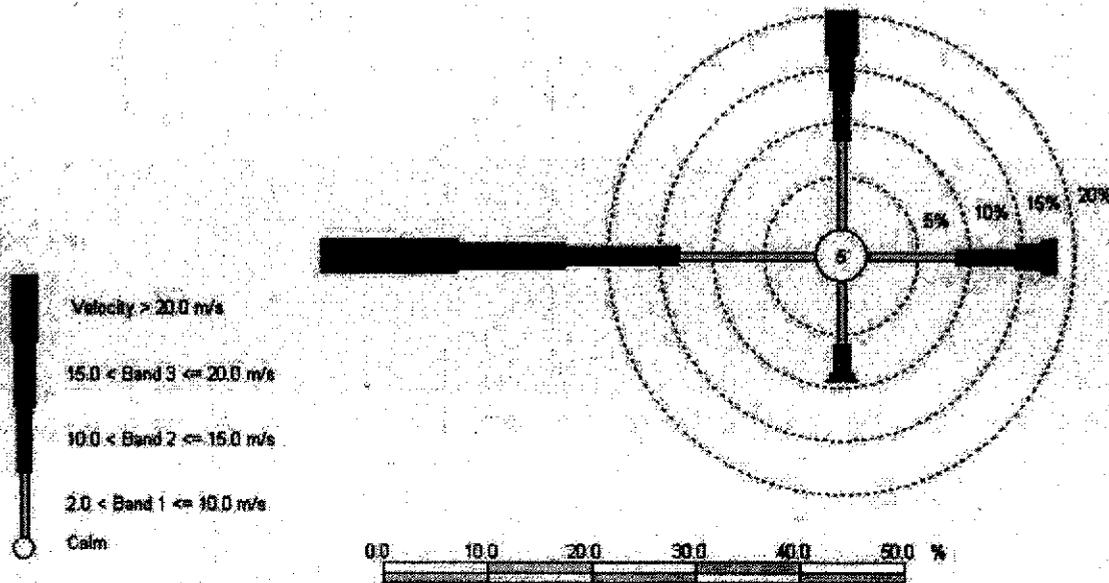


Figure 4 Wind rose at Wharite Peak (1966-1986).

Strong northwest winds are especially frequent from late September to late November but are also fairly common in April and May (Ryan, 1984). A katabatic wind is the technical name for a drainage wind, a wind that carries high density air from a higher elevation down a slope under the force of gravity. Katabatic winds can flow off the central high country at night, unless the pressure gradient is very strong. Northwest airflows can often bring low cloud, and the Manawatu Gorge provides a 'favourite route' between the west and east of the ranges (Ryan, 1983). This cloud is often lower in the Gorge than on the Manawatu plains. This means that the proposed track, on the south side of the gorge, can be affected by these low cloud situations.

Table 13 Wind statistics for the Wharite Peak climate station (1966-1986).

Direction	2-10m/s	10-15m/s	15-20m/s	>20m/s	Total
North (315.0-44.9)	8.4	4.7	3.2	4.1	20.4
East (45.0-134.9)	8.5	5.7	2.6	1.3	18.0
South (135.0-224.9)	5.8	2.6	0.7	0.1	9.2
West (245.0-314.9)	13.2	10.9	10.3	13.3	47.6
Total	35.9	23.9	16.8	18.7	95.3
Calm (<2m/s)					4.7

**Summary**

The three segments of the proposed track are climatically different and should be managed accordingly.

The higher elevation parts of the track are more likely to have lower temperatures, greater chance of frost days, and a greater chance of snow. They will also be wetter, with more rain days and stronger winds. The Wharite Peak climate station is ~50km from segment 3 which means that it will have slightly different climatic regimes. However, this is the only high elevation climate station in the area.

Segment 1 is likely to have different climate regimes operating on each side of the ranges. The west side faces the prevailing wind so is likely to be more windy, warmer, sunnier, and have more rainfall than the parts of segment 1 which are located on the east side of the ranges. This side is in the lee of the ranges, and at a much higher elevation.

Segment 2 lies in-between the other two segments in terms of climatic parameter range. The Mangatao Upper climate station is situated at a valley head and on the western side of the ranges. It has a mean annual rainfall of 3127mm, and also very high 1 and 2-day maximum rainfalls.

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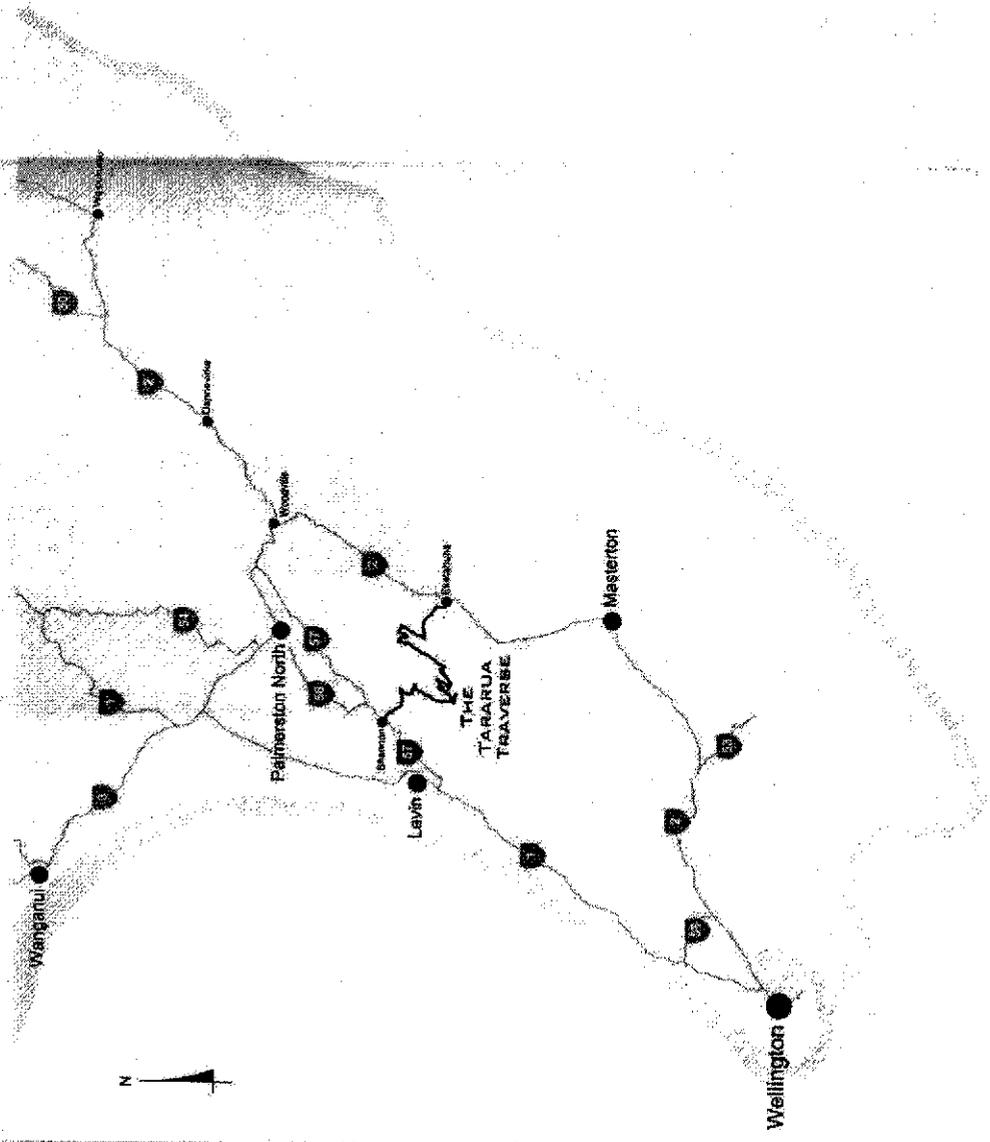
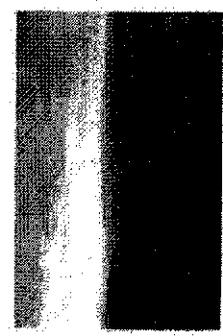
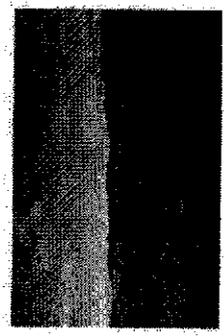
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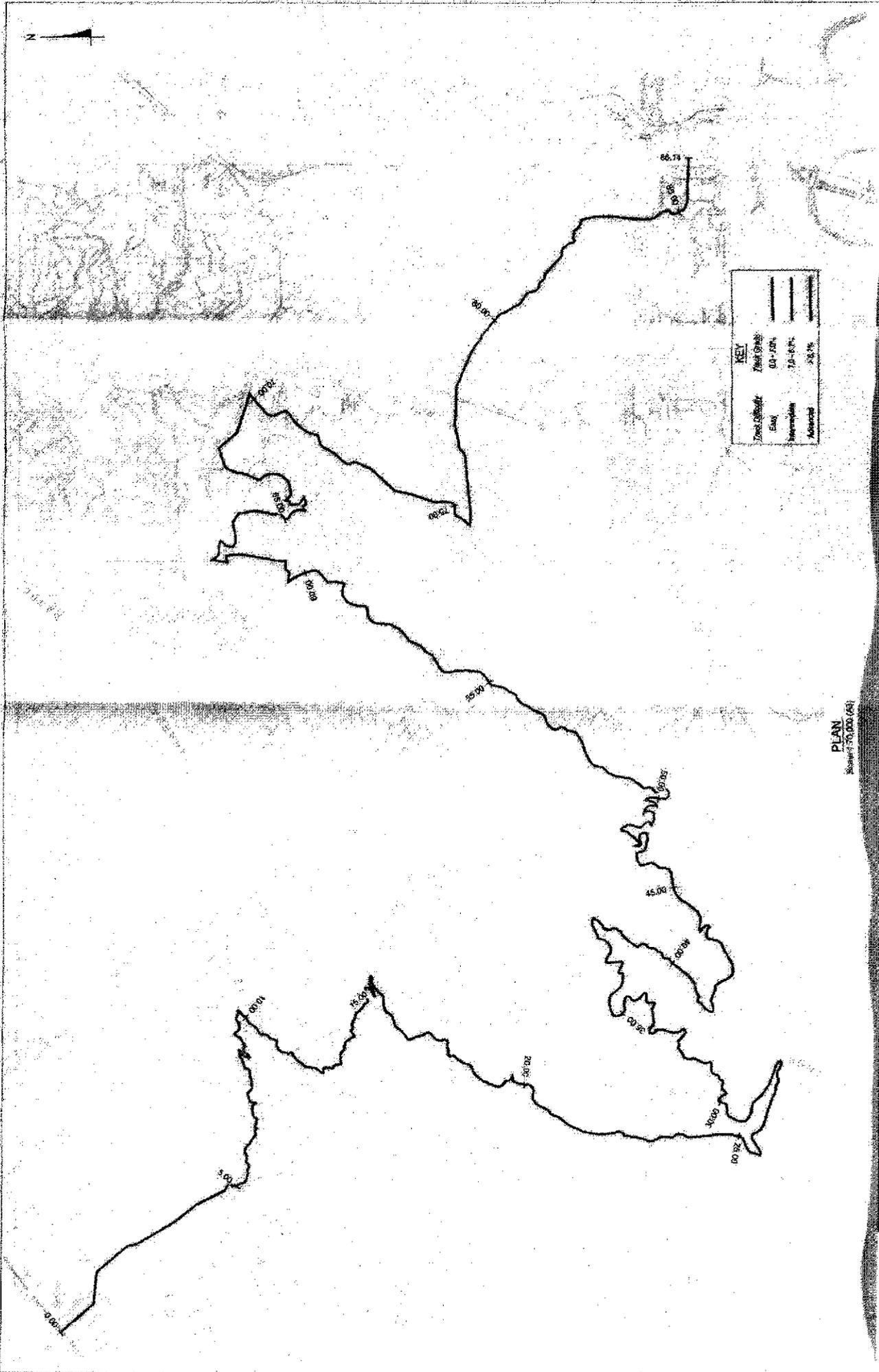
## 5. Preferred Route Profiles and Maps

Drawing Index	
SHEET NUMBER	SHEET TITLE
1	INDEX SHEET
2	OVERALL PLAN
3	BLACK ROUTE STA 0+000 TO STA 10+000
4	BLACK ROUTE STA 10+000 TO STA 20+000
5	BLACK ROUTE STA 20+000 TO STA 30+000
6	BLACK ROUTE STA 30+000 TO STA 40+000
7	BLACK ROUTE STA 40+000 TO STA 50+000
8	BLACK ROUTE STA 50+000 TO STA 60+000
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11	BLACK ROUTE STA 80+000 TO STA 90+000



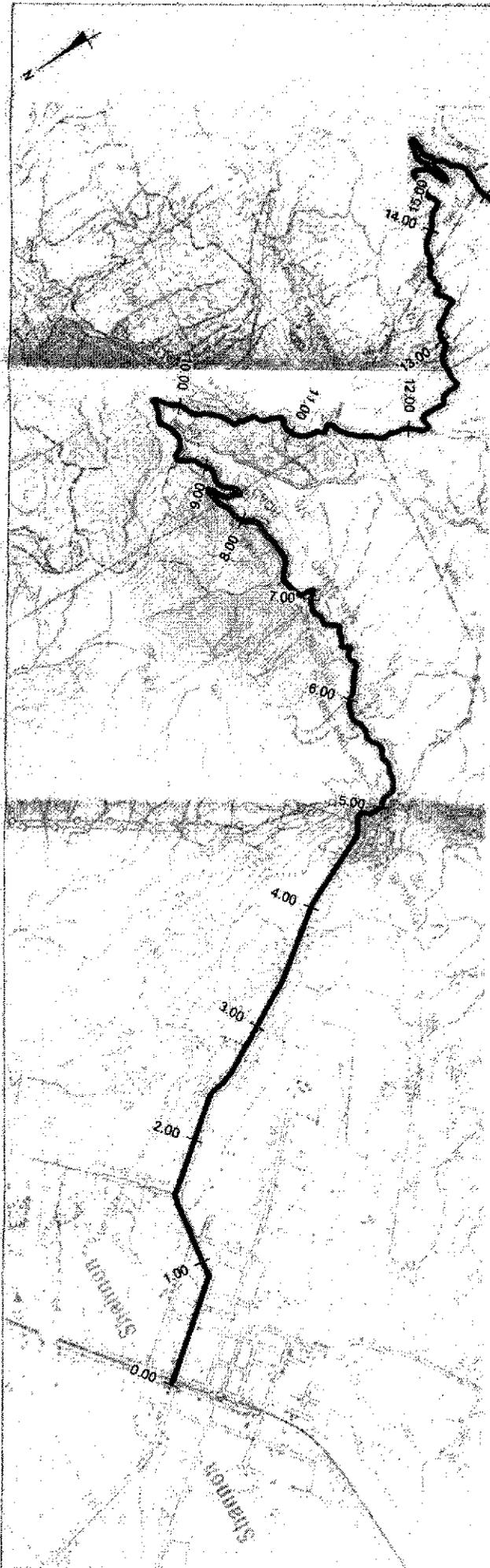
THE TARARUA TRAVERSE INDEX SHEET





THE TARARUA TRAVERSE OVERALL PLAN





**KEY**

Proposed Road	10m Contour
Existing Road	5m Contour
Watercourse	1m Contour
Boundary	0.5m Contour

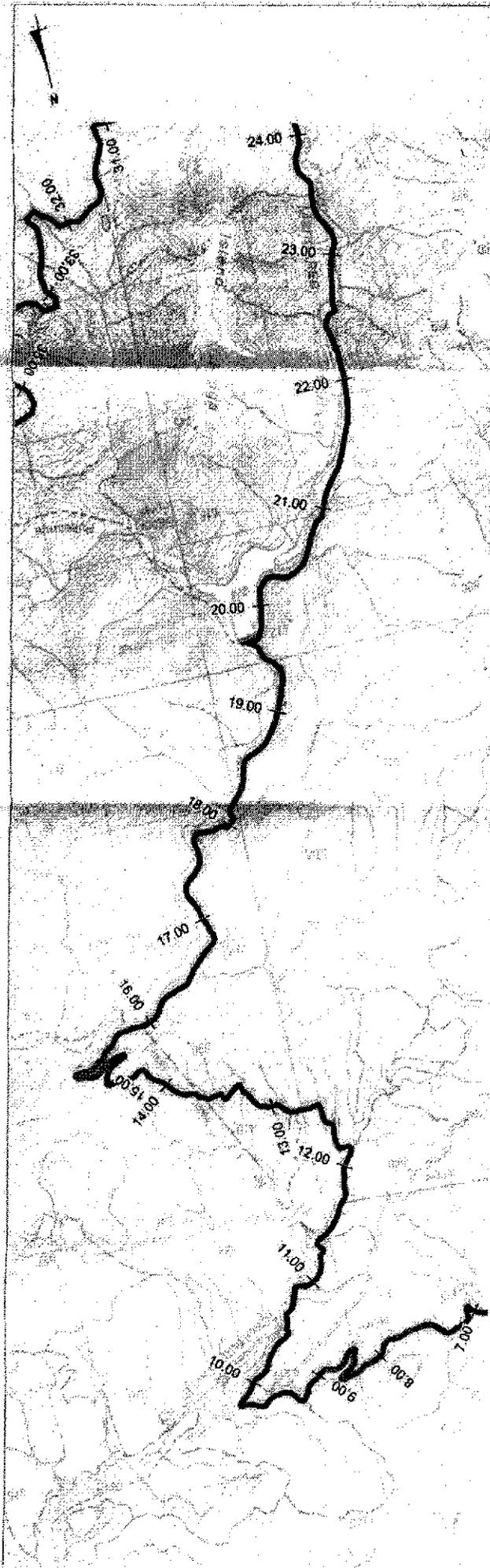
**LONGITUDINAL SECTION**  
Scale Horizontal 1:30,000 (AS)  
Vertical 1:15,000 (AS)

STATION km	EXISTING LEVEL m	GRADE %
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0.50	22.00	1.2%
1.00	22.00	1.2%
1.50	22.00	1.2%
2.00	22.72	1.6%
2.50	22.94	1.0%
3.00	23.04	1.0%
3.50	27.52	1.6%
4.00	28.84	4.9%
4.50	29.85	3.5%
5.00	29.86	0.0%
5.50	14.214	52%
6.00	127.00	52%
6.50	119.85	52%
7.00	117.52	52%
7.50	209.11	52%
8.00	228.77	52%
8.50	208.46	52%
9.00	144.11	52%
9.50	21.12	52%
10.00	10.00	52%

PRELIMINARY  
ISSUE DATE: 11/08/2011  
Sheet 3

**THE TARARUA TRAVERSE BLACK ROUTE STA 0.0km TO STA 10.0km**



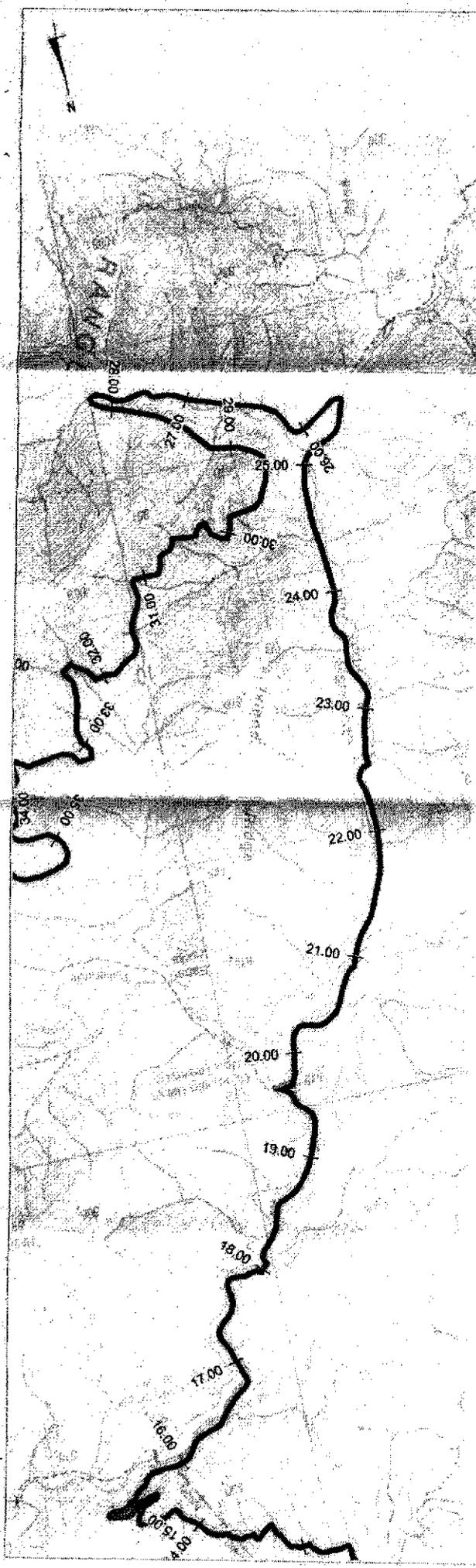


**KEY**

Proposed Road	100-120%
City	70-80%
Highway	40-60%
Stream	20-30%

**LONGITUDINAL SECTION**  
Scale Horizontal 1:20,000 (A3)  
Scale Vertical 1:5,000 (A3)

Station km	Existing Level m	Grade %	Station km	Existing Level m
10.00	196.17	-5.0%	12.50	222.16
11.00	255.13	2.3%	13.00	422.28
11.50	306.66	5.8%	13.50	427.14
12.00	347.98	-4.0%	14.00	429.84
12.50	379.80		14.50	413.04
13.00	407.98		15.00	389.83
13.50	427.14		15.50	389.83
14.00	429.84		16.00	389.11
14.50	449.25		16.50	389.83
15.00	449.25		17.00	389.83
15.50	449.25		17.50	389.83
16.00	389.11		18.00	389.83
16.50	389.83		18.50	389.83
17.00	389.83		19.00	389.83
17.50	389.83		19.50	389.83
18.00	389.83		20.00	389.83
18.50	389.83		20.50	389.83
19.00	389.83		21.00	389.83
19.50	389.83		21.50	389.83
20.00	389.83		22.00	389.83
20.50	389.83		22.50	389.83
21.00	389.83		23.00	389.83
21.50	389.83		23.50	389.83
22.00	389.83		24.00	389.83



PLAN  
Scale 1:30,000 (A3)

**KEY**

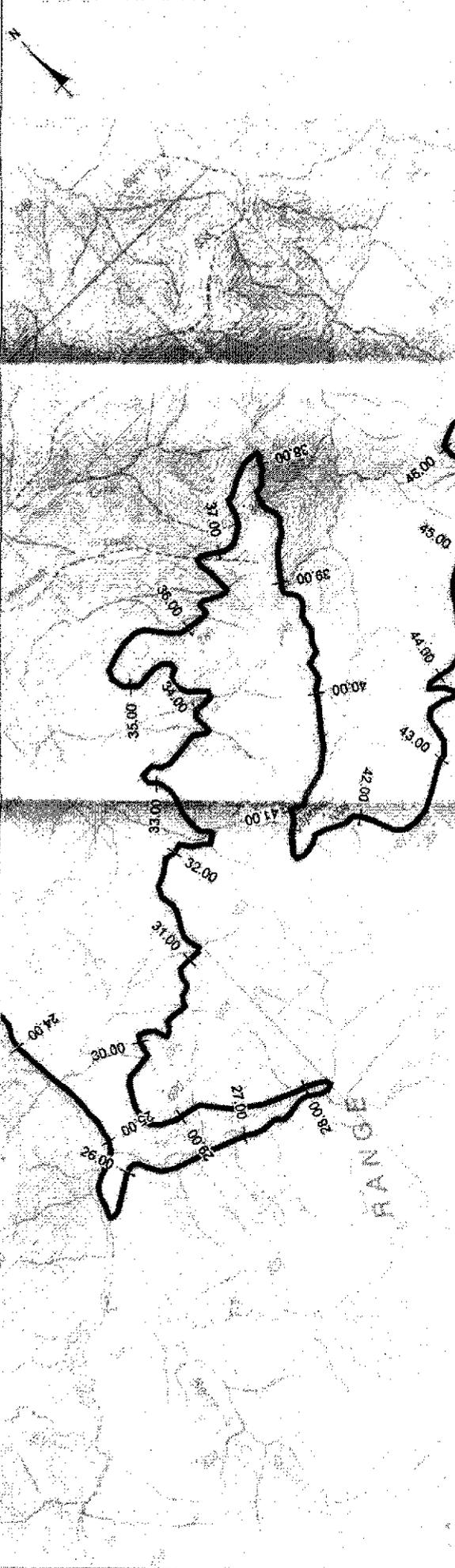
Proposed	Proposed
Existing	Existing
Proposed	Proposed
Proposed	Proposed
Proposed	Proposed

Stationing	Existing Level (m)	Grade %	Stationing	Existing Level (m)																																												
15.00	15.96	0.9%	25.00	25.00																																												
16.00	16.51		17.00	17.22	18.00	18.04	19.00	18.94	20.00	19.94	21.00	20.94	22.00	21.94	23.00	22.94	24.00	23.94	25.00	24.94	4.0%	35.00	35.00	26.00	26.00	27.00	27.00	28.00	28.00	29.00	29.00	30.00	30.00	31.00	31.00	32.00	32.00	33.00	33.00	34.00	34.00	5.7%	36.00	36.00			37.00	37.00
17.00	17.22																																															
18.00	18.04																																															
19.00	18.94																																															
20.00	19.94																																															
21.00	20.94																																															
22.00	21.94																																															
23.00	22.94																																															
24.00	23.94																																															
25.00	24.94	4.0%	35.00	35.00																																												
26.00	26.00																																															
27.00	27.00																																															
28.00	28.00																																															
29.00	29.00																																															
30.00	30.00																																															
31.00	31.00																																															
32.00	32.00																																															
33.00	33.00																																															
34.00	34.00		5.7%	36.00	36.00																																											
		37.00		37.00																																												

LONGITUDINAL SECTION  
Scale: Horizontal 1:30,000 (A3)  
Vertical 1:10,000 (A3)

**THE TARARUA TRAVERSE** BLACK ROUTE STA 20.0km TO STA 30.0km





**KEY**

Proposed	Proposed
Existing	Existing
Slope	Slope
Waterway	Waterway
Abandon	Abandon

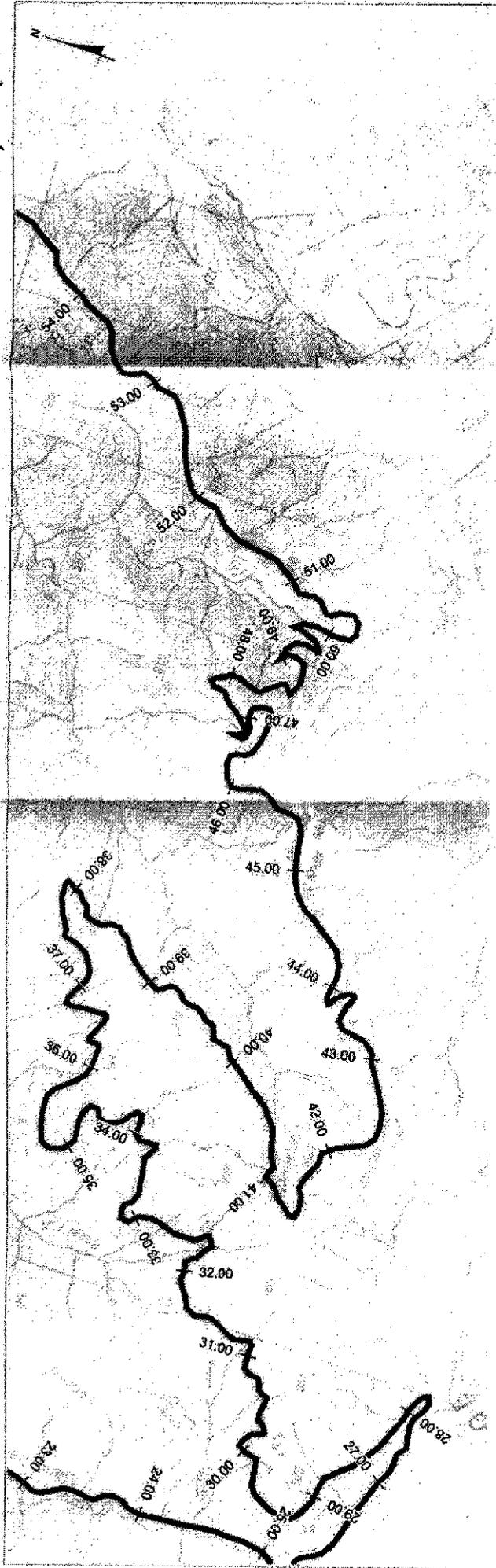
**PLAN**  
Scale 1:50,000 (AS)

STATION	EXISTING LEVEL (m)	GRADE %	PROPOSED LEVEL (m)
30.00	585.70	5.1%	612.37
31.00	581.19		587.20
32.00	592.88		645.20
33.00	611.23		528.24
34.00	628.08		546.72
35.00	651.00		672.88
36.00	729.27		792.82
37.00	791.01		796.66
38.00	849.41		814.97
39.00	892.07		892.07
40.00	912.37		912.37
41.00	912.37		912.37
42.00	912.37		912.37
43.00	912.37		912.37
44.00	912.37		912.37
45.00	912.37		912.37
46.00	912.37		912.37

**LONGITUDINAL SECTION**  
Scale: Horizontal 1:50,000 (AS)  
Vertical 1:10,000 (AS)

**THE TARARUA TRAVERSE BLACK ROUTE STA 30.0km TO STA 40.0km**





KEY

Proposed	Proposed
Existing	0.0 - 3.0%
Proposed	3.0 - 10.0%
Proposed	10.0 - 15.0%
Proposed	15.0 - 20.0%

LONGITUDINAL SECTION  
Scale Horizontal 1:50,000 (A3)  
Vertical 1:10,000 (A3)

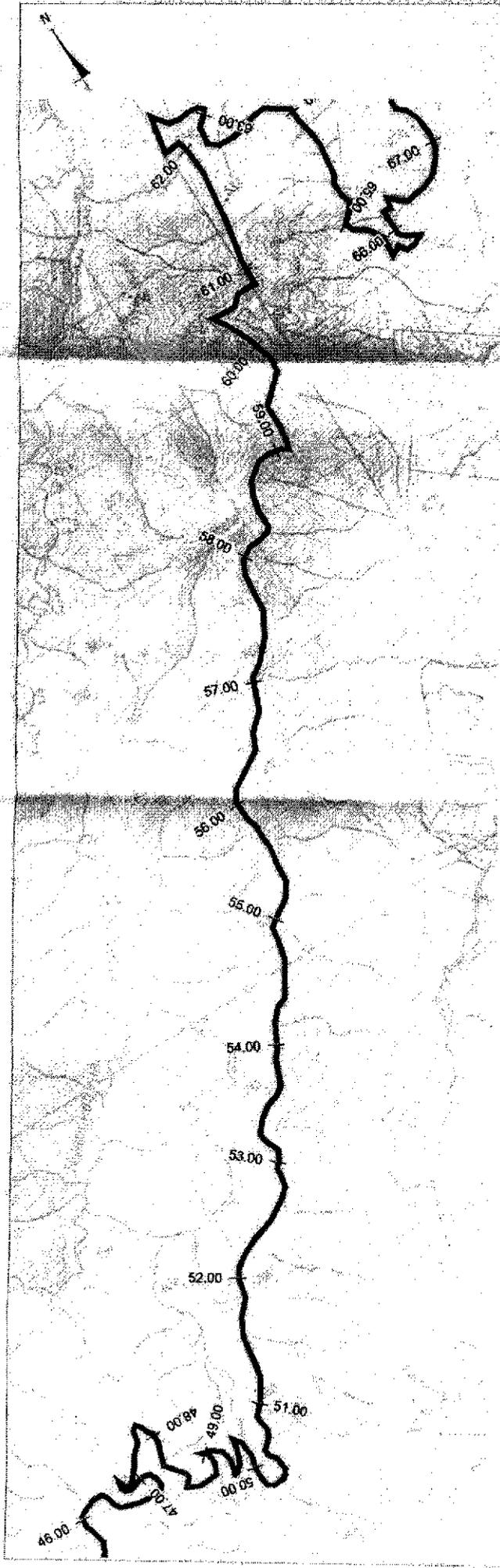
Station	Existing Level (m)	Proposed Level (m)	Grade (%)
23+00	28.00	28.00	0.0%
24+00	29.00	29.00	0.0%
25+00	30.00	30.00	0.0%
26+00	31.00	31.00	0.0%
27+00	32.00	32.00	0.0%
28+00	33.00	33.00	0.0%
29+00	34.00	34.00	0.0%
30+00	35.00	35.00	0.0%
31+00	36.00	36.00	0.0%
32+00	37.00	37.00	0.0%
33+00	38.00	38.00	0.0%
34+00	39.00	39.00	0.0%
35+00	40.00	40.00	0.0%
36+00	41.00	41.00	0.0%
37+00	42.00	42.00	0.0%
38+00	43.00	43.00	0.0%
39+00	44.00	44.00	0.0%
40+00	45.00	45.00	0.0%
41+00	46.00	46.00	0.0%
42+00	47.00	47.00	0.0%
43+00	48.00	48.00	0.0%
44+00	49.00	49.00	0.0%
45+00	50.00	50.00	0.0%
46+00	51.00	51.00	0.0%
47+00	52.00	52.00	0.0%
48+00	53.00	53.00	0.0%
49+00	54.00	54.00	0.0%

THE TARARUA TRAVERSE BLACK ROUTE STA 40.0km TO STA 50.0km

PRELIMINARY  
August 2011

Sheet 7





PLAN  
Scale 1:50,000 (A3)

KEY

Prop. Easement	2.00m
Prop. Right of Way	3.00m
Prop. Road	4.00m
Prop. Drainage	5.00m
Prop. Fencing	6.00m
Prop. Boundary	7.00m
Prop. Easement	8.00m
Prop. Right of Way	9.00m
Prop. Road	10.00m
Prop. Drainage	11.00m
Prop. Fencing	12.00m
Prop. Boundary	13.00m
Prop. Easement	14.00m
Prop. Right of Way	15.00m
Prop. Road	16.00m
Prop. Drainage	17.00m
Prop. Fencing	18.00m
Prop. Boundary	19.00m
Prop. Easement	20.00m
Prop. Right of Way	21.00m
Prop. Road	22.00m
Prop. Drainage	23.00m
Prop. Fencing	24.00m
Prop. Boundary	25.00m
Prop. Easement	26.00m
Prop. Right of Way	27.00m
Prop. Road	28.00m
Prop. Drainage	29.00m
Prop. Fencing	30.00m
Prop. Boundary	31.00m
Prop. Easement	32.00m
Prop. Right of Way	33.00m
Prop. Road	34.00m
Prop. Drainage	35.00m
Prop. Fencing	36.00m
Prop. Boundary	37.00m
Prop. Easement	38.00m
Prop. Right of Way	39.00m
Prop. Road	40.00m
Prop. Drainage	41.00m
Prop. Fencing	42.00m
Prop. Boundary	43.00m
Prop. Easement	44.00m
Prop. Right of Way	45.00m
Prop. Road	46.00m
Prop. Drainage	47.00m
Prop. Fencing	48.00m
Prop. Boundary	49.00m
Prop. Easement	50.00m
Prop. Right of Way	51.00m
Prop. Road	52.00m
Prop. Drainage	53.00m
Prop. Fencing	54.00m
Prop. Boundary	55.00m
Prop. Easement	56.00m
Prop. Right of Way	57.00m
Prop. Road	58.00m
Prop. Drainage	59.00m
Prop. Fencing	60.00m
Prop. Boundary	61.00m
Prop. Easement	62.00m
Prop. Right of Way	63.00m
Prop. Road	64.00m
Prop. Drainage	65.00m
Prop. Fencing	66.00m
Prop. Boundary	67.00m
Prop. Easement	68.00m
Prop. Right of Way	69.00m
Prop. Road	70.00m
Prop. Drainage	71.00m
Prop. Fencing	72.00m
Prop. Boundary	73.00m
Prop. Easement	74.00m
Prop. Right of Way	75.00m
Prop. Road	76.00m
Prop. Drainage	77.00m
Prop. Fencing	78.00m
Prop. Boundary	79.00m
Prop. Easement	80.00m
Prop. Right of Way	81.00m
Prop. Road	82.00m
Prop. Drainage	83.00m
Prop. Fencing	84.00m
Prop. Boundary	85.00m
Prop. Easement	86.00m
Prop. Right of Way	87.00m
Prop. Road	88.00m
Prop. Drainage	89.00m
Prop. Fencing	90.00m
Prop. Boundary	91.00m
Prop. Easement	92.00m
Prop. Right of Way	93.00m
Prop. Road	94.00m
Prop. Drainage	95.00m
Prop. Fencing	96.00m
Prop. Boundary	97.00m
Prop. Easement	98.00m
Prop. Right of Way	99.00m
Prop. Road	100.00m

Station	Existing Level (m)	Proposed Level (m)	Grade (%)
46.00	47.00	47.00	0.00%
47.00	48.00	48.00	0.00%
48.00	49.00	49.00	0.00%
49.00	50.00	50.00	0.00%
50.00	51.00	51.00	0.00%
51.00	52.00	52.00	0.00%
52.00	53.00	53.00	0.00%
53.00	54.00	54.00	0.00%
54.00	55.00	55.00	0.00%
55.00	56.00	56.00	0.00%
56.00	57.00	57.00	0.00%
57.00	58.00	58.00	0.00%
58.00	59.00	59.00	0.00%
59.00	60.00	60.00	0.00%
60.00	61.00	61.00	0.00%
61.00	62.00	62.00	0.00%
62.00	63.00	63.00	0.00%
63.00	64.00	64.00	0.00%
64.00	65.00	65.00	0.00%
65.00	66.00	66.00	0.00%
66.00	67.00	67.00	0.00%
67.00	68.00	68.00	0.00%
68.00	69.00	69.00	0.00%
69.00	70.00	70.00	0.00%
70.00	71.00	71.00	0.00%
71.00	72.00	72.00	0.00%
72.00	73.00	73.00	0.00%
73.00	74.00	74.00	0.00%
74.00	75.00	75.00	0.00%
75.00	76.00	76.00	0.00%
76.00	77.00	77.00	0.00%
77.00	78.00	78.00	0.00%
78.00	79.00	79.00	0.00%
79.00	80.00	80.00	0.00%
80.00	81.00	81.00	0.00%
81.00	82.00	82.00	0.00%
82.00	83.00	83.00	0.00%
83.00	84.00	84.00	0.00%
84.00	85.00	85.00	0.00%
85.00	86.00	86.00	0.00%
86.00	87.00	87.00	0.00%
87.00	88.00	88.00	0.00%
88.00	89.00	89.00	0.00%
89.00	90.00	90.00	0.00%
90.00	91.00	91.00	0.00%
91.00	92.00	92.00	0.00%
92.00	93.00	93.00	0.00%
93.00	94.00	94.00	0.00%
94.00	95.00	95.00	0.00%
95.00	96.00	96.00	0.00%
96.00	97.00	97.00	0.00%
97.00	98.00	98.00	0.00%
98.00	99.00	99.00	0.00%
99.00	100.00	100.00	0.00%

LONGITUDINAL SECTION  
Scale Horizontal 1:50,000 (A3)  
Vertical 1:10,000 (A3)

PRELIMINARY  
August 2010

Sheet 9

THE TARARUA TRAVERSE BLACK ROUTE STA 60.0km TO STA 70.0km



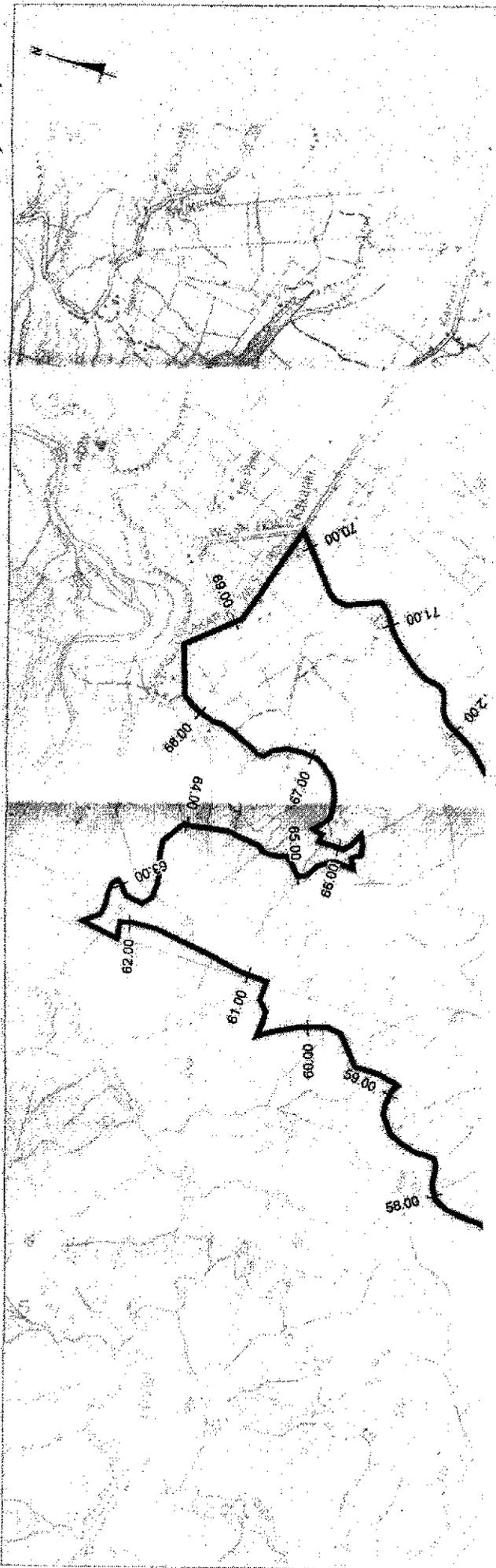
LONGITUDINAL SECTION  
Scale Horizontal 1:50,000 (AS)  
Vertical 1:25,000 (AS)

STATION km	EXISTING LEVEL m	GRADE %
60.00	568.17	
60.10	568.30	
60.20	568.24	
60.30	568.99	
60.40	569.05	
60.50	567.07	
60.60	562.53	
60.70	563.35	
60.80	565.70	
60.90	571.46	
61.00	577.89	
61.10	581.07	
61.20	589.91	
61.30	594.12	
61.40	597.91	
61.50	602.84	
61.60	607.71	
61.70	612.96	
61.80	617.13	
61.90	621.57	
62.00	625.95	

KEY

Proposed	Proposed
Right	0.0 - 7.0%
Left	7.0 - 10.0%
Advanced	10.0 - 15.0%
	15.0 - 20.0%

PLAN  
Scale 1:30,000 (AS)

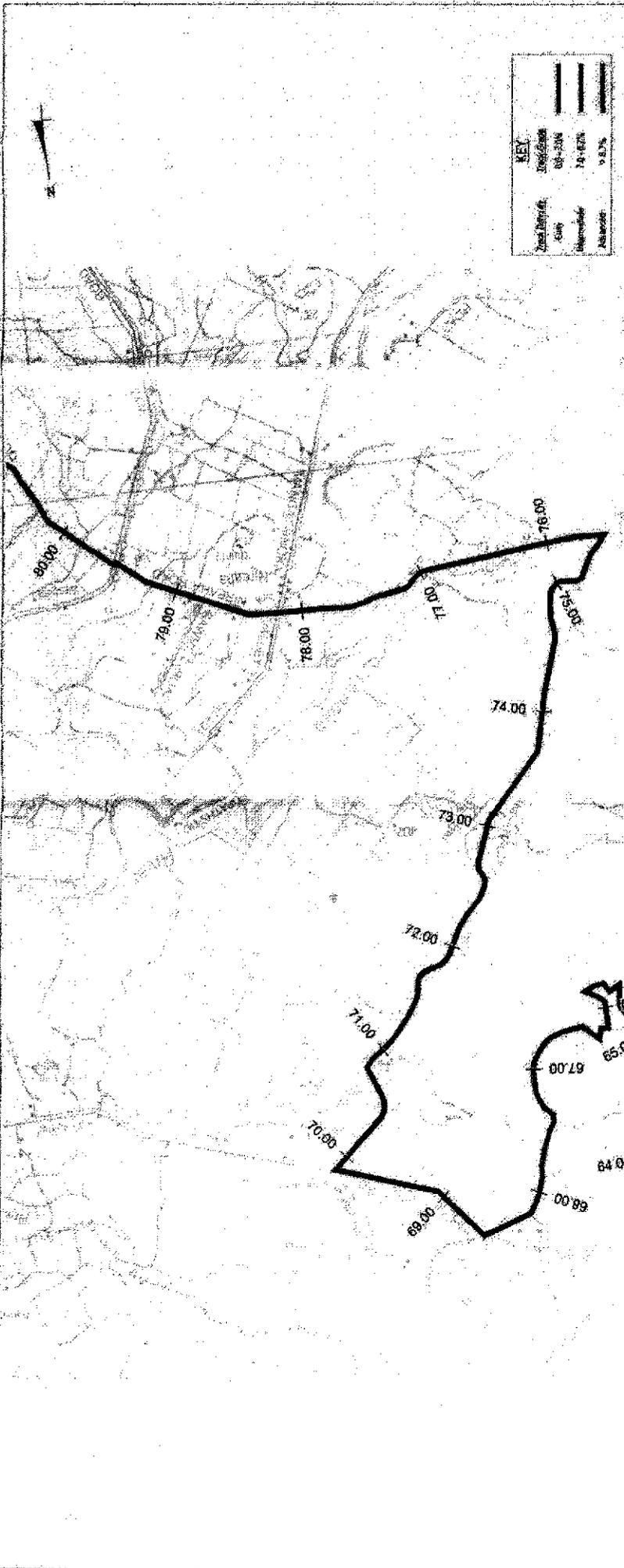


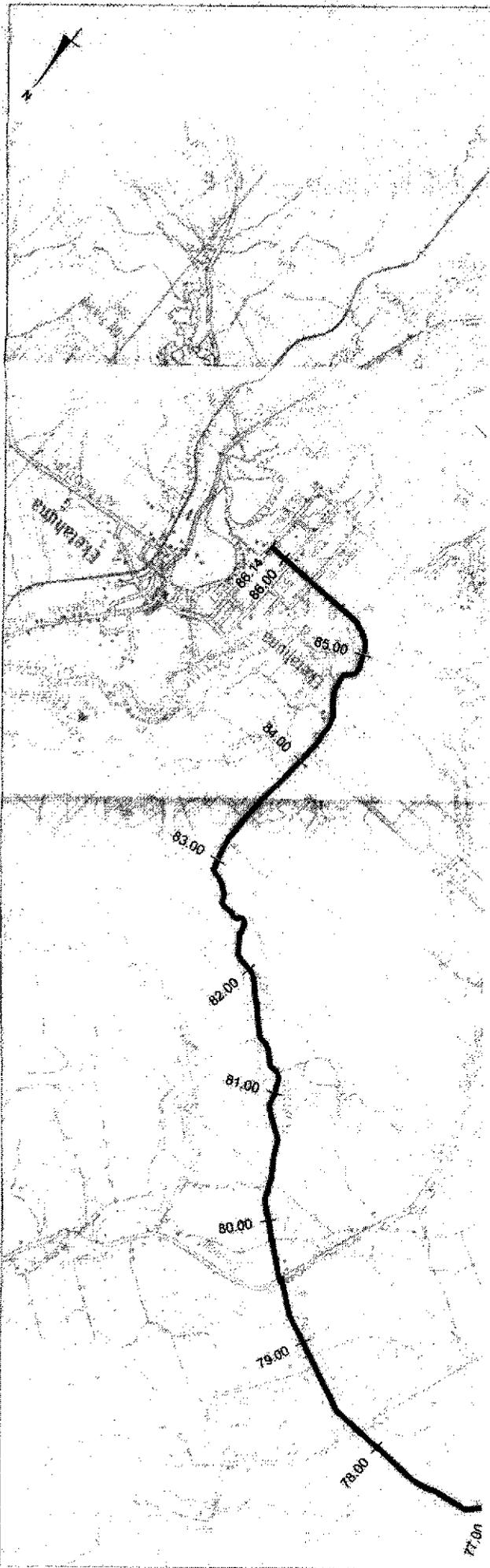
THE TARARUA TRAVERSE BLACK ROUTE STA 70.0km TO STA 80.0km



LONGITUDINAL SECTION  
Scale Horizontal 1:20,000 (AS)  
Vertical 1:10,000 (AS)

STATION km	EXISTING LEVEL (m)	GRADE %
70.00	256.13	-1.2%
71.00	258.97	
71.50	260.00	
72.00	265.00	
72.50	268.45	
73.00	270.97	
73.50	278.96	
74.00	286.30	
74.50	291.30	
75.00	295.00	
75.50	298.81	0.1%
76.00	297.57	
76.50	296.37	
77.00	296.03	
77.50	296.96	
78.00	296.50	
78.50	296.43	
79.00	296.43	
79.50	296.43	
80.00	296.43	





**KEY**

Proposed Road	Proposed Right of Way
0.0% - 1.0%	1.0% - 2.0%
2.0% - 3.0%	3.0% - 4.0%
4.0% - 5.0%	5.0% - 6.0%

**PLAN**  
Scale 1:30,000 (AS)

**LONGITUDINAL SECTION**  
Scale Horizontal: 1:30,000 (AS)  
Scale Vertical: 1:6,000 (AS)

Station km	Existing Level m	Proposed Level m	Grade %
77.00	78.48	78.50	0.1%
78.00	79.50	79.50	0.1%
79.00	80.50	80.50	0.1%
80.00	81.50	81.50	0.1%
81.00	82.50	82.50	0.1%
82.00	83.50	83.50	0.1%
83.00	84.50	84.50	0.1%
84.00	85.50	85.50	0.1%
85.00	86.50	86.50	0.1%
86.00	87.50	87.50	0.1%

PRELIMINARY  
August 2011

Sheet 11

**THE TARARUA TRAVERSE BLACK ROUTE STA 80.0km TO STA 86.14km**



## 6. Ministry of Economic Development Funding Spreadsheets

### Estimated Visitor Numbers

Missing Link	Missing Link	
<b>Estimated Cycle Trail Visitor Numbers</b>		
<b>Realistic Estimates:</b>	<b>Year One</b>	<b>Year Five</b>
Multi night visitors on cycle trail (per annum)	1000	1250
Single day visitors (per annum)	2000	3000
Total Estimated Visitors (per annum)	3000	4250
Proportion of International Visitors (%)	4%	5%
Estimated average nights per multi night visitor		1.0
Additional night(s) in region prior to departure		10%
Additional night(s) in region after riding the trail		5%
<b>Optimistic Estimates:</b>	<b>Year One</b>	<b>Year Five</b>
Multi night visitors on cycle trail (per annum)	1200	1400
Single day visitors (per annum)	2500	3200
Total Estimated Visitors (per annum)	3700	4600
Proportion of International Visitors (%)	5%	6%
Estimated average nights per multi night visitor		1.0
Additional night(s) in region prior to departure		20%
Additional night(s) in region after riding the trail		10%
<b>Pessimistic Estimates:</b>	<b>Year One</b>	<b>Year Five</b>
Multi night visitors on cycle trail (per annum)	750	1000
Single day visitors (per annum)	1500	1800
Total Estimated Visitors (per annum)	2250	2800
Proportion of International Visitors (%)	2%	3%
Estimated average nights per multi night visitor		1.0
Additional night(s) in region prior to departure		5%
Additional night(s) in region after riding the trail		0%
<b>Other Cycle Trail Users</b>	<b>Year One</b>	<b>Year Five</b>
Local Commuters (per annum)	50	75
Local Leisure Cyclists (per annum)	100	150
Local Walkers (per annum)		
Total other users		
<b>Cycle Trail Usage Considerations</b>		
Total Trail Length (km)	86	km
Estimated Distance per day	43.00	km
Predominant Grade of Trail	3	
<b>Accommodation - Capacity Constraints</b>	30	beds
Current Total Visitor Nights to the Region	1,026,000	2009 base year
<b>Base Assumptions</b>		
Visitor spend per night	\$139	Incl GST
Visitor spend per day (day visitors)	\$105	Incl GST
Note: international and Domestic visitor expenditure is combined for this initial comparison.		

## Estimated Design and Construction Costs

Descriptions	Section 1	Section 2	Section 3	Section 4	Total
Enter start and end locations/points for each section	Shannon - No.1 Reservoir	No.1 Reservoir - Hut	Hut to Kakariki West Roadend	Kakariki West Roadend to Elatuhuna	
Track length (metres)	20,000	20,000	28,000	18,000	86,000
<b>Estimated Costs (not all will apply)*</b>					
Design costs (incl surveying)					\$ 45,000
Project Management					\$ 80,000
Track construction (incl earthworks and culverts)	\$ 10,000	\$ 900,000	\$ 1,340,000	\$ 10,000	\$ 2,260,000
Bridge construction (incl clip on structures)	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ 100,000
Ngapuleturua Hut	\$ -	\$ 475,000	\$ -	\$ -	\$ 475,000
Interpretation	\$ 5,000	\$ 5,000	\$ 5,000	\$ 2,500	\$ 17,500
Fencing / Gate / Cattle Stop costs	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
Boardwalk costs	\$ -	\$ 30,000	\$ 30,000	\$ -	\$ 60,000
Other buildings e.g. toilets, shelters, bivy	\$ 10,000	\$ -	\$ 75,000	\$ 10,000	\$ 95,000
Parking areas	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
Signage	\$ 3,000	\$ 2,000	\$ 2,000	\$ 3,000	\$ 10,000
Resource and building consents		\$ 10,000			\$ 10,000
					\$ -
<b>Subtotal (Excl GST)</b>	<b>\$ 28,000</b>	<b>\$ 1,472,000</b>	<b>\$ 1,502,000</b>	<b>\$ 50,500</b>	<b>\$ 3,177,500</b>
<b>Contingency (10%)</b>	<b>\$ 2,800</b>	<b>\$ 147,200</b>	<b>\$ 150,200</b>	<b>\$ 5,050</b>	<b>\$ 317,750</b>
<b>Total Est Design and Construction Costs (Excl GST)</b>	<b>\$ 30,800</b>	<b>\$ 1,619,200</b>	<b>\$ 1,652,200</b>	<b>\$ 55,550</b>	<b>\$ 3,495,250</b>

## Visitor Spend Scenario Estimates

<b>Estimated Direct Benefits - Realistic Scenario</b>					
	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>
<b>Visitor Numbers</b>					
Multi night visitors	1000	1062.5	1125	1187.5	1250
Single day visitors	2000	2250	2500	2750	3000
<b>Total visitors (International and Domestic)</b>	<b>3000</b>	<b>3312.5</b>	<b>3625</b>	<b>3937.5</b>	<b>4250</b>
Average number of nights on the trail	1.0	1.0	1.0	1.0	1.0
<b>Estimated Direct Benefits (Realistic)</b>					
Multi night visitor spend	\$ 139,000	\$ 147,688	\$ 156,375	\$ 165,063	\$ 173,750
Additional accommodation prior to ride	\$ 13,900	\$ 14,769	\$ 15,638	\$ 16,506	\$ 17,375
Additional accommodation post ride	\$ -	\$ -	\$ -	\$ -	\$ -
Day visitor spend	\$ 210,000	\$ 236,250	\$ 262,500	\$ 288,750	\$ 315,000
<b>Total Estimated Visitor Spend</b>	<b>\$ 362,900</b>	<b>\$ 398,706</b>	<b>\$ 434,513</b>	<b>\$ 470,319</b>	<b>\$ 506,125</b>
<b>Estimated Direct Benefits - Optimistic Scenario</b>					
	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>
<b>Visitor Numbers</b>					
Multi night visitors	1200	1250	1300	1350	1400
Single day visitors	2500	2675	2850	3025	3200
<b>Total visitors (International and Domestic)</b>	<b>3700</b>	<b>3925</b>	<b>4150</b>	<b>4375</b>	<b>4600</b>
Average number of nights on the trail	1.0	1.0	1.0	1.0	1.0
<b>Estimated Direct Benefits (Optimistic)</b>					
Multi night visitor spend	\$ 166,800	\$ 173,750	\$ 180,700	\$ 187,650	\$ 194,600
Additional accommodation prior to ride	\$ 16,680	\$ 17,375	\$ 18,070	\$ 18,765	\$ 19,460
Additional accommodation post ride	\$ -	\$ -	\$ -	\$ -	\$ -
Day visitor spend	\$ 262,500	\$ 280,875	\$ 299,250	\$ 317,625	\$ 336,000
<b>Total Estimated Visitor Spend</b>	<b>\$ 445,980</b>	<b>\$ 472,000</b>	<b>\$ 498,020</b>	<b>\$ 524,040</b>	<b>\$ 550,060</b>
<b>Estimated Direct Benefits - Pessimistic Scenario</b>					
	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Year 5</b>
<b>Visitor Numbers</b>					
Multi night visitors	750	812.5	875	937.5	1000
Single day visitors	1500	1575	1650	1725	1800
<b>Total visitors (International and Domestic)</b>	<b>2250</b>	<b>2387.5</b>	<b>2525</b>	<b>2662.5</b>	<b>2800</b>
Average number of nights on the trail	1.0	1.0	1.0	1.0	1.0
<b>Estimated Direct Benefits (Pessimistic)</b>					
Multi night visitor spend	\$ 104,250	\$ 112,938	\$ 121,625	\$ 130,313	\$ 139,000
Additional accommodation prior to ride	\$ 10,425	\$ 11,294	\$ 12,163	\$ 13,031	\$ 13,900
Additional accommodation post ride	\$ -	\$ -	\$ -	\$ -	\$ -
Day visitor spend	\$ 157,500	\$ 165,375	\$ 173,250	\$ 181,125	\$ 189,000
<b>Total Estimated Visitor Spend</b>	<b>\$ 272,175</b>	<b>\$ 289,606</b>	<b>\$ 307,038</b>	<b>\$ 324,469</b>	<b>\$ 341,900</b>



## Eketahuna Community Board

### Notice of Meeting

A meeting of the Eketahuna Community Board will be held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on **Friday 4 July 2014** commencing at **10.00 am**.

Blair King  
Chief Executive

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### Agenda

1. **Present**
2. **Apologies** - Trudi Hull
3. **Personal Matters**
4. **Notification of Items Not on the Agenda**

Major items not on the agenda may be dealt with at this meeting if so resolved by the Board and the chairperson explains at the meeting at a time when it is open to the public the reason why the item was not listed on the agenda and the reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor matters not on the agenda relating to the general business of the Board may be discussed if the chairperson explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at that meeting, but no resolution, decision or recommendation may be made in respect of that item except to refer it to a subsequent meeting.

5. **Confirmation of Minutes**

5

#### Recommendation

*That the minutes of the Eketahuna Community Board meeting held on 6 June 2014 (as circulated) be confirmed as a true and accurate record of the meeting.*

**6. Matters Arising from the Minutes**

**6.1 Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal (Item 8.2)**

An update will be presented concerning this matter.

**6.2 Any Other Matters**

**7. Tararua District Council Report – To be circulated**

**7.1 Recommendation**

*That the report of the Tararua District Council meeting held on 25 June 2014 (as circulated) be received.*

**8. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

**9. Correspondence**

**9.1 Recommendation**

**13**

*That the correspondence as listed be received.*

*(a) Kerry and Loreen Cunningham  
Re: Eketahuna Camping Ground May Report*

*(b) Eketahuna Our Town Incorporated 5 June 2014  
Re: Request for reimbursement of Eketahuna Information Centre costs*

*(c) Eketahuna Tennis Club Incorporated 19 June 2014  
Re: Thanks for financial assistance*

**Eketahuna Our Town Incorporated**

*The following budget is available for the Eketahuna Information Centre in the 2013/2014 financial year.*

<i>Funds uplifted</i>	<i>\$4,363.04</i>
<i>Remaining balance</i>	<i><u>\$3,636.96</u></i>
<i>Total budget</i>	<i>\$8,000.00</i>

**Recommendation**

*That the remaining funding of \$3,636.96 be paid to Eketahuna Our Town Incorporated as the balance of the grant available in the 2013/2014 financial year for the Eketahuna Information Centre.*

**10. Liaison with Community Representatives**

Diane Anderson (elected member of the MidCentral District Health Board) will attend the meeting to speak on health matters of interest and concern to the Eketahuna community.

**11. Trustpower Tararua District Community Awards 17**

Entries are now open to nominate local voluntary groups for the Trustpower Tararua District Community Awards.

**12. Eketahuna Town Centre Upgrade**

Continue the discussions to progress the preliminary planning for the development of the proposed concept of this project.

**13. Chairman's Remarks**

**14. Items not on the Agenda**

**15. Closure**





## Eketahuna Community Board

Minutes of a meeting of the Eketahuna Community Board held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on Friday 6 June 2014 commencing at 10.05 am.

### 1. Present

Board Members C C Death (Chairperson), T J Hull, S E Shannon and Cr W H Davidson (Council appointed Community Board member).

#### In Attendance

Cr T H Collis - South Ward District Councillor  
Mr R Taylor - Governance Manager

### 2. Apologies

2.1 *That an apology be sustained from Board Member D F Eagle for non-attendance at the meeting.*

*Shannon/Davidson*

*Carried*

### 3. Personal Matters

3.1 A card was received from Peter Best (former Eketahuna Community Board Deputy Chair) conveying thanks for the Board's sympathy on the passing of his wife Judith.

3.2 A letter was received from John Harman (former Eketahuna Community Board Chair) thanking the Board for its presentation of the Alf Rowden Humanitarian Award and nominating him to receive the Queen's Service Medal to acknowledge his services to the community.

### 4. Notification of Items Not on the Agenda

4.1 The following matters were notified as items of general business not on the agenda for discussion at today's meeting:

- Eketahuna Rugby Football Club 125<sup>th</sup> anniversary
- Eketahuna Civil Defence Response Group
- Eketahuna Christmas parade
- Eketahuna Camping Ground mowing
- Eketahuna Community Centre microphone
- Pruning of London Plane trees on Alfredton Road and Anderson Street

## **5. Confirmation of Minutes**

- 5.1 *That the minutes of the Eketahuna Community Board meeting held on 2 May 2014 (as circulated) be confirmed as a true and accurate record of the meeting.*

*Hull/Davidson*

*Carried*

## **6. Matters Arising from the Minutes**

- 6.1 Nil

## **7. Tararua District Council Report**

- 7.1 *That the report of the Tararua District Council meeting held on 28 May 2014 (as circulated) be received.*

*Davidson/Hull*

*Carried*

### **7.2 Anzac Memorial Bridge Anzac Day Service**

- 7.2.1 The Friends of the Anzac Memorial Bridge Kaiparoro Secretary (Corinna Carew) was in attendance at the meeting.

- 7.2.2 It was suggested that the organiser's of the Anzac Memorial Bridge Anzac Day service need to plan in the future to provide alternative arrangements for this event should the weather be wet and unpleasant.

## **8. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

### **8.1 Tararua District Road Safety Group**

- 8.1.1 The Chairperson presented a verbal report on the 27 May 2014 meeting of the Tararua District Road Safety Group, and this included reference to the following matters:

- Work to repair the damage on roads caused through the earthquake is 70% complete, and it is intended to be finished by the end of June.
- Stringfellows have commenced the work to upgrade the Saddle Road.
- It is disappointing that the New Zealand Transport Agency did not undertake more stabilising work on the state highway at the southern entrance to Eketahuna as part of the earthquake damage repairs undertaken.
- There is a need for guard rails on the state highway going north at the Konini Bridge, and the New Zealand Transport Agency has been requested to consider this project to improve road safety within the vicinity of the trees in that area.

## 8.2 **Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal**

8.2.1 Crs Collis and Davidson attended a meeting in Palmerston North to further discuss this project to progress the planning, and the following was noted from their verbal report concerning this matter:

- A governance structure is to be established, with a strategic plan and a conceptual design to be developed.
- The formation of a steering group and the appointment of a project manager shall co-ordinate the direction of the planning.
- An assessment of the cultural values and environmental effects will be required, and there also needs to be engagement with the national maritime government agencies.
- A resource consent is necessary, and funding of about \$10,000 will be needed for the assessment of environmental effects to proceed.
- The aim is to complete the project by June 2016, with its name and identity to be considered.

## 9. **Correspondence**

9.1 *That the correspondence as listed be received.*

*(a) Kerry and Loreen Cunningham  
Re: Eketahuna Camping Ground April report*

*Shannon/Hull*

*Carried*

## 10. **Welcome to New Residents Event** (Brought forward on the agenda)

10.1 The Board will arrange to meet and welcome new residents to Eketahuna through an afternoon tea held in the Eketahuna Club on 6 July 2014 at 2.00pm.

10.2 The Chairperson will make the necessary arrangements to circulate the invitations, organise the community organisations/groups to attend, and book the venue.

10.3 Board Member Hull shall include the details in the community newsletter to publicise this event.

## 11. **Liaison with Community Representatives from Rural Areas**

11.1 The Chairperson welcomed Don Robbie from the Tiraumea area to the meeting, and invited him to address the Board.

11.2 Don Robbie gave a verbal report on various matters relating to the Tiraumea community and its area, including the following:

- The loss of the school has occurred, with the buildings removed and taken to Weber.
- The residents are generally very happy with the condition of their roads, and the standard of maintenance being undertaken through metalling and grading.
- The repairs done promptly to the roads following the earthquake was appreciated.
- There are some corrugations on Waihoki Valley Road.
- Some minor widening is needed on Gandys Road through the digger taking a small section off the banks.
- The work undertaken by the Army on Puketoi Road was acknowledged, and the surface is in a good condition.
- The signs indicating that the Council does not service this road could be removed after winter to recognise it is in a reasonable state.
- Some damage occurred to houses and buildings in the area as a result of the earthquake, and claims are in the process of being assessed and settled.

11.3 The Chairperson thanked Don Robbie for his report and attendance at the meeting.

11.4 An invitation will be extended by the Chairperson to Diane Anderson to attend the Board's July meeting if she is available.

## **12. Eketahuna Information Centre**

12.1 The Eketahuna Our Town Committee Chairperson (Corinna Carew) was in attendance at the meeting.

12.2 Winter opening hours have been introduced for the Eketahuna Information Centre applicable from June until October.

12.3 This will enable them to roster the available volunteers to provide coverage during the quieter months, and the changed times are 11.00am to 2.30pm during the week and full hours of 10.00am to 4.00pm on weekends.

## **13. Chairman's Remarks**

13.1 Nil

## **14. Items not on the Agenda**

### **14.1 Eketahuna Rugby Football Club 125<sup>th</sup> Anniversary**

14.1.1 The Board congratulates the Eketahuna Rugby Football Club on celebrating its 125<sup>th</sup> anniversary, and the excellent events arranged over Queen's Birthday weekend to celebrate this special occasion.

### **14.2 Eketahuna Civil Defence Response Group**

14.2.1 The annual get-together of the Eketahuna Civil Defence Response Group will be held on 23 July 2014 at 6.00pm in the Eketahuna Fire Station.

### **14.3 Eketahuna Christmas Parade**

14.3.1 The Eketahuna Our Town Committee will act as the organisation to facilitate the application for road closures to enable the Eketahuna Christmas parade to be held.

14.3.2 Ryan and Lisa Seator have offered to assist with planning the arrangements for this event, and they will need to ensure the following is undertaken:

- Have a traffic management plan developed to accompany the road closures application.
- This must be done by a suitably qualified person such as Brian Barnes or Don Selby of the Pahiatua Railcar Society.
- Arrange for appropriate persons to act as marshals in implementing the traffic management plan and the erection of road closures signage.
- Alternatively contract this work to a professional company like Horizon Holdings Limited to provide this service at a cost of approximately \$1,000.00.

14.3.3 ***That the Board agrees to again support the arranging of a Christmas parade in Eketahuna, and grants from its discretionary funds financial assistance to cover the costs of the road closures application to the Council (\$100) plus the associated advertising expenses relating to this process.***

***Davidson/Shannon***

***Carried***

### **14.4 Eketahuna Camping Ground Mowing**

14.4.1 The Community Assets Manager has instructed Infracon to mow the area by the old swing bridge when they are mowing the Eketahuna Camping Ground.

#### 14.5 **Eketahuna Community Centre Microphone**

14.5.1 A new microphone and stand have been purchased for the Eketahuna Community Centre, and they are installed and working.

#### 14.6 **Pruning of London Plane Trees on Alfredton Road and Anderson Street**

14.6.1 An email from the Engineering Services Contracts Manager requested the Board to consider either funding the cost of pruning these trees or contributing towards the expenditure incurred of \$1,856.00 plus GST.

14.6.2 The Board noted it had been asked to consider the future of the trees, but at no stage of the discussions and consultation was it implied their retention is dependent on providing financial assistance towards that cost.

14.6.3 As there appears to be a suggestion that the roading budget should not be expected to fund this expenditure, the Board refers the matter and the invoice received to the Manager Assets Group to determine which Council activity will budget and pay the cost of maintaining the trees.

### **15. Eketahuna Town Centre Upgrade**

15.1 A proposal was tabled from David Engwicht of Creative Communities International outlining their services and the costs involved to assist the Board to develop the upgrade design concept plan in consultation with the community.

15.2 The Board will prepare a project plan setting out the strategic direction to co-ordinate the project, and the following was agreed to guide this process:

- Board members shall informally meet at 6.30pm on 20 June 2014 and 25 July 2014 in the War Memorial Hall to progress these discussions.
- The conceptual planning is to be completed before 1 July 2015.
- The Board will act as the governance body to carry out the consultation and determine the preferred form of the upgrade plan for recommendation to the Council as the project funder and provider.
- The vision is to provide an attractive relaxing peaceful town that locals can enjoy and be proud of, and passers-by are intrigued and want to spend time there.
- The objectives are to achieve town pride, an attractive appearance, a safe place to stop, reflecting Eketahuna identity and history, and promoting and attracting visitors.

- The timeline is to complete the planning and consultation in the next twelve months to enable indicative costing's to be obtained, with the construction period from 1 July 2015 to 30 June 2016.
- Strategic partners regarding the project include the Eketahuna Community Charitable Trust, business and property owners, the Eketahuna Our Town Committee and the Council.
- Funding sources are the Council, others and in kind donations.
- Strategies are to be developed for consultation and communications.

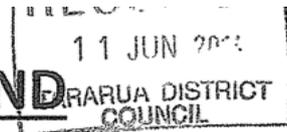
There being no further business the Chairperson thanked those present for their attendance and contributions, and declared the meeting closed at 12.50pm.

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Chairperson



# **EKETAHUNA CAMPING GROUND**



## **MAY 2014 REPORT**

MAY VISITOR NUMBERS WERE GOOD – CONSIDERING WE ARE IN THE SLOW WINTER PERIOD

### **VISITORS**

(EACH UNIT / FIGURE EQUALS 1 PERSON FOR 1 NIGHT )

POWER SITE	95
CABINS	9
UNPOWERED	57

### **MASTERTON CARAVAN CLUB**

THE CLUB STAYED AT THE CAMPING GROUND ON THE WEEKEND OF THE 17 TH OF MAY . THEY VISITED SITES AROUND EKETAHUNA . AT NIGHT THEY HAD A MEAL AT THE EKETAHUNA CLUB . THEY ENJOYED THE WEEKEND AND SAID THAT THEY WOULD RETURN .

### **EKETAHUNA TOWNSHIP**

VISITORS ARE ENJOYING THE TOWNSHIP . THE HOTEL HAS CHANGED OWNERSHIP AND IS A LOT BETTER . THE VISITORS ARE ENJOYING THE VERY GOOD MEALS . THERE ARE SOME GOOD SHOPS FOR VISITORS TO BROWSE AT.

THE TOWNSHIP WILL BE EVEN BETTER ONCE THE MAIN STREET UP GRADE HAS BEEN FINISHED

**LOREEN AND KERRY CUNNINGHAM**

5 June 2014

To: Richard Taylor

From: Rena Tyler

Subject: Eketahuna Information Centre

Hi Richard

The Eketahuna Our Town Committee (Information Centre) requests from the Eketahuna Community Board reimbursement of costs incurred from December 2013 to May 2014 the following costs as listed below.

Rent	\$2092.97
Power	\$ 230.61
Phone	\$ 558.20
V expenses	\$ 68.69
Eftpos rental	\$ 413.70
Insurance	<u>\$ 361.68</u>
Total	\$3725.85

Regards  
Rena Tyler

**From:** Kirsten Waterman <kirsten@propertybrokers.co.nz>  
**Sent:** Thursday, 19 June 2014 1:30 p.m.  
**To:** Richard Taylor  
**Subject:** RE: Eketahuna Community Grant Application: Eketahuna Lawn Tennis Club Inc.

Good afternoon Richard,

The Eketahuna Tennis Club appreciate the ongoing support of the Eketahuna Community Board and extend our sincere thanks for the grant of \$1,000.00 plus gst.

Kind regards,

Kirsten Waterman  
President  
Eketahuna Tennis Club Inc.  
Office: 06 376 8486  
Mobile: 021 131 1575

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### Celebrating Tararua's Community Champions

Press Release – TrustPower

Tararua District residents now have the annual opportunity to recognise the dedication of their local voluntary groups with entries for the Trustpower Tararua District Community Awards now open. 3 June 2014

#### **Celebrating Tararua's Community Champions**

Tararua District residents now have the annual opportunity to recognise the dedication of their local voluntary groups – with entries for the Trustpower Tararua District Community Awards now open. Run in partnership with the Tararua District Council, the Awards are open to all voluntary groups and organisations working to make Tararua a better place to live. Anyone can enter a voluntary group or organisation for the Trustpower Tararua District Community Awards – voluntary groups and organisations can even enter themselves.

Since the Trustpower Tararua District Community Awards began in 2004 more than \$54,000 has been given away to deserving voluntary groups and organisations, and this year more than \$5000 is up for grabs.

Last year 72 groups were entered for the Trustpower Tararua District Community Awards. Trustpower Community Relations Representative Somerville is looking forward to seeing the community get on board to recognise more of these local unsung heroes.

“Voluntary groups are a formidable force of good in the Tararua community and everyday members benefit from their hard work. From the teams that work behind the scenes at community events to the supportive coaches on the side-lines to the tireless fundraising teams; volunteers are in every corner of this region but often they are not recognised for the invaluable work they do.

One of the best ways to demonstrate the importance of volunteering to the Tararua community is to ensure volunteers' contributions are recognised, valued and accounted for.

Now you have the chance to say 'thank you' to these volunteers who work hard to improve the community – just by filling out an entry form. It takes just a few minutes of your time to enter a group but it will make a real difference to the volunteers you are recognising,” says Miss Somerville.

Locals have until 5pm on Friday 1 August to get entries in for this year's Trustpower Tararua District Community Awards. Entry Forms are available from Council offices or service centres or can be completed online at [www.trustpower.co.nz/communityawards](http://www.trustpower.co.nz/communityawards). Entry Forms can also be received by calling Jess Somerville on 0800 87 11 11.

The awards cover five categories; Heritage and Environment, Health and Wellbeing, Arts and Culture, Sport and Leisure, and Education and Child/Youth Development. Category winners receive \$500, runners-up receive \$250 and the Supreme Winner will take home \$1,500 and an all-expenses paid trip for two representatives to the 2014 Trustpower National Community Awards. Last year's Trustpower Tararua District Community Awards Supreme Winner was Pahiatua Help-N-Hand.

*For more information, visit:*

[www.trustpower.co.nz/communityawards](http://www.trustpower.co.nz/communityawards)

[www.facebook.com/TrustpowerCommunity](https://www.facebook.com/TrustpowerCommunity)



## **Eketahuna Community Board**

Minutes of a meeting of the Eketahuna Community Board held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on Friday 4 July 2014 commencing at 10.05 am.

### **1. Present**

Board Members C C Death (Chairperson), D F Eagle (Deputy Chairperson), S E Shannon and Cr W H Davidson (Council appointed Community Board member).

#### **In Attendance**

Mr R Taylor – Governance Manager

### **2. Apologies**

- 2.1 *That the apologies be sustained from Board Member T J Hull and Cr T H Collis for non-attendance at the meeting.*

*Shannon/Eagle*

*Carried*

### **3. Personal Matters**

- 3.1 The Deputy Chairperson indicated that she may be absent from some future Board meetings for reasons regarding the health of a family member.

### **4. Notification of Items Not on the Agenda**

- 4.1 Nil

### **5. Confirmation of Minutes**

- 5.1 *That the minutes of the Eketahuna Community Board meeting held on 6 June 2014 (as circulated) be confirmed as a true and accurate record of the meeting.*

*Davidson/Shannon*

*Carried*

## **6. Matters Arising from the Minutes**

### **6.1 Welcome to New Residents Event (Item 10)**

6.1.1 The arrangements have been confirmed to meet and welcome new residents to Eketahuna through an afternoon tea held in the Eketahuna Club on 6 July 2014 at 2.00 pm.

### **6.2 Pruning of London Plane Trees on Alfredton Road and Anderson Street (Item 14.6)**

6.2.1 The invoice received regarding the pruning of these trees was referred to the Manager Assets Group, with this expenditure authorised for payment from the roading budget.

### **6.3 Eketahuna Town Centre Upgrade (Item 15)**

6.3.1 Board members met informally with representatives of the Eketahuna Community Charitable Trust on 20 June 2014 to discuss the Eketahuna town centre upgrade, and a follow up meeting shall occur to further consider their perspective on any proposals.

6.3.2 The Economic Development and Communications Manager has been approached by Crs Davidson and Collis to prepare a presentation for the community to promote discussion on ideas to develop the upgrade design concept plan.

6.3.3 The material to form the basis of this presentation needs to be decided, and its preparation will include images and photos of places where such work has been done along with ideas conveyed to board members.

6.3.4 A public meeting can then be arranged, with the outcome assisting to progress the direction of the planning to identify the preferred concepts.

6.3.5 Board members will informally meet again at 6.30 pm on 25 July 2014 in the War Memorial Hall to advance the discussions concerning this project.

## **7. Liaison with Community Representatives (Brought forward on the agenda)**

7.1 The Chairperson welcomed Diane Anderson (elected member of the MidCentral District Health Board) to the meeting, and invited her to address the Board.

7.2 Diane Anderson spoke on various health matters, including reference to the following:

- Statistics from the District Health Board 2014/15 Annual Plan regarding daily averages in its district for the activities undertaken and the resources involved.

- Planning for the future and delivering health services within its area from available funding budgets provided by Government to achieve performance targets and expected standards.
- Options for models of care and more emphasis on access to health services in the community, and working in conjunction with general practitioners, specialists and other providers.
- The proposed staged development and alterations to the Palmerston North Hospital.

7.3 There was discussion on the meeting held at Eketahuna to consider the provision of the St John Ambulance service in the town, and its need for more volunteers.

7.4 Hopefully there will be increased support from the community through generating possible interest in volunteering to boost the available resources.

7.5 This would help to ensure the community is covered to maintain the current service at Eketahuna by having sufficient numbers of volunteers as part of the local team based in the area.

7.6 The Chairperson thanked Diane Anderson for attending the meeting, and he acknowledged the informative discussions held concerning the health service and associated matters relating to the Eketahuna community.

## **8. Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal**

8.1 Cr Davidson gave a verbal update on the Shannon to Eketahuna Cycle Track Tararua Traverse project proposal, including reference to the following matters discussed at the recent meeting held at the Horizons Regional Council in Palmerston North:

- The model for the formation of a charitable trust is to be considered.
- Consultation is occurring with the two interested Iwi involved relative to the cultural values assessment required to be completed.
- Safety requirements are a factor to be evaluated, with a day trip intended to be arranged to consider this aspect.
- The next meeting will be held in Levin on 10 July 2014 at 11.00 am.

## **9. Tararua District Council Report**

9.1 ***That the report of the Tararua District Council meeting held on 25 June 2014 (as circulated) be received.***

***Davidson/Death***

***Carried***

9.2 **Tararua District Civic Honour**

9.2.1 Board members were invited to attend the presentation of the Tararua District Civic Honour to acknowledge the voluntary community service of Joyce McIntyre.

9.2.2 This event will be held on 24 July 2014 at 2.30 pm in the Woodville School Hall.

9.3 **State of the Environment Report**

9.3.1 The accuracy of the information was queried regarding the first, second and fourth resource consents referred to in the figure 4 table of this report concerning discharges granted to river and stream by the Horizons Regional Council within the period from 2009 to 2013.

9.3.2 It is noted that no effluent ponds are allowed to discharge into waterways, and when such previous consents were renewed the required method of disposal is discharge to land.

9.3.3 The Planning Manager will be requested to provide clarification concerning this matter and correct any details that appear to be wrong and misleading.

**10. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

10.1 Nil

**11. Correspondence**

11.1 *That the correspondence as listed be received.*

(a) *Kerry and Loreen Cunningham*  
*Re: Eketahuna Camping Ground May Report*

(b) *Eketahuna Our Town Incorporated* *5 June 2014*  
*Re: Request for reimbursement of Eketahuna Information Centre costs*

(c) *Eketahuna Tennis Club Incorporated* *19 June 2014*  
*Re: Thanks for financial assistance*

*Eagle/Shannon* *Carried*

11.2 **Eketahuna Our Town Incorporated**

11.2.1 Cr Davidson and the Chairperson declared an interest in this item of business, and they abstained from these discussions and voting on the motion regarding that matter.

11.2.2 *That the remaining funding of \$3,636.96 be paid to Eketahuna Our Town Incorporated as the balance of the grant available in the 2013/2014 financial year for the Eketahuna Information Centre.*

*Eagle/Shannon* *Carried*

## **12. Trustpower Tararua District Community Awards**

12.1 The Board will nominate some local voluntary organisations for the Trustpower Tararua District Community Awards, with the Chairperson abstaining from this process as he is a member of the judging panel.

12.2 Cr Davidson, the Deputy Chairperson and Board Member Shannon each agreed to complete an entry form nominating an Eketahuna organisation for these Awards.

## **13. Chairman's Remarks**

### **13.1 2014 Tararua Sportsperson of the Year Awards**

13.1.1 This year's event will be held on 17 October 2014 at the Eketahuna Community Centre.

### **13.2 Proposed Eketahuna Skateboard Park**

13.2.1 Eketahuna police officer Donna Olliver has raised \$5,000 for the development of a proposed skateboard park, with applications to be made seeking further funding to undertake this project.

13.2.2 A suitable location needs to be determined for this facility, including considering the options of the playground area or the former BMX track site.

## **14. Items not on the Agenda**

14.1 Nil

There being no further business the Chairperson thanked those present for their attendance and contributions, and declared the meeting closed at 12.17 pm.

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Chairperson



## **Eketahuna Community Board**

### **Notice of Meeting**

A meeting of the Eketahuna Community Board will be held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on **Friday 11 April 2014** commencing at **10.00 am**.

Blair King  
**Chief Executive**

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### **Agenda**

- 1. Present**
- 2. Apologies**
- 3. Personal Matters**
- 4. Notification of Items Not on the Agenda**

Major items not on the agenda may be dealt with at this meeting if so resolved by the Board and the chairperson explains at the meeting at a time when it is open to the public the reason why the item was not listed on the agenda and the reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor matters not on the agenda relating to the general business of the Board may be discussed if the chairperson explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at that meeting, but no resolution, decision or recommendation may be made in respect of that item except to refer it to a subsequent meeting.

- 5. Confirmation of Minutes**

**5**

#### ***Recommendation***

***That the minutes of the Eketahuna Community Board meeting held on 7 March 2014 (as circulated) be confirmed as a true and accurate record of the meeting.***

## **6. Matters Arising from the Minutes**

### **6.1 London Plane Trees on Alfredton Road and Anderson Street (Item 10)**

Consider the outcome of the door knock of residents undertaken in these streets to obtain their views on the future of the trees.

### **6.2 Any Other Matters Arising from the Minutes not otherwise dealt with in the Agenda**

## **7. Tararua District Council Report**

**11**

### **Recommendation**

*That the report of the Tararua District Council meeting held on 26 March 2014 (as circulated) be received.*

### **7.1 2014/2015 Draft Annual Plan**

The Draft Annual Plan community meeting arranged by the Board will be held in the Eketahuna Community Centre Supper Room at 7.00 pm on Tuesday 29 April 2014.

## **8. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

### **8.1 Eketahuna Railway Station**

The Chairperson will present an update on the Eketahuna railway station project.

### **8.2 Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal**

The Chairperson will present a report on the meeting held in Palmerston North to discuss the Shannon to Eketahuna cycle track Tararua Traverse project proposal.

### **8.3 Powerco Review of the Earthquake's Impact on the Power Supply**

The Chairperson will present a report regarding the Powerco earthquake review meeting to discuss the impact of this event on the power supply.

### **8.4 Any Other Reports**

**9. Correspondence** **19**

**Recommendation**

*That the correspondence as listed be received.*

*(a) Kerry and Loreen Cunningham  
Re: Eketahuna Camping Ground February report*

*(b) Corinna Carew 25 March 2014  
Re: Request for assistance to fund the Community Centre  
hire charges of the Eketahuna Youth Group*

**10. Horizons Regional Council (11.00 am)**

Cr John Barrow (Taranaki representative on the Horizons Regional Council) will attend the meeting to liaise with the Board on regional council matters.

**11. Anzac Day**

Discuss the arrangements for the Anzac Day civic ceremony in Eketahuna.

**12. Eketahuna Town Centre Upgrade** **23**

The Deputy Chairperson has prepared a report on the informal meeting held with board members to discuss the planning for the Eketahuna town centre upgrade project.

At the request of the Deputy Chairperson a letter has been drafted for sending to the groups and individuals that the Board intends to contact and liaise with concerning the development of the preliminary concept plan.

This is included in the agenda for the Board to review and action as it considers is appropriate.

**13. Chairman's Remarks**

**14. Items not on the Agenda**

**15. Closure**





## Eketahuna Community Board

Minutes of a meeting of the Eketahuna Community Board held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on Friday 7 March 2014 commencing at 10.00 am.

### 1. Present

Board Members C C Death (Chairperson), D F Eagle (Deputy Chairperson), T J Hull (until item 13.1.4) and Cr W H Davidson (Council appointed Community Board member).

#### In Attendance

Cr T H Collis – South Ward District Councillor  
Mr R Taylor – Governance Manager  
Mrs K Dever-Tod – Manager Assets Group (for items 9 to 11.5)

### 2. Apologies

2.1 *That an apology be sustained from Board Member S E Shannon for non-attendance at the meeting.*

*Hull/Death*

*Carried*

### 3. Personal Matters

3.1 A card has been received from Denise Rowden conveying thanks for the Board's sympathy and acknowledgement of the late Ross Rowden's significant contribution to the Eketahuna community.

### 4. Notification of Items Not on the Agenda

4.1 Nil

### 5. Confirmation of Minutes

5.1 *That the minutes of the Eketahuna Community Board meeting held on 7 February 2014 (as circulated) be confirmed as a true and accurate record of the meeting.*

*Eagle/Hull*

*Carried*

## **6. Matters Arising from the Minutes**

### **6.1 Rubbish Bin Outside the Eketahuna Service Centre (Item 6.1)**

6.1.1 It was confirmed that this matter will be reviewed as part of the planning for the town centre upgrade.

### **6.2 Meeting Venue (Item 14)**

6.2.1 The Community Assets Manager has accepted a quote to install a heat pump in the War Memorial Hall, with this expenditure able to be accommodated from an existing available budget.

6.2.2 The Board thanks the Community Assets Manager for proceeding to programme this work in the current financial year.

### **6.3 Earthquake 20 January 2014 (Item 13)**

6.3.1 The old former Eketahuna café structure is in a poor condition, but it is not considered to be a safety risk to the public.

## **7. Tararua District Council Report**

7.1 *That the report of the Tararua District Council meeting held on 26 February 2014 (as circulated) be received.*

*Davidson/Eagle*

*Carried*

## **8. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

### **8.1 Tararua District Road Safety Group**

8.1.1 Board Member Hull presented a verbal report on the 4 March 2014 meeting of the Tararua District Road Safety Group, and this included reference to the following matters:

- Work to rectify the undulating surface of the South Road Number 2 bridge E37 is to be done today.
- An overhanging tree on State Highway 2 at the southern entrance to Eketahuna is to be inspected regarding identifying and removing any potential hazard to safety.
- Repairs have been undertaken to roads damaged by the earthquake to allow safe passage for vehicles, and lower priority repairs are being programmed.
- The road by the Alfredton School will include the word “school” painted on the road as a permanent marking.

## 8.2 **Community Development Scheme**

- 8.2.1 Board Member Eagle presented a verbal report of the meeting held in Dannevirke on 4 March 2014 regarding employing a project worker to undertake the scoping and review of current services within the district. This will focus on gaps, areas of high need and initiatives to address these issues in year one of the application.
- 8.2.2 This project is to be coordinated by Tararua REAP, and they will make an application to the Department of Internal Affairs Community Development Scheme for funding.
- 8.2.3 This scheme is available to facilitate and achieve strong, cohesive communities that are better equipped to manage their own self-determined and sustainable development.
- 8.2.4 It is intended that this application will be made on a district/community wide collaborative basis, with Tararua REAP to extend its area of service to cover the entire district.
- 8.2.5 The Board agreed to provide a letter of support to Tararua REAP for inclusion as part of their funding application.

## 9. **Eketahuna Town Centre Upgrade** (Brought forward on the agenda)

- 9.1 The Manager Assets Group indicated that there is \$430,000 provided in the Long Term Plan for this project, with the planning and consultation to occur next financial year (2014/2015) and the work undertaken the following year (2015/2016).
- 9.2 The following approach was proposed to the Board to commence the initial direction of this process:
- Identify from the community's perspective the objectives to be fulfilled from the upgrade, and how it will encourage people to stop and shop in Eketahuna.
  - Ascertain the boundaries of the project.
  - Determine a list of groups to be contacted and liaised with to obtain their views on ideas to develop a preliminary concept plan for community consultation.
- 9.3 The Manager Assets Group noted that as the main street of Eketahuna is a State Highway there is likely to be issues in relation to moving building verandah poles.
- 9.4 An assessment will also be undertaken of the waste water pipes to determine whether they require relining or replacement, with this work funded separately.
- 9.5 The Manager Assets Group encouraged the Board to facilitate a wide and open process to enable residents to have their say in developing the plan for the upgrade.

9.6 Suitable background information material can then be prepared for circulation to support these discussions with the community.

9.7 Board members agreed to meet in the Commercial Hotel on 27 March 2014 at 6.30 pm to further consider its intentions to progress the matters outlined by the Manager Assets Group.

9.8 An item will also be included in the next community newsletter to provide an outline of the planning and community consultation that the Board is to undertake regarding this project.

## **10. London Plane Trees on Alfredton Road and Anderson Street** (Brought forward on the agenda)

10.1 The Manager Assets Group agreed to provide the Board with a map detailing the utilities infrastructure situated in these streets relative to the location of the trees.

10.2 In undertaking consultation with the residents on Alfredton Road and Anderson Street it was agreed that this include the following matters:

- Explain the reason why the trees need to be removed.
- Ascertain whether appropriate alternative plantings are supported, and if so the type of either native or deciduous options.

10.3 Board members will undertake a door knock of residents in these streets on 11 March 2014 at 6.00 pm to obtain their views regarding this subject.

## **11. Cliff Walk**

11.1 Lisa Henare expressed her concerns to the Board regarding the issue of tree felling along the Cliff Walk, and the contractor dropping a tree down the bank into the Makakahi River.

11.2 This situation could cause damage to the environment and further erosion to the already denuded cliff bank, and block the river through the tree obstructing its flow.

11.3 The Manager Assets Group acknowledged that this was an event where the tree felling undertaken by the contractor went wrong, and it was originally intended to remove the tree and make the wood available to the community.

11.4 Staff from the Horizons Regional Council have inspected the site, and they are satisfied that the tree can remain in the river without causing any problems.

11.5 The Manager Assets Group was requested to ascertain if it was intended to cut the tree into smaller sections to minimise the potential for causing any damage when the river is in high flow.

## **12. Tararua Training Task Force**

- 12.1 Daniel Moore gave an update on progress with the Tararua Training Task Force programme developed to increase employment opportunities for youth within the district and address employers needs for specific skills and knowledge.
- 12.2 Options to fund the programme are being considered as currently all of the initial income is exhausted, and decisions are pending on applications for further financial assistance to continue this work.
- 12.3 It is intended to establish a boutique training facility funded by the providers of such services, with a potential site at Scanpower Oringi available for this purpose on a six-months rent-free basis.
- 12.4 Opportunities being pursued to develop this initiative are focussed on retail, hospitality, agriculture and building construction training, with a commitment from Ag Challenge secured to provide thirty positions on their carpentry qualifications training course.

## **13. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities (Continued)**

### **13.1 Eketahuna Our Town Committee**

- 13.1.1 It was noted that at the Annual General Meeting of the Eketahuna Our Town Committee they failed to elect a new chairperson.
- 13.1.2 The meeting was accordingly adjourned, and it will reconvene next week to hopefully fill this position.
- 13.1.3 Should this not eventuate then the Board may need to consider alternative options for the operation of the Eketahuna Information Centre and other community projects undertaken by the Our Town Committee.
- 13.1.4 Board Member Hull departed from the meeting at 12 noon.

## **14. Correspondence**

### **14.1 *That the correspondence as listed be received.***

**(a) *Kerry and Loreen Cunningham***

***Re: Eketahuna Camping Ground January report***

***Eagle/Davidson***

***Carried***

## **15. Seat Situated Outside the Eketahuna Service Centre / Library**

- 15.1 The location of this seat will be reviewed when considering the plan for the town centre upgrade.

## **16. Chairman's Remarks**

### **16.1 Various Matters**

16.1.1 The Chairperson spoke on the following various matters for the information of board members:

- The Eketahuna railway station building has arrived, and the tentative opening date for the project is 10 May 2014.
- The date of the April Board meeting may be subject to change through being held one week later than usual, and the Deputy Chairperson's apologies are conveyed for the May meeting.
- Consideration is to be given to nominating residents with outstanding community service for possible recognition through the Alf Rowden Humanitarian Award.
- Forthcoming meetings to be attended by the Chairperson are the Powerco earthquake review of this event relative to the power supply, and the Shannon to Eketahuna cycle track Tararua Traverse project proposal being discussed in Palmerston North.

## **17. Items not on the Agenda**

17.1 Nil

There being no further business the Chairperson thanked those present for their attendance and contributions, and declared the meeting closed at 12.35 pm.

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Chairperson



Minutes of a meeting of the Tararua District Council held in the Council Chamber, 26 Gordon Street, Dannevirke on Wednesday 26 March 2014 commencing at 1.00 pm.

## **1. Present**

His Worship the Mayor – Mr R A Ellis, Crs W H Keltie (Deputy Mayor), T H Collis, J E Crispin, W H Davidson, K R Fenemor, S A Hull, C J Isaacson and D A Roberts.

### **In Attendance**

Mr B King - Chief Executive  
Mr R Taylor - Governance Manager  
Mr R Suppiah - Chief Financial Officer  
Mrs K Dever-Tod - Manager Assets Group  
Mr C Lunn - Planning Manager (for item 11.2)

## **2. Council Prayer**

2.1 The Council Prayer was given by His Worship the Mayor – Mr R A Ellis.

## **3. Apologies**

3.1 Nil

## **4. Notification of Items Not on the Agenda**

4.1 Nil

## **5. Declarations of Conflicts of Interest in Relation to this Meeting's Items of Business**

5.1 Nil

## **6. Personal Matters**

6.1 A card has been received from Denise Rowden conveying thanks for the Council's sympathy on the passing of Ross Rowden (who made a significant contribution to the Eketahuna community).

6.2 The Mayor acknowledged the assistance given by all those involved with supporting Tracey Nikora (a Council staff member) and family during the period of her terminal illness, and attending the funeral held at the Makirikiri Marae.

6.3 The Council's congratulations are conveyed to Tony and Zoe Kuriger of Woodville on their success as the winners of the Hawke's Bay/Wairarapa Dairy Industry Awards Sharemilker/Equity Farmer of the Year title.

## **7. Draft Speed Limits Bylaw 2013**

7.1 The Council proceeded to hear the following submitter speak in support of his written submission on the draft Speed Limits Bylaw 2013.

Submission

Name

No.

2

Chris Horrocks

- Requests the Council to place a slow down sign prior to the 50 kmph temporary speed restriction area within the vicinity of the approach to Akitio Beach.

7.2 Chris Horrocks also made reference to the need for the Council to be visible to the Akitio Beach community. He spoke on the control of freedom camping at Akitio Beach, and further suggested circulating a leaflet about the water supply for this area to emphasise the importance of using that resource prudently to sustain its availability during periods of peak demand.

## **8. Confirmation of Minutes**

8.1 *That the minutes of the Council meetings held on 26 February 2014 and 11 March 2014 (as circulated) be confirmed as true and accurate records of these meetings.*

*Crs Fenemor/Keltie*

*Carried*

## **9. Any Matters Arising from the Minutes not otherwise dealt with in the Agenda**

9.1 **Submission to the New Zealand Transport Agency Funding Assistance Rates Review** (Item 12.3)

9.1.1 It is intended that a joint submission shall be made through the councils in the areas from Gisborne to Wanganui, and supported by Federated Farmers of New Zealand.

9.1.2 This is separate to the submission that individual councils are making regarding the New Zealand Transport Agency proposals to review the funding assistance rates for roading.

9.2 **Eketahuna War Memorial Hall** (Item 11.2.2)

9.2.1 It was noted that the War Memorial Hall has not been assessed in terms of its earthquake risk rating, and there are no plans at this time to undertake that work as it is a low use building.

## **10. Community Boards and Community Committees Reports**

### **10.1 Dannevirke Community Board**

10.1.1 *That the report of the Dannevirke Community Board meeting held on 3 March 2014 (as circulated) be received.*

*Crs Roberts/Collis*

*Carried*

### **10.2 Eketahuna Community Board**

10.2.1 *That the report of the Eketahuna Community Board meeting held on 7 March 2014 (as circulated) be received.*

*Crs Roberts/Collis*

*Carried*

#### **10.2.2 Eketahuna Town Centre Upgrade**

10.2.2.1 The Mayor emphasised the importance of maintaining the momentum to develop the design plan for the Eketahuna town centre upgrade.

#### **10.2.3 Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal**

10.2.3.1 A very successful meeting was held in Palmerston North with representatives of the Department of Conservation to discuss the way forward to progress this project, and it included the Horowhenua District Council Chief Executive, David Clapperton being in attendance for these discussions.

10.2.3.2 As the starting point a steering committee will be established, and a governance board is appointed.

10.2.3.3 No funding is required from the Council at this time for this purpose, and it is proposed that an Army engineer could consider the feasibility of the project.

### **10.3 Pahiatua On Track**

10.3.1 *That the report of the Pahiatua On Track meeting held on 5 March 2014 (as circulated) be received.*

*Crs Roberts/Collis*

*Carried*

#### **10.3.2 New Police Officer**

10.3.2.1 It was noted that Glenn Ryan is the new sergeant in Pahiatua (the minutes incorrectly refer to him as the new constable).

### **10.4 Woodville Districts' Vision**

10.4.1 *That the report of the Woodville Districts' Vision meeting held on 5 March 2014 (as circulated) be received.*

*Crs Roberts/Collis*

*Carried*

## **11. Reports**

### **11.1 Road Closures Requested Under the Tenth Schedule of the Local Government Act 1974**

11.1.1 Bruce Sollitt of Rally Wairarapa Incorporated attended the meeting for this item of business, and he was commended on the completeness of their application in accordance with the Council's procedure for motorsport event road closures.

11.1.2 ***That the report from the Manager Engineering Services dated 18 March 2014 concerning a road closures application under the Tenth Schedule of the Local Government Act 1974 (as circulated) be received, and***

***That pursuant to Section 342 (1) (b) and the Tenth Schedule of the Local Government Act 1974, the Council resolves to close the following roads for the purpose of allowing Rally Wairarapa Incorporated to hold the Rally Wairarapa event on Saturday 28 June 2014.***

***Road name: Coonoor Road  
Period of closure: 6.15am to 10.40am***

***Road name: Towai Road  
Period of closure: 6.15am to 10.40am***

***Road name: Waihi Valley Road  
Period of closure: 6.15am to 10.40am***

***Road name: Waione Horoeka Road  
Period of closure: 6.15am to 10.40am***

***Road name: Manuhara Road  
Period of closure: 7.10am to 11.30am***

***Road name: Waihi Valley Road  
Period of closure: 7.10am to 11.30am***

***Road name: Huia Road  
Period of closure: 8.35am to 1.00pm***

***Road name: Waihoki Valley Road  
Period of closure: 8.35am to 1.00pm***

***Road name: Castlehill Road  
Period of closure: 9.30am to 1.50pm***

***Road name: Mangaoranga Road  
Period of closure: 1.40pm to 6.00pm***

***Road name: Mangamahoe Central Road  
Period of closure: 1.40pm to 6.00pm***

***Road name: Daggs Road  
Period of closure: 2.00pm to 6.20pm***

### **Conditions Applied to the Granting of these Road Closures**

- 1. That the Area Roading Manager or his nominee in conjunction with the organiser will assess shortly prior to this event the condition of the roads involved to determine their suitability for this purpose.**
- 2. That if the Area Roading Manager or his nominee identifies any road or roads as being in an unsuitable condition arising from this assessment then he has the discretion to request the organiser to withdraw such road from the route of this event.**
- 3. That shortly after the event has been held the Area Roading Manager or his nominee shall carry out a drive over of the roads that were closed for this event to assess their condition.**

### **Advisory Note**

**That should the Council incur any additional maintenance costs as a consequence of the event then those expenses shall be recovered from the event organiser.**

**Crs Keltie/Fenemor**

**Carried**

## **11.2 Planning Matters Decided Under Delegated Authority**

- 11.2.1 That the report from the Planning Manager dated 19 March 2014 concerning Planning matters decided under delegated authority (as circulated) be received and the contents are noted.**

**Crs Isaacson/Collis**

**Carried**

- 11.2.2** The Planning Manager clarified the noise emissions standards applicable to the minor amendments of the consent conditions for the Fonterra Pahiatua factory.

## **11.3 Staff Report**

### **11.3.1 Road Maintenance Contract**

- 11.3.1.1** A two-stage process has commenced for the new road maintenance contract effective from 1 July 2014, and two potential tenderers have responded at this time to the first stage.

- 11.3.1.2** This approach will assist in assessing what is happening in the market, and it enables the opportunity to work with the New Zealand Transport Agency regarding the form of the contract.

### **11.3.2 Fairfax Media Young Finance Manager of the Year Award**

- 11.3.2.1** The Council congratulates Bevan Gray on his success as the recipient of the Fairfax Media Young Finance Manager of the Year Award.

- 11.3.2.2** The Chief Financial Officer was also commended on mentoring this staff member and encouraging him to enter the award.

11.3.3 **Camping Grounds**

11.3.3.1 The good use of the camping grounds by visitors to the district was noted.

11.3.4 **Central District Field Days**

11.3.4.1 The Council's attendance at the Central District Field Days was very successful despite the event's early closure due to the cyclone forecast to hit that area on the Saturday.

11.3.5 **Animal Control**

11.3.5.1 At the March rural and provincial sector meeting Gareth Morgan promoted his ideas on the control of cats and making it compulsory to microchip them, thereby acknowledging the threat that roaming cats can cause to native birdlife.

11.3.6 **Lions Track and Tunnel Walk**

11.3.6.1 The date of this year's Lions Track and Tunnel Walk has been determined, and the event will be held on 4 May 2014.

11.3.7 ***That the report from the Chief Executive dated 19 March 2014 concerning an update on key projects and items of interest to the Council (as circulated) be received.***

***Crs Hull/Fenemor***

***Carried***

11.4 **Adoption of the 2014/15 Draft Annual Plan for Public Consultation**

11.4.1 The Chief Financial Officer tabled a revised section of the Draft Annual Plan summary focus containing minor amendments, and the intended information to promote community interest in the submissions consultation process.

11.4.2 ***That the report from the Chief Financial Officer dated 19 March 2014 concerning the adoption of the 2014/15 Draft Annual Plan for public consultation (as circulated) be received, and***

***That subject to the correction of any typographical errors and changes requested by Audit New Zealand, the Council adopts for the purpose of public consultation the 2014/15 Draft Annual Plan, the summary of the information contained in this document, and the proposed schedule of fees and charges, and***

***That the summary of the Draft Annual Plan be distributed as follows:***

- ***Copies to be freely available at all of the Council's Service Centres and its Libraries throughout the district***
- ***Through the Council's website [www.tararua.govt.nz](http://www.tararua.govt.nz)***

***And that each ratepayer be sent a mock invoice detailing the proposed rates for their property, a Draft Annual Plan pamphlet and a submission form.***

***Crs Hull/Roberts***

***Carried***

## **12. 2014 Local Government New Zealand Conference**

12.1 *That the Mayor – Mr R A Ellis, Deputy Mayor – Cr W H Keltie and Cr T H Collis be registered as the Council’s delegates to attend the 2014 Local Government New Zealand Conference to be held in Nelson from 20 to 22 July 2014.*

*Crs Crispin/Fenemor*

*Carried*

## **13. Local Government New Zealand Annual General Meeting**

13.1 *That the Council, being a member of Local Government New Zealand, appoints the Mayor – Mr R A Ellis as the presiding delegate to vote on its behalf at the Annual General Meeting of Local Government New Zealand to be held on the 20<sup>th</sup> day of July 2014 and at any adjournment thereof, and*

*That the Deputy Mayor – Cr W H Keltie be appointed as the alternative delegate to vote on the Council’s behalf in the absence of the Mayor.*

*Crs Crispin/Fenemor*

*Carried*

## **14. Portfolio Reports**

### **14.1 Forestry**

14.1.1 Cr Fenemor gave a verbal update on forestry, and this included reference to the following matters:

- A visit has been made to inspect the Council’s forestry activities at the Birch North forest.
- A large area of the forest has been pruned and thinned.
- The roading works in the forest are completed.
- The future focus is to develop the ongoing direction and intentions for forestry to include these details in the forthcoming Long Term Plan.
- A presentation will be arranged on forestry for the information of councillors as part of the discussions during the development of the Long Term Plan.

### **14.2 Economic Development/Marketing**

14.2.1 The work of the Economic Development and Communications Manager was acknowledged in respect of the Council’s presence and display at the Central District Field Days.

### **14.3 Rural Health Alliance Aotearoa New Zealand**

14.3.1 Cr Hull attended the Rural Health Alliance Aotearoa New Zealand conference day held on 12 March 2014, and she spoke on the subjects of the three waters activities and emergency management planning in rural communities.

#### **14.4 Regional Territorial Authorities Forum**

14.4.1 Cr Hull spoke on the Regional Territorial Authorities Forum focus concerning emphasis on promoting more shared services arrangements and collaboration between local authorities.

14.4.2 It was disappointing to note the lack of representation at the forum by members from the cities within this region.

#### **14.5 Universal College of Learning**

14.5.1 Cr Isaacson attended the presentations of certificates in the faculties of trades and technology, health science, humanities and business, and education delivery and innovation held in Palmerston North on 12 March 2014.

14.5.2 It was disappointing to note that some local students were not present to receive their certificates, and alternative arrangements are being considered to enable this to occur.

#### **14.6 Conferences**

14.6.1 The Mayor expressed his disappointment that many of the conferences held lack any items on their programme specific to rural New Zealand.

#### **14.7 CentrePort Wellington**

14.7.1 An invitation is extended to councillors to visit the CentrePort in Wellington, and if there is sufficient interest travel arrangements will be made.

#### **14.8 Dannevirke Domain Grandstand**

14.8.1 The Chief Executive updated the Council on the work to strengthen the Dannevirke Domain grandstand building.

### **15. Mayoral Matters**

#### **15.1 Commemoration of the Centenary of the First World War – WW100**

15.1.1 The district's community boards and community committees are invited to arrange possible commemorative activities in their areas for the centenary of the First World War.

### **16. Items not on the Agenda**

16.1 Nil

There being no further business the Mayor thanked those present for their attendance and contributions, and declared the meeting closed at 2.18 pm.

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Mayor

## **EKETAHUNA CAMPING GROUND**

### **FEBRUARY 2014 REPORT**

FEBRUARY VISITOR NUMBERS HAVE BEEN VERY GOOD . THE WEATHER HAS BEEN MORE SETTLED WHICH HAS HELPED.

#### **VISITORS**

(EACH UNIT / FIGURE EQUALS 1 PERSON FOR 1 NIGHT )

POWER SITE	170
CABINS	36
UNPOWERED	93

#### **HERETAUNGA CARAVAN CLUB**

THE CLUB STAYED AT THE CAMP ON WAITANGI WEEKEND . THE MEMBERS SAID THAT THEY ENJOYED THEIR STAY . THIS WAS THEIR SECOND VISIT TO EKETAHUNA . SO WE LOOK FORWARD TO MANY MORE VISITS.

#### **CAMPERVAN FRIENDLY TOWNS**

WE ATTENDED THIS SEMINAR AT " TUI " . IT WAS WELL ATTENDED AND VERY INTERESTING . EKETAHUNA'S TURN IS A LITTLE WAY OFF AT THIS STAGE . WHEN IT HAPPENS IT WILL BE GOOD FOR EKETAHUNA . IT SHOULD INCREASE THE NUMBERS STOPPING IN OUR TOWN .

**GRASS MOWING**

THE CONTRACTORS ARE MOWING THE GRASS ON A WEEKLY BASIS WHICH IS GREAT . IT MAKES THE CAMP LOOK REALLY GOOD .

**YOUTH CLUB / GROUP**

IN MARCH THE EKETAHUNA YOUTH GROUP WILL HAVE ITS FIRST GET TOGETHER . WE WISH THE GROUP WELL – IT WILL BE GOOD FOR EKETAHUNA . WE ARE PLEASED THIS WILL BE A BBQ IN THE CAMPING GROUND

**LOREEN AND KERRY CUNNINGHAM**

**From:** Corinna Carew  
**To:** deaths@inspire.net.nz  
**Sent:** Tuesday, March 25, 2014 11:19 AM  
**Subject:** Community board enquiry

Good morning Charlie

I have been asked to approach the Community Board on behalf of the Eketahuna Youth Group.

Eketahuna has set up a youth group in town and the facilitators were wondering if they could use the Community Centre on a Friday night for free. This is a Health Centre based initiative.  
I suspect this needs to be put before the committee and the facilitators look forward to hearing from the board soon.  
Many thanks

Corinna Carew

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**Eketahuna Board Meeting 27<sup>th</sup> March 2014**

## **Re: Eketahuna Town Centre Upgrade**

### **Boundaries:**

From the Big Kiwi to the Public Toilets

From the boundary of the Fire Station Property and Eketahuna Engineering to the Haswell St Corner.  
To include gardens that intercept Main St within this boundary

### **Objectives:**

- Town pride
- Pleasant and attractive appearance
- A safe place to stop
- To reflect Eketahuna identify
- Promotion of Eketahuna attractions

### **List of groups to contact and liaise with:**

Afredton School

All the local shops including the Service Centre

Art Group

Biddy and Colin Fraser Davies

Bowling club

Churches

Community Halls – Newman, Rongomai, Hukanui, Hamua, Nireaha, Afredton,

Eketahuna Camping Ground

Eketahuna Club

Eketahuna Combined Sports Association

Eketahuna Community Trust

Eketahuna Health Centre

Eketahuna Museum Society

Eketahuna Radio Station and Opportunity Shop

Eketahuna School

Eketahuna Youth Group

Fire Brigade

Golf Club

Local Iwi

Mark Dimock

Masonic Lodge

New Pacific Studio

Our Town Committee

Playgroup

Police

Pukaha

St John's

Swimming Baths Committee

2 April 2014

Dear

## Eketahuna Town Centre Upgrade

The town centre of Eketahuna will soon have an upgrade, and the Eketahuna Community Board is coordinating the planning to design the concept with community involvement. This project commences with the development of the plan for completion by the end of June next year, with the work to proceed in the following year.

To get this discussion underway the Board is committed to facilitating a wide and open process through contacting and liaising with a range of groups and individuals to obtain their views for the preliminary plan to present to the community. For your information, the area of the town centre covers from our iconic kiwi to the toilets and from the boundary of the fire station property and Eketahuna Engineering to the Haswell Street corner. It includes the gardens that intercept Main Street within this boundary.

It is the Board's intention that the objectives achieved from undertaking this project are as follows:

- Town pride
- Pleasant and attractive appearance
- A safe place to stop
- To reflect Eketahuna identity
- Promotion of Eketahuna attractions

The purpose of this letter is to introduce the direction to progress this exciting project for Eketahuna, and to convey the Board's invitation to contribute your thoughts on ideas you would like considered. A member of the Board will be in contact with you to discuss this matter. Contact details to refer any questions to board members are as follows:

Charlie Death (Chairman) - phone 06 375 8503 email [deaths@inspire.net.nz](mailto:deaths@inspire.net.nz)  
Di Eagle (Deputy Chair) - phone 06 376 8256 email [eagleeketahuna@xtra.co.nz](mailto:eagleeketahuna@xtra.co.nz)  
Trudi Hull - phone 06 375 8220 email [chris.trud@xtra.co.nz](mailto:chris.trud@xtra.co.nz)  
Sharon Shannon - phone 06 375 8130 email [bevansharon@hotmail.com](mailto:bevansharon@hotmail.com)  
Warren Davidson (Councillor) - phone 06 375 8364 email [warwyn@infogen.net.nz](mailto:warwyn@infogen.net.nz)

Yours sincerely

Charlie Death  
Eketahuna Community Board Chairman





## Eketahuna Community Board

Minutes of a meeting of the Eketahuna Community Board held in the Eketahuna War Memorial Hall, corner of Jones Street and State Highway 2, Eketahuna on Friday 11 April 2014 commencing at 10.04 am.

### 1. Present

Board Members C C Death (Chairperson), D F Eagle (Deputy Chairperson), T J Hull, S E Shannon and Cr W H Davidson (Council appointed Community Board member).

#### In Attendance

Cr T H Collis – South Ward District Councillor  
Mr R Taylor – Governance Manager

### 2. Apologies

2.1 Nil

### 3. Personal Matters

3.1 *That the Board acknowledges the passing of Wesley (Wes) Pearce, an Eketahuna RSA member.*

*Davidson/Eagle*

*Carried*

### 4. Notification of Items Not on the Agenda

4.1 Nil

### 5. Confirmation of Minutes

5.1 *That the minutes of the Eketahuna Community Board meeting held on 7 March 2014 (as circulated) be confirmed as a true and accurate record of the meeting.*

*Eagle/Davidson*

*Carried*

## **6. Matters Arising from the Minutes**

### **6.1 Rubbish Bin Outside the Eketahuna Service Centre (Item 6.1)**

6.1.1 The subject of providing a rubbish bin outside the Eketahuna Service Centre was again raised at the Eketahuna Our Town Committee meeting.

### **6.2 Eketahuna Café Structure (Item 6.3)**

6.2.1 The Eketahuna café structure was viewed by a building inspector, and his visual assessment indicated it is not considered to be a safety risk to the public. It was requested that this matter be followed up regarding some exposed exterior wiring at the front of the building.

### **6.3 South Road Number 2 Bridge E37 (Item 8.1.1)**

6.3.1 The work has been completed to rectify the undulating surface of the South Road Number 2 bridge E37.

### **6.4 Eketahuna Our Town Committee (Item 13.1)**

6.4.1 The position of the Eketahuna Our Town Committee Chairperson has been filled by Corinna Carew.

### **6.5 London Plane Trees on Alfredton Road and Anderson Street (Item 10)**

6.5.1 Board members carried out a survey of residents in Alfredton Road and Anderson Street on 11 March 2014 at 6.00 pm, and they were given the following statement: There is a potential issue regarding the roots from the trees causing damage to the infrastructure of the footpaths and utilities services.

6.5.2 Residents were given the following questions to respond to:

1. If the trees are removed do you support alternative plantings? Yes or No
2. If so what type? A – Native or B - Deciduous

6.5.3 The responses received were as follows:

- |    |     |   |              |   |             |
|----|-----|---|--------------|---|-------------|
| 1. | Yes | - | 16 residents |   |             |
|    | No  | - | 21 residents |   |             |
| 2. | A   | - | Native       | - | 8 residents |
|    | B   | - | Deciduous    | - | 5 residents |

6.5.4 Other responses to the survey included the following:

- 2 residents did not want to see the removal of the trees.
- 10 residents would prefer that if the trees are removed there should only be grass rather than replanting the area.

- This used to be an avenue so it should return to such a street.
- There is a safety issue related to children around Albert Street coming out from the school as the trees hinder drivers visibility, especially with cars travelling too fast in the 50 kph area.
- Coming out of driveways the trees are in the line of sight.
- The trimming is not done so the trees do not look as nice as the others that are done regularly by residents for reasons of driveway sight and aesthetics.
- The area has not been an avenue of trees for at least 50 years.

6.5.5 The survey covered seven houses in Anderson Street and twenty-six houses in Alfredton Road. There were two houses in Anderson Street and eight houses in Alfredton Road where residents were unavailable to respond to the survey.

6.5.6 Since undertaking the survey a further two responses have been received, including the Eketahuna School that supports the status quo remaining with regard to the trees.

6.5.7 A camera inspection of the pipes in Alfredton Road indicates some root intrusion restricting flow by 10% to 25% within parts of this area.

6.5.8 ***That the Board supports the status quo continuing through the retention of the London Plane trees in Alfredton Road and Anderson Street, and***

***That in reaching this position the Board emphasises the need to regularly undertake the appropriate maintenance to care for these trees, thereby ensuring their appearance is preserved and they remain healthy.***

***Eagle/Hull***

***Carried***

## **7. Tararua District Council Report**

7.1 ***That the report of the Tararua District Council meeting held on 26 March 2014 (as circulated) be received.***

***Davidson/Hull***

***Carried***

## **7.2 Commemoration of the Centenary of the First World War – WW100**

7.2.1 It is intended that a display will be arranged through the Eketahuna Museum on 4 August 2014 for the commemoration to acknowledge the centenary of the First World War.

## **7.3 New Zealand Transport Agency Funding Assistance Rates Review**

7.3.1 Cr Davidson spoke on the concerns of many rural councils regarding the potential adverse impact of the New Zealand Transport Agency proposals to review the funding assistance rates for roading.

## 7.4 **2014/2015 Draft Annual Plan**

7.4.1 The Draft Annual Plan community meeting arranged by the Board will be held in the Eketahuna Community Centre Supper Room at 7.00 pm on Tuesday 29 April 2014.

7.4.2 Cr Davidson gave a general outline of the proposals included in the Council's 2014/2015 Draft Annual Plan; noting that it indicated an overall rates increase of 3.46%, with the changes to the funding requirements for each sector being as follows:

- Rural - 4.3%
- Urban - 2.35%
- Industrial/Commercial - 2.97%

7.4.3 Also included for consultation is the Draft Recreation and Reserves Strategy that sets out the Council's vision and expected outcomes for the district's recreational activities and facilities, and the way it intends to work with community groups and organisations.

7.4.4 The Board will consider at its next meeting the preparation of a submission to the 2014/2015 Draft Annual Plan consultation process.

## **8. Horizons Regional Council** (Brought forward on the agenda)

8.1 The Chairperson welcomed Cr John Barrow (Taranaki representative on the Horizons Regional Council) to the meeting, and invited him to address the Board.

8.2 Cr Barrow spoke on various regional council matters, including reference to the following:

- The Draft Annual Plan is open to submissions, and this indicates an average rates increase across the region of 4.496%.
- The impact on ratepayers in the Taranaki district is an average increase of 3.61%.
- The implementation of the One Plan is a work in progress, and the approach taken allows farmers to operate in an economically sustainable manner with provisions to reduce the nitrogen levels that impact on the environment. During these discussions it was emphasised to Cr Barrow that the One Plan continues to have some negative impact on the potential value of farms within the Taranaki district, particularly dairy properties.
- The 2014/2015 financial year will be busy with numerous core business activities and projects, including continuing the erosion control work through the Sustainable Land Use Initiative and significant flood protection capital upgrades to various river and drainage schemes.
- There were no issues from a regional council perspective in relation to the Eketahuna earthquake.

8.3 The Chairperson acknowledged the support from Cr Barrow in relation to assistance with community transport and health shuttle services, and he thanked him for attending the Board's meeting.

## **9. Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

### **9.1 Eketahuna Railway Station**

9.1.1 The Eketahuna railway station building project is progressing, with much work still to be completed prior to the opening date on 10 May 2014.

### **9.2 Shannon to Eketahuna Cycle Track Tararua Traverse Project Proposal**

9.2.1 The Chairperson and Cr Collis (in Cr Davidson's absence) attended a very positive meeting with representatives from the Horowhenua and Tararua District Councils, the Department of Conservation and the New Zealand Army to discuss this project.

9.2.2 As the starting point a steering committee will be established, and the following key points were identified:

- Structure and governance
- Assessment of the environmental effects
- Areas of significance
- Consultation

9.2.3 The feasibility scoping study concerning this proposal was circulated as background information in preparation for a further meeting, with the Department of Conservation planners to review this document.

9.2.4 The most effective way forward to seek government funding is through a collaborative approach, and the next meeting was scheduled for 1 May 2014.

### **9.3 Powerco Review of the Earthquake's Impact on the Power Supply**

9.3.1 The Chairperson attended the Powerco earthquake review meeting to discuss the impact of this event on the power supply.

9.3.2 Through these discussions it was emphasised the importance of getting information out to the community regarding what is happening during such events, and communicating details of the response and the likely period before the restoration of the power supply will happen.

### **9.4 Civil Defence Response Group**

9.4.1 The annual get-together of the Eketahuna Civil Defence Response Group is proposed to be arranged in June.

## **10. Correspondence**

10.1 *That the correspondence as listed be received.*

(a) *Kerry and Loreen Cunningham*  
*Re: Eketahuna Camping Ground February report*

(b) *Corinna Carew* **25 March 2014**  
*Re: Request for assistance to fund the Community Centre*  
*hire charges of the Eketahuna Youth Group*

*Hull/Shannon*

*Carried*

## **10.2 Eketahuna Youth Group**

10.2.1 To enable the Board to consider the request for assistance to support the Eketahuna Youth Group's activities it requires further information regarding the background to their intentions.

10.2.2 Board Member Shannon will endeavour to follow up this matter, and report these details at the next meeting.

10.2.3 The Board acknowledges the work of the Eketahuna police officer Donna Olliver within the community, and the significant contribution she makes to supporting youth and arranging activities for them.

10.2.4 It was also noted that later in the year the Board will consider extending invitations to liaise with community representatives from various organisations and rural areas.

## **11. Anzac Day**

11.1 The Chairperson outlined the arrangements for the Anzac Day civic ceremony held in Eketahuna.

## **12. Eketahuna Town Centre Upgrade**

12.1 Board members will visit Woodville on 24 April 2014 at 10.00 am to view their town centre upgrade, and speak with Peter Bonser who chaired the residents group established for that project.

12.2 A letter was tabled from Ryan and Lisa Seator expressing disappointment that the upgrade stops at the toilets, thereby excluding their businesses Gas Eketahuna and 47 Main Street.

12.3 The Board emphasised that it has no preconceived ideas at this time to developing the preliminary concept plan for the project, and it will facilitate a wide and open community consultation process regarding this matter.

- 12.4 The area of the town centre is proposed to cover from the iconic kiwi to the toilets, and from the boundary of the fire station property and Eketahuna Engineering to the Haswell Street corner. It includes the gardens that intercept Main Street within this boundary.
- 12.5 This proposal may be movable through the consultation process, and influenced by community opinions conveyed during the discussions with a range of groups and individuals.
- 12.6 The draft letter for sending to the groups and individuals was approved subject to including the above amendments, and welcoming the forwarding of suggestions to the Board.
- 12.7 This letter shall also include Cr Collis in the list of contact details, with the Deputy Chairperson signing it and coordinating the delivery arrangements.
- 12.8 Board members will personally deliver a copy to all of the local shops including the Service Centre.
- 12.9 Cr Collis tabled an email from Anthony Clouston of the Kapiti Coast offering his time one day per month free of charge (initially in Eketahuna) to encourage and facilitate anything architectural, or relating to building improvement and street beautification.
- 12.10 It was agreed that Cr Collis will follow up this offer relative to possible assistance with the Eketahuna town centre upgrade project.

### **13. Chairman's Remarks**

#### **13.1 Welcome to New Residents Event**

- 13.1.1 The Board shall consider at its June meeting arranging an event to meet and welcome new residents to Eketahuna.

### **14. Items not on the Agenda**

- 14.1 Nil

There being no further business the Chairperson thanked those present for their attendance and contributions, and declared the meeting closed at 1.25 pm.

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Chairperson

# Tararua District Council

## Eketahuna Community Board

Minutes of a meeting of the Eketahuna Community Board held in the Eketahuna Service Centre Meeting Room, 31 Main Street, Eketahuna on Friday 1 June 2012 commencing at 10.07am.

### 1. Present

Board Members C C Death (Chairperson), K A M Dimock (Deputy Chairperson), D F Eagle, Elizabeth Fraser-Davies and Cr W H Davidson (Council appointed community board member).

#### In Attendance

Mr R Taylor - Governance Manager

### 2. Apologies

2.1 Nil

### 3. Personal Matters

3.1 Nil

### 4. Notification of Items Not on the Agenda

4.1 It was noted that Ann Marie Bengston would be addressing the Board later in the meeting to speak on the following matters:

- Request for additional rubbish containers in the town centre
- Riding of bicycles and skateboards on footpaths

### 5. Confirmation of Minutes

5.1 *That the minutes of the Eketahuna Community Board meeting held on 3 May 2012 (as circulated) be confirmed as a true and accurate record of that meeting.*

*Eagle/Dimock*

*Carried*

### 6. Matters Arising from the Minutes

6.1 **Direction Signs to the Public Conveniences** (Item 6.1)

6.1.1 The direction signs to the public conveniences in Eketahuna appear to have achieved their objective of identifying for visitors the location of these facilities.

### 7. Tararua District Council Report

7.1 *That the minutes of the Council meeting held on 30 May 2012 (as tabled) be received.*

*Davidson/Fraser-Davies*

*Carried*

## 7.2 **Tararua Traverse Scoping Study**

7.2.1 *That the Board notes the Council's position to advise the Horowhenua District Council of its interest in appointing a representative to a formal working group to consider options to fund and implement the Tararua Traverse cycle trail proposal, and that to advance this project it is dependent on external funding being secured, and*

*That the Board write to the Horowhenua District Council conveying its full support for further investigations proceeding to progress the project, and it would welcome the opportunity to be represented on a working group established to pursue this matter, and*

*That the Board would like to receive an indication of the costs involved to undertake further work to move the project forward to the next stage of research, and advising it is willing to seek funds for this purpose as a contribution towards any such expenditure.*

*Death/Fraser-Davies*

*Carried*

## 8. **Rubbish Containers / Riding of Bicycles and Skateboards on Footpaths**

8.1 Ann Marie Bengston asked the Board to consider providing additional rubbish containers in the town centre, and expressed her concern regarding bicycles and skateboards being ridden on footpaths.

8.2 The Board noted the request concerning rubbish containers, and it will monitor the situation to assess whether the existing arrangements need to be reviewed.

8.3 The Deputy Chairperson, Board Member Dimock will discuss with the Eketahuna police officer action being taken to stop the riding of bicycles and skateboards on the town's footpaths.

## 9. **Reports from Board Representatives Appointed to Organisations and Assigned Responsibilities**

### 9.1 **Tararua District Road Safety Group**

9.1.1 The Chairperson, Board Member Death gave a verbal report on the May meeting of the Tararua District Road Safety Group, and this included reference to the following matters:

- Speed restriction warrants and give way signs are being reviewed.
- The Manawatu Gorge is open as construction work continues to rebuild the bridges damaged in last year's slips.
- The regional stock truck effluent disposal facility in Woodville is still under consideration.
- The Road Safety Coordinator is undertaking various programmes to promote road safety awareness, including an educational presentation to the colleges' students.

## 9.2 **Heavy Vegetation Contract**

9.2.1 The Chairperson, Board Member Death acknowledged the very good standard of the vegetation cutting work that the contractor has undertaken in the southern part of the district.

## 10. **Eketahuna Camping Ground**

10.1 A copy of the April 2012 Eketahuna Camping Ground report was tabled for board members information, and this included reference to the following matters:

- People staying at the camping ground have dropped since the end of daylight saving, but there are still good numbers for this time of the year.
- Visitor statistics for the month of April were as follows:

Power sites	35
Cabins	29
Unpowered	21

(Each unit/figure equals one person for one night)
- The grounds are looking good and inviting, with the long grass and trees at the entrance being cut.
- A person is staying in a caravan on-site at the moment, and this is assisting to enhance the security of the camping ground area.
- A local medieval group held a weekend camp, and this brought many visitors from other parts of New Zealand.

## 11. **Local Government New Zealand Conference and Annual General Meeting**

11.1 A copy of the Local Government New Zealand conference programme and Annual General Meeting registration form for Queenstown to be held from 15 to 17 July 2012 was tabled for board members information.

## 12. **Correspondence**

12.1 *That the correspondence as listed be received.*

*(a) Hukanui/Hamua Women's Institute  
Re: Letter of appreciation*

*Fraser-Davies/Davidson*

*Carried*

## 13. **Community Strategic Plan for Eketahuna**

13.1 The Deputy Chairperson, Board Member Dimock will email to board members a worksheet for discussion to develop the draft overall goals relating to the various areas to be considered in the community strategic plan for Eketahuna.

- 13.2 At each meeting half an hour will be set aside to undertake the SWOT exercise for these areas, with this item placed on the agenda following the confirmation of the Board's previous minutes.
- 13.3 Board members can then come to the meeting with their thoughts to progress the development of the plan regarding these matters.
- 13.4 Board members were also encouraged to attend the annual meeting of the Eketahuna Health Centre Board to be held on 21 June at 6.00pm in the Health Centre.
- 13.5 At this meeting the election of the Health Centre Board is to take place, and the trustees of the Board are finalising their strategic plan about what health services will be provided from the Health Centre.

#### **14. Chairman's Remarks**

- 14.1 Nil

There being no further business the Chairperson thanked those present for their attendance and contributions, and declared the meeting closed at 12.25pm.

---

Chairperson

168937

**Eketahuna Community Board**  
**C/- P O Box 115, Dannevirke 4942**

COMO2-0200

12 June 2012

[REDACTED]  
Chief Executive  
Horowhenua District Council  
Private Bag 4002  
Levin 5540

Copies to: Mayor and Councillors

Dear [REDACTED]

**Tararua Traverse Scoping Study**

The Eketahuna Community Board considers that this project has great potential to bring positive benefits through economic development, and it is eager to continue the momentum of actively working towards facilitating the planning of this project.

To set out its position on this matter the Board at its meeting held on 1 June 2012 resolved as follows:

***"That the Board notes the Tararua District Council's position to advise the Horowhenua District Council of its interest in appointing a representative to a formal working group to consider options to fund and implement the Tararua Traverse cycle trail proposal, and that to advance this project it is dependent on external funding being secured, and***

***That the Board write to the Horowhenua District Council conveying its full support for further investigations proceeding to progress the project, and it would welcome the opportunity to be represented on a working group established to pursue this matter, and***

***That the Board would like to receive an indication of the costs involved to undertake further work to move the project forward to the next stage of research, and advising it is willing to seek funds for this purpose as a contribution towards any such expenditure."***

The Board looks forward to receiving your response to the above, together with advice outlining the Horowhenua District Council's intentions to build on the findings of the feasibility study and the significant opportunities that it offers.

Yours sincerely

[REDACTED]  
Eketahuna Community Board Chairperson



168936

LOCO1-0700

12 June 2012

██████████  
Chief Executive  
Horowhenua District Council  
Private Bag 4002  
Levin 5540

Copies for Mayor and Councillors

Dear ██████████

### Tararua Traverse Scoping Study

Reference to the above project was included in the Tararua District Council's Draft Long Term Plan 2012/2022 within the section regarding the District Promotion and Development activity.

Through this consultation process and the deliberations on the submissions received the Council further considered this matter, and it resolved as follows:

***"That the Horowhenua District Council, as the lead authority for the Tararua Traverse cycle trail project, be advised that this Council is interested in appointing a representative to a formal working group of interested parties to consider options to fund and implement this proposal, and***

***That the Council indicate the opportunity to progress this concept is through external funding and support, and no provision has been made in its Long Term Plan for any expenditure, and significant central government funding would be necessary to enable the project to proceed."***

The above decision sets out the Council's position on the direction it believes is appropriate to facilitate the next stage of the investigations following the jointly funded feasibility study completed by Opus International Consultants.

Your advice of the Horowhenua District Council's intentions would be appreciated. The Eketahuna Community Board is also forwarding a separate letter in terms of their commitment to progress the work relating to this initiative.

Yours sincerely

██████████  
██████████  
Governance Manager