A photograph of two cyclists riding on a wooden boardwalk trail through a lush, green forest. The cyclist in the foreground is a woman wearing a pink shirt, black leggings, and a black helmet, riding a purple mountain bike. The cyclist in the background is a man wearing a white shirt, blue shorts, and a black helmet, riding a black mountain bike. The trail is made of wooden planks and is surrounded by tall grass and dense trees.

Wairarapa Five Towns Trail Network MASTER PLAN

August 2021

WAIRARAPA TRAILS ACTION GROUP (WTAG)



This report was prepared by TRC Tourism in partnership with Xyst in relation to the development of the Wairarapa Five Towns Trail Network Master Plan for the Wairarapa Trails Action Group (WTAG).

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Executive Summary

In 2017 the Wellington Regional Trails Framework was endorsed by the partners who initiated it. Contained in the framework is a key recommendation to develop the 'Wairarapa Five Towns Trail Network' as a signature trail experience.

This Master Plan has been prepared to bring Wairarapa Five Towns Trail Network (WFTTN) to life. It has been prepared in conjunction with the Territorial Authorities of the region with the assistance of stakeholders and those passionate about developing a world class network of recreational trails.

Importantly, the master plan has been developed without consideration of Territorial Authority (TA) boundaries, rather it has been designed to showcase Wairarapa and its strengths, and to provide an outstanding visitor experience.

Wairarapa's features include:

- Clear and strongly flowing rivers that rise from the Tararua Ranges and flow towards Wairarapa Moana and eventually into the Cook Strait
- The villages and towns that provide a friendly and cosy atmosphere for residents and visitors alike
- The stories of Wairarapa including Māori heritage, and European settlement
- The world class wines of the region including wineries in Martinborough, Gladstone and Ōpaki.

The vision for the WFTTN is:

'Wairarapa Five Towns Trail Network is recognised as a must do in Wairarapa – the best way to experience and connect with our people and places.'

This aligns strongly with the Wellington Regional Trails vision:

'Connecting our people with inspiring adventures'

This master plan aims to present Wairarapa as a destination where the regional strengths are connected via recreational trails designed to attract visitors from nearby Wellington, further afield from other parts of New Zealand including Auckland, and from international markets when they are deemed safe to return to New Zealand (COVID- 19).

Importantly, the master plan will develop not only a series of trails that help drive visitor economy outcomes, it will also provide residents an important asset for community liveability.

While the Wellington Regional Trails Framework recommends the WFTTN as a Signature Trails experience, this master plan captures the next level of detail and planning to implement the recommendation, and considers the network in three categories:

Signature Trails

These form the backbone or spine of the WFTTN and connect the region's towns

Experience Loops and Trails

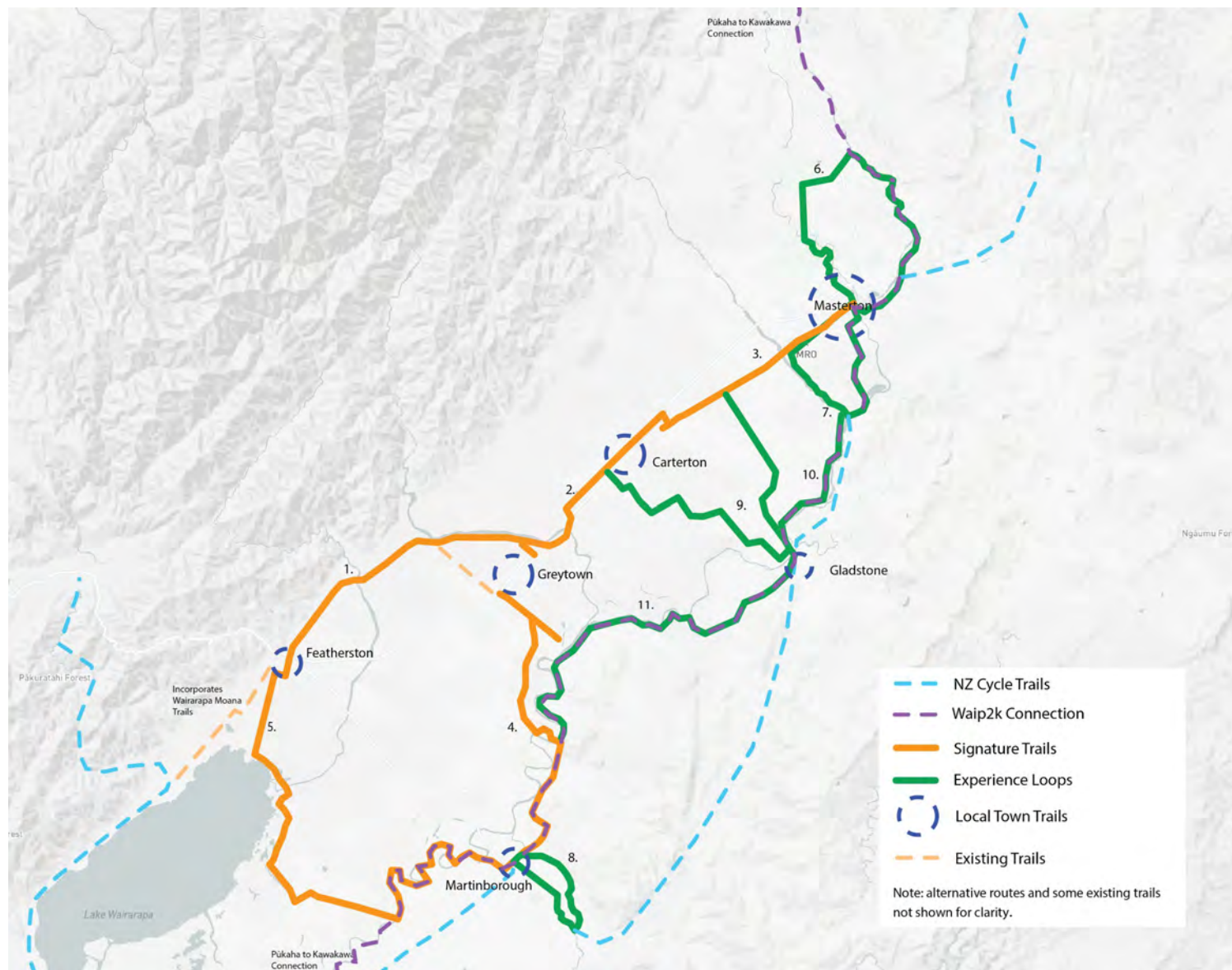
The experience trails and loops are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trails that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

Local Trails

Trails that may be important to local communities and tourism but at a level below this Master Plan's considerations, Wairarapa Trails Action Group (WTAG) can still consider these trails on a case-by-case basis.

The map on the following page provides the proposed network.

Figure 1. Overall Proposed Network showing links to WaiP2K and Wairarapa Moana Project



The network comprises the following Signature Trails.

Table 1. Table of Signature Trails within the WFTTN

| Signature Trail SECTION | LENGTH (KM) | INDICATIVE COST (\$M) |
|---------------------------------|---------------------|-----------------------|
| 1. Featherston to Greytown | 15.5 | \$2.528 |
| 2. Greytown to Carterton | 7.5 | \$2.344 |
| 3. Carterton to Masterton | 11.5 to 14.5 | \$2.748 |
| 4. Greytown to Martinborough | 19 | \$2.164 |
| 5. Featherston to Martinborough | 36 | \$5.915 |
| TOTAL | 89.5 to 92.5 | \$15.699 |

Please note the cost estimates, which are more detailed in the body of this plan, contain an allowance for professional services and contingency, but do not include much of the pre planning that will be required to achieve delivery. This is an unknown amount that needs to be considered and made explicit in future budgets for trail managers.

The network contains the following Experience Loops and Trails.

Table 2. Table of Experience Loop

| Experience Loop SECTION | LENGTH (KM) | INDICATIVE COST (\$M) |
|---|--------------|-----------------------|
| 6. Masterton Ōpaki Loop | 26.2 | \$3.812 |
| 7. Masterton Rivers Loop | 11.5 | \$1.655 |
| 8. Carterton to Gladstone Experience Loop | 26.0 | \$3.355 |
| 9. Martinborough Vineyard Loop | 10.4 | \$1.374 |
| 10. Waingawa to the Cliffs | 5.4 | \$1,832 |
| 11. Gladstone to Morrisons Bush | 24 | \$4.027 |
| TOTAL | 103.5 | \$16.055 |

Combining the Signature Trails and the Experience loops and trails – the total cost of implementing the master plan is estimated to be \$31.754 million dollars – delivering close to 200 km of outstanding world class trails for visitors and residents alike.

Implementation

The delivery of the program will require careful consideration of the following elements (each described in more detail in the body of the report):

1. Strong Governance including funding, management and maintenance
2. Trail Planning
3. Industry and Community Partnerships
4. Trail Construction and Standards
5. Supporting Infrastructure
6. Marketing, Promotion and Events.

Economics

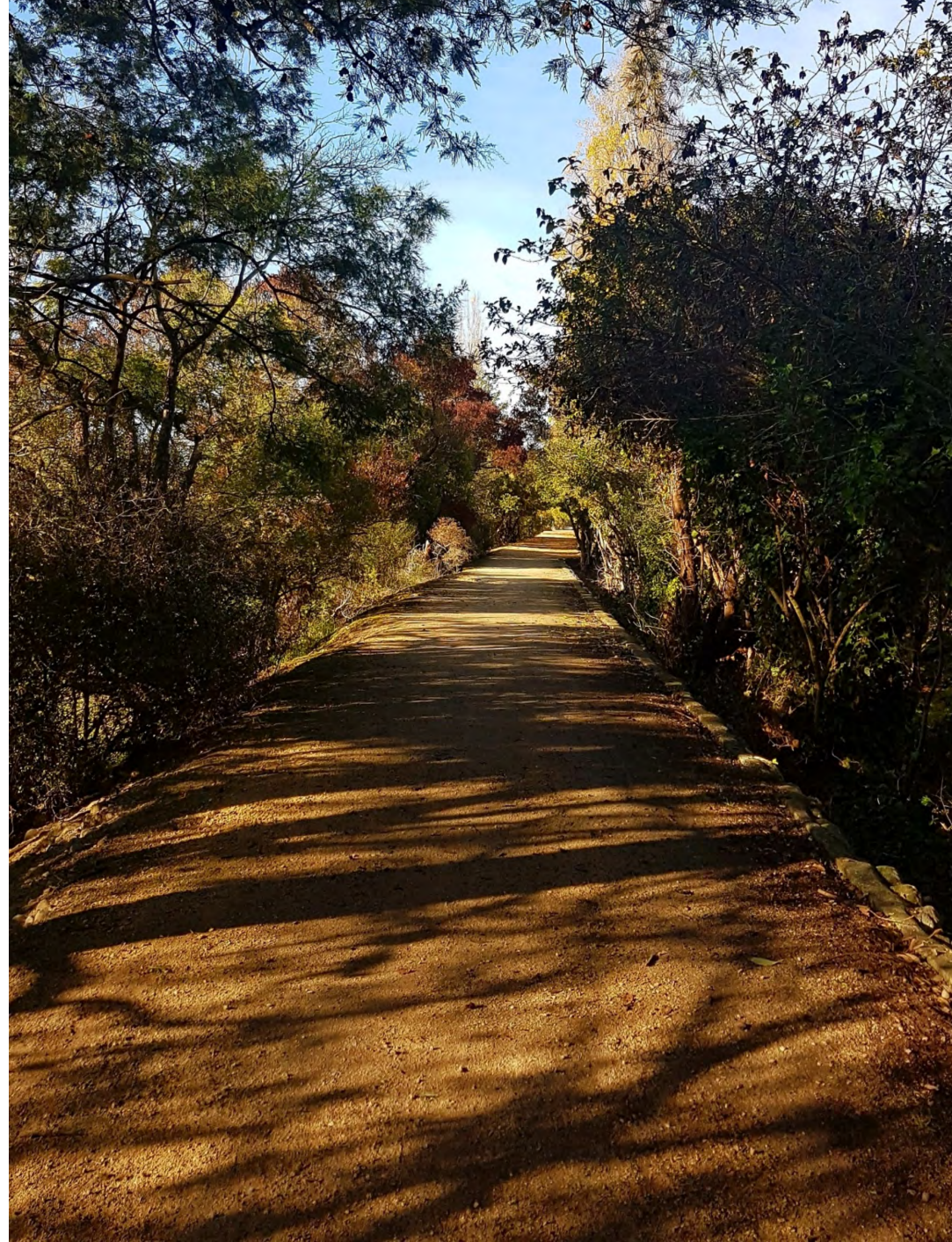
This master plan aims to increase the benefits to the region from more visitors staying longer and spending more. The economic benefits are considerable from fully implementing this master plan. The initial assessment indicates:

- Regional income grows from \$7.4 million to \$13.5 million in year 10
- Total jobs created rising from 97 in year 1 to 176 in year 10
- The benefit cost ratio (BCR) is estimated to be 2.1 – meaning that the benefits outweigh the costs by 2.1 times.

Summary

This master plan provides the basis from which the partners can plan, communicate, engage with the community and stakeholders, and construct the WFTTN.

Considerable work remains to be undertaken to bring this plan to life. That includes negotiation with landholders, partnering with and understanding Post Settlement Governance Entities (PSGEs), Rūnanga, Hapū and Marae concerns and aspirations, consent from national authorities including KiwiRail and DOC and considerable planning to ensure delivery of a world class product that delivers outstanding visitor experiences, not simply a trails network.



1 Introduction

Wairarapa has an untapped opportunity to become a world class trails destination that showcases the region's natural and cultural attractions, its people and stories. Trails provide both an attraction to people to visit, stay longer and for the community to benefit from outstanding infrastructure.

The Wairarapa Five Towns Trail Network Master Plan has been prepared in partnership with the Territorial Authorities of Wairarapa and with the assistance of the community to realise the opportunity it has. The Master Plan will guide trail development for the purposes of improving the experiences on offer for visitors and residents alike – ultimately benefiting Wairarapa's community with improved recreational facilities, economic benefits, connectivity, and healthy lifestyles.

The proposed trail network provides – as the name suggests – a network of trails connecting the five towns of Wairarapa: Masterton, Carterton, Martinborough, Greytown and Featherston.

Recreational trails for the purpose of this Master Plan are classed as a thoroughfare or track across land, used primarily for recreation, that might include walking, running, bicycling, skateboarding or any other form of recreation. They can also be considered to be important transport links between communities and assets.

The network also seeks to pick up the features of Wairarapa's famous landscapes and history. This includes the rivers that dissect the valley, the wineries of Martinborough and Gladstone, as well as Ōpaki, and the village like atmosphere that contribute to the region's liveability.

In providing connecting trails that deliver a networked approach, the Master Plan delivers on the Signature Trail concept as expressed in the Wellington Regional Trails for the Future report adopted in 2017. The environment and climate of the region lends itself perfectly to a trails network. This includes predominantly gentle gradients on the valley floor, a climate that is suited to outdoor activity, and mountains that fall to the coast including Palliser Bay and Wairarapa Moana – Lake Wairarapa.

The Master Plan is by necessity a higher-level overview of the network including route 'corridors' that are considered the optimal route between towns and/or features. Further detailed planning is required to confirm the routes as the next phase in the design and development of the network.

Further resolution of some routes requires detailed negotiation with private landowners (in some cases), river protection planning and works by Greater Wellington Regional Council (GWRC). Negotiation with national authorities such as KiwiRail and New Zealand Transport Authority (Waka Kotahi) and ensuring PSGEs, Rūnanga, Hapū and Marae partnership opportunities are explored in more detail.

Notwithstanding the unresolved elements, work can commence on many items in this plan without compromising further planning or consultation and the plan outlines a high-level approach to priority setting, acknowledging that over time these will shift.



2 Current Situation

2.1 Background to the Wairarapa Five Towns Trail Network

The idea of developing a trail between the five towns in the Wairarapa has been around for many years, born from the community. The initial idea was to use existing backcountry roads. Over time the vision for the concept has evolved into a potential off-road (or partially off-road) trail or network of trails.

Several reports and plans have been developed for sections and districts within the proposed trail, including plans for infrastructure such as bridges. This includes the Masterton Three Rivers Trail Feasibility Study, the Trails Wairarapa Trust planning and development notes for a Wairarapa Trails Strategy 2015, and potential asset management issues and solutions (2018).

There has been strong local support of the concept to date, both in the public and private sector.

The [Wellington Regional Trails for the Future Framework](#) (WRTF) 2017 recommended that the concept of the WFTTN be developed as a 'signature trail' for the Wellington region. Signature trails are outstanding trails that attract visitors and achieve recognition for the region as a trail destination and provide a focal point for regional residents.

The Wairarapa Economic Development Strategy (WEDS, 2018) vision - *The Best of Rural and Urban Living* is about retaining "values" (quality of life, sustainable lifestyle, emotional health) and increasing "value" (of income, affordability of living) of the economy. The strategy recommends a focus on the development of the Wairarapa Five Towns Trail Network to meet the specification of multi-season, multi-day and regular returns, with at least some having a commissionable component. Other recommended and complementary activity to the trail includes the Martinborough Dark Sky experience, value-added food and beverage, and iwi, hapū and marae-based economic opportunities based around Wairarapa Moana.

The Wairarapa Trails Action Group (WTAG) has now been tasked with overseeing the trail project. This group is governed by the three local District Councils, with a clear mandate to coordinate trail development and management, as well as cycling activities within Wairarapa. Representation of the group includes Council elected members, Council staff, Destination Wairarapa, Greater Wellington Regional Council (GWRC), Trails Wairarapa Trust, Department of Conservation (DOC), and Greytown Trails Trust.

Prior to the development of WTAG, several trail groups and interested parties were working with strong intent but often at either cross purposes or without adequate reference to each other. WTAG has strengthened the coordination and strategic intent of the interests in trails in Wairarapa.

2.2 Tourism in Wairarapa

Like every destination in New Zealand and globally, the impacts of COVID-19 have been felt, in Wairarapa in terms of the visitor economy. The shift to domestic short stay holidays has been significant. International travel is unlikely to begin globally until 2023. This brings opportunity for destinations to re-imagine their experiences, and the way in which they position themselves in the marketplace.

It is appropriate that Destination Wairarapa is in the process of renewing the Destination Management Plan (DMP) at the time of this plan's development. The DMP is a blueprint for growing the benefit from tourism.

Positioning and Promotion

Wairarapa is defined by its natural landscape of ranges, valleys and rivers, the lake, and the coast, in addition to its rural towns and rural lifestyle.

The current destination position of Wairarapa is based on family experiences, coastal landscapes, and boutique wine and food producers – the latter driven mostly by the towns of Martinborough, Greytown and Featherston in addition to Gladstone. Carterton is seen as the arts hub of Wairarapa, home to authors, illustrators and painters, and Masterton is positioned as a value for money, family, and corporate destination with outstanding lifestyle benefits.

Destination Wairarapa is revisiting the region's branding based on the principle of 'not far' in terms of accessibility from Wellington, travelling within the region, and from friends and family connections living locally.

Wairarapa has a strong partnership with Wellington NZ. Activity includes promotion of Wairarapa in Australia, and online (WellingtonNZ.com) through day trips /exploring the region, events (e.g., Wairarapa Balloon Festival, Toast Martinborough), meetings, pre and post event itineraries and accommodation. Key themes include wineries (including restaurants, accommodation, wine tasting and bike tours), villages (for food, boutique shopping, art), and the wild coast.

As a direct outcome of the Wellington Regional Trails Framework, 'Find Your Wild' has been adopted as the broader regional trails brand. This is promoted through the Wellington Region trails forum in addition to RTOs.

Wairarapa is home to several high-profile properties and wineries with well established brands (e.g., Wharekauhau luxury accommodation, Palliser Estate Wines, Martinborough pinot noir).

Tourism New Zealand (TNZ)¹ promotes Wairarapa as a rural, off the beaten track destination, focusing on villages, natural attractions, wineries and related events,

¹ www.newzealand.com

and the Classic New Zealand Wine Trail. The trail runs from Hawke's Bay in the North Island to Marlborough in the South Island - with stops in Wairarapa and Wellington along the way (State Highway 2). Usage has been higher with international visitors, but this may change post COVID-19, with New Zealanders looking for additional holiday experiences (replacement for overseas holidays).

Internationally TNZ's target market is Active Considerers – those already considering a holiday in New Zealand. They tend to be higher income earners, are drawn to New Zealand for landscapes and scenery, generally travelling as a couple.

A domestic marketing team has recently been set up within TNZ as a direct impact of COVID-19. Indications are that the initial target market segments for a domestic consumer marketing campaign will be focused on "family holidays, short breaks, and passion points like skiing or cycling".²

Experiences

Wairarapa experiences are currently based on wineries and boutique shops, family-based activities, and natural landmarks.

There are some interesting developments around Wairarapa Moana including dark skies/ star gazing, and app-based interpretation on a category one listed world war site on a farm near Featherston by Heritage New Zealand.³

Key attractions in the wider region include Pūkaha National Wildlife Centre (Taranaki District), the Remutaka Cycle Trail, the Taranaki, Remutaka and Aorangi Forest Parks, coastal Riversdale, Castlepoint, and Lake Ferry village.

² <https://www.tourismtucker.com/2020/05/12/tnzs-spreitzer-level-1-moment-of-truth-for-domestic-tourism/>

³ <https://mch.govt.nz/news-events/news/heritage-recognition-wairarapa-military-site>

The top experiences⁴ rated by visitors to the Wairarapa based on TripAdvisor are:

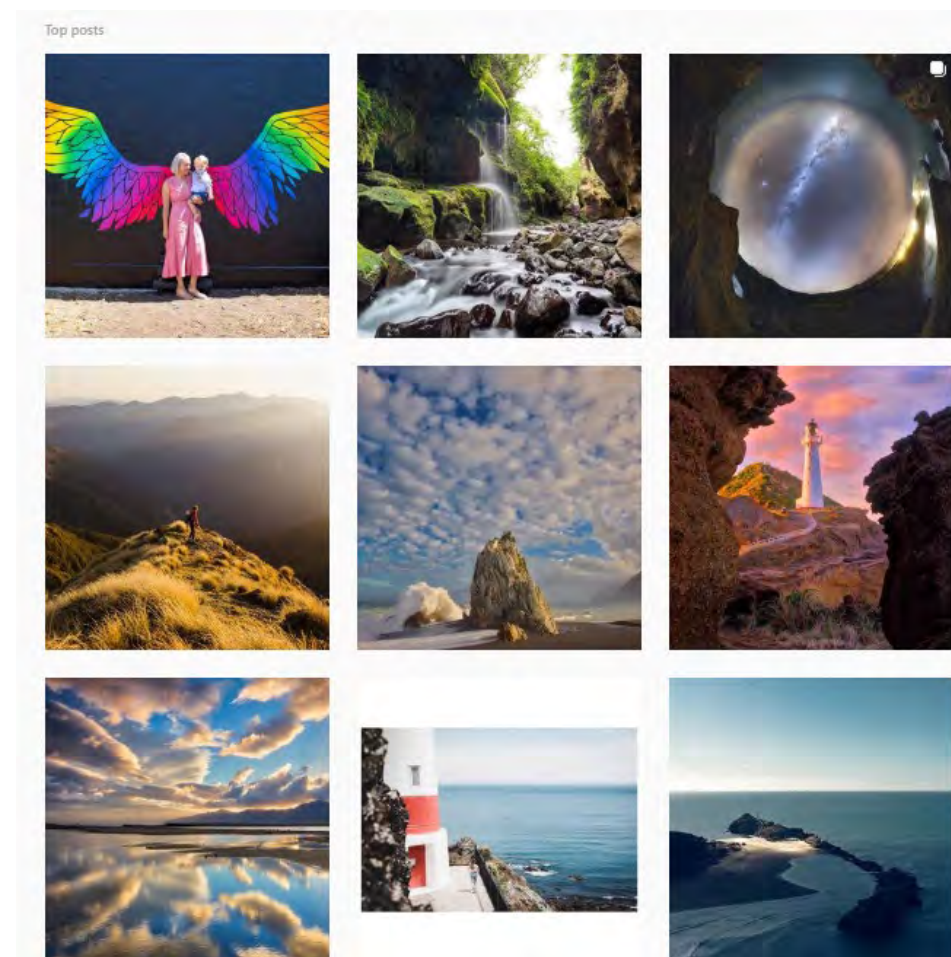
- 1 Martinborough cellar doors (self-guided, bike tour and guided)
- 2 The Alpaca Place (Masterton)
- 3 Castlepoint Lighthouse
- 4 Cape Palliser Lighthouse
- 5 Cobblestones Museum (Greytown) 120
- 6 Pūkaha National Wildlife Centre
- 7 Stonehenge Aotearoa (Carterton) 147
- 8 Queen Elizabeth Park (Masterton)
- 9 Martinborough Brewery
- 10 C'est Cheese (Featherston) 80

Visitors from Wellington, Auckland, Australia, UK, US, Europe and other NZ.

Experiences also popular with locals:

- 11 Henley Lake (Masterton) 100
- 12 Fensham Bush Reserve (Carterton) 24
- 13 Waiōhine Gorge suspension bridge (Carterton) 13
- 14 Greytown Woodside Trail 33

Figure 2. Top Posts on Instagram for #Wairarapa



Source: Instagram

⁴ Number of reviews and ranking

Visitor Segments

Current visitor markets to Wairarapa are driven by Wellingtonians visiting friends and relatives in Wairarapa, or they own a holiday house in the area. They are trendy / tech savvy, coming for family activities, events, nature-based activities (tramping and visits to the coast), and boutique products/experiences (e.g., cheese, wine, shopping). These visitors generate a lot of positive word of mouth referral.

The Wellington visitor is also sought after by most other destinations in the lower North and upper South Islands. The key regional competitors to Wairarapa in terms of target markets would be Hawkes Bay and Marlborough who hold strong market positions for domestic visitors who cycle and participate in food and wine.

Other visitor segments include:

- Weekends away by groups of females from Wellington, with activities based on spa treatments, wineries, food and beverage, shopping, and potentially a trip to the coast
- Weddings, hen and stag weekends, plus other events. There were at least 32 organised weddings by one operator last year, with just under half being international
- Families from Wellington, especially visiting and staying in Masterton
- Small conferences - including directors of companies visiting with spouses
- General leisure visitors from Auckland (other New Zealand) and Australia for a short break/ weekend away or a day trip from Wellington
- Touring groups - only a few tour operators visiting on a regular basis.⁵

⁵ Destination Wairarapa

Also, of relevance to the Wellington region, approximately 38,000 visitors from Australia flew direct into Wellington for the year ending June 2017. Seventeen percent of Australian overnight visits and eight percent of Australian visitor spend was in Wellington region. In terms of activities participated in, seven percent of Australian visitors cycled, 73 percent walked/hiked, and 23 percent participated in a food and wine-based activity whilst in New Zealand. Their preferred method of travel is self-drive, and they have a high repeat visit rate.⁶

Re-established direct flights from Australia into Wellington is likely to see significant opportunity in this market.

2.3 Existing Wairarapa Trails

Wairarapa has extensive walking trails, mainly situated in the Tararua, Remutaka and Aorangi Forest Parks, but only a limited number of multi-use and cycle-based tracks and trails. It is difficult to put an exact distance on the existing trail network, but it is likely in the order of 50 km of off-road trails.

Cycle trails

There are two trails in the region that are part of the national Ngā Haerenga - the New Zealand Cycle Trail – the Remutaka Cycle Trail, which is one of only 22 National Great Rides, and the Wairarapa Valley Cycle Way, which is part of the Heartland collection of rides. The Wairarapa Valley Cycle Way is discussed in the road component of this section.

The Remutaka Cycle Trail starts on the edge of Wellington Harbour, winds up the Hutt Valley before climbing over the Remutaka Ranges, through South Wairarapa, and around the rugged coast back towards Wellington. The trail can be ridden in either direction, has multiple access points, and can be tailored into shorter day rides. The trail takes approximately two to three days to ride and five days to walk.

⁶ Tourism New Zealand Australia Visitor market information April 2018, based on International Visitor Survey YE June 2017 and International Visitor Arrival YE Sept 2017; and Key insights YE Dec 2019

The Remutaka Cycle Trail can link to Featherston from Cross Creek via the Western Lake Road verge - an off-road trail. This connection requires maintenance⁷. From Featherston the trail can link up with the Wairarapa Valley Cycle Way.

Remutaka Cycle Trail partners are currently drafting a long-term experience development plan for the trail. This will detail collective projects to enhance the trail experience for users and realise the potential of the trail for the community and region – including further trail and business development, marketing, and sustainable funding.

The trail is estimated to generate \$4 million per year in revenue for the region from around 100,000 visitors to the various parts of the trail. Visitor spend and stays directly attributed to the trail and businesses are supplying new tourism infrastructure to support cyclists on and around the trail.⁸

Recent counter data on the Remutaka cycle trail indicates that the number of visits to Cross Creek over the previous year were 76,428 and Lake Wairarapa 2088.⁹

Savings from decreased mortality rates were estimated at \$756,984 for domestic non commuters and \$146,166 for commuters based on 2015 usage data.¹⁰

The Greytown Rail Trail to Woodside is a scenic 5km walking and cycling track along an old railway line connecting Greytown's quieter streets to the nearest train station at Woodside. The trail reportedly has high usage by locals and visitors and receives high user satisfaction.

Design and consenting are underway for the Tauherenikau Bridge¹¹ in South Wairarapa. When complete, the trail will link to the Woodside trail, thereby providing approximately 15 kilometres of trail linking Featherston to Greytown.

Local recreation trails

Masterton has a network of approximately 15 kilometres of interconnected multi-use urban trails. These include Henley Lake and Wetlands, Lansdowne Trail, and Waipoua River Trail. Trails are predominantly lime with connections through footpaths.¹² Figure 4 provides the map of the current Masterton trail network.

Road Use

Road use for cycling in Wairarapa exists across many of the quieter country roads often managed by local Councils. Improving the safety and amenity of cyclists is a stated objective of this plan.

Use of the State Highway 2 for cycling or other uses is not recommended.

The Wairarapa Valley Cycle Way connects Masterton with Wairarapa Moana (via Gladstone and Martinborough) and on to the Remutaka Cycle Trail or across to Featherston. The trail also heads north from Masterton on Route 52 towards Hawkes Bay, or connecting with the Tararua Traverse towards Palmerston North (sections currently closed).

The Wairarapa Valley Cycle Way is 67 kilometres long, takes approximately four to six hours to ride and is mostly on quiet backroads.¹³ Feedback from local residents is that this road is not quiet, there is heavy use by logging trucks, and trail signage is not obvious. Cycle tour operators who use this road have indicated that clients have not been too negatively affected by these logging trucks to date.

⁷ Trails Wairarapa Trust combined presentation to Council 2015

⁸ <http://www.huttcity.govt.nz/Your-Council/Projects/cycleways-and-shared-paths/Rimutaka-cycle-trail/>

⁹ NZCT and BeCounted technology Ltd. Data selection is the year to 29 February 2020 to avoid the Covid19 impacts on March and April 2020. Includes all directions – return trip users will be double counted.

¹⁰ MBIE (2016) Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs (Statscience research)

¹¹ <https://greytownrailtrail.org.nz/news/chairs-update-on-the-tauherenikau-bridge-project-v1-0/>

¹² https://wairarapanz.com/sites/default/files/image_library/PDF/Recreational%20Trails%20Brochure-min.pdf

¹³ nzcycletrail.com

Figure 3. The Heartland Ride from Masterton to Wairarapa Moana

With stunning Wairarapa views, wine-tasting and plenty of rural charm, this is a pleasant touring route between Masterton and the Remutaka Cycle Trail.

Heading southwest from Masterton, the trail passes through Gladstone and Martinborough, both known for their vineyards and country hospitality, while long stretches of quiet road will give you plenty of opportunity to soak up the panoramic views.

The trail ends near the shore of vast Wairarapa Moana (Lake Wairarapa), where it intersects with the **Remutaka Cycle Trail** at Western Lake Road. This road also leads north to Featherston town and the train to Wellington.

Source: NZcycletrail.com

Bike parks

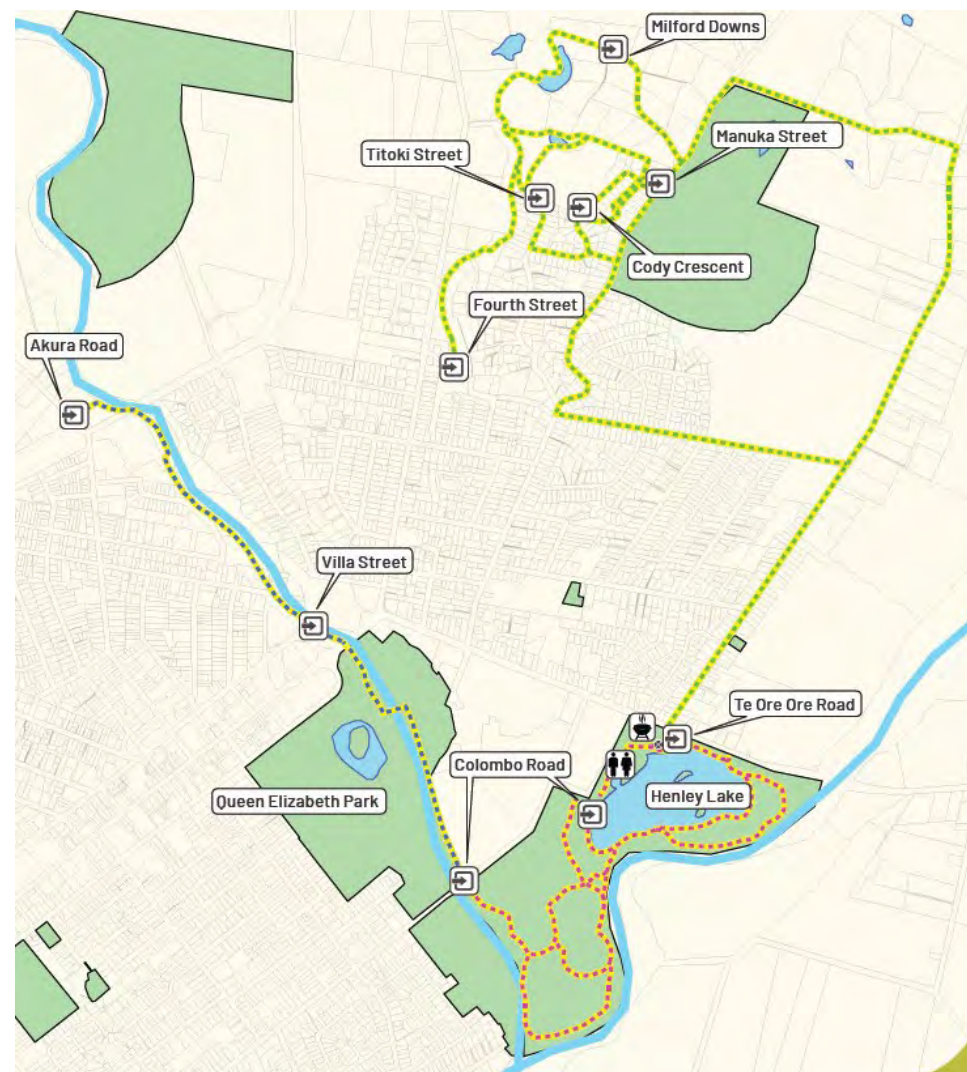
Rivenrock is a privately owned, purpose built and professionally designed mountain bike park for all levels of mountain bikers. Located close to Mt Holdsworth on a 500-acre farm with stunning views of the Tararua Ranges, the park has a network of trails to suit riders of all styles and ability with beginner, intermediate and advanced tracks.

Carterton Mountain Bike Park is located close to Carterton township on council owned land. It has over two kilometres of grade 3 trails and a small skills area. There is also a 3.7 kilometre ride up to Mt Dick summit on Department of Conservation land close by with views over the Wairarapa valley.

Dedicated horse-riding park

Dalefield Horse Riding Park is a member only park nestled in Carterton District Councils Kaipatangata Forest Block. It is a safe, vehicle free space to enjoy a ride with friends with various trail options for approx 2-4hr rides.

Figure 4. Masterton urban recreational trail (existing)



3 The Strategic Alignment Framework

3.1 National Tourism Strategic Context

Tourism 2025 and Beyond

This provides a clear pathway towards a sustainable tourism industry for Aotearoa, New Zealand. It has been created by industry for industry and places the value firmly on communities, individuals, the environment, the economy and visitors. The vision for the framework is “Growing a sustainable tourism industry that benefits New Zealanders.”

The Framework has four key goals:

- Make sure our visitors are having great experiences
- Make sure our communities are happy with and benefitting from tourism
- Make sure our environment benefits from tourism
- Bring economic success.

New Zealand/Aotearoa Government Tourism Strategy

The Government wants tourism growth to be productive, sustainable, and inclusive. The goals of the New Zealand/Aotearoa Government Tourism Strategy are:

- Tourism supports thriving and sustainable regions
- Tourism sector productivity improves
- New Zealand-Aotearoa delivers exceptional visitor experiences
- Tourism protects, restores, and champions New Zealand-Aotearoa’s natural environment, culture, and historic heritage
- New Zealanders’ lives are improved by tourism.

3.2 Land Managers, Tourism Organisations and Regulatory Agencies

A full list of relevant plans and agencies is contained in Appendix A.

Destination Wairarapa

Destination Wairarapa is the Regional Tourism Organisation (RTO) for the Wairarapa. The role of the RTO is to attract more visitors to stay longer and spend more – growing Wairarapa’s tourism revenue while shallowing the low to high season troughs.¹⁴

The role also includes working with operators to improve their offer and to grow their businesses.

WellingtonNZ

WellingtonNZ is the Regional Tourism Organisation (RTO) and the greater Wellington Region’s economic development, events, and promotions agency responsible for the marketing of the Greater Wellington region as a destination to visit, stay, live and play. They receive funding from both the Wellington City and Greater Wellington Regional Council. The organisation supports businesses to build capability, invests in events to host, runs civic venues for the city of Wellington and is also responsible for destination development and marketing.

¹⁴ Wairarapanz.com – Destination Wairarapa Website.

District Councils – South Wairarapa, Carterton and Masterton

The District Councils are the regulatory and policy unit of local government with the land management and economic development responsibilities for their districts. They deliver a range of services to the community and within Wairarapa work closely on matters of mutual interest.

Greater Wellington Regional Council

Greater Wellington Regional Council has eight territorial authorities within its boundaries. Greater Wellington Regional Councils responsibilities include the management of natural resources for the benefit of the whole region, essential community services such as land-use and river management. Various Acts of Parliament such as the Local Government Act 2002 and the Resource Management Act 1991 provide the council with a framework for its activities.

Department of Conservation

The Department of Conservation (DOC) plays an important role within Wairarapa both for the tourism industry and the broader community. DOC manages significant reserves in Wairarapa for both conservation values and for visitors to enjoy nature and culture.

Waka Kotahi (New Zealand Transport Agency)

Waka Kotahi are accountable for among other things, maintenance of the State Highway system. For the WFTTN, Waka Kotahi is particularly important as the manager of State Highway 2 – running through four of the five towns in Wairarapa. State Highway 53 also runs from Featherston to Martinborough and is managed by Waka Kotahi.

Waka Kotahi also provides national cycle and trail strategy works.

KiwiRail

KiwiRail is the National rail authority moving approximately 25% of New Zealand's exports and transporting more than one million tourists, while also enabling over 34 million commuter journeys each year.¹⁵

Importantly KiwiRail have control over the rail line and easement that dissects Wairarapa from Featherston to Masterton. The train is vital for Wairarapa for a freight and passenger service linking Wellington to the region.

3.3 District Councils

Long-term plans (LTPs) set the direction for council's budgets over 10-year periods. Councils must prepare LTPs every three years, in consultation with local communities. Annual Plans outline the short-term specifics that are needed in order to achieve LTPs, and identify the activities, and resource required to deliver the plans and where those resources might come from.

Plans are drawn from council strategies which can include Path and Trail strategies and plans, as well as stakeholder and community input.

¹⁵ [Kiwirail.co.nz/what-we-do](https://www.kiwirail.co.nz/what-we-do)

3.4 Wellington Regional Trails for the Future

The framework¹⁶ provides the culmination of collaboration between the following:

- Kāpiti Coast District Council
- Porirua City Council
- Wellington City Council
- Hutt City Council
- Upper Hutt City Council
- Carterton District Council
- Masterton District Council
- South Wairarapa District Council
- Greater Wellington Regional Council
- Department of Conservation (Regional branches)
- WellingtonNZ

The plan is also supported by Destination Wairarapa and several other agencies and community groups.

The plan forms a framework for prioritising the trails of the region – both existing and planned. Trails are classified into three categories as show in Figure 5.

The plan stipulates that success will be achieved when all partners work towards delivering the recommended actions with the outcome being for visitors and residents having trail-based experiences in the region’s outdoors and other great attractions through the trail network.

Figure 5. Trail Categories

Signature Trails

A small number of outstanding trails that attract visitors and achieve recognition for the region as a trail destination and provide a focal point for regional residents.

Regional Trails

Significant trails that form the core of the trail network and provide quality experiences for residents and visitors and attract users more familiar with the area or wanting less popular experiences.

Local Trails

Trails that primarily service local communities. Local trails are important for everyday health, wellbeing, connectivity, and amenity

The plan’s principles, vision and actions have driven the development of this Master Plan, with the Wairarapa Five Towns Trail Network listed as a signature trail.

The vision for the Wellington Region’s trails is:

“Connecting our people with inspiring adventures”

¹⁶ Wellington Regional Trails for the Future. 2017. TRC Tourism for Wellington City Council

To achieve the vision, the following principles have been adopted.

| | |
|---|---|
| ACCESSIBILITY Trails are easily reached by residents and visitors and provide opportunities for a range of demographics and abilities and user types. | COMMUNITY BENEFIT Trails meet community health and wellbeing needs and aspirations and complement and promote the region's lifestyle and vibrant culture. |
| COLLABORATION AND CONSISTENCY Trail managers, industry and communities collaborate in delivering trails experiences in a consistent manner throughout the region. | CONNECTIVITY There are appropriate connections to communities and visitor hubs and between trails to enable a range of trail experiences and journeys. |
| DIVERSITY The regional trails network offers a range of different opportunities and events for residents and visitors, with a number of leading, world's best experiences. | IMPORTANCE OF RESOURCING Adequate resourcing of trail development and management is needed for a quality, sustainable trail network |
| ECONOMIC CONSIDERATION Opportunities are realised for trails to support growth in regional visitation, tourism yield, business, jobs and attracting people to live in the region. | EVIDENCE BASE Effective monitoring and evaluation is undertaken to assist sustainable management and adaptation to future changes. |
| NATURE AND CULTURE Trails showcase, interpret and conserve the region's distinctive landscapes and natural and cultural assets. | QUALITY INFRASTRUCTURE Trails are fit-for-purpose and developed and managed for safe, enjoyable and sustainable use. |
| SUSTAINABILITY Long term environmental, social, economic and cultural considerations are taken into account in trail planning, development and management. | STEWARDSHIP AND RESPONSIBLE USE The community, user groups and industry are engaged in improving and caring for trails. Trails are used in a responsible manner with respect for the safety and needs of all users. |

The framework makes the following recommendation regarding the Wairarapa Five Towns Trail Network:

Why it Meets the Signature Trail Criteria:

While currently in development and planning phase, this has the potential to be a significant new experience readily accessible from Wellington City and offering a great experience for the Wairarapa. It will provide for short breaks and Wellingtonians wanting overnight or weekend stays and will eventually link the scenic and food and wine rich Wairarapa region to the Remutaka Cycle Trail.

What Needs to be Done:

The Five Towns Trail Trust will provide a strong leadership role in planning and development of the trail.

Bridge infrastructure is key to crossing the rivers, and some other trail work and road alignment will be required.

Promotion will occur through Destination Wairarapa and WellingtonNZ Destination and Marketing.

4 Developing Great Trails and Trail Destinations

4.1 Who Uses Trails

Trails can be designed for various users.

Trails provide outdoor recreational opportunities for local communities, contribute to health and wellbeing, and provide valuable and safer commuting alternatives.

Trails can cater for tourism in the form of leisure visitors, visiting friends and family, corporate team building and incentives, and events attracting participants. There is often an opportunity to provide interpretation and education in areas of natural, cultural or historical value along the trail.

Trail users anticipate ease of information and planning, access, high quality regularly maintained infrastructure, facilities and services, and complementary packaged options including accommodation, food and beverage, shuttle transfers, and other value-add activities. It is important that the user experience is central to each element of trail design and management.

The desire to experience more of a destination at a relaxed and unhurried pace is making a comeback. Advancing technologies, busy lives and time-starved people translates to another trend where travellers opt for “slow travel”. That is, they want to travel less and see more, rather than packing in as many places to visit in a short space of time. As trails can be broken into smaller and more manageable sections to complete, this can also encourage visitors to stop, stay, spend and return. Visitors are also seeking genuine engagement with local people and learning about or experiencing their way of life.

Research on the Ngā Haerenga; New Zealand Cycle Trail in 2015 found that:

- around 1.3 million people used the 22 Great Rides
- around 86.5% of users were New Zealanders and 13.5% were international visitors
- about 83% were cyclists and walkers and about 17% commuter cyclists of all ages who used the trails in a variety of ways
- the ratio of cyclists to walkers/runners is 70:30 per cent (as estimated by trail experts)¹⁷
- the domestic visitors using these trails tended to be families and younger people on weekends and people in older age groups during the week.¹⁸

More recent counters installed on the trails are now able to differentiate between mode.¹⁹ Some percentages are provided in the local trails and case studies sections of this report.

Collecting information on trail users (e.g., numbers, mode, demographics, spend) is hugely valuable in the ongoing planning and development of trails.

¹⁷ MBIE (2016) Ngā Haerenga NZ Cycle Trail Evaluation Report

¹⁸ Ministry of Business, Innovation & Employment (2013). Ngā Haerenga – The New Zealand Cycle Trail Evaluation Report.

¹⁹ NZCT and Be Counted Technology Ltd

4.2 Benefits of Trail Use

Many community groups and businesses are now recognising that their local trail is a substantial piece of infrastructure that they can obtain additional benefits from. For example:

Community & Social Benefits

Providing opportunities for families, friends, and the broader community to interact together enriching quality of life and developing community pride.

Economic Benefits

Increased tourism revenues, greater business investment and enhanced property values.

Educational Benefits

Providing an outdoor classroom for physical activity, sport, nature, culture, and history.

Environmental Benefits

Understanding of our natural heritage and encouraging stewardship of the environment.

Health & Fitness Benefits

Improved health and physical well-being for both individuals and communities, reduced health care costs and enhanced productivity.

Heritage & Cultural Benefits

Recognition and respect for Indigenous culture and historical values.

Taking the New Zealand Cycle trail evaluation 2015 as an example, for every dollar spent on the trails, it was estimated that there was approximately \$3.55 of annual benefits generated, a cost benefit assessment ratio of 1:3.55.²⁰

²⁰ MBIE (2016) Ngā Haerenga The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs (Statscience research)



4.3 Characteristics of great trail networks

While a destination may have a world class trail, it is the combination of trails and overall visitor experience that creates a trails destination that residents are proud of and visitors seek out.

The characteristics of what makes a great trail include:

- Clear point of difference for the trail experience that is well communicated through marketing
- High market profile within the destination
- Complementary nature/culture/historic based attractions, products, and infrastructure in the region
- Opportunities to stop and explore are key attractions offered by the trail
- Ability to cater to both independent and guided walkers / riders
- An experience that offers a level of exclusivity and avoids high volume nodes or trails
- A quality, seamless experience with ease of information, booking and accommodation
- Level of challenge and distance that is geared to consumer preferences

The influencing features when choosing and planning to ride a trail include²¹:

- Spectacular landscapes and scenery
- Easy access to practical information converting general interest into actual participation
- Trail passes cafes/ restaurants / vineyards to stop at
- Passes through towns you can stop and explore
- Follows historic routes
- Offers trail features such as suspension bridges
- Itineraries that combine days of cycling with days doing other activities
- Preference for off-road routes

In the case of Wairarapa, the features that make the region special include the rivers, wineries, and village like atmosphere that make the region so liveable.

²¹ New Zealand Cycle Trail Inc presentation 2016 and TRC Tourism market research

4.4 Trail Markets for Wairarapa

This section of the master plan articulates the likely user markets for the WFTTN. The markets are deliberately kept at a broad level, as the purpose of determining the market segments is to aid in the development of the network. The network sections are also determined through geography and the constraints and opportunities that the landscape and existing towns provide. This includes such elements as the potential river crossings of Wairarapa's main rivers.

The following table divides users into visitors and residents/Wairarapa community members and describes each market segment.

Table 3. Table of users and their experience needs and preferences

| MARKET | DESCRIPTION | EXPERIENCE NEEDS AND PREFERENCES |
|---------------------------|---|---|
| Regional Residents | | |
| Walkers and Hikers | <ul style="list-style-type: none"> Wide range of users and ability levels including people using trails for exercise, walking their dog, commuting, relaxation and leisure activities. Some groups using shared trails, rail trails and local paths, some seeking nature and adventure experiences in the region's outstanding scenery and visitor attractions. | <ul style="list-style-type: none"> Safe short trails for daily use. A range of all-ability access trails. Short to long trails for weekend leisure activities both close to town centres and within easy travel from home. Appealing destinations including wineries. Linked to nearby activities, attractions. Short to long trails in a variety of locations at a range of distances. Accessible trailheads with adequate parking and facilities including toilets. Regional residents often seek areas away from the busy tourism hot spots in peak periods to continue to enjoy their local area highlights. Wairarapa has a variety of trails that can be used when some areas are busy (i.e., Greytown and Martinborough are often busy). |
| Trail Runners | <ul style="list-style-type: none"> People running on trails for exercise, training for events and for adventure. | <ul style="list-style-type: none"> Range of short and long trails in and near town areas, parks, and reserves, and along river corridors Challenging backcountry trails for extended running (outside the scope of this brief). Connected trails suitable for running events into the future including a possible Five Towns events. Range of participative and competitive trail running events. |
| Road Cyclists | <ul style="list-style-type: none"> Generally, people riding for fitness and social interaction with like-minded cyclists. | <ul style="list-style-type: none"> Ride on road and in packs or bunches Safer roads and road verges – this group generally does not ride on trails Smoother surfaced roads as the style of bike leans toward more expensive road bikes with narrow tyres Adequate distance between coffee and food stops that varies between 20 and 40 kms The Wairarapa Five Towns Trail Network is generally not designed for road riders. |
| Leisure Cyclists | <ul style="list-style-type: none"> Wide range of users and ability levels including people cycling for exercise, commuting, relaxation and leisure activities and touring. This group generally includes 'road riders' | <ul style="list-style-type: none"> Safe cycling on shared use trails for daily use. Short to long cycle trails for weekend leisure use both close to population centres and at visitor hubs within easy weekend travel from home. Appealing destinations. Linked or nearby activities, attractions, and accommodation such as wineries, cafes and good food. Some may require bike hire or transport services. Accessible trailheads with adequate parking and facilities such as the Greytown to Woodside Rail Trail. Would consider riding one way and returning on the train subject to train timetables and trail locations. |

| MARKET | DESCRIPTION | EXPERIENCE NEEDS AND PREFERENCES |
|--|--|---|
| Mountain Bikers (Use of a purpose-built mountain bike on purpose-built trails, shared trails, or other off-road trails.) | <ul style="list-style-type: none"> Children and families seeking a safe entry level or skills development experience. Riders in the young adult to middle age groups. Experienced local riders who have ridden for many years in the region, and who continue to contribute to the trail network through building, maintenance, and other activities. | <ul style="list-style-type: none"> Trails and bike parks accessible from population centres and together offering a range of trail types. Inter-connected trail networks offering a range of difficulty levels and technical challenges. Ideally offering at least a day's riding. Skills parks and technical trails. Participative and competitive events. Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. A range of trails accessible for shorter 1 to 4 hour rides near places of work and living. Trails generally for the local user market although will travel more broadly to key trails regionally and will travel nationally for longer weekend breaks and short holidays. Some feature rides that might include long descents, well designed and constructed features, outstanding scenery, and other features. Diversity of offerings. |
| Horse Riders | <ul style="list-style-type: none"> Likely to be members of local horse-riding clubs Independent riders riding with family groups or other friends. | <ul style="list-style-type: none"> Bridle trails accessible from horse agistment areas/ equestrian centres or with adequate horse float parking and unloading facilities. Further dedicated bridle trails with the appropriate facilities. |
| Domestic Visitors | | |
| General Visitors | <ul style="list-style-type: none"> People on a holiday or visiting friends and relations. For Wairarapa, this is likely to be shorter easy to access trails near the towns of Wairarapa, or close to Wairarapa Rivers or other scenic features. | <ul style="list-style-type: none"> Trails of different types to or at points of interest suited to a range of abilities. Something different to do while on holiday. Equipment and bike hire. Short-guided tours. Easily available information and packaged tours/product to provide the experience in an easily accessible way. Picnic and toilet facilities close to the trail so that the stop can be an enjoyable one and made easy for them. |
| Soft Adventure | <ul style="list-style-type: none"> Families, adult couples, and retired people seeking trail activities of one or more days in duration. Some may visit the region specifically to undertake a particular trail. | <ul style="list-style-type: none"> Trails packaged for journeys of one or more days. Guided or self-guided tours or packages, accommodation, linked activities. Mountain bike parks with variety and/or iconic rides. Transport, accessible trailhead, equipment, and bike hire. Good pre-trip information and booking. Engaging, immersive interpretation. Generally good facilities nearby for food and beverage after completing the trail adventure. |

| MARKET | DESCRIPTION | EXPERIENCE NEEDS AND PREFERENCES |
|--|--|---|
| Mountain Bikers | <ul style="list-style-type: none"> › Riders in the young adult to middle age groups plus active families who may visit the region specifically to ride a particular trail or bike park. › Club members on trips. | <ul style="list-style-type: none"> › Trail networks and bike parks that offer a range of trail type and difficulty levels. › Iconic and challenging rides. › Multi day epic trail with support services to make experience more accessible. › Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. › Bike hire and repair services. › Good pre-trip information and booking. › Accommodation and transport that is bike friendly, allowing for washing, storage, and access to bikes. |
| Education Groups | <ul style="list-style-type: none"> › Schools, outdoor education, and youth groups from within and near the region. | <ul style="list-style-type: none"> › Guided or self-guided walking, tramping, cycling, mountain biking or horse-riding experiences that offer environmental or cultural learning, outdoor skills development, challenge, and team building opportunities. › A range of trails will be needed suited to different ages and skills. › Nearby accommodation and education facilities suited to school and youth groups. A number of educational 'camps' provide some basis for exploring outwards from these. › Trails experiences may be part of longer learning products or packages. › Good pre-trip information and booking. › Engaging, immersive interpretation. |
| International Visitors (Noting the impacts of COVID- 19 on international markets may mean these groups do not impact the network for some years post 2021.) | | |
| Cycle/ Mountain Biking Tourists | <ul style="list-style-type: none"> › Mainly visitors from Australia, UK, USA, Germany, Canada, Netherlands aged from young adult to people in their 50's and 60's, travelling alone or with a partner. | <ul style="list-style-type: none"> › Iconic and challenging rides and trail journeys. › Outstanding trail networks and bike parks that offer 2 to 3 days riding and a range of trail type and difficulty levels. › Multi day trail with support services to make experience more accessible. › Trailheads with appropriate facilities including car parking, bike wash-down, food services, shuttle transport. › Bike hire and repair services. › Accommodation and food and beverage appropriate for people travelling long distances for an outstanding experience. › Good pre-trip information and booking. › Signature events. |



5 The Future of Trails in Wairarapa

5.1 Vision, Principles and Goal

VISION

“Wairarapa Five Towns Trail Network is recognised as a must do in Wairarapa – the best way to experience and connect with our people and places.”

Wellington Regional Trails Framework Vision:

Connecting our people with inspiring adventures

GUIDING PRINCIPLES

The following guiding principles will apply to future work designed to grow and improve the WFTTN. While developed specifically for Wairarapa, they align with the principles contained within the Wellington Regional Trails Network.

| Market Driven | Connected and Accessible | Brand Aligned and Deliver on Positioning | Benefiting the Community | Sustainable | Quality | Collaborative Governance and Resourcing |
|--|--|---|--|---|---|---|
| The development of trails must meet the needs of identified broader markets. The predominant market need is for grade 1 and grade 2 off-road trails that are relatively flat, open, and accessible. | Trails must be easily accessible to residents and visitors alike. Trails connect with each other providing loops and avoiding end to end experiences. | Trail design and location delivers on the brand and positioning for Wairarapa. Storytelling and connecting the villages and experiences with a design that reflects Wairarapa. | Trails meet community needs including providing access to community assets, connecting people and delivering opportunities for improved health, well-being and economic development. | The trail and associated facilities should exemplify sustainable practices including use of materials, energy efficiency in building and toilet operations. | The trail and associated facilities must be built on the principles of quality and consistency across trail managers – to match the natural and cultural experiences on offer in Wairarapa. | The trail network will be collaboratively governed between the trail partners. Partners agree to resource the network appropriately. |

GOAL

To grow the community wealth through developing outstanding trail-based experiences, and to provide for improved liveability and health outcomes for residents and visitors alike.

The implementation of the vision and goals will be aligned to the principles outlined above and will be in accordance with the delivery framework outlined in this document as section 11 and as summarised below.



5.2 Strengths, Weaknesses, Opportunities and Threats

The current most important strengths, weaknesses, opportunities and threats are provided below and are derived from stakeholder engagement, and expert opinion including evidence collected as part of this master plan development.

| | |
|---|--|
| <p>Strengths</p> <ul style="list-style-type: none"> Wairarapa people, places, stories and landscapes lend themselves to the trail network development The river system of Wairarapa is a standout feature The proximity to Wellington provides a potential visitor market Willingness to work together among Government and the community to develop the network (i.e., WTAG) The train provides commuting and visitor access that other destinations do not have The five towns each have their own character and are in close proximity | <p>Weaknesses</p> <ul style="list-style-type: none"> Working through project leadership and implementation Narrow roads and vehicle/truck speeds limits use of many Wairarapa roads for recreational purposes Some strategic parcels of land for trail corridors may not be available due to landowner consent issues Lack of paper roads in some parts of Wairarapa where trail corridors would be ideal Developing a consistent experience throughout Wairarapa Ongoing sustainable funding models for longer term trail planning and maintenance Accommodation availability in peak periods |
| <p>Opportunities</p> <ul style="list-style-type: none"> PSGEs, Rūnanga, Hapū and Marae involvement Getting a higher level of cooperation between TAs in Wairarapa Using the infrastructure for events and festivals Activating the trails with art, music, food wine and other activities Activating volunteerism in communities based around trails Link in with GWRC and KiwiRail with land use agreements Integration of this plan with Wairarapa’s new DMP Economic growth as a result of the trail network (i.e., jobs) | <p>Threats</p> <ul style="list-style-type: none"> Other destinations more rapidly advance trails and experiences Access to private land prevents strategic corridors being developed Funding from TAs and central government may not evolve Ownership or governance of trails cannot be resolved / fails Climate change impacts including erosion and flooding External impacts on the visitor economy and / or the community The development timeframe for the network may be longer than ideal |

5.3 What makes Wairarapa Unique?

The following word cloud is a result of the words and themes from stakeholder engagement on the unique aspects of Wairarapa. It provides a strong reference to what a sub-set of the community feel makes Wairarapa unique when designing the network.

Figure 6. Word Cloud Taken from Stakeholder Engagement





6 Guidelines and Standards

6.1 Design Guide

The [New Zealand Cycle Trail Design Guide](#) provides a comprehensive description of trail design and construction standards and should be referred to as the primary resource for trail design, facility provision and trail treatment.

Grade 1 trails as defined in the guidelines generally have requirements as shown in Table 4 below. Generally, Signature Trails will be Grade 1 aligned to the markets likely to be using the trails. Experience Loops and Trails will generally be constructed to a minimum Grade 2 standard. In some places, and where demand or physical space permits, Grade 1 standard may be constructed.

Table 4. NZ Cycle Trail Design Guidelines – Grade 1 & 2



GRADE 1. DESCRIPTION

Description: Flat, wide, smooth, trail. Trail feels safe to ride. Ideal as a first ride for non-cyclists, and those wanting an easy gradient or experience. Trail allows for cyclists to ride two abreast most of the time and provides a social component to the ride. Cyclists will be able to ride the total distance of the trail without dismounting for obstacles.

Gradient: 0-2 degrees for at least 98% of trail; between 2 and 3 degrees for no more than 100 metres at a time, and between 3 and 4 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhill can be steeper (up to 4 degrees for up to 100m). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13).

Width: 'Double trail' preferred = 2.5 m to 4 m for 90% of trail, where cyclists may ride side by side. 'Single trail' width of 1.5 m, with 1.2 m minimum. Horizontal clearances as in Section 3.4.

Radius of turn: 6 m minimum to outside of turn.

Surface: Compacted/stabilised base course, under a top coarse aggregate of maximum AP20 mm. The surface shall be smooth and even, and easy to ride in all weather conditions.

Watercourses: All water courses bridged

Bridge Width: Recommended bridge width of at least 1.5 m, absolute minimum width of 1.2 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres.

Obstacles: None. No stiles. Cattle stops should preferably be at least 1.5 m wide, and minimum 1.2 m wide.

Length: 3.5-4.5 hours/day (30-50 km/day).

Barriers/Guard rails: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.

GRADE 2. DESCRIPTION

Description: Some gentle climbs, smooth trail. Suitable for confident beginner riders, the trail is predictable with no surprises. Social component with riders able to ride side by side at times, but possibly large sections of single trail.

Gradient: 0-3.5 degrees for at least 95% of trail; between 3.5 and 5 degrees for no more than 100 metres at a time, and between 5 and 6 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhill can be steeper (up to 8 degrees). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13).

Width: Between 0.9 m and 1.5 m for single trail and minimum 2.2 m for double trail sections with adequate clearances. Horizontal clearances as in Section 3.4.

Radius of turn: 4 m minimum with at least 5 m desirable to outside of turn.

Surface: Compacted/stabilised base course, under a maximum top coarse aggregate of maximum AP30 mm. The surface should be smooth and easy to ride in all weather conditions.

Watercourses: Watercourses bridged, except for fords with less than 100 mm of water in normal flow, which can be easily ridden. Surface should be as smooth as adjacent trail.

Bridge Width: Recommended bridge width at least 1.5 m, minimum width of 1.0 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres.

Obstacles: Some rocks/roots/ruts that can either be avoided or are less than 50 mm high. No stiles. Cattle stops should be minimum 1.2 m wide.

Length: 4-5 hours/day (30-50 km/day).

Barriers/Guard rails: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.

6.2 Trail Design and Construction

The following general trail design options are recommended. Further details on these options can be found in the New Zealand Cycle Trail Design Guide. **They are listed in priority order, with off-road trails being the most desirable trail option through to on-road being the least desirable.**

TREATMENT 1: OFF-ROAD TRAIL (ADJACENT LAND USE)

Where a trail cannot be formed in the road reserve it may be possible to locate a trail on adjacent private land with the cooperation of the landowner.

A trail adjacent to (but not within) the road corridor will generally follow the road corridor but be physically separated from the road to provide improved safety and a more pleasant experience for trail users. For this reason, off-road trails are the preferred option for the trail route.

Establishing an off-road trail may involve negotiation of an easement or assistance with improvements to benefit the landowner such as fencing or exchange of road reserve to provide a mutual benefit.

Where an off-road trail is provided it must be formed to high standard and meet all the requirements for grades and surface treatment. Ideally the off-road option will provide a significant benefit to trail users otherwise cyclists will continue to use the road if the off-road option involves more effort or increased travel time.

Safety of trail users is considered paramount in trail design and construction. Grade 1 and Grade 2 trails must endeavour to provide a safe corridor that includes relevant design guidelines for road crossings, fences, bollards and other trail furniture and infrastructure.

Several of the intended user markets for the WFTTN including families seek off-road trails for safety and it is often a pre-determinant of whether they will use the trail.

The trail should be separated from the road as much as possible. The trail route should allow additional space when re-entering the road corridor to allow for the trail to be perpendicular to the flow of traffic to increase visibility.

Figures 7 and 8 provides a visualisation of the treatment through a similar landscape to Wairarapa.

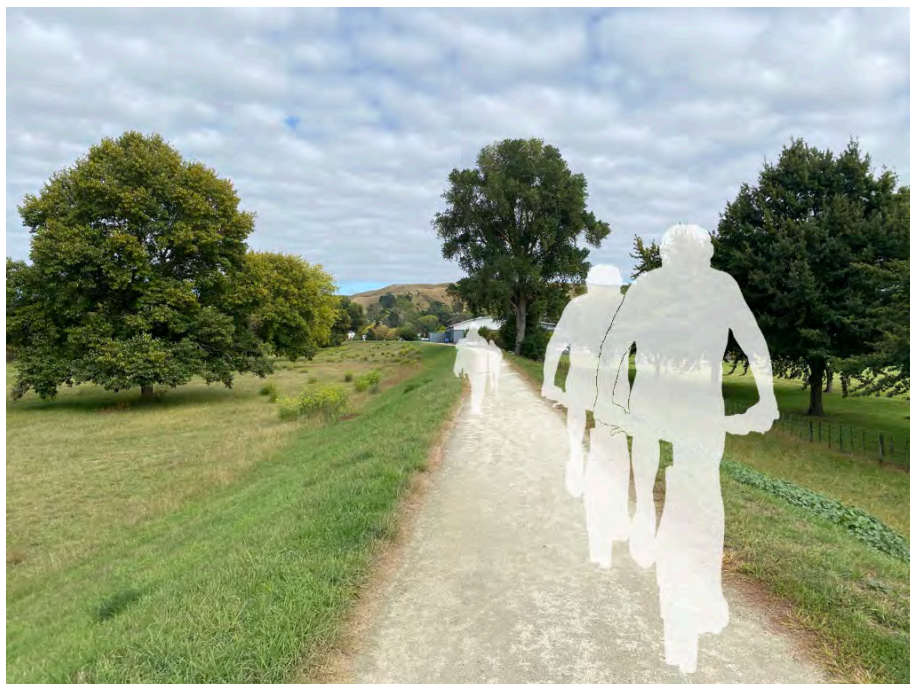
Figure 7. Visualisation of off-road trail adjacent to a road reserve



Source: TRC/Xyst 2021

Figure 8 provides a schematic cross section and drawing of the typical off-road trail section (where it is located on private property in this case).

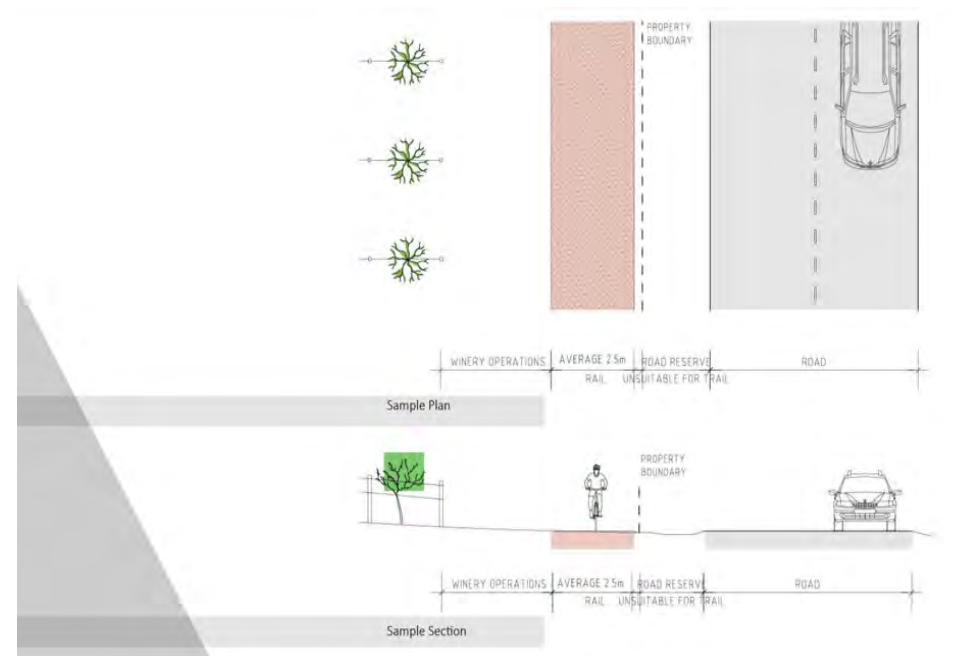
Figure 8. Visualisation of an off-road trail on a stopbank



Source: TRC/Xyst 2021

Figure 9 below provides a second visualisation of an off-road trail on a stopbank.

Figure 9. Off-road trail on adjacent private property



Source – TRC Tourism 2021

TREATMENT 2: OFF-ROAD TRAIL WITHIN ROAD CORRIDOR

Where there is sufficient room within the road corridor and an option on adjacent land cannot be provided, an off-road trail within the road corridor can be considered.

As with treatment 1, an off-road trail must be formed to high standard and meet all the requirements for grades and surface treatment. Ideally the off-road option will provide a significant benefit to trail users otherwise cyclists will continue to use the road if the off-road option involves more effort or increased travel time.

Figure 10 shows a picture of a typical off-road trail beside a road on a road reserve, and Figure 11 shows the schematic for this treatment.

Figure 10. Off-road trail on road reserve – typical treatment



Source – Xyst/TRC Tourism 2021

Figure 11. Schematic drawing of off-road treatment beside a road within a road reserve.



Source – Xyst / TRC Tourism 2021

TREATMENT 3: PRIVATE ROAD / TRAIL (SHARED DRIVEWAYS ETC)

Where private roads are formed that serve farms, businesses or residential properties, shared use of the private road may be considered where this option is supported by the landowner.

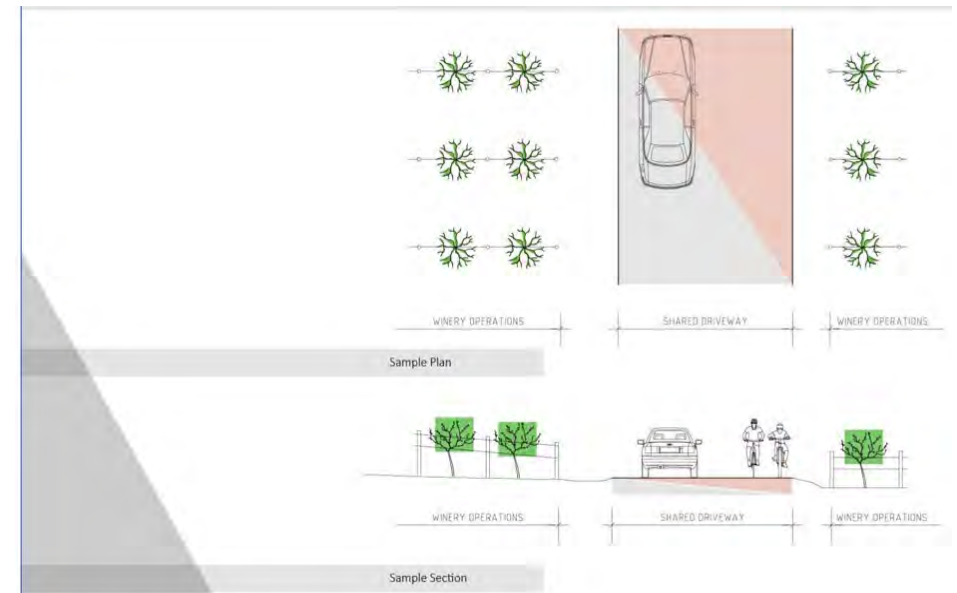
There may be a need to consider improvements to grade or surface to meet the specific needs of cyclists and consideration needs to be given to other use of the private road/driveway such as farm machinery and stock. Clear wayfinding and signage are necessary to ensure trail users are aware the trail is shared with other users and do not encroach on private property where they are not permitted.

Figure 12 below shows a typical private driveway access and use of that trail while Figure 13 shows a cross section of the same treatment.

Figure 12. Typical Use of a private driveway or shared road.



Figure 13. Shared driveway cross section



Source TRC 2021

TREATMENT 4: ON-ROAD TRAILS

The least desirable option for a trail route is to place cyclists/and or pedestrians within the road carriageway. While cyclists may be comfortable with this option for short distances it is not desirable given the overall objectives and vision of the trail network. Pedestrians in particular will be uncomfortable given the safety aspects of walking on the road edge.

Nonetheless there may be occasions where it is necessary for the trail to be routed along an existing road for short sections or while an alternative off-road option is being considered/developed. The speed and volume of traffic on the road will dictate the feasibility of this option.

In rural settings where local roads are narrow and have low volumes of low-moderate speed traffic with good sight lines, sharing the road with trail users may be feasible subject to a specific safety assessment and local improvements such as signage. This option should only be used where there is no other practical alternative.

Figure 14 below provides an illustration of the use of quiet roads for shared use, while Figure 15 shows a cross section of the on-road trail.

Figure 14. On-road use



Figure 15. On-road trail cross section



In urban settings, routing the trail on-road may be suitable as the road may already contain a formed footpath and no special physical measures are needed if motor vehicle operating speeds and traffic volumes are low. Route signage and wayfinding techniques can be used to direct trail users and make use of existing road infrastructure such as pedestrian crossings or pedestrian refuges. Where motor vehicle speeds are higher, consideration will need to be given to specific traffic devices such as a marked cycle lane.

Figure 16 below shows a typical on-road cycle lane noting the absence of provisions for safe use by pedestrians.

Figure 16. On-road flush cycle lane.



Source Xyst 2021.

Figure 17 below shows a separated and shared footpath/cycle path through a town.

Figure 17. Separated shared footpath/cycle path



Source Xyst 2021

6.3 Trail Infrastructure

A variety of trail infrastructure is required as part of trail development. Trail infrastructure is required to:

- protect the trail assets (fencing, motorbike squeeze points)
- protect the environment (toilets, waste facilities, wash stations)
- improve safety (fencing, barriers, chicanes)
- guide trail users (signs, wayfinding)
- enhance the experience (car parking, drinking fountains, bike cleaning/repair, bike pumps, interpretation signs etc)

Trail Heads

Trail heads are key sites that set the scene for the quality of the trail and experience for trail users. Typical assets at trail heads include (and shown in the Figure below):

- car parking (extent of parking subject to traffic assessment/demand) including accessible parking
- toilets (including accessible toilet unit)
- orientation and direction signs
- combined bike/footwear wash station/repair station
- shelter
- vehicle control (gate/bollard/motor bike squeeze point)
- drinking fountain (including dog bowl)
- landscaping.

Figure 18. Trail head at Te Mata Peak incorporating toilets, car park and signs etc.



Source: Xyst 2021

Development costs for trail heads will vary widely and will largely be driven by the extent of car parking provided and surface treatment of car parks (e.g., gravel or asphalt).

Toilets

Toilet facilities for trails typically need to include a waste holding or waste treatment system due to the remote location of facilities. Prefabricated units are widely used as they provide a turnkey solution that are designed to be robust yet attractive and meet all building standards and accessibility requirements. Prefabricated units provide for a high degree of customisation to reflect local design or aesthetics.

Typically, a two-unit toilet facility can provide for most high use trail heads with constant rates of arrival. Figure 19 below provides an example.

Figure 19. Benneydale Toilets (Image courtesy of Permaloo)



The typical cost for a basic one-unit dry vault toilet is \$85,000 while a two-unit accessible toilet/shelter with vault (hold all) installed is approximately \$200,000. Allow an additional \$30,000 for sewage treatment systems.

Wash Down / Repair Station

Wash stations are becoming more popular at trail heads particularly when the site provides access to mountain biking activity. A wash station is also used where biosecurity issues are present or where visitors wish to clean their boots etc before returning to their car. See Figure 20 below for an example.

Figure 20. Wash and repair station incorporating repair stand, wash down hose, boot cleaning and drinking fountain with dog bowl.



Source: Xyst 2021

Typical costs for a wash down/repair station are approximately \$10,000.

Fencing

A significant cost in trail development is providing for new or upgraded fencing adjacent to trails. While the Council is not liable for the costs of fencing of road reserves (including unformed roads) under the Fencing Act, providing fencing contributions to affected parties can be useful in negotiating public access across private land. Provision of fencing can often alleviate concerns of security and control of public access as well as protecting the trail assets from stock.

Fencing costs will vary depending on access, ground conditions and stock type but range from \$6 - \$35 per lineal meter.

Effective Barriers

Barriers will be required to prevent vehicle access to pedestrian/cyclist only sections of trail. Barriers typically consist of bollards (both fixed and removable) that are mounted across the trail at 1.5m centres to prevent motor vehicles accessing the trail. A removable locked centre bollard can be used where maintenance vehicles require access.

There have been several serious accidents caused by cyclists riding into trail bollards so where these are used it is recommended that they are highly visible and include reflective/luminous surfaces to prevent riders crashing into them.

Gates, chicanes, and other control devices can be used but they are less desirable as they generally require a cyclist to dismount to pass through the barrier.

Figure 21 provides an example of fencing, barriers and removeable bollards.

Figure 21. Image showing removeable bollard with luminous and reflective signage.



Source Xyst February 2021

Squeeze Barriers

A ‘Squeeze Barrier’ is a barrier made of steel pipe placed such that the gap between the pipes enables pedestrians and cyclists to pass through but prevents a motorbike passing between the pipes. These are used on the Remutaka Cycle Trail and are effective at preventing motorbikes from accessing the trails. It is critical that care is taken with the location and precise placement of squeeze barriers to ensure they are effective and cannot be ridden around. Figure 22 provides an illustrative example.

Figure 22. Squeeze Barriers preventing motorcycle access



Source: Xyst 2021

Vehicle Crossing Points

Where the trail needs to cross a road, it is unlikely that a formal pedestrian crossing will be available or be practical. With careful selection of a suitable crossing point, ensuring clear visibility on both directions, safe crossings of roads can be made. Safety can be enhanced by ensuring the trail joins the road at 90 degrees to the traffic and that a suitable frangible gateway frames the crossing point and advises trail users to stop (ideally) or give way. Figure 23 below provides an example.

Figure 23. Vehicle crossing point



Source: Xyst 2021

All planned road crossing points need to be discussed at an early stage with the road controlling authority.

Signs

A comprehensive wayfinding plan should be developed for the trail network that ensures consistent and effective wayfinding for trail users. Signage requirements may include:

- orientation signs
- direction signs
- information signs
- warning/regulatory signs
- distance markers

It is common for signs to be produced using digital printing which allows for frequent updating of trail information as the network expands. Digital printing has a relatively short design life of 10 years and sufficient budget should be planned for to renew and maintain signs. The following figures provide examples.

Figure 24. Colour coded sign for complex trail networks



Source: Xyst 2021

Figure 25. Orientation Signs



Source: Xyst 2021

Trail Counters

Electronic counters placed on the trail enable the ongoing monitoring of trail use by pedestrians and cyclists. This information is vital for improved decision making on trail maintenance and servicing requirements, assessment of the effectiveness of marketing and communications, and monitoring of trends. It is also vital data to support funding applications for trail expansion and development.

Bridges

Bridge style and design vary from site to site and include pole, glulam beam and suspension bridge options.

The image below shows a typical suspension bridge used on multi-use trails.

Figure 26. Suspension bridge over the Arrow River



Source Xyst 2021 Image courtesy of Queenstown Trail Trust Inc.)

Underpasses

Where crossing a major road presents a significant safety issue or barrier to trail use an underpass can be considered. Underpasses are typically constructed using a trench and fill method with preformed concrete tunnel sections.

Underpasses require considerable land area at either end of the underpass to achieve an approach and exit at the required grades so careful siting is required. The potential requirement to relocate existing services within the road reserve can add considerably to project costs.

[Urban design and crime prevention principles](#) should also be considered.

Underpass costs are highly variable and may often require land acquisition.

Landscaping

Provision should be made for landscaping following trail construction. This can include native revegetation or amenity planting of trees for shade, colour or screening. Landscaping can form part of negotiations with landowners and can mitigate some of the effects of trail construction as well as improving the appearance of the trail and surrounds.

7 The Proposed Network

The rivers that dissect the valleys of the Wairarapa, the landscape, the wineries and the village like atmosphere are essential elements of what makes Wairarapa special. This master plan provides a network of recreational trails that seeks to capitalise on those features.

This masterplan provides an indicative level of route planning only, as final route planning will be subject to negotiations with landowners and be subject to other improvement projects proceeding such as bridge upgrades or roading improvements.

The master plan proposes the development of Wairarapa Five Towns Trail Network in three categories:

Signature Trails

The signature trail represents the core element of the experience of riding, and/or walking through Wairarapa.

Experience Loops and Trails

The experience loops and trails are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trails that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

While the entire Wairarapa Five Towns Trail Network is a Signature Product²² (see Wellington Trails Framework and earlier sections of this Master Plan) – these trails should be considered the trails that not only connect the towns of Wairarapa, but also connect the experience on offer for residents and visitors alike – while being important to deliver regional, community and visitor outcome benefits.

²² Wellington Regional Trails for the Future – A Strategic Framework for Trails in the Wellington Region. 2017 (TRC Tourism)

Local Loops and Trails

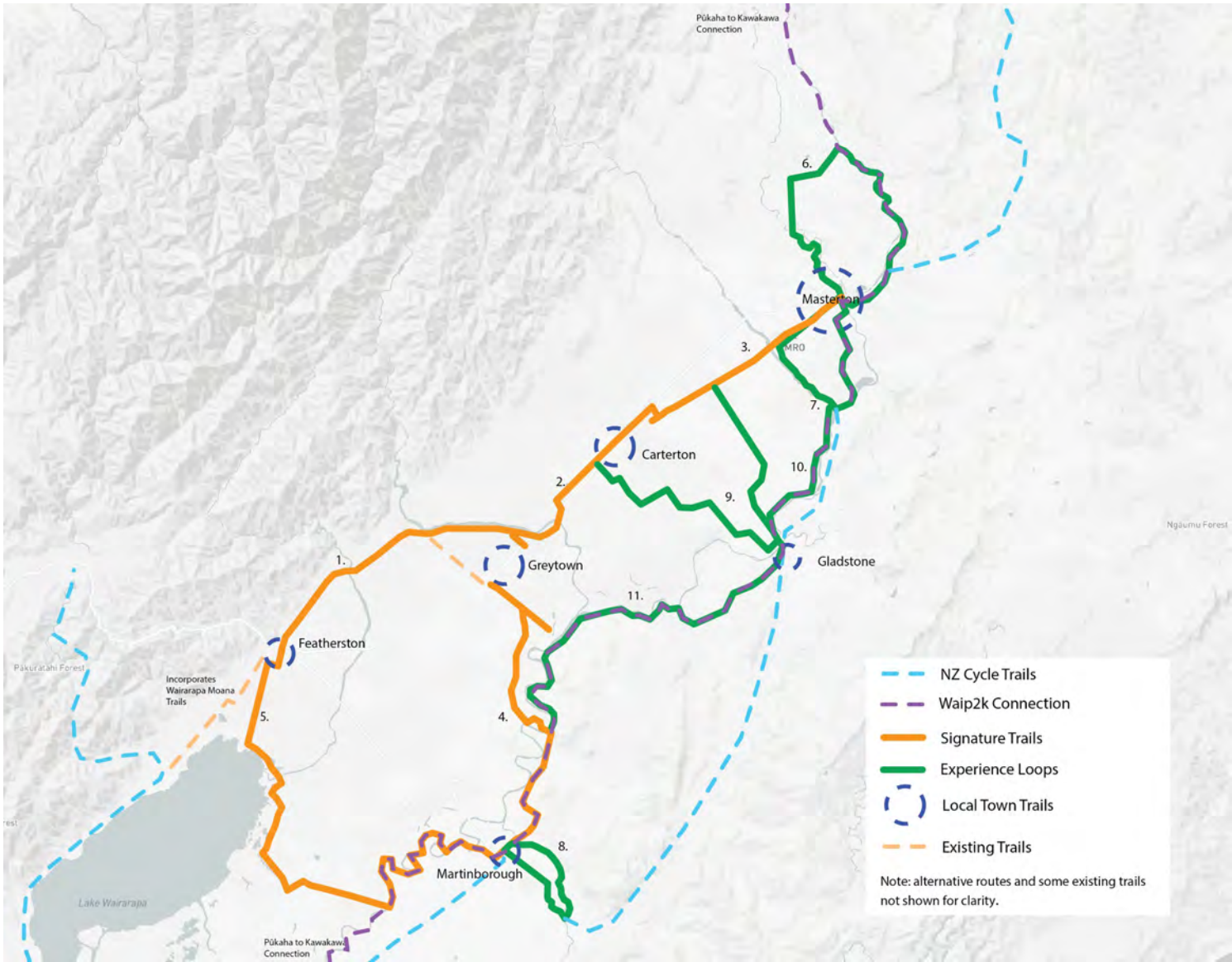
These are important for local recreation and visitors and will be considered on a case-by-case basis by WTAG.

The planning maps included in this masterplan are therefore deliberately indicative and should not be interpreted to indicate trail access has been approved or can be provided.

All prices quoted are for budgetary purposes, have not been based on engineering assessments, and are based on current market knowledge. They are in New Zealand Dollars and in 2020 prices.

The amounts quoted are not assumed to be the amounts TAs will need to budget, more they are a starting point for planning and for the purposes of grant funding.

Figure 27. The proposed Wairarapa Five Towns Trail Network



8 The Signature Trail(s)

This masterplan provides an indicative level of route planning only as final route planning will be subject to negotiations with landowners and be subject to other improvement projects proceeding such as bridge upgrades or roading improvements.

The planning maps included in this masterplan are therefore deliberately indicative and should not be interpreted to indicate trail access has been approved or can be provided.

The signature trail represents the core element of the experience of riding, and/or walking through Wairarapa. The trail joins towns from the north to south (and vice versa) and provides connectivity to the region's five main towns for visitors and residents alike. It provides the spine of Wairarapa's experiences and connects the highlights of the Wairarapa to its people, and its services. It can be done as a whole, or in sections.

The signature trail comprises five sections:

1. Featherston to Greytown
2. Greytown to Carterton
3. Carterton to Masterton
4. Greytown to Martinborough
5. Featherston to Martinborough

The Signature Trail will be a Grade 1 (predominantly) trail suitable for inexperienced cyclists and pedestrians, and other trail users that may include activities such as running, walking, cycling and leisure activities including walking your dog or pushing the pram.

It should be noted that in each detailed trail section description, the trail distances do not include the 'in-town' urban roads which the trail may follow. There is no preferred or specified route, or central location within each town that the trail should connect with. In general, the main commercial and retail hub will be featured to ensure the opportunity for visitors to maximise their spending on goods, services and food and beverage. This is generally in accordance with the wishes of the towns based on consultation advice.

Due to the size, complexity and existing trail network, the inner town trail connections within Masterton have been included in more detail.



The following sections of this Master Plan provide the detail of the trail sections.

SIGNATURE TRAIL SECTION 1. FEATHERSTON TO GREYTOWN

Proposed Route Description (Approximately 15.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From the trail head in Featherston central, the proposed route corridor follows local streets to the junction of Underhill Road and Harrison Street West. The trail corridor follows along the western side of Underhill Road on the road berm, with a clip-on bridge to the stream crossing beside the Barr Brown Bush Reserve.

Continuing along the western side of Underhill Road, crossing several small streams in the process, to the junction of Bucks Road and Underhill Road, the trail then crosses to the righthand side of Underhill Road for a short distance, and then follows along this gravel road to the Tauherenikau River stopbank.

The trail follows down the true right stopbank of the river, to a new 150m trail bridge constructed over the Tauherenikau just downstream of the railway bridge. Crossing over this bridge riders/walkers get panoramic views up and down the river.

On the true left bank of the river, the proposed trail follows the stopbank upstream to where it re-joins the Underhill Road formation. Trail options continue to be investigated along Underhill Road to the junction of Woodside Road and onto Woodside Railway Station.

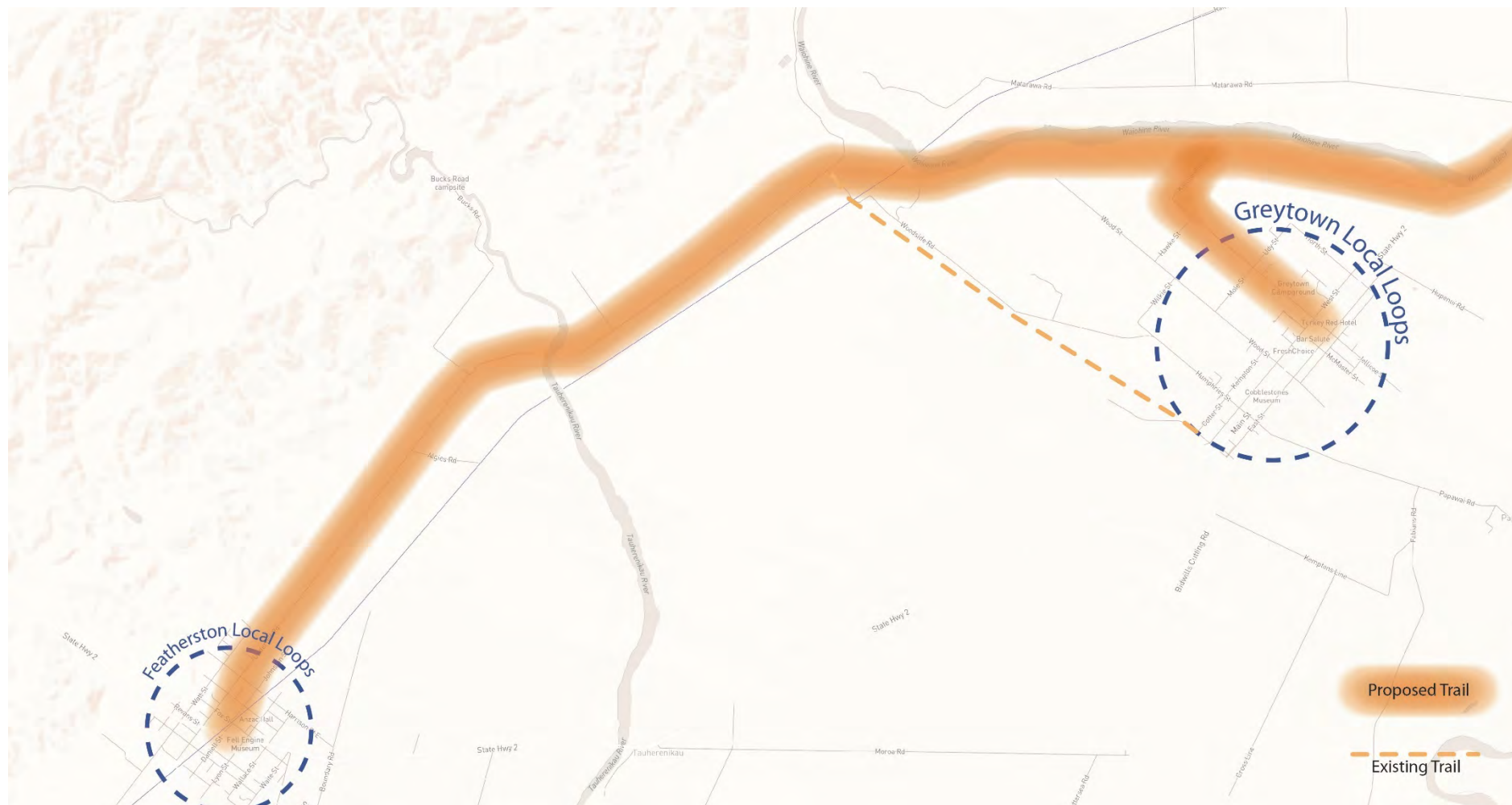
Using the road corridor to cross the railway line, trail users can either follow the existing Greytown – Woodside Trail directly into Greytown or follow a proposed corridor along the Waiōhine River.

The proposed Waiōhine River stopbank route crosses over to the northern side of Woodside Road and follows a corridor beside the railway line to the Waiōhine River. It then follows along a proposed route beside the stopbank or river edge, to the northern end of Kuratawhiti Street. At this point the trail combines with an existing walking cycling trail, that begins at the Udy Street/North Street junction. The trail then follows local streets to the Greytown central trail head point.

The Featherston to Greytown signature trail section will predominately be Grade 1 type 2 (off-road corridor) with only 2.2km proposed to be on-road depending on the final route chosen.

The figure below (Figure 28) shows the trail ‘corridor’ in which the proposed route will ideally be located dependent upon further negotiation and design work.

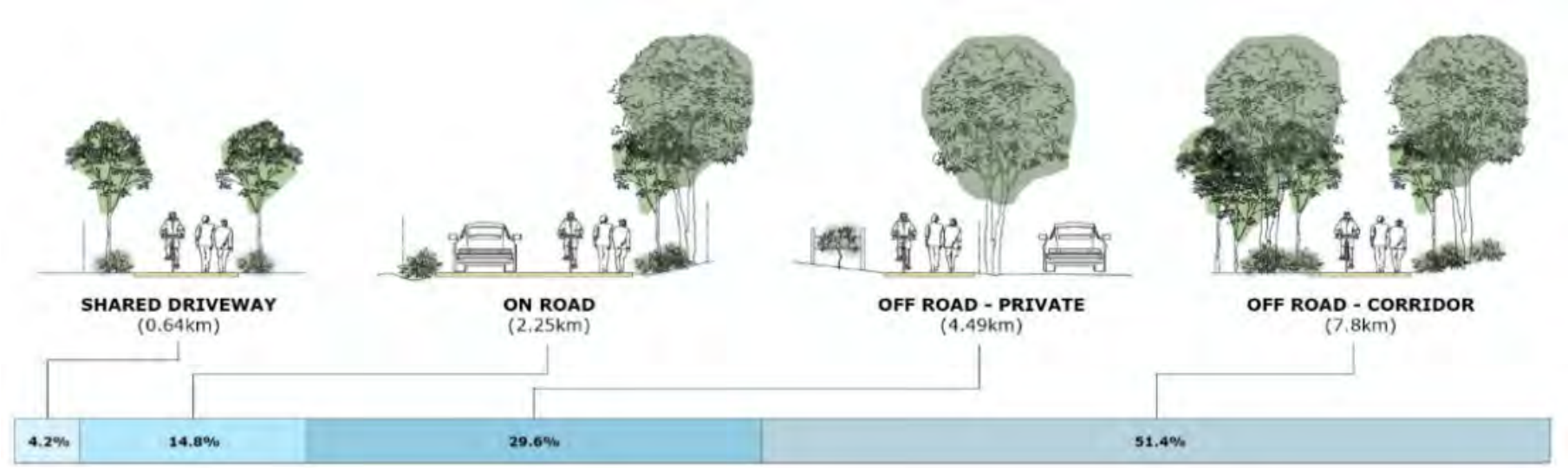
Figure 28. Map showing the proposed route corridors of the Featherston to Greytown section of the Wairarapa Five Towns Trail Network



Source: TRC/Xyst 2021

The following figure shows the proposed route broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 29. Breakdown of trail types on the proposed Section 1 trail corridor



Source: Xyst 2021

Proposed Trail Considerations

Table 5. Trail considerations – Section 1 Featherston to Greytown

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|---|--|
| Likely user groups/target markets for this section | <ul style="list-style-type: none">• Visitors to the Wairarapa cycling or walking between Martinborough / Featherston and Greytown, and/or Greytown Rail Trail users. Could include visitors arriving to Wairarapa via rail from Wellington into Featherston or Woodside Stations.• Intertown commuters between Featherston and Greytown, and further beyond including Carterton.• Resident recreational riders and walkers.• Optional loop track around Greytown offers strong residential recreational user opportunity. |
| Approximate distance and duration | <ul style="list-style-type: none">• Approximately 15 km in total via either entrance into Greytown.• 5 km from Featherston to Tauherenikau River, 5 km further to Woodside Station and approx. 5km further to Greytown. |
| Trail standards (meeting identified market needs) | <ul style="list-style-type: none">• Safe, off-road, Grade 1 (primarily) and Grade 2 trail and easy walking track standard (DOC), easy access points on and off along trail section.• Bridge option keeps users separated from the State Highway.• Users can use the popular and well-designed Greytown-Woodside Rail Trail. |

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|--|---|
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> • Wairarapa farming scenery. • Spectacular river crossing on new suspension bridge over the Tauherenikau River. • Well known rail trail use (Greytown to Woodside) • Woodside Station – KiwiRail. • Loop into Greytown along the Waiōhine River. • Scenic track for Greytown visitors and residents for walking, running and riding. |
| Potential route options | <ul style="list-style-type: none"> • Bridge is funded and the existing Greytown to Woodside Rail Trail provide foundation elements. • Waiōhine River trail north of Woodside on the stopbank to provide a potential river option from Woodside Station into Greytown. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> • Bridge design and costing (overcome). • Safe trail use through Greytown using wider streets and pedestrian footpaths. • Land use negotiation for any potential stopbank trail development. • Sections of trail will be on road reserve that will require landscaping to improve the experience. |
| Opportunities with this section | <ul style="list-style-type: none"> • A foundation element to the 5 Town Trail. • Provides a loop for Greytown residents and visitors for recreation / fitness. • The bridge will be one of New Zealand’s most spectacular trail bridges. • Provides significant opportunity for people to ride and walk for exercise improving health outcomes. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> • Roads verges are predominantly managed by Council • KiwiRail endorsement received for the bridge. • Proposed Waiōhine River loop option requires landowner and GWRC consent. |
| Priority | <ul style="list-style-type: none"> • Very High. The existing funding for the bridge over the Tauherenikau River and linking the existing Greytown to Woodside Rail Trail make this the highest priority section to complete. • The optional loop corridor beside the Waiōhine River is medium priority. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> • South Wairarapa District Council • Greater Wellington Regional Council • Greytown Trails Trust • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae • Waiōhine Action Group |

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Featherston to Greytown section. Costs are in 2021 NZD prices.

Table 6. Indicative cost for proposed Signature Trail Section 1 Featherston to Greytown.

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|--------------------|--------------------|
| Trail head improvements | \$50,000 | 3 | each | \$150,000 |
| Trail formation | \$65.00 | 15,100 | per m | \$981,500 |
| Bridges (150 & 10m) | \$4,000.00 | 160 | | \$640,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 2 | each | \$10,000 |
| Signage/Road markings | \$25,000 | 1 | Provisional Sum | \$25,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,914,500 |
| Professional Services (10%) | | | | \$191,450 |
| Contingency (20%) | | | | \$421,190 |
| Total | | | | \$2,527,140 |

SIGNATURE TRAIL SECTION 2 – GREYTOWN TO CARTERTON

Proposed Route Description (Approximately 7.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From Greytown, the proposed route follows the cycle trail corridor to the Waiōhine River – on the Featherston-Carterton section. At the Waiōhine River the proposed route follows a corridor along the existing stopbanks, following the Waiōhine River downstream to the SH2 road bridge crossing.

A new 120m suspension bridge just upstream of the road bridge, built within the road corridor, provides a link over the river to the northern bank. There are multiple stream crossing points and further investigation is required to determine the most appropriate point.

Following along the unformed road corridor – parallel to SH2, a new 82m bridge over the Kaipatangata Stream is proposed. The trail continues along the road corridor, which merges with SH2 at the Gallon Road intersection. At this point the trail follows along the formed section of Gallon Road, then along an unformed section, before turning NE and follows the boundary alignment of Council land (water treatment plant).

The proposed trail corridor crosses over Dalefield Road and links into Lincoln Road. The corridor utilises the Lincoln Road formation to provide a link into the NW corner of Carterton where local roads can be utilised within Carterton on a pre-determined basis to reach the town centre and commercial district.

An alternative alignment may exist utilising Eastern Growth Road (Rutland Road).

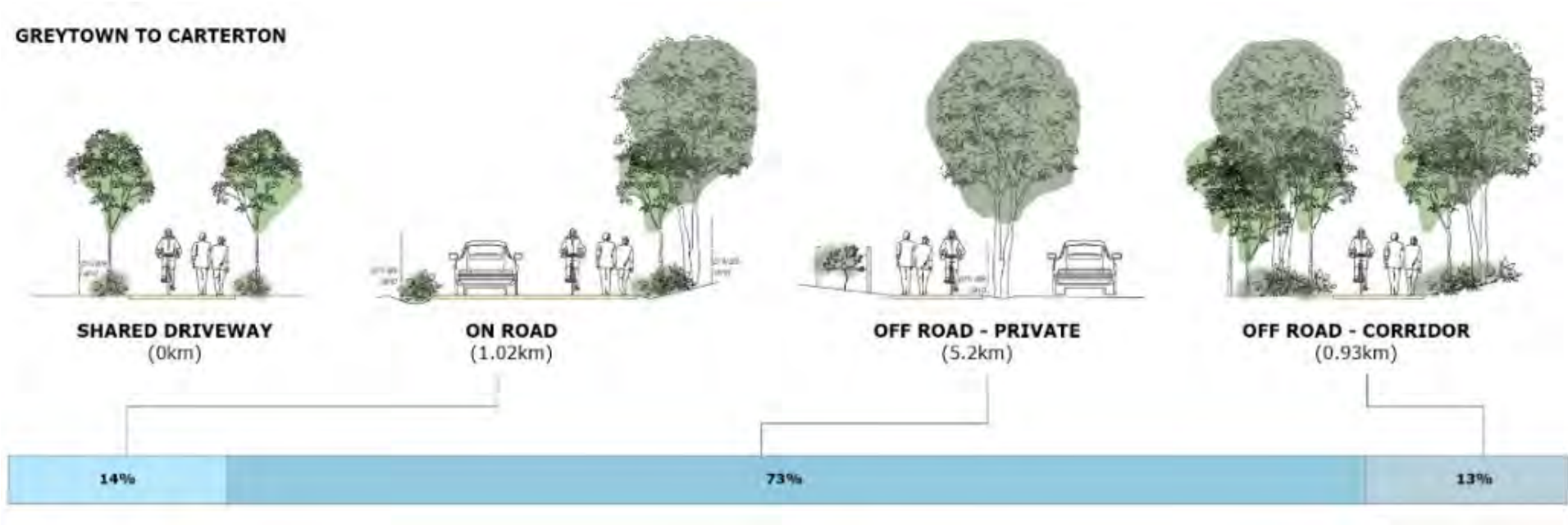
Wairarapa Five Towns Trail Network
MASTER PLAN | August 2021

The following figure shows the proposed route broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Proposed Trail Considerations

The table below provides considerations for the proposed trail corridor.

Figure 31. Breakdown of trail types on the proposed Section 2 trail corridor



Source Xyst TRC 2021

Proposed Trail Considerations

Table 7. Trail considerations - Section2 Greytown to Carterton

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|--|---|
| Likely user groups/target markets for this section | <ul style="list-style-type: none">Leisure and general visitors seeking a day trip or longer trip through the central Wairarapa region.Visitors seeking a trip through Wairarapa and using this as part of the walking and cycling opportunity.Residents and the community seeking local recreational riding and exercise (jogging, walking etc).Commuting between the 2 towns. |
| Approximate distance | <ul style="list-style-type: none">Approximately 7.5 km between the 2 towns. |

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|--|--|
| Trail standards (meeting identified market needs) | <ul style="list-style-type: none"> The trail is proposed to utilise the southern bank of the Waiōhine River stopbank forming a scenic route along one of the region's main rivers. The bridges will also form a strong part of the experience. Grade 1/2 is required for this section as the users will include children and families and all markets. The bridge over the Waiōhine River provides a safe and spectacular trail bridge. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> The river forms the main point of interest along this section of the proposed trail Scenic Wairarapa countryside is visible from the trail Carterton and Greytown town centres provide attractive village like atmosphere and shopping. |
| Potential route alternatives | <ul style="list-style-type: none"> An alternative route is via a new suspension bridge at Kuratawhiti Street and the stopbank intersection. The alternative route would then proceed off-road along Matarawa Road into Carterton. This alternative avoids a bridge near the State Highway and would join the first option at the Mangatarere Stream. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> The stopbank or a corridor on the Waiōhine River is proposed to be used in the first option. Further consultation with the GWRC and private land holders would be required on detailed design and any consent agreements required. Further engagement with the local Hapū is required |
| Opportunities with this section | <ul style="list-style-type: none"> The stopbank provides a strong experience element following the scenic Waiōhine River for approximately 3 km. The proposed bridge over the river by State Highway 2 provides a strong visual reminder on the importance of the trail to Wairarapa. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> GWRC, private landholders and Council will be required to provide agreements for use and development of any land for the trail corridor alongside the river. Waka Kotahi should a bridge clip on be the appropriate solution on the State Highway bridge crossing. |
| Priority | <ul style="list-style-type: none"> Very High |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> South Wairarapa District Council and Carterton District Council GWRC for the river stopbank access. Waka Kotahi for any works beside or within the SH2 corridor Wairarapa Trails Action Group PSGEs, Rūnanga, Hapū and Marae Carterton Walking and Cycling Advisory Group Greytown Trails Trust Waiōhine Action Group |

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Greytown to Carterton section.

Table 8. Indicative costs for the proposed Trail Section 2 – Greytown to Carterton

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation | \$65.00 | 6,130 | Per m | \$398,450 |
| Bridges (120, 45 & 85m) | \$4,000.00 | 250 | Per m | \$1,000,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 0 | each | \$0 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 5,200 | m | \$234,000 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,775,450 |
| Professional Services (10%) | | | | \$177,545 |
| Contingency (20%) | | | | \$390,599 |
| Total | | | | \$2,343,594 |

Source – TRC/Xyst 2021

SIGNATURE TRAIL SECTION 3. CARTERTON TO MASTERTON

Proposed Route Description (Length varies between 11.5 and 14.4 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

Alternative options for the proposed trail route exist. Detailed planning and land holder/manager negotiation is required to determine the most appropriate route from a user and experience context.

Beginning opposite the Belvedere Road / Broadway intersection, a proposed trail corridor follows along and within the south eastern side of the KiwiRail corridor. The trail would run parallel to the current railway tracks heading NE separated from the tracks by a security fence subject to KiwiRail endorsement. The proposed trail corridor crosses Rhodes St and Kent St, before leaving Carterton township, and then crosses Anderson Line and Chester Road, before turning into the Wairarapa A&P Society Grounds on Chester Road – providing an off-road link to the hockey turf and show grounds. This is considered important for residents and visitors alike

Review the option of a trail through the Wairarapa A&P Society Grounds.

Option 1

Following down Chester Road corridor on the grass shoulder, the proposed trail turns left and follows the SH2 shoulder to a crossing point near the Wairarapa A&P Society Grounds boundary. Crossing SH2 subject to Waka Kotahi approval, the trail route option follows the road corridor along the grass verge and veers right onto Hughes Line.

The off-road trail option follows Hughes Line along its length, crossing Francis Line, East Taratahi Road, and Cornwall Road and out to the Waingawa River. A spectacular new proposed suspension bridge (220m) over the Waingawa River connects to the south western side of Masterton.

Coming off the suspension bridge, the route connects to a new trail along the edge of South Road, passing Hood Aerodrome to the junction of South and Manaia Roads. At this point the trail connects into the local crosstown links.

Total distance approximately 11.5 km

Option 2

From the end of the link along the railway corridor between Carterton and The Wairarapa A&P showgrounds finishing at Chester Road, an alternative route continues along beside the railway corridor. Crossing Wiltons and Norfolk Roads and all the way through to the Waingawa River, with a route coming down the riverbank and linking in with a proposed bridge over the Waingawa River beside SH2. On the eastern side of the bridge, the trail loops back to the riverbank and follows the stopbank / riverbank to South Road / Hood Aerodrome route into Masterton.

Total distance approximately 12.6 km

Option 3

From the junction of Hughes Line and Cornwall Road, an off-road trail corridor potentially follows up the eastern side of Cornwall Road corridor to the junction with SH2. A trail along the edge of SH2 to an optional suspension bridge (130m) crossing over the Waingawa River, just downstream of the current SH2 bridge, noting that the current SH2 bridge pedestrian path is considered unattractive from a visitor perspective. On the eastern side of the bridge, the trail loops back to the riverbank and follows the stopbank / riverbank to South Road / Hood Aerodrome route into Masterton.

Total distance approximately 14.4 km

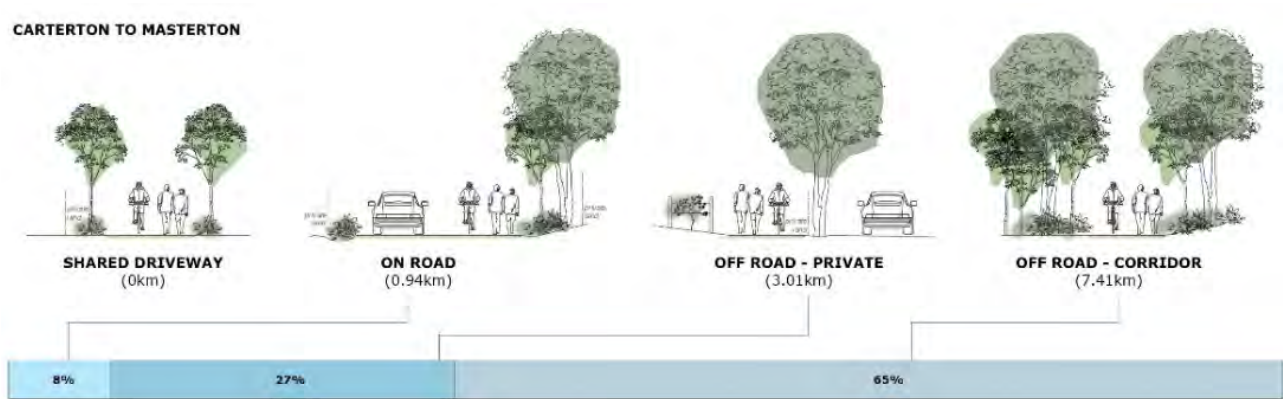
The figure below provides the mapped corridor options for the trail.

The map displays the Wairarapa region, highlighting the proposed trail and alternative options. The proposed trail is shown in orange, starting from the bottom left near the 'Carterton Local Loops' and extending towards the top right. Alternative options are shown in blue, branching off from the main trail. The map includes various roads such as State Hwy 2, Wairarapa River, and local streets like Wairarapa Rd, Wairarapa Valley Rd, and Wairarapa St. The legend at the bottom right identifies the 'Proposed Trail' in orange and 'Alternative Option' in blue. The map also shows 'Carterton Local Loops' and 'Masterton Local Loops' as dashed blue lines.

Wairarapa Five Towns Trail Network
MASTER PLAN | August 2021

The figure below shows the proposed route (Option 1 is shown below for illustrative purposes) broken into trail types (see section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 33. Breakdown of trail types on the proposed Section 3 of the WFTTN



Source: Xyst / TRC Tourism 2021

Proposed Trail Considerations

Table 9. Trail considerations – Section 3 Carterton to Masterton

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|---|
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> Community and residents accessing the infrastructure and community assets between the towns. This includes the Clareville Sports Complex. Leisure cyclists, joggers and people seeking trail-based exercise. Visitors undertaking longer Wairarapa based trips generally on bicycles. Commuters from Masterton and Carterton. |
| Approximate distance and duration | <ul style="list-style-type: none"> Approximately 15 km |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> This section of trail provides for commuters, and residents accessing the community infrastructure and places of recreation and work. To encourage this, the trail needs to be of a high standard. A concrete or other form of sealed path is proposed from Carterton to Clareville. The remainder of the trail should be of a standard for all users including children and families cycling and walking. The crossing of the Waingawa River provides a strong scenic element with a new suspension bridge in either location proposed. Hood Aerodrome has significant WW2 history and a museum, and the trail is deliberately routed past the aerodrome as a feature for visitors and residents. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|--|
| Potential route alternatives | <ul style="list-style-type: none"> • The proposed route along Hughes Line and directly crossing the Waingawa River provides a better user experience due to its distance from SH2, but the bridging will be more complex and is over 200 metres in length. • The northern option proposes a clip-on bridge or new bridge on the downstream side of the SH2 bridge. • The southern route misses a significant part of the industrial area of Masterton which may impact potential commuter options. • The route along KiwiRail land contains significant issues attached to using the length of land on an active rail easement and arriving at Masterton in an industrial area that is not a strong experience for visitors. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> • Bridging will be difficult on either alternative. • KiwiRail (2.8 km) use of the rail easement from Carterton to Clareville, and potentially further if KiwiRail land is proposed to be used. • Crossing SH2 on or near Chester Road may need a road island for trail user safety. • Planning the trail south of SH2 potentially misses a market for commuters working in the industrial zone. • Displacement of other user groups such as horse riders and farmers grazing the long mile. |
| Opportunities with this section | <ul style="list-style-type: none"> • Predominantly avoid use of SH2 providing a stronger experience. • Rural scenery and farming on Hughes Line. • Providing residential trails to the Clareville Sports Complex. • Providing a trail linkage to Hood Aerodrome and museum attractions. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> • Masterton and Carterton District Councils. • GWRC for stop-bank works. • Waka Kotahi for the crossing of the SH2. • KiwiRail for the use of the easement for 2.8 km. |
| Priority | <ul style="list-style-type: none"> • Very High. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> • Carterton and Masterton DC, Greater Wellington Regional Council, private land-owners possible, KiwiRail, Waka Kotahi for potential road crossings of SH2, and the alternative of a clip-on cycle/pedestrian bridge at the Waingawa River crossing entering Masterton. • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae • Carterton Walking and Cycling Advisory Group • Wairarapa A and P Society |

Proposed Route(s) Indicative Costing

The table below provides the breakdown of the proposed route for the Carterton to Masterton route (main route only – alternatives may be a similar magnitude).

Table 10. Indicative cost for the proposed Signature Trail Section 3 Carterton to Masterton

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 2 | each | \$100,000 |
| Trail formation | \$65.00 | 10,420 | m | \$677,300 |
| Bridges (220m) | \$4,000.00 | 220 | m | \$880,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$60,000 | 1 | Provisional sum | \$60,000 |
| Major culverts | \$5,000 | 7 | each | \$35,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$85 | 3010 | m | \$255,850 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Survey and KiwiRail lease | \$20,000 | 1 | Provisional Sum | \$20,000 |
| Total | | | | \$2,081,150 |
| Professional Services (10%) | | | | \$208,115 |
| Contingency (20%) | | | | \$457,853 |
| Total | | | | \$2,747,118 |

Source Xyst/TRC 2021

SIGNATURE TRAIL SECTION 4.

GREYTOWN TO MARTINBOROUGH

Proposed Route Description (Approximately 19.0 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

From the junction of East Street and Papawai Road, an off-road trail corridor leads along the road corridor on the northern side to the intersection with Fabians Road. Trail users may wish to follow Papawai Road on to Pā Road and Papawai Marae.

The main route option follows the western side of Fabians Road, an off-road trail follows the road corridor to the junction with Glenmorven Road, then continues along the road corridor to where the road narrows (approximately 1.85 km).

Alternatives that are off-road are to be explored during the course of this Master Plan implementation.

At this point trail users follow the gravel road down the steep escarpment to the river terrace below. Note: this section of trail does not meet Grade 2 specifications. Further discussion is required on this section to investigate alternative routes to the Morrison Bush campground area. This may include a river route or a route along the cliff tops. It is noted that both options require private land consent.

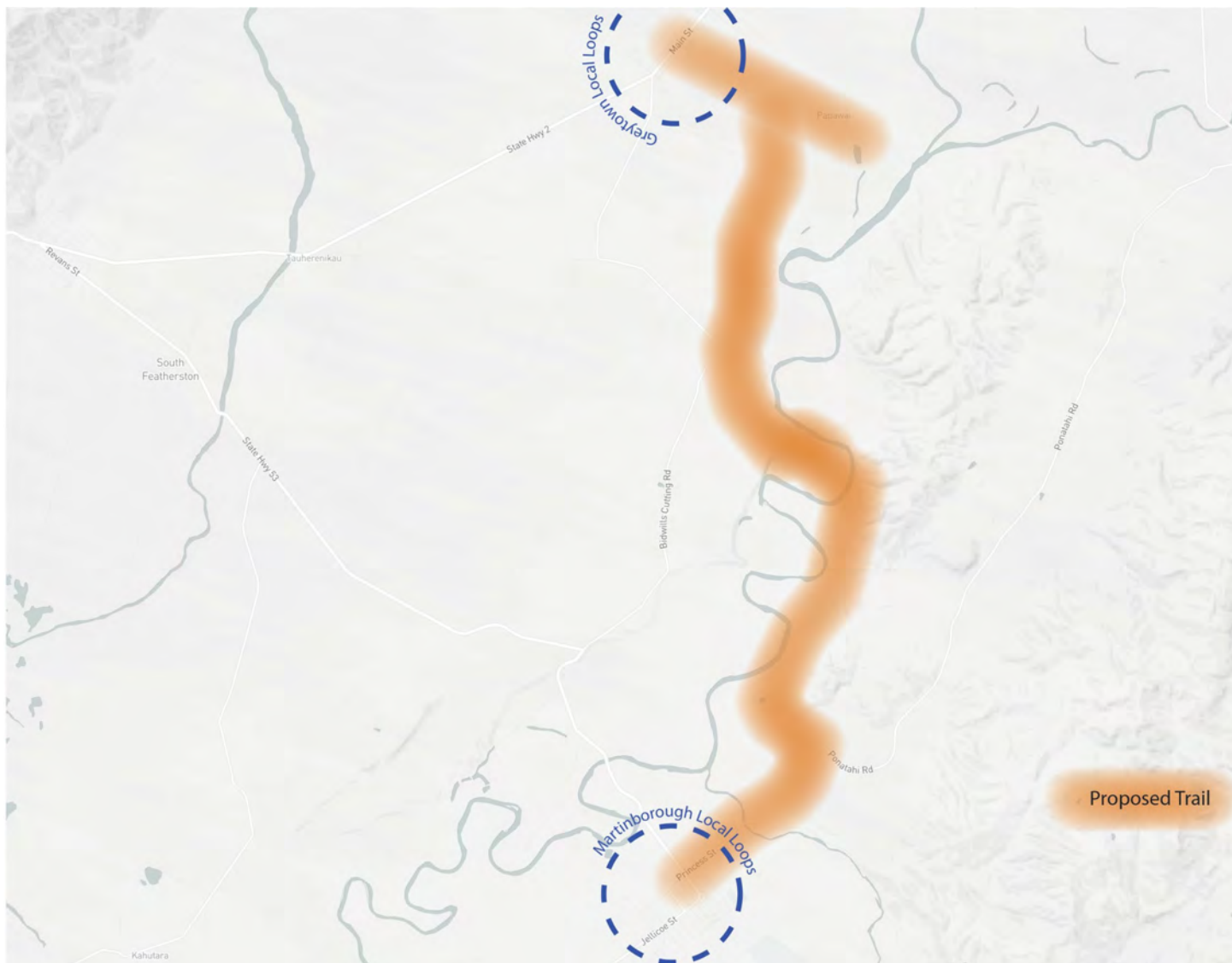
Morrison Bush campground is privately owned and WTAG will need further discussion with the owner.

In the Morrison Bush campground area, a new 110m suspension bridge over the Ruamāhanga River provides access to a road corridor on the southern side, that connects into Riverside Road.

Trail users will potentially follow the existing Riverside Road formation (5.7 km) to the junction with Ponatahi Road, where an off-road trail in the road corridor provides a trail to a suspension bridge (75m) over the Huangarua River. Crossing the river on the upstream side of the road bridge, an off-road trail continues along Ponatahi Road, crossing Huangarua Road and onto Princess Street to the junction with New York Street, and links in with the local Martinborough town trail network.

An alternative to consider is the use of the river stopbanks and other corridors. While subject to landowner negotiation and also lower areas being potentially subject to occasional flooding and inundation, it would alleviate the road use.

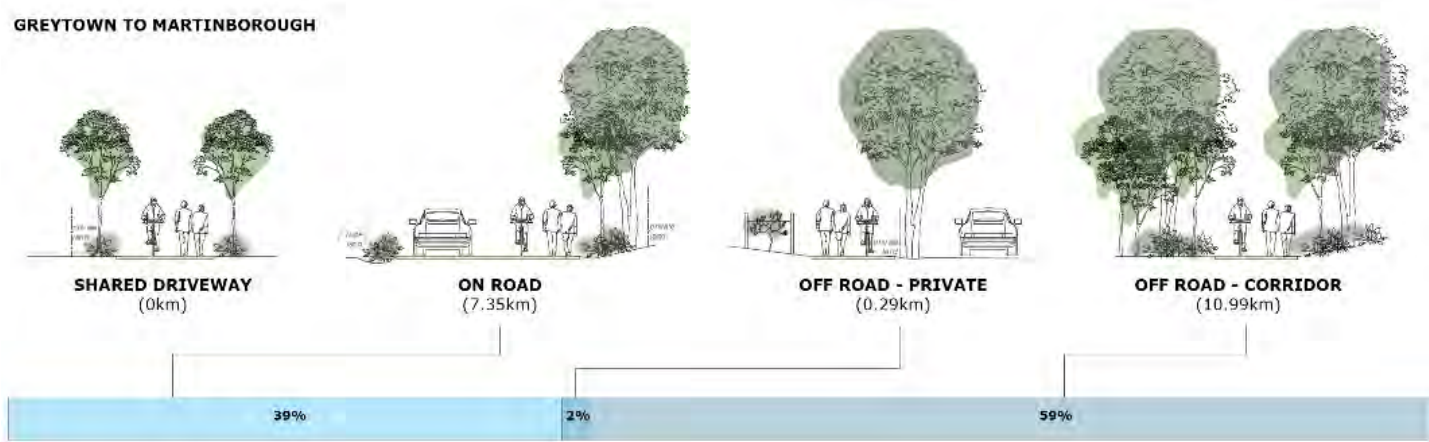
Figure 34. Map of Section 4 – Greytown to Martinborough Proposed Route



Source – TRC Tourism / Xyst 2021

The following figure shows the proposed route broken into trail types (see Section 6.2 of this Master Plan for their applicability to the section type and users).

Figure 35. Breakdown of trail types on the proposed Section 4 trail corridor



Source Xyst / TRC Tourism 2021

Proposed Trail Considerations

The table below provides considerations for the proposed route(s).

Table 11. Trail considerations – Section 4 Greytown to Martinborough

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|--|---|
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> Multiple markets are targeted with this section including leisure riders, trail users and road cyclists as well as general visitors. The section provides a core part of the Wairarapa Five Towns Trail Network Signature component. |
| Trail standards (meeting identified market needs) | <ul style="list-style-type: none"> This proposed route requires further detailed investigation. It provides for some on road and some off-road use and therefore it is mostly targeting cyclists travelling between Greytown and Martinborough via the Morrison’s Bush camping area and the Ruamāhanga River. Alternative routes will ideally be off-road, providing trail users access to the route. The trail alternative could follow the river corridor or other corridors along the cliff top, but each alternative requires landowner approval. Note the section of trail from the upper to lower river terrace at Morrison’s bush would be considered a Grade 3 due to the steepness of the road. The remaining part of the trail is Grade 1 - 2. |

| IMPORTANT CONSIDERATIONS/ CRITERIA | DESCRIPTION |
|--|--|
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> • Morrison’s Bush and the potential new crossing of the Ruamāhanga River. • Papawai Marae. |
| Potential route alternatives | <ul style="list-style-type: none"> • An alternative route is following Wards Line and then joining State Highway 53. This option also requires a bridge over the Ruamāhanga River – the road bridge is not conducive to cycling being safely promoted and the route avoids the Morrison’s Bush area. • Routes following the top of the river escarpment parallel to Bidwells Cutting Road were reviewed. • New housing is occurring in this area and access to property was considered more difficult. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> • This section has a mixed on-road and off-road component on or near Glenmorven Road as it descends using a steep and narrow section of road into Morrisons Bush camping area. • The mixing of trail types is not ideal as it effectively drives the market to the lowest standard component of trail. • Morrisons Bush campground is privately owned, and further discussion is required with the owner. • Alternatives to avoid on road are limited with an escarpment, intensive agriculture, private houses and then river flats not being conducive to trail construction. Further investigation is required. |
| Opportunities with this section | <ul style="list-style-type: none"> • Greytown and Martinborough are arguably the two largest towns attracting visitors to Wairarapa. Linking them with a trail of grade 1 or grade 2 standard would provide considerable tourism benefits to the region. • Morrison Bush camping area and the river flats are a feature of the trail section. • The Wairarapa Moana Statutory Board is a partnership between Greater Wellington Regional Council, DOC, South Wairarapa District Council, Rangitāne Tū Mai Rā Treaty Settlement Trust, and Ngāti Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement Trust to restore the Wairarapa Moana wetlands. Trail location should tie in with this work. |
| Stakeholder matters requiring resolution/ discussion | <ul style="list-style-type: none"> • Likely discussions with private landholders, GWRC and others to resolve the planning issues of alternative routes. |
| Priority | <ul style="list-style-type: none"> • High |
| Infrastructure | <ul style="list-style-type: none"> • Suspension bridges required including a 110-metre bridge over the Ruamāhanga River, and a possible second bridge |
| Management Authority(s) and/or Interest Groups(s) | <ul style="list-style-type: none"> • Greater Wellington Regional Council, South Wairarapa District Council • Wairarapa Trails Action Group • PSGEs, Rūnanga, Hapū and Marae |

Proposed Trail Costing

Table 12. Indicative costs for the proposed Signature Trail Section 4 Greytown to Martinborough (Note: does not include further investigations into off-road sections through Morrison's Bush)

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation | \$65.00 | 11,280 | m | \$733,200 |
| Bridges (110 & 75 m) | \$4,000.00 | 185 | m | \$740,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 2 | each | \$10,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 290 | m | \$13,050 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,639,250 |
| Professional Services (10%) | | | | \$163,925 |
| Contingency (20%) | | | | \$360,635 |
| Total | | | | \$2,163,810 |

Source Xyst / TRC Tourism 202

SIGNATURE TRAIL SECTION 5.

FEATHERSTON TO MARTINBOROUGH

Proposed Route Description (Approximately 36 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction. It is acknowledged that several options for trail alignment exist from Featherston. The options described in this Master Plan is one preferred option. Others will emerge during detailed investigation.

This section route description should be seen in the context of the proposed Featherston Wairarapa Moana Project and the trails being developed through this. Amendments and detailed planning will take this into account and this route may be amended as a consequence.

From the junction of Waite Street and Woodward Street East, the proposed trail corridor follows the existing road formation on sealed and then gravel road, then follows a potentially new path formation in the unformed road corridor to link in with Longwood West Road, crossing Otairua Stream (ford), the trail continues along Longwood West Road, follows Viles Road to Soldiers Settlement Road North.

At this point the proposed trail continues down an unformed road corridor, with a 26m bridge over Otairua Stream and links in with Soldiers Settlement Road South and follows this to the Lake Domain Reserve.

Following the gravel road in a clockwise direction around the top of Wairarapa Moana, a new proposed trail will link to a new suspension bridge (110m) crossing the lower section of the Tauherenikau River.

Following stopbanks with additional bridge crossing points the proposed trail will connect with the former Ruamāhanga River outlet into the lake and follow this tributary upstream to Kahutara Road.

A new proposed off-road trail in the road corridor will provide a link along to the settlement of Kahutara (school, church, hall), before turning left into Pukio West Road.

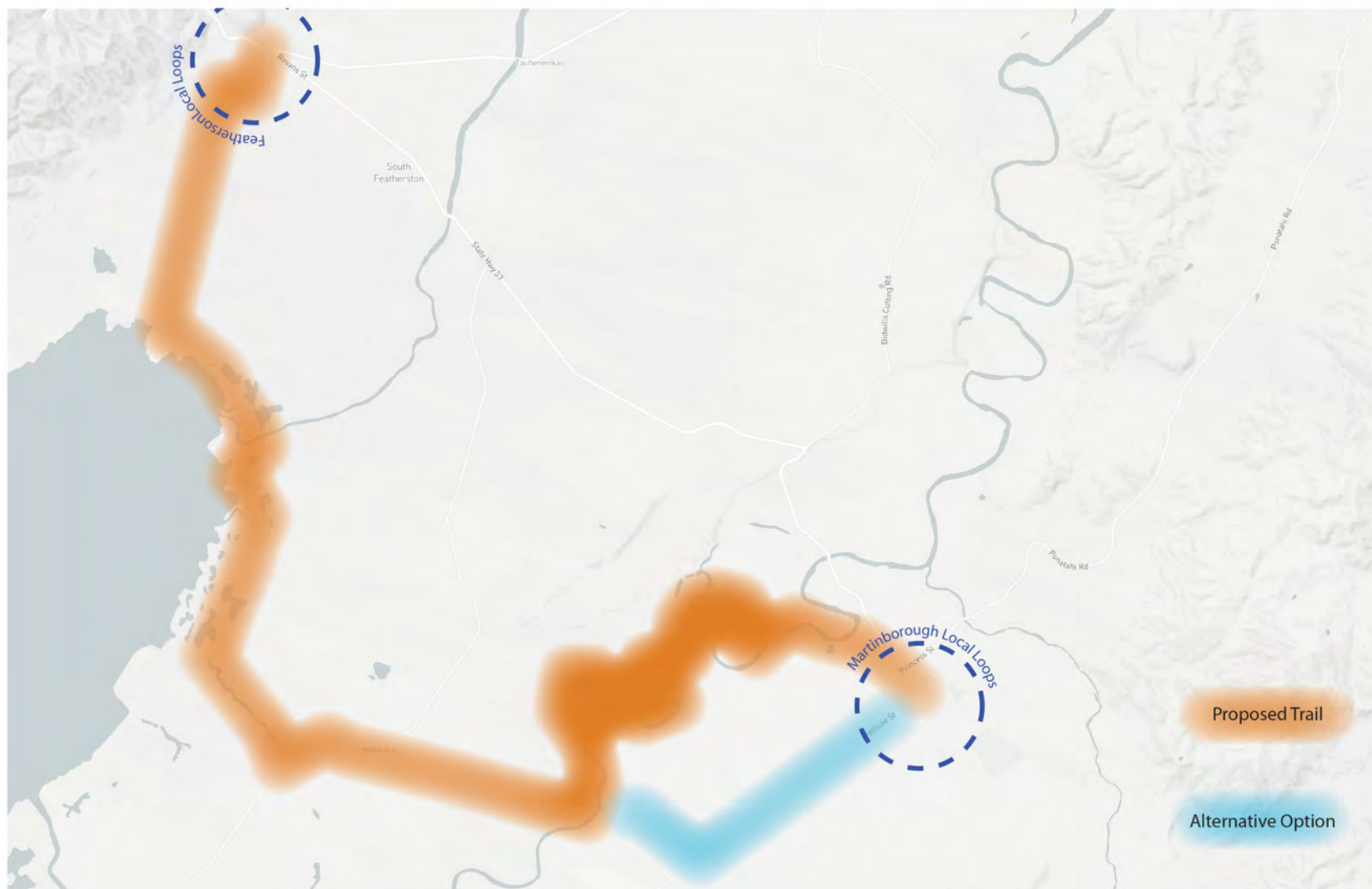
Following Pukio West Road and Pāhautea Road until opposite the junction of Dry River where a proposed 110m suspension bridge will cross over the Ruamāhanga River to the eastern bank, (at approximate 22.5km mark). The proposed trail then follows along the stopbank upstream towards Martinborough, for a further 14 kms, to link in with Vintners Lane and Martinborough.

Total distance approximately 36 km.

The figure below shows the trail corridor in which the proposed route will ideally be located dependent upon further negotiation and detailed planning and design work.

The alternative option is to follow road corridors (ideally off-road) from the Ruamāhanga River suspension bridge into Martinborough. This route option provides access to some of the region's wineries.

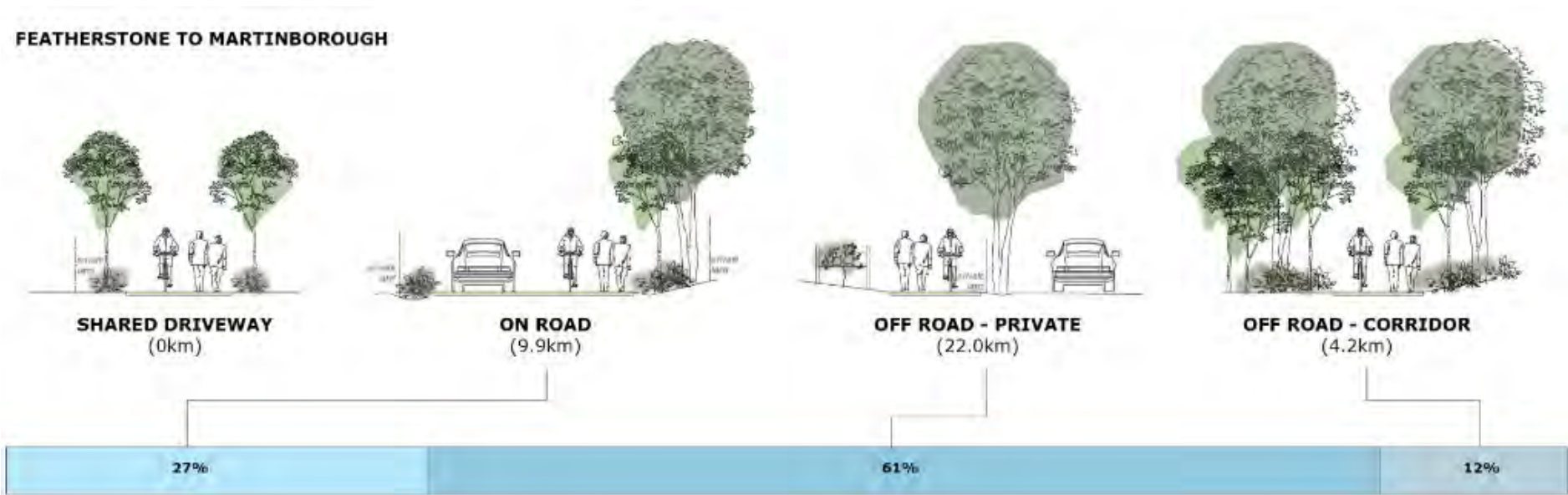
Figure 36. Map showing the proposed route corridor of the Featherston to Martinborough section of the Wairarapa Five Towns Trail Network



Source: Xyst / TRC Tourism 2021

The following figure shows the proposed route broken down into trail types (see Section 6.2 of this Master Plan for their applicability to the section).

Figure 37. Breakdown of trail types on the proposed Featherston to Martinborough trail section.



Source Xyst / TRC Tourism 2021

Proposed Trail Considerations

Table 13. Trail considerations - Section 5 Featherston to Martinborough

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|---|
| Likely user groups/target markets for this section | <ul style="list-style-type: none">This section provides for most of the markets for residents and visitors alike. Includes leisure cyclists and general visitors. |
| Trail standards (meeting identified market needs) | <ul style="list-style-type: none">The trail is proposed to be a grade 1 and or 2 off-road trail of at least 2 metres in width.The trail will provide strong experiences of Māori culture, the Wairarapa Moana, Wairarapa rivers with crossings of the Tauherenikau and Ruamāhanga Rivers.The trail has extensive views of the lower Ruamāhanga River valley and surrounding ranges. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none">Several including the Lake Domain Reserves, Wairarapa Moana, farming and rural vistas, access to the wineries south of Martinborough, the Ruamāhanga River, the river delta as it flows into Wairarapa Moana, and links into Martinborough.Carkeek Observatory |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|--|
| | <ul style="list-style-type: none"> Alternative routes provide access to some wineries. |
| Potential route alternatives | <ul style="list-style-type: none"> While being a shorter route, a trail following along SH53 Featherston to Martinborough was identified as being of low interest to trail users. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Some flat and marshy country near the delta of the Tauherenikau River. Crossing the lower Tauherenikau River requires a large suspension bridge and may require other bridge infrastructure, plus a large suspension bridge over the lower Ruamāhanga River. |
| Opportunities with this section | <ul style="list-style-type: none"> Showcase Māori culture and link the towns of Martinborough and Featherston via Wairarapa Moana. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> Some private land access will be required, GWRC, SWDC. PSGEs, Rūnanga, Hapū and Marae partnerships are considered important to the trail's appropriate development and final route selection. |
| Priority | <ul style="list-style-type: none"> Very High. |
| Infrastructure | <ul style="list-style-type: none"> Multiple bridges and 2 toilets required along the journey. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> Predominantly South Wairarapa District Council but also includes Greater Wellington Regional Council Wairarapa Trails Action Group Wairarapa Moana Trail Trust Department of Conservation PSGEs, Rūnanga, Hapū and Marae |

Proposed Route Indicative Costs

The table below provides a cost breakdown of the proposed route for the Featherston to Martinborough.

Table 14. Indicative costs for the proposed Signature Trail Section 5 Featherston to Martinborough

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation | \$65.00 | 26,200 | m | \$1,703,000 |
| Bridges (6x) | \$4,000.00 | 350 | m | \$1,400,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 3 | each | \$15,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 22000 | m | \$990,000 |
| Allowance for Septic Toilet | \$230,000 | 1 | each | \$230,000 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$4,481,000 |
| Professional Services (10%) | | | | \$448,100 |
| Contingency (20%) | | | | \$985,820 |
| Total | | | | \$5,914,920 |

Source Xyst / TRC Tourism 2021.

9 The Experience Loops and Trails

The experience loops and trails are trails that provide for local and regional experiences. They are designed to complement the Signature Trail(s) with a series of trail that showcase Wairarapa's culture, scenery, visitor experiences, local and community assets and landscapes.

Local trails are those considered to be not as important in attracting visitors to the region, but still may have a high importance to the local community for recreational and other purposes including commuting. Local trails can still be considered by WTAG on a case-by-case basis but are deemed to be a level lower than this master plan requires.

While the entire Wairarapa Five Towns Trail Network is a Signature Product²³ (see Wellington Trails Framework and earlier sections of this Master Plan) – these trails should be considered the 'second tier' trails – while being important to deliver regional, community and visitor outcome benefits.

Elements of some of these Experience and Local Loops and Trails will have the following characteristics:

- Are likely to provide more connections to local community assets but will include significant and regionally oriented visitor experiences
- May have more Grade 2 and Grade 3 elements attached to the trail – that is the trail may not have the same market appeal as the Signature Trail elements
- May have more on-road elements to the connection (noting the priority to have off-road trails for the entire network)
- The trail section may require more skills to ride (assuming the section is designed for cycling)
- Some of these trails may be temporal while detailed planning is undertaken to resolve impediments to the section being upgraded to a Wairarapa Five Towns Trail Network Signature Trail.

The experience Loops and Trails are:

- 6 Masterton to Ōpaki Loop
- 7 Masterton Rivers Loop
- 8 Carterton to Gladstone Experience Loop
- 9 Martinborough Vineyard Loop
- 10 Waingawa to the Cliffs
- 11 Gladstone to Morrisons Bush

Experience loops and trails will generally be either grade 1 or grade 2 trails but may contain some on-road or Grade 3 sections that implementation of this master plan will continue to focus on to bring into line with the Grade 1 / Grade 2 off-road objectives expressed in this Master Plan.

²³ Wellington Regional Trails for the Future – A Strategic Framework for Trails in the Wellington Region. 2017 (TRC Tourism)

The following sections of this Master Plan provide the detail of the trail sections.

EXPERIENCE LOOP – TRAIL 6. MASTERTON TO ŌPAKI LOOP

Proposed Trail Description

This loop is designed to feature the upper Ruamāhanga River valley and includes some of the region's famous wineries and regional landscapes.

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

The proposed corridor follows the Masterton recreation trails across town to Henley Lake, where a proposed new trail leads out to the Ruamāhanga River to Te Ore Ore Road.

This new off-road trail begins by passing underneath the bridge abutment on Te Ore Ore Road, linking into Percy's Reserve. Following the existing road formation through Percy's Reserve, a proposed trail follows the riverbank upstream on the true right of the Ruamāhanga River, passing Rathkeale College, till meeting an unformed section of Wingate Road.

Following the unformed Wingate Road corridor, then a gravel section and finally sealed road to the junction of SH2, crossing over the railway.

The trail crosses over SH2 and into Loopline Road, a new off-road trail in the road corridor passes vineyards and olive groves. It may be possible to investigate a link into and through Matahiwi vineyard.

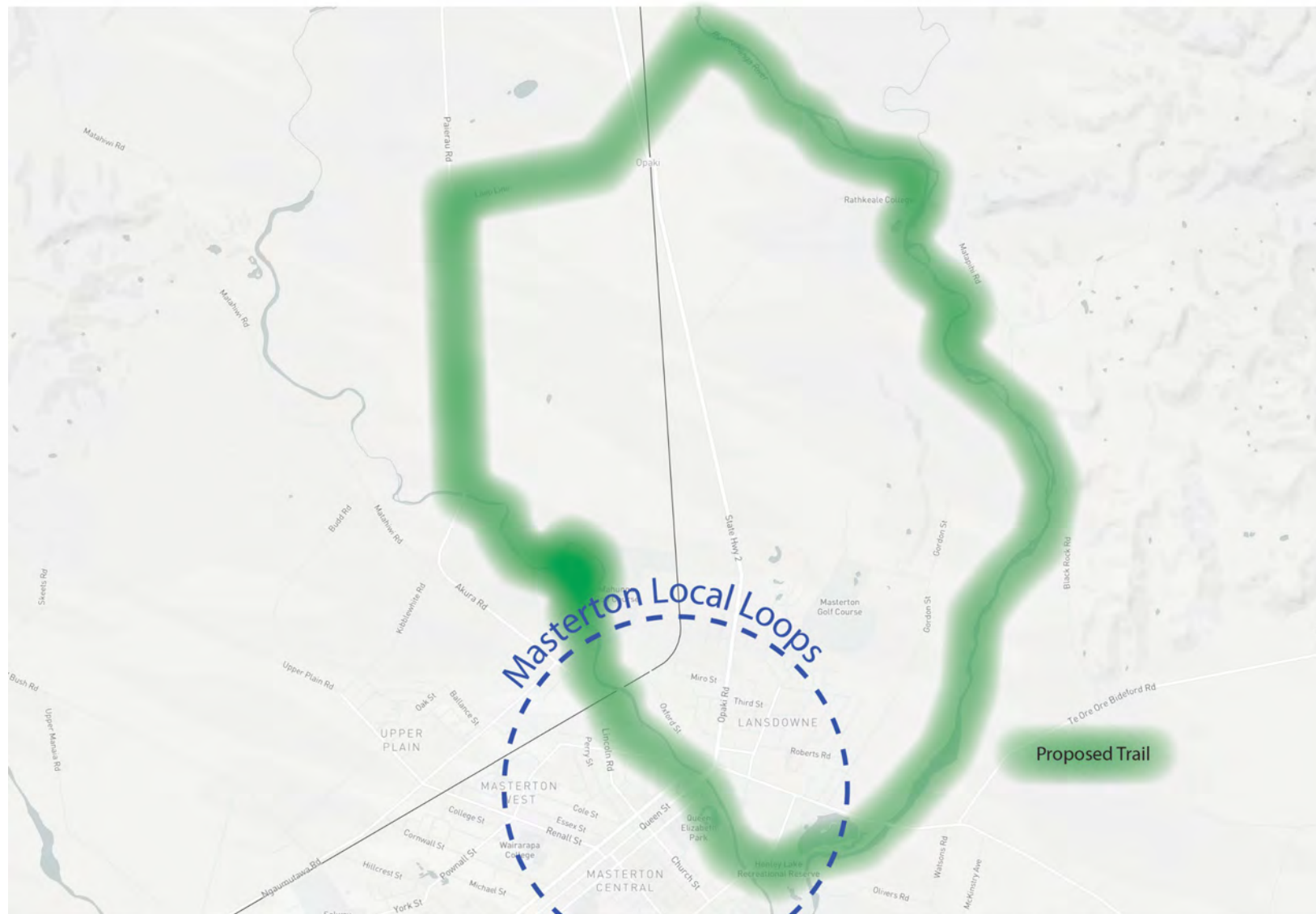
At the junction of Loopline and Paierau Road, an off-road trail follows along the eastern road corridor, till almost at the Waipoua River.

A proposed route follows a private roadway, and then along the Waipoua Riverbank to link into the Māhunga Golf Course. Continuing to follow along the Waipoua Riverbank, the proposed route travels along the edge of the golf course and farmland, before connecting to Māhunga Drive.

Passing under the railway line on Māhunga Drive, trail users can then follow Oxford Street or connect in with the river trail system and follow either route into Masterton central.

The following map contains the proposed route and corridor for the loop.

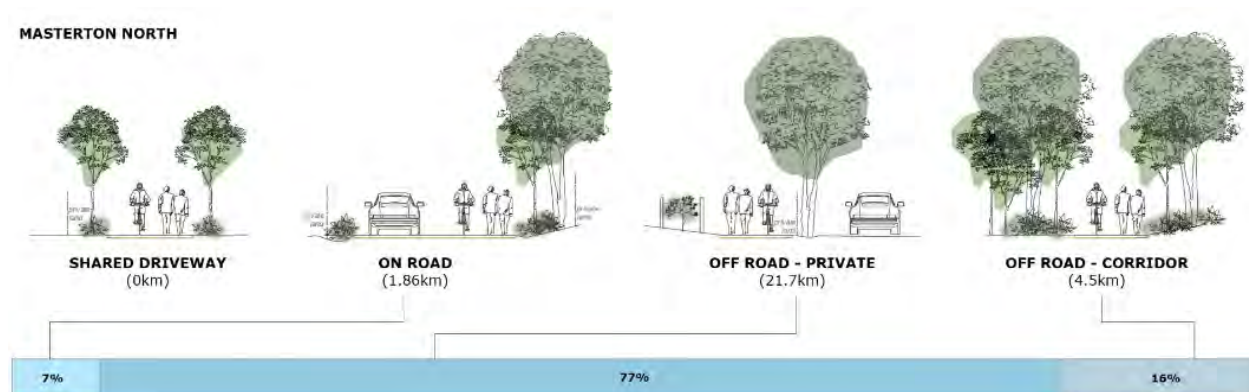
Figure 38. Map of the proposed Masterton to Ōpaki Experience Loop.



Source: Xyst / TRC Tourism 2021.

The following infographic shows the trail type on the proposed route corridor for the Masterton Ōpaki Experience Loop.

Figure 39. Breakdown of Trail Types on the Masterton Ōpaki Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Masterton Ōpaki Experience Loop

Table 15. Trail considerations – Masterton Ōpaki Experience Loop

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|---|
| Role in FTT Network | <ul style="list-style-type: none"> A component of the WFTTN that provides an additional experience for residents and visitors to Masterton. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> Predominantly cyclists will complete the full circuit. The proposed riverbank trail will suit walkers, joggers, leisure cyclists and general visitors. |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> The river trail will be a strong experience for Wairarapa showcasing one of the region's rivers. The wineries of the Ōpaki region will provide a strong food and wine experience for trail users and the trail will provide a stimulus for them. A circuit of approximately 28 km provides a good half day to day ride/trail experience for many of the target markets. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> Ōpaki wineries. The Ruamāhanga River provides swimming and fishing and river views from the proposed riverbank works. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Stopbank works are required by Greater Wellington Regional Council and they must include trail considerations. Some private land may be required to be used. On road cycling and off-road trail are used together in this loop – may mix markets. Crossing SH2 and the rail crossing |
| Opportunities with this section | <ul style="list-style-type: none"> Ōpaki and the river form the strong experience elements. A good opportunity to build a loop trail for Masterton residents. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|---|
| Stakeholder matters requiring discussion | <ul style="list-style-type: none"> Greater Wellington Regional Council and Masterton District Council. KiwiRail for train line crossing, and Waka Kotahi for SH2 crossing points. |
| Priority | <ul style="list-style-type: none"> Medium. |
| Infrastructure | <ul style="list-style-type: none"> Some infrastructure may be required including toilets. |
| Management Authority(s) and Groups | <ul style="list-style-type: none"> Masterton District Council, Greater Wellington Regional Council Henley Lake Trust PSGEs, Rūnanga, Hapū and Marae Waipoua River Action Group Māhunga Golf Course Private Landowners |

Experience Loop Costing

Table 16. Indicative Costs - Masterton Ōpaki Experience Loop

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|--|------------|----------|--------------------|--------------------|
| Trail head improvements | \$50,000 | 2 | each | \$100,000 |
| Trail formation | \$65.00 | 26,200 | m | \$1,703,000 |
| Bridges | \$4,000.00 | 0 | m | \$0 |
| Trail control devices (barriers/crossings/bollards) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 3 | each | \$15,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 21700 | m | \$976,500 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$2,887,500 |
| Professional Services (10%) | | | | \$288,750 |
| Contingency (20%) | | | | \$635,250 |
| Total | | | | \$3,811,500 |

Source: Xyst / TRC Tourism 2021

EXPERIENCE LOOP – TRAIL 7. MASTERTON RIVERS LOOP

Trail Description (Approximately 11.5 km)

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

The purpose of this experience is to provide a shorter loop trail from Masterton that suits trail users of all market types and utilises all the features of the river system within Masterton south.

Beginning at the edge of town on Johnstone Street, an off-road trail in the road corridor follows Johnstone Street, then Te Whiti Road before turning into Pokohiwi Road, where it follows along the existing roadway.

A proposed private land corridor follows the Makoura Stream bank, down to the Ruamāhanga River, continuing along the river stopbank to the junction with Waingawa River. The proposed trail then follows upstream along the Waingawa River to meet with the Hughes Line option for the Carterton – Masterton trail.

The following figures provides the map of the proposed Masterton Rivers Experience Loop and the proposed breakdown of trail types for the proposed loop.

Figure 40. Map of the Masterton Rivers Experience Loop



Source: Xyst / TRC Tourism 2021

Figure 41. Trail Types – Proposed Masterton Rivers Loop



Trail Considerations

Table 17. Trail Considerations – Masterton Rivers Experience Loop.

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|--|
| Role in FTT Network | <ul style="list-style-type: none"> This trail provides an important experience loop from Masterton. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> This trail is proposed to offer several markets access to experiences. These include leisure riders, trail users, and walkers, joggers, general visitors and other specific groups including families and all ability access. |
| Approximate distance and duration | <ul style="list-style-type: none"> 15.5 km inclusive of the river connection into Gladstone. |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> Off-road trail use through rural Wairarapa along the famous river systems linking the urban features of Masterton. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> Trails following the river provide access to the fishing, swimming, and other water-based recreation of the river system. Hood Aerodrome and associated historical elements, and the Vintage Aviator Museum Masterton are also accessible from this loop. |
| Potential route alternatives | <ul style="list-style-type: none"> Trail users can return to Masterton via the trails proposed on the Carterton Gladstone loop discussed in the appropriate section. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Land and stopbank access along the river are dependent upon the GWRC river planning and private landowner access. A suitable route identified over private land to provide a good grade of access between two river terraces. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|--|
| Opportunities with this section | <ul style="list-style-type: none"> • This trail provides a strong experience and lifestyle-based opportunity for the residents of Masterton, as well as providing a strong visitor economy trail that gives full day alternatives. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> • Some private landowner issues to be resolved. • GWRC planning and river program. |
| Priority | <ul style="list-style-type: none"> • High. |
| Infrastructure | <ul style="list-style-type: none"> • Predominantly existing or already accounted for in other trail sections. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> • Masterton & Carterton District Councils, Greater Wellington Regional Council • Hood Aerodrome • PSGEs, Rūnanga, Hapū and Marae • Wairarapa Trails Action group • Makoura Stream Care Group |

Trail Loop Costing

Table 18. Indicative Costs - Masterton Rivers Loop

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|--|------------|----------|--------------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation | \$65.00 | 10,500 | m | \$682,500 |
| Bridges | \$4,000.00 | 0 | m | \$0 |
| Trail control devices (barriers/crossings/ bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 2 | each | \$10,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 9300 | m | \$418,500 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,254,000 |
| Professional Services (10%) | | | | \$125,400 |
| Contingency (20%) | | | | \$275,880 |
| Total | | | | \$1,655,280 |

Source – Xyst / TRC Tourism 2021.

EXPERIENCE LOOP - TRAIL 8. CARTERTON TO GLADSTONE

Trail Description

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

This experience trail is primarily designed for cycling. Initially a larger component of on-road trail is inevitable while the planning work is undertaken to resolve consent and route details to enable off-road trails.

Following the Carterton to Masterton route, at the 4km mark, turn right into East Taratahi Road. An off-road trail (6km) follows down the road corridor to the first of several river terraces where vineyards and wineries are located. At the second river terrace (8.5 km) the trail merges onto the gravel road and drops down to beside the Ruamāhanga River and a local reserve – the road finishes at 9.5 km mark.

Following along a proposed trail through vineyards and along the river terrace, the trail drops down another terrace and connects to a public reserve beside the Gladstone bridge.

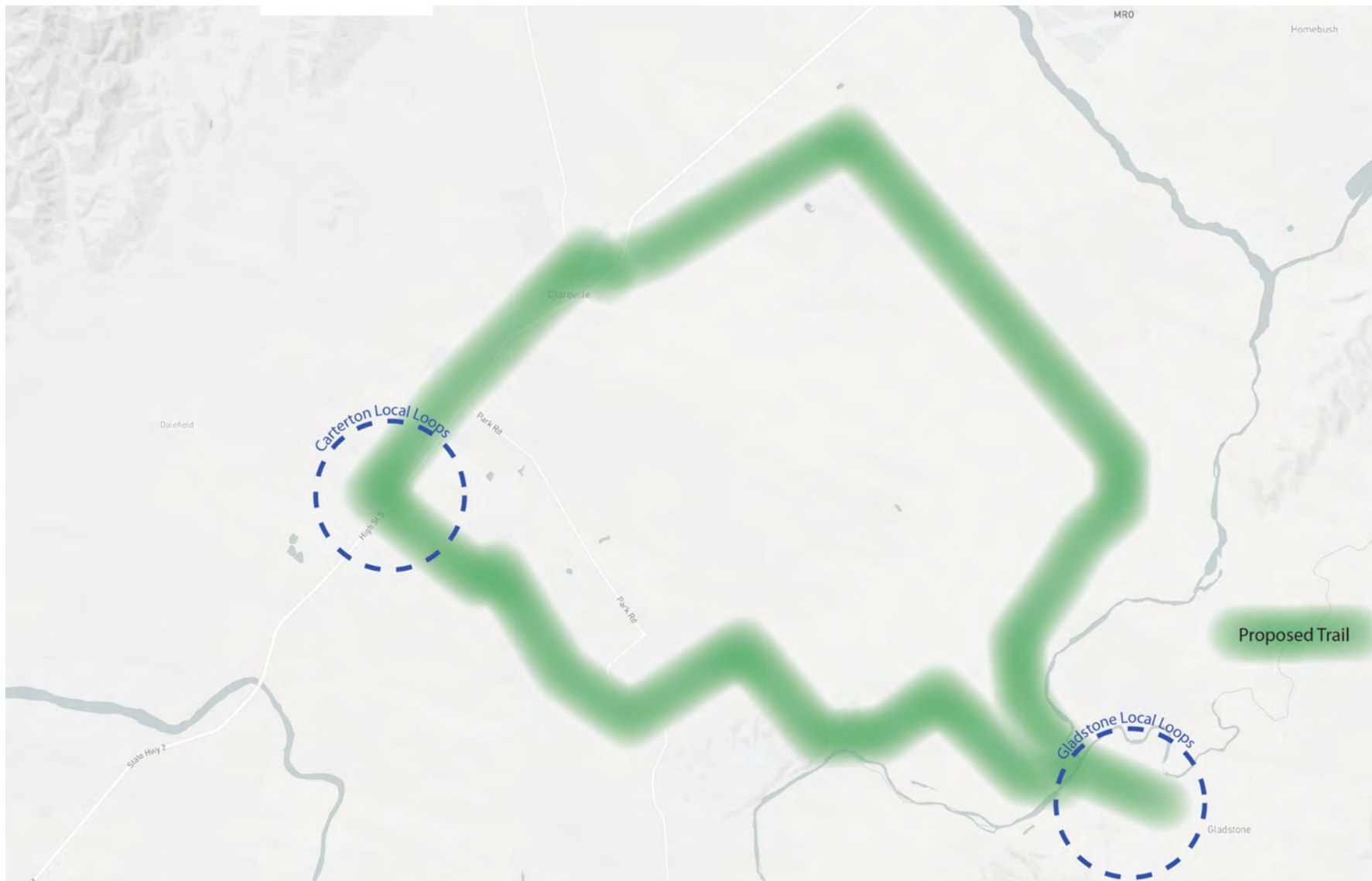
A proposed 160 m suspension bridge (or clip on) provides safe access over the Ruamāhanga River to the Gladstone Inn on the eastern bank.

Crossing back over the river to the western side, an off-road trail follows Gladstone Road, crossing the road to allow riders to visit further wineries, before linking into the Carter Scenic Reserve. A trail through the reserve brings riders to a river terrace, where a proposed trail links into a paper road, passing through bush and farmland to Triffin Road.

Following along Tiffin Road, then crossing Tiffin Road and a new off-road trail follows along Woodlands, Rayners, Para, Baylis and Waitangi Road corridors, then follows an unformed road section to the end of Johnsons Road. A proposed route crosses along the boundary of private land, then the route is on road along Marshall and Hilton Road into Carterton.

Note: many of the road corridors around Carterton are only 10m wide. Total trail length = 26 km.

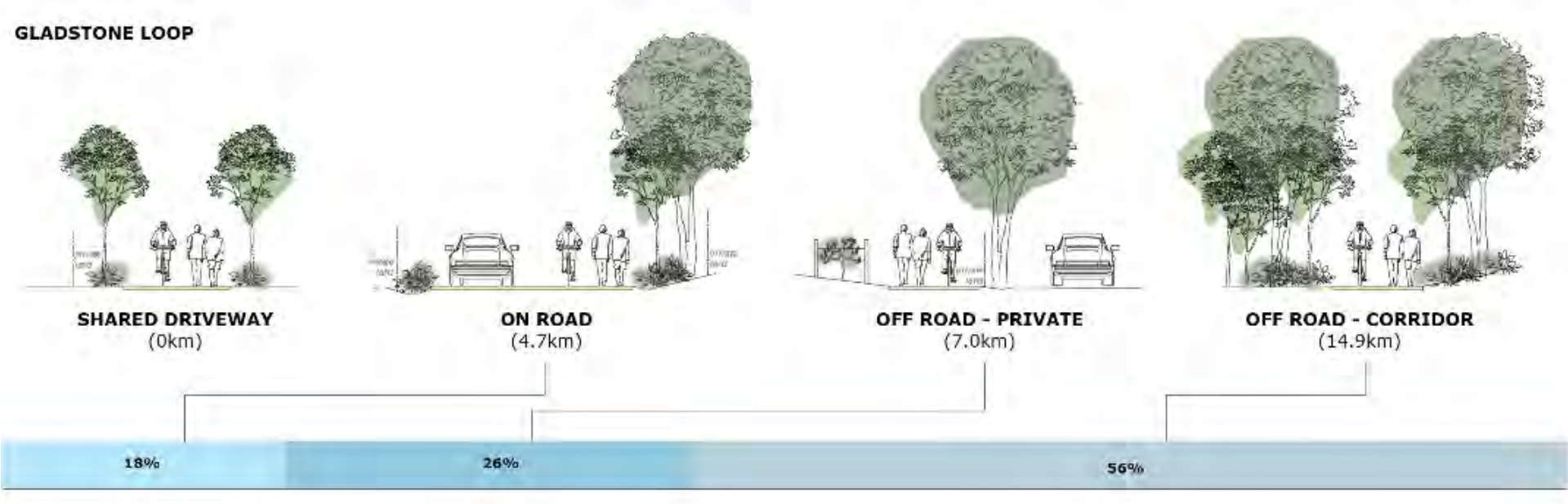
Figure 42. Map of the proposed Carterton to Gladstone Experience Trail/Loop.



Source: Xyst / TRC Tourism 2021.

The following figure provides an indicative trail type infographic for the Carterton to Gladstone trail section.

Figure 43. Carterton to Gladstone Experience Loop Indicative Trail Type



Source: Xyst / TRC Tourism 2021.

Trail Considerations

Table 19. Proposed Trail Considerations – Carterton to Gladstone Loop

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|---|
| Role in FTT Network | <ul style="list-style-type: none"> Designed as a loop trail from Carterton to Gladstone and returning via a loop or on the same route. The on-road sections of this trail have been identified as lower use roads than the main throughfare routes – but still present less than ideal trail types. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> This section of the trail provides a link to Gladstone and the wineries and river in the region and connects Carterton to the southern parts of the network via on and off-road trails. The trail will appeal to leisure cyclists, trail walkers, road cyclists, general visitors and other market segments. |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> If taking the Hughes Line from Carterton and south on the East Taratahi Rd – then off-road trail is proposed for the entire route into Gladstone. The route passes several wineries and cellar doors, before arriving at Gladstone with an alternative stop off on the river. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|--|
| | <ul style="list-style-type: none"> Returning to Carterton via the western route requires some on road trail use suitable for leisure cyclists and road cyclists as well as general visitors on bicycles. Gladstone Inn is a very popular stop for locals and visitors alike. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> Gladstone Inn and several wineries in the Gladstone region Hurunui-o-Rangi Marae Carter Scenic Reserve |
| Potential route alternatives | <ul style="list-style-type: none"> Returning to Carterton via the western proposed route has several alternatives. Some roads closer to Carterton are only minor in width and not suitable for an off-road path, with on-road routes identified with low traffic volumes. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Mixing surfaces on the return route hinders the suitability of some markets in using the western return leg. Carter Scenic Reserve is Department of Conservation administered and cycling access issues would need to be resolved. |
| Opportunities with this section | <ul style="list-style-type: none"> Outstanding wineries and hotel make this a potentially popular day ride from Carterton. Cycling north-eastward to Masterton on the proposed river trail. |
| Stakeholder matters requiring /discussion | <ul style="list-style-type: none"> Predominantly Carterton District Council. |
| Priority | <ul style="list-style-type: none"> High |
| Infrastructure | <ul style="list-style-type: none"> A new bridge for trail users over the Ruamāhanga River to access the Gladstone Inn is required. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> Carterton District Council Department of Conservation Hurunui-o-Rangi Marae |

Trail Costing

Table 20. Indicative cost estimates - Carterton to Gladstone Experience Loop

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation | \$65.00 | 21,900 | m | \$1,423,500 |
| Bridges (160 m) | \$4,000.00 | 160 | m | \$640,000 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 4 | each | \$20,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 7000 | m | \$315,000 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$2,541,500 |
| Professional Services (10%) | | | | \$254,150 |
| Contingency (20%) | | | | \$559,130 |
| Total | | | | \$3,354,780 |

Source: Xyst / TRC Tourism 2021.

EXPERIENCE LOOP TRAIL – TRAIL 9. MARTINBOROUGH VINEYARD

Trail Description

This description is intended to be general in nature and outlines the preferred route. Detailed planning, negotiation and design is required to confirm the route or any alternative prior to construction.

Martinborough represents one of New Zealand's premier wine and food focussed visitor destinations. This experience loop is designed to provide connections for visitors to some of the region's premium wines and river frontages.

Martinborough also contains many wide streets that can be ridden more safely than narrower types of road reserves.

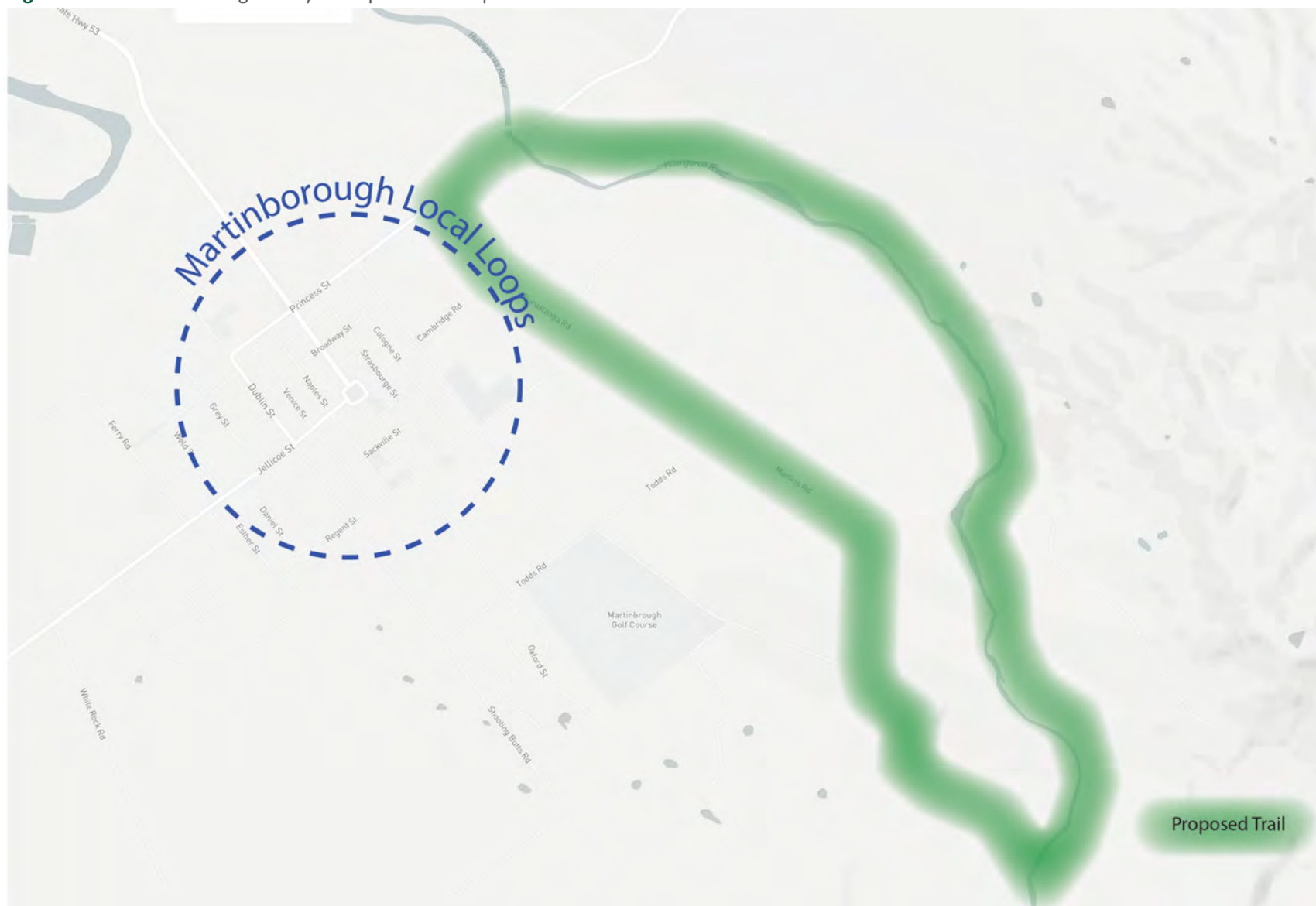
Travel out of Martinborough on the link to Greytown. At the junction of Princess Street and Puruatanga Road, follow a new off-road trail in the road corridor, passing wineries and vineyards along the route, continuing along Martins Road corridor, then onto Hinekura Road corridor to the Huangarua River.

Utilising a traffic warning system on the Huangarua River bridge, trail users utilise the existing road bridge over the river, before turning downstream and following a proposed route through private land, adjacent to the river corridor. This route follows the river downstream to join back into the Greytown-Martinborough link route at the downstream Huangarua River bridge, and then follows the route back into Martinborough.

Total trail length – excluding links = 10.5 km

The map below provides a depiction of the loop – excluding town connections which can be developed with many alternatives.

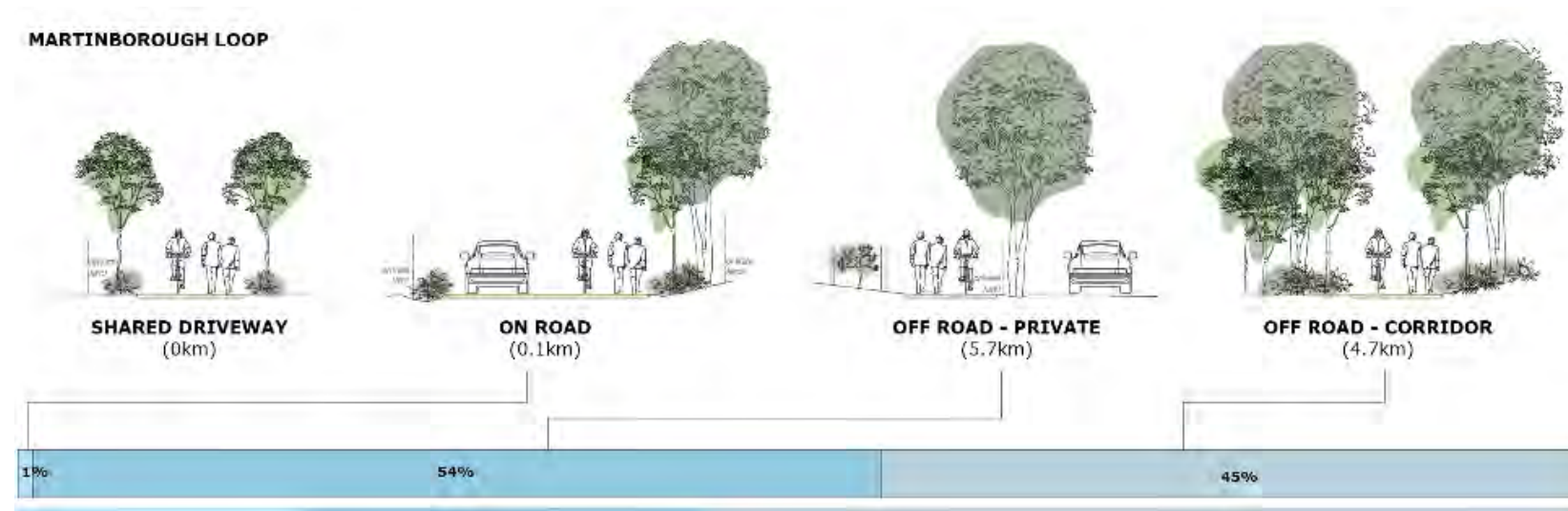
Figure 44. Martinborough Vineyard Experience Loop



Source: Xyst / TRC Tourism 2021.

The following figure provides the indicative trail types for the proposed Martinborough Vineyard loops.

Figure 45. Indicative Trail Types – Martinborough Vineyard Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations

Table 21. Trail Considerations – Martinborough Vineyard Experience Loop

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|---|
| Role in FTT Network | <ul style="list-style-type: none"> An off-road loop and an on-road cycle trip for potential visitors to the Martinborough town predominantly aimed at cycling and walking / jogging. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> Leisure cyclists, trail users including running and walking (off-road section), general visitors and those visitors seeking a curated commercial tour or accessing hire bicycles. Residents using the trails for exercise. |
| Approximate distance and duration | <ul style="list-style-type: none"> 10 km approximately. |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> Martinborough's famous wines and the village life. Adjacent to Hau Ariki Marae. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> The Huangarua River, several wineries, Martinborough wineries. Historical buildings in the town. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|--|
| Potential route alternatives | <ul style="list-style-type: none"> These loops were discussed with the cycling community in Martinborough and while other alternatives exist, the proposed route is thought to present the optimal off-road and on road trails. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Some stopbank and private land access will be required. |
| Opportunities with this section | <ul style="list-style-type: none"> Provide a very strong off-road trail in and around Martinborough to showcase the Martinborough and Wairarapa wines and also provide access to some accommodation and food stops. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> Some private land and stop-banks may be required. |
| Priority | <ul style="list-style-type: none"> High |
| Infrastructure | <ul style="list-style-type: none"> Some bridge works may be required on the Huangarua River, dependent upon the Greytown to Martinborough link. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> Greater Wellington Regional Council, South Wairarapa District Council PSGEs, Rūnanga, Hapū and Marae |

Trail Costings

Table 22. Indicative Costs – Martinborough Vineyard Experience Loop

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|--------------------|--------------------|
| Trail head improvements | \$50,000 | 0 | each | \$0 |
| Trail formation | \$65.00 | 10,400 | m | \$676,000 |
| Bridges (110 & 75 m) | \$4,000.00 | 0 | m | \$0 |
| Trail control devices (barriers/crossings/bollards etc) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 3 | each | \$15,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 5700 | m | \$256,500 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,040,500 |
| Professional Services (10%) | | | | \$104,050 |
| Contingency (20%) | | | | \$228,910 |
| Total | | | | \$1,373,460 |

Source: Xyst – TRC Tourism 2021.

EXPERIENCE TRAIL - TRAIL 10. WAINGAWA TO THE CLIFFS

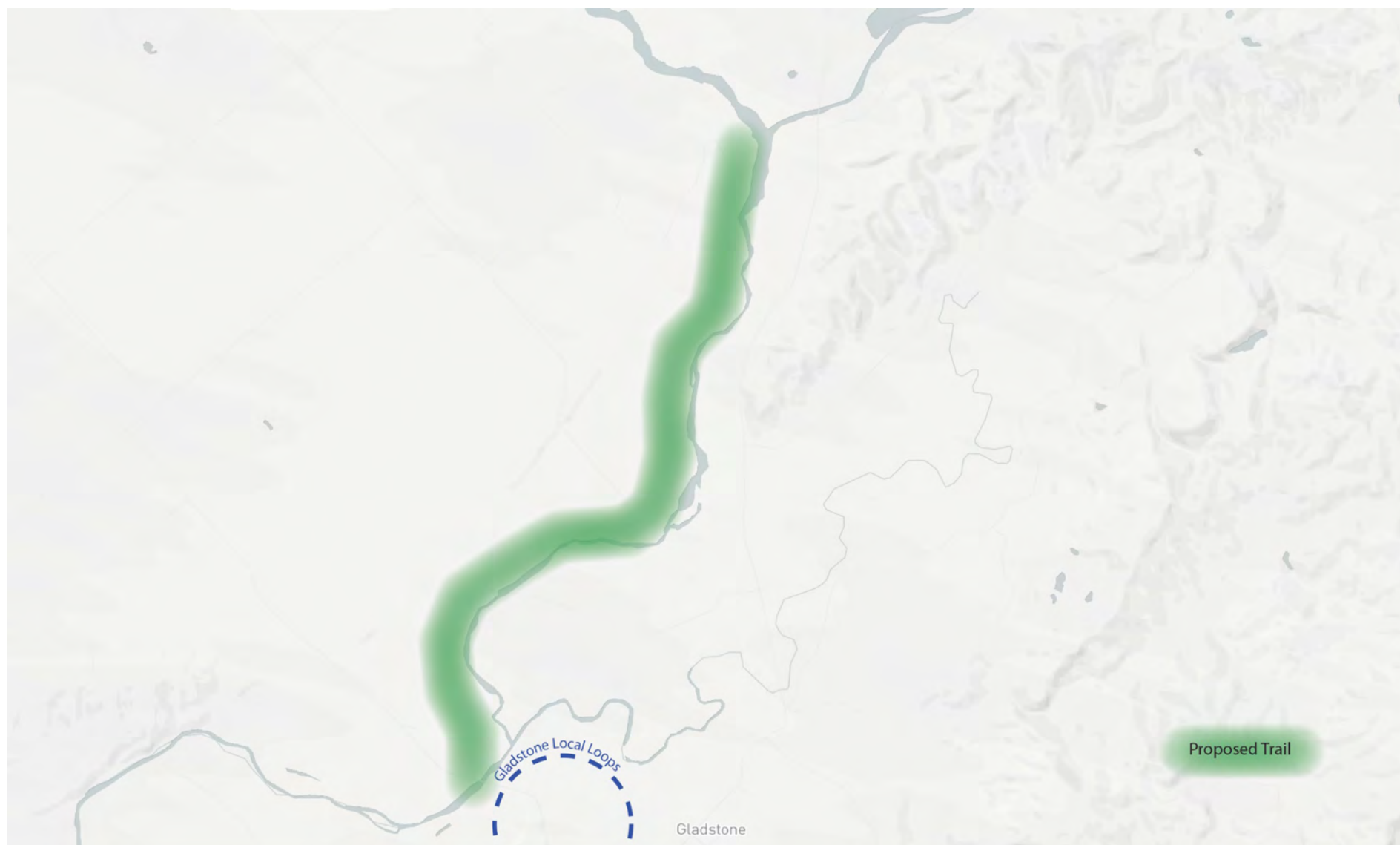
Proposed Trail Description

Approximately 500m upstream of the Waingawa and Ruamāhanga river confluence, a new 170 m suspension bridge spans the Waingawa River. Crossing over to the western side of the rivers, the trail follows along the edge of farmland / Regional Council river control areas for approximately 3 kms. A steeper section of trail takes riders from river level up on to the higher river terraces where vineyards are established - the trail follows the edge of the river terrace and vineyards for 2 kms to Dakins Road and the Carterton - Gladstone circuit route.

This section of trail (and Experience Trail 11) potentially follows the proposed alignment for the Pūkaha to Kawakawa (WaiP2K). The WaiP2K trail follows the Ruamāhanga River and is driven by a collaborative network of communities and organisations. It covers the whole landscape from north to south and from east to west, from the mountains to the sea. Its vision is for thriving biodiversity and connected communities where land, water and people flourish. It operates across environmental, economic, cultural and social domains.

The following map contains the proposed route and corridor for the loop.

Figure 46. Map of the proposed Waingawa to the Cliffs Experience Trail



The following figure provides the indicative trail types for the proposed Waingawa to the Cliffs Experience Trail/Loop.

Figure 47. Indicative Trail Types – Waingawa to the Cliffs Experience Loop



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Waingawa to Gladstone

Table 23. Trail considerations – Waingawa to Gladstone

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|---|---|
| Role in FTT Network | <ul style="list-style-type: none">This trail provides an important loop from Masterton, in addition to providing a link to Gladstone and the southern elements of the WFTTN along the Ruamāhanga River proposed river trail. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none">This trail is proposed to offer several markets access to experiences. These include leisure cyclists, walkers, joggers, general visitors and other specific groups including families with a wide range of ability levels. |
| Approximate distance and duration | <ul style="list-style-type: none">5.4 kms inclusive of the river connection into Gladstone. |
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none">Off road trail use through rural Wairarapa along the famous river systems linking the urban features of Masterton and the Masterton Rivers Loop and the rural charm and wineries of Gladstone. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none">Trails following the river provide access to the fishing, swimming and other water-based recreation of the river system. |

| IMPORTANT CONSIDERATIONS/CRITERIA | DESCRIPTION |
|--|---|
| | <ul style="list-style-type: none"> The Cliff and Gladstone wineries and the Gladstone Inn are popular eating and drinking establishments. Hood Aerodrome and associated historical elements are also provided for close to this section. |
| Potential route options | <ul style="list-style-type: none"> Trail users can return to Carterton or Masterton via the trails proposed on the Carterton Gladstone loop discussed in the appropriate section. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> Land and stop bank access along the river are dependent upon the GWRC river planning and private landowner access. A suitable route identified over private land to provide a good grade of access between two river terraces. |
| Opportunities with this section | <ul style="list-style-type: none"> This trail provides a strong experience and lifestyle-based opportunity for the residents of Masterton, as well as providing a strong visitor economy trail that gives full day options, as well as further options to travel through the various sections and elements of the proposed network. <p>The proposed trail follows part of the proposed WaiP2K trail.</p> |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> Private landowner issues to be resolved and agreements in place where required. Greater Wellington Regional Council planning and river program. |
| Priority | <ul style="list-style-type: none"> High <p>It is noted that some elements of this section require extensive planning. The planning is a high priority to overcome the issues.</p> |
| Infrastructure | <ul style="list-style-type: none"> A long 170 metre suspension bridge over the Waingawa River is required. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> Masterton & Carterton District Councils, Greater Wellington Regional Council PSGEs, Rūnanga, Hapū and Marae WaiP2K Alliance |

Waingawa to Gladstone Experience Trail Costing

Table 24. Indicative Costs - Waingawa to Gladstone Experience Loop

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|--|------------|----------|--------------------|--------------------|
| Trail head improvements | \$50,000 | 0 | each | 0 |
| Trail formation | \$65.00 | 5450 | m | \$354,250 |
| Bridges | \$4,000.00 | 170 | m | \$680,000 |
| Trail control devices (barriers/crossings/bollards) | \$40,000 | 1 | Provisional sum | \$40,000 |
| Major culverts | \$5,000 | 3 | each | \$15,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 5450 | m | \$245,250 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$1,387,500 |
| Professional Services (10%) | | | | \$138,750 |
| Contingency (20%) | | | | \$305,250 |
| Total | | | | \$1,831,500 |

EXPERIENCE TRAIL - TRAIL 11. GLADSTONE TO MORRISON'S BUSH

Proposed Trail Description

From the Gladstone Inn, a trail leads through the adjacent Gladstone Reserve to the river-bank and then heads downstream passing under the Gladstone Road bridge. The trail then follows the river-bank crossing over private land for 1500m to link in with an unformed section of Ahiaruhe Road. After a further 500 metres the formed section of road is accessed.

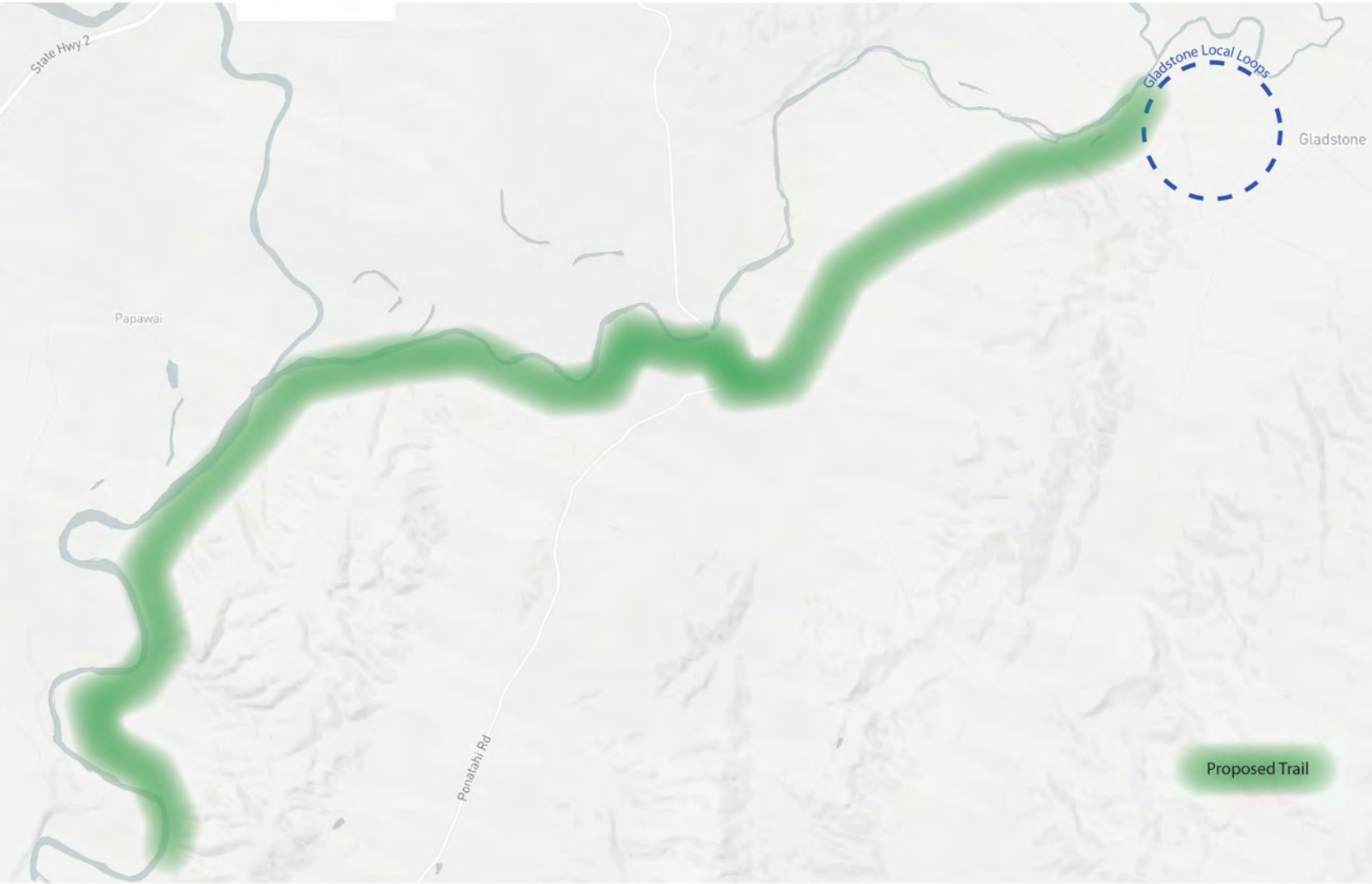
Trail users can follow along this sealed road for 4.1 kms to the Millars Road intersection - and they could visit the Aotearoa Stonehenge site. At this point a new 1.3 km off-road trail is formed in the road corridor, with a 35m suspension bridge over the Ahiaruhe Stream, continuing along to the junction of Millars and Kokotau Roads, and along Kokotau Road to the Ruamāhanga River.

The proposed trail travels across private farmland (subject to landowner consent), following the river-bank / edge of farmed areas / Regional Council river control areas for approximately 16.4 kms - until meeting the proposed Greytown - Martinborough route opposite the Morrison's Bush campground. The only road access point is via Foreman-Jury Road and there are 5 major stream crossing points along this trail route.

As per the previous Experience Loop (Experience Trail 10 – Waingawa to Morrison's Bush) – this route potentially follows part of the WaiP2K proposed route.

The following map contains the proposed route and corridor for the loop.

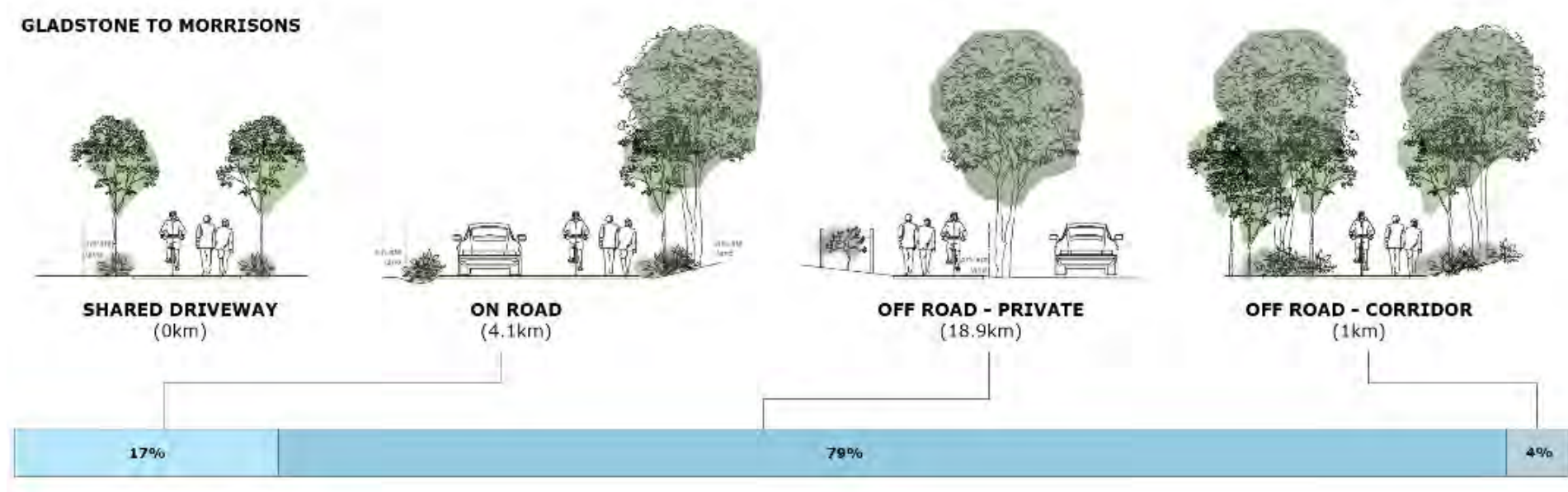
Figure 48. Map of the proposed Gladstone to Morrison’s Bush Experience Trail



Source: Xyst / TRC Tourism 2021.

The following figure provides the indicative trail types for the proposed Gladstone to Morrison's Bush Experience Loop Trail.

Figure 49. Indicative Trail Types – Gladstone to Morrison's Bush



Source: Xyst / TRC Tourism 2021.

Trail Considerations – Gladstone to Morrison's Bush

Table 25. Trail considerations – Gladstone to Morrison's Bush

| IMPORTANT CONSIDERATIONS / CRITERIA | DESCRIPTION |
|---|--|
| Role in WFTTN Network | <ul style="list-style-type: none"> This section of trail provides a river ride from Gladstone through to the Morrison's Bush camping area, with trail users then able to keep heading south into Martinborough. This proposed section effectively closes the loop on the WFTTN network outer circuit. |
| Likely user groups/target markets for this section | <ul style="list-style-type: none"> This section of trail will be used by several markets including leisure cyclists, trail walkers, joggers, general visitors and other markets. A small section of on road trail for cycling is proposed through Ahiaruhe. |
| Approximate distance and duration | <ul style="list-style-type: none"> 23.5 km |

| IMPORTANT CONSIDERATIONS / CRITERIA | DESCRIPTION |
|--|---|
| Trail experiences and standards (meeting identified market needs) | <ul style="list-style-type: none"> Likely to be a Grade 2 trail – the predominant experience will be trail use alongside the river systems of the Wairarapa. Departing from Gladstone and arriving at Morrison’s Bush camping area, the trail will also provide important connections south to Martinborough, west to Carterton and Greytown, and north east to Masterton. |
| Destinations/points of interest along section, including points of difference | <ul style="list-style-type: none"> The Gladstone Inn and the wineries of the Gladstone area, and the river are the main points of interest, Aotearoa Stonehenge can be accessed by a small side trip from the trail. |
| Potential route options | <ul style="list-style-type: none"> Geography constrains the options available. |
| Challenges and issues with developing this section | <ul style="list-style-type: none"> As a substantial portion of this trail section is on the river system, stop banks and private property access is crucial to the section being viable. Consents and agreements will be required. |
| Opportunities with this section | <ul style="list-style-type: none"> Work with Greater Wellington Regional Council on their riverbank program to use the stop bank system where possible. The section picks up Stonehenge and Ahiaruhe House as existing products. The proposed trail forms part of the proposed WaiP2K trail. |
| Stakeholder matters requiring resolution /discussion | <ul style="list-style-type: none"> Private landowners and Greater Wellington Regional Council are important for this section to proceed. |
| Priority | <ul style="list-style-type: none"> High |
| Infrastructure | <ul style="list-style-type: none"> Mostly on road signs and trail furniture. |
| Management Authority(s) and/or Special Interest Groups(s) | <ul style="list-style-type: none"> Masterton and Carterton District Councils, Greater Wellington Regional Council PSGEs, Rūnanga, Hapū and Marae WaiP2K Alliance |

Gladstone to Morrison's Bush Costings

Table 26. Indicative Costs - Gladstone to Morrison's Bush Experience Trail

| ITEM | RATE | QUANTITY | UNIT | TOTAL |
|---|------------|----------|-----------------|--------------------|
| Trail head improvements | \$50,000 | 1 | each | \$50,000 |
| Trail formation (higher price due to access issues) | \$80.00 | 19,990 | m | \$1,592,000 |
| Bridges | \$4,000.00 | 100 | m | \$400,000 |
| Trail control devices (barriers/crossings/bollards) | \$40,000 | 2 | Provisional sum | \$80,000 |
| Major culverts | \$5,000 | 5 | each | \$25,000 |
| Signage/Road markings | \$15,000 | 1 | Provisional Sum | \$15,000 |
| Trail counters | \$8,000 | 1 | each | \$8,000 |
| Fencing contributions | \$45 | 18900 | m | \$850,500 |
| Landscaping/Amenity improvements | \$30,000 | 1 | Provisional Sum | \$30,000 |
| Total | | | | \$3,050,500 |
| Professional Services (10%) | | | | \$305,050 |
| Contingency (20%) | | | | \$671,110 |
| Total | | | | \$4,026,660 |

10 Master Plan Construction Cost Summary

Costs identified in this Master Plan are provided for budgetary purposes. They are based on industry knowledge and recent tender and construction performance and are generally on a per lineal meter or per item basis. They are not based on engineering design or specifications.

Provision for some project management and contingency costs has been made. It is acknowledged that some trail corridors will require significant statutory planning, and this has not been included in the cost estimates provided in the trail and loop detail sections of this plan. Some of these planning costs are assumed to be able to be borne by the Territorial Authorities while others may require additional allowances.

It is proposed that as each trail section is planned in more detail, full works costings and allowances will be made by the project manager. WTAG may also seek to put in place some planning capability to the process of consents, agreements, and more detailed route negotiations.

All costs are based on 2021 New Zealand dollar estimates which will change over the life of this master plan.

Table 27. Trail Network Summary Costs

| SIGNATURE TRAIL COSTS | | |
|-----------------------|------------------------------|----------------------------|
| Section | Location | Cost Estimate (rounded up) |
| 1 | Featherston to Greytown | \$2,528,000 |
| 2 | Greytown to Carterton | \$2,344,000 |
| 3 | Carterton to Masterton | \$2,748,000 |
| 4 | Greytown to Martinborough | \$2,164,000 |
| 5 | Featherston to Martinborough | \$5,915,000 |
| TOTAL | | \$15,699,000 |

| EXPERIENCE TRAIL / LOOP TRAIL COSTS | | |
|-------------------------------------|------------------------------|----------------------------|
| Section | Location | Cost Estimate (rounded up) |
| 6 | Masterton Ōpaki Loop | \$3,812,000 |
| 7 | Masterton Rivers Loop | \$1,655,000 |
| 8 | Carterton to Gladstone Loop | \$3,355,000 |
| 9 | Martinborough Vineyard Loop | \$1,374,000 |
| 10 | Waingawa to The Cliffs Loop | \$1,832,000 |
| 11 | Gladstone to Morrison's Bush | \$4,027,000 |
| TOTAL | | \$16,055,000 |

Total implementation costs of the network are \$31,754,000



11 Implementation Guide

This trails master plan is designed to provide guidance to the routes and infrastructure required to deliver the vision for Wairarapa as a world class trails destination.

Flexibility is the key to delivering outcomes in a plan that has a life of at least 5 years.

Accordingly, the implementation guide is general in nature, and provides a series of priority actions, most related to planning and ongoing management of the network. Construction details can and will be delivered through the most appropriate manager; most likely being the relevant District Council, Regional Council or land manager (including Department of Conservation).

Figure 50 provides the implementation framework for the master plan. While other elements can be considered, implementing the core elements as described in the headings in the diagram, and as discussed in the following sections will deliver success over a period of time only constrained by budget.

Priorities are listed as High, Medium and Low and also include the term Foundation:

- High should be undertaken as soon as resourcing allows
- Foundation underpins much of the way the plan will be implemented
- Medium is generally once high has been completed
- Low can be deferred until the high and mediums are underway.

Figure 50. Implementation Guidelines – Elements to be Considered



ELEMENT 1. STRONG GOVERNANCE, MANAGEMENT AND FUNDING

This essential element includes governance, effective trail management and funding. Strong and effective governance of the trail destination and trail network is essential to a successful destination.

This plan acknowledges Wairarapa Trails Action Group (WTAG) as the appropriate mechanism to pursue governance for the implementation of the master plan. WTAG was developed in response to the growing need for the region to take a holistic approach to trail development.

Current WTAG Members include:

- District Councils (South Wairarapa, Carterton and Masterton)
- Destination Wairarapa
- Greater Wellington Regional Council
- Department of Conservation
- Trails Wairarapa Trust
- Greytown Trails Trust
- Wairarapa Moana Trail Trust

Reforming the WTAG as a Master Plan implementation body is essential. This may only involve altering the terms of reference, or it may involve a governance review to determine the most effective and efficient means of formalising the role of WTAG, given the roles of other members.

Consideration could be given to an independent chair, private sector invitees that may include tourism business representatives, and community members reflecting a skills matrix required to deliver the plan.

Importantly, funding for the planning, community engagement, construction and maintenance of the network will require careful consideration. Capital funding can often be ad-hoc in timing reflecting grant opportunities.

Management and maintenance funds are essential to keep the trails to a high standard. In the event maintenance slips, the standard of the experience drops and there is a direct correlation to the user experience and accordingly downstream economic benefits to the region.

Day to day management and oversight of the trails is essential not only to the standard of the trails, but also to the visitor experience being maintained. Both ongoing management and maintenance are fundamental to the trails' future.

Developing the agreements and aligning them to the principles and goal are essential. Appropriate ongoing management including maintenance will ensure the trail continues to deliver on the world class signature trail standard it is designed to be.

Actions - Proposed Governance

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|---|------------|---------------------------|
| 1.1 | Approve the Master Plan and endorsement in principle to proceed. | High | WTAG |
| 1.2 | Undertake a governance review to determine the best model for planning and delivering the master plan. | High | WTAG |
| 1.3 | Implement the review findings. | Foundation | Members of the new entity |
| 1.4 | Undertake a financial plan that includes the accountability of individual members, Councils, national government funding opportunities and likely long term maintenance considerations. | High | New Entity |
| 1.5 | Develop trail management guidelines and accountabilities. | High | New entity |

ELEMENT 2. TRAIL PLANNING

This master plan provides the overall network plan for the WFTTN. There are many elements that require further detailed planning. This may include but not be limited to:

- Optimal detailed routes within the proposed route corridors contained within this plan
- Land holder agreements where the land may not be Council managed or owned
- KiwiRail consent to use and/or cross KiwiRail land
- Consultation and engagement with PSGEs, Rūnanga, Hapū and Marae regarding areas to avoid, place of interest and business opportunities
- Negotiation with GWRC and other land managers in relation to stop-bank and river protection works that can involve trail design and construction
- Using the trail corridor for land protection and conservation works including weed eradication, planting of native species and community-based activity
- Negotiation with Waka Kotahi regarding crossings of State Highways and other safety issues
- Planning of infrastructure including trail head car parks, routes through urban towns (in conjunction with the community)
- Alignment with Council long term plans

Strong planning is essential to take the master plan and deliver the trail network. This is especially so for Wairarapa where in some cases, obvious routes are currently not available or deemed to be sensitive prior to detailed discussions with landowners.

Actions - Proposed Planning

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|--|----------|---------------------------------|
| 2.1 | Ensure planning capability is within the new entity, or at least the ability to influence planning in District Councils. | High | New Entity |
| 2.2 | Develop a database of the planning constraints and issues across the proposed trail network corridor for prioritisation (starting with Signature Trails). Develop consistent trail section planning guidelines that outline the process and protocols needed for preparing each trail section project plan. | High | New Entity |
| 2.3 | Implement detailed route planning for the highest priority alignments on the Signature Trail corridors. | High | New Entity |
| 2.4 | Engage broadly with partner agencies and landholders to determine detailed routes where no approved route exists. | High | New Entity |
| 2.5 | Ensure alignment of the master plan with other plans currently in development including the DMP for Wairarapa. | High | New Entity District Councils |
| 2.6 | Work with the private sector and other potential partners identified in this section to seek support for the planning. | Medium | New Entity |
| 2.7 | Develop a financial investment database including a register of contributions to record all investment in trail planning and construction to aid funding. | High | New Entity |

ELEMENT 3. INDUSTRY AND COMMUNITY PARTNERSHIPS

Developing partnerships is critical not only for the success of the trail network, but for the ongoing activation and management of the network to achieve the maximum benefit from it. Establishing those partnerships as early as possible in the detailed planning phase of the section and/or implementation plan will benefit all partners in the longer term.

Building lasting and meaningful partnerships also brings a sense of community to the trail management and instils pride and volunteerism to it.

Working with the partners in the Wellington Regional Trails Framework is also critical for consistency and alignment with the broader regional strategy.

Partnerships could involve (but not be limited to):

- PSGEs, Rūnanga, Hapū and Marae
- Private Sector businesses
- Community groups with an interest in trails, land management and tourism including WaiP2K Alliance and Wairarapa Moana Trail Trust
- Art and Culture organisations
- Neighbouring TAs and other land and trail managers
- WellingtonNZ
- Department of Conservation
- Landowners
- Trail companies and/or outdoor active groups that may seek a mutually beneficial outcome.

Actions - Proposed Industry and Community Partnerships

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|--|----------|------------|
| 3.1 | Develop a partnership strategy that seeks to maximise the opportunities for PSGEs, Rūnanga, Hapū and Marae, other agencies, groups and businesses to be involved in the ongoing development and management of the network, and that can assist with advocacy of the network's development and worth. | High | New Entity |
| 3.2 | Implement the partnership strategy growing the advocacy and engagement with the trail network. | Ongoing | New Entity |

ELEMENT 4. TRAIL CONSTRUCTION AND STANDARDS

Construction of the trail network will ideally be undertaken to a high standard and will follow the principles and guidance outlined in Section 6 of this plan.

Trails will ideally be Grade 1 or Grade 2 and will predominantly be off-road where possible and where a trail route can be physically and legally constructed.

While the trail can be constructed to a certain grade, the design and trail 'surface' can also be considered. As far as possible, a 'Wairarapa' feel to the trail and a design that is used consistently across the network, particularly the Signature Trails, will provide strong brand re-enforcement.

Developing a style guide to help deliver consistent and exceptional trails will help deliver the vision and goals of the project.

Aligning the development of the standards to the broader Wellington Regional Trails Framework and the national standards will also ensure consistent trails and trails that are understood by the user markets.

Scheduling of the trail construction will be undertaken as planning allows. Detailed planning (See Element 2) will take time and construction implementation will require flexibility in scheduling various sections. The Signature Trail elements will take priority over the Experience Loop and Trail elements of the network.

The investment of approximately \$32 million NZ in trail construction over a 10-year period leads to considerable opportunity for trail related construction businesses.

The development of a 'social enterprise' model or trail construction business based in Wairarapa would enable skills to be developed and kept in the region, ultimately with the potential to be exported to other regions in New Zealand.

Actions - Proposed Trail Construction

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|---|----------|------------------------------------|
| 4.1 | Align the trail construction scheduling with the trail route statutory planning as route details and planning permits are gained. | High | New Entity / District Councils |
| 4.2 | Develop a style guide aligned to Wairarapa branding and 'feel' that can be used for construction of the various sections irrespective of whose land it is constructed on. | Medium | New Entity / Destination Wairarapa |
| 4.3 | Consider the development of a Trail Construction Business Enterprise or Social Enterprise model to grow skills and employment based on the trail network in Wairarapa. | Medium | New Entity / District Councils |

ELEMENT 5. SUPPORTING INFRASTRUCTURE

Supporting infrastructure can significantly add to the trail user experience and the likelihood of return visitation (in the case of out of region visitors). Trail infrastructure can include (but not be limited) to:

- Toilets
- Bridges
- Trail heads
- Carparks
- Signs
- Bollards
- Barriers
- Fencing

A style guide to continue to develop the trail network infrastructure will assist the development of the branding and experience theme of the WFTTN. It will also ensure that infrastructure is developed to a similar standard to the trail (i.e., Grade 1 and 2), and is consistently applied throughout the network.

The rivers of Wairarapa are a significant landscape feature. Bridging over many of the rivers will be considerable (in excess of 100 metres) and could be a feature of the network. The most likely outcome will be suspension bridges. An example of a feature bridge is shown in Figure 51.

Figure 51. Suspension Bridge near Lake Taupo



Source: Nzpocketguide.com

Actions - Proposed Infrastructure

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|--|----------|--------------------------------|
| 5.1 | Develop a 'style guide' for trail-based infrastructure on the WFTTN enabling a consistent build standard and infrastructure palate that is aligned to the brand. | Medium | New Entity / District Councils |
| 5.2 | Consider making the bridges over the significant Wairarapa rivers a feature of the WFTTN through strong design. | Medium | New Entity / District Councils |

ELEMENT 6. MARKETING PROMOTION AND EVENTS

A world class trails destination not only depends on world class trails and supporting infrastructure, but on activation of the network and the promotion and marketing of the trails.

Working with Destination Wairarapa, the WFTTN will be branded and aligned to the new Destination Management Plan currently being developed.

In addition to Destination Wairarapa branding, aligning the WFTTN with 'Find Your Wild' through the Wellington Regional Trails Framework will be important to build the regional approach to trail promotion.

Activating the trail experience through using the infrastructure to support events, pop ups, artists in residents and other activities will provide the economic benefit through increasing trail-based visitation.

Making information on the network available to user markets is critical to building awareness of the WFTTN. This would take the form of digital information, pre-trip and during trip information, social media feeds and pages, printed collateral and partnerships with business and tourism activities to have the network jointly promoted through all relevant channels.

Actions - Marketing Promotion and Events

| ACTION NUMBER | ACTION | PRIORITY | LEAD |
|---------------|--|----------|------------------------------------|
| 6.1 | Partner with Destination Wairarapa to ensure the branding of the WFTTN is undertaken appropriately and it sits within the overall brand of Wairarapa. | High | Destination Wairarapa |
| 6.2 | Develop a product activation plan including events and other activities based on the trails (or using existing events and activities and align them more to the trails). | Medium | New Entity |
| 6.3 | Provide consistent digital and printed information on the trail and how to visit to the network including features, experiences, accommodation etc. | High | New Entity / Destination Wairarapa |



12 Socio Economic Benefits and Considerations

This section provides an indicative economic benefit assessment of the full development of the proposed trail network. It is designed to identify the scale of the benefits arising from the trail network over a 10- year period. The modelling is based on a number of assumptions.

For any submissions for funding (e.g., government and/or private sector), we recommend that a full economic impact assessment be conducted as part of a business case. This would include detailed analysis of the market segments that would use the trail network and seasonality of use.

12.1 Trail Costs

The following table shows 10-year costs for the full trails network (signature trails and experience loops and trails). Annual maintenance costs are assumed to be 1.5% of capital costs.

Table 28. Wairarapa WFTTN Costs – 10 Years

| Wairarapa Trail Costs | \$ NZ (2021 Prices) |
|--|---------------------|
| Construction Costs | |
| Signature Trails | \$15,699,000 |
| Experience Loops and Trails | \$16,055,000 |
| Total Construction Costs | \$31,754,000 |
| Trail Maintenance Costs | |
| Annual Cost (based on 1.5% of construction cost) | \$476,310 |
| Total 10 Years | \$4,763,100 |
| Total Costs (10 Years) | |
| Trail Costs | \$36,517,100 |

12.2 Trail Users

The following table shows indicative estimates of trail users over a 10-year period for local users (residents of TAs adjacent to the trails); visitors from elsewhere in New Zealand; and international visitors.

International users are likely to be more limited in the first few years of operation as world travel markets adjust to the covid environment. At the same time, any restrictions on international travel will boost the number of New Zealand residents holidaying locally. The trail network is accessible, and this will generate a significant number of local users from the adjacent local government areas.

These estimates are illustrative only of the potential use of the trail over the 10-year period and show an increase in users from 210,600 in year 1 to around 308,170 in year 10 (selected years only shown).

Table 29. Trails Users Estimated in Years 1, 3, 5, 7, 9 and 10

| Number Users on Trail (Estimates) | Y1 | Y3 | Y5 | Y7 | Y9 | Y10 |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Local Users | 93,600 | 105,287 | 113,879 | 123,171 | 133,222 | 136,966 |
| Other NZ Users | 78,000 | 87,739 | 94,899 | 102,643 | 111,018 | 114,138 |
| International Users | 19,500 | 21,900 | 35,000 | 45,000 | 55,500 | 57,000 |
| Total | 210,600 | 236,896 | 256,227 | 277,135 | 299,749 | 308,173 |

Source: TRC/MCa Estimates and Modelling 2021

12.3 Spending in the Region

Trail users will spend in the areas in proximity to the trail segments. Some estimates are provided based on assumed average spending by trail users. Average spending levels (per user/day) are assumed and are:

- local users \$30
- other New Zealand users \$170
- international users \$280.

Based on the trail user numbers the following is an estimate of annual spending over the 10-year period. Total spending increases from \$m 21.528 in year 1 to \$m 39.472 in year 10.

Table 30. Spending in Region (estimates - \$million estimates)

| Spending in Region (estimates) \$million NZ (2021 prices) | Y1 | Y3 | Y5 | Y7 | Y9 | Y10 |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Local Users | \$2.808 | \$3.159 | \$3.416 | \$3.695 | \$3.997 | \$4.109 |
| Other NZ Users | \$13.260 | \$14.916 | \$16.133 | \$17.449 | \$18.873 | \$19.404 |
| International Users | \$5.460 | \$6.132 | \$9.800 | \$12.600 | \$15.540 | \$15.960 |
| Total | \$21.528 | \$24.206 | \$29.349 | \$33.744 | \$38.410 | \$39.472 |

Source – TRC / MCa Modelling and Estimates 2021.

12.4 Economic Impacts

Employment Impacts

Spending in the region will generate additional jobs in the region. These jobs will be in existing businesses (e.g., cafes, restaurants, wineries, accommodation etc.) and new business servicing the trail market (including bike hire, transport etc.). These jobs will be dispersed across areas that are in proximity to the trail segments. Jobs increase from 96.5 FTE in year 1 to 176.2 FTE in year 10.

The table below provides an estimate of the number of jobs that could be created in Wairarapa if the WFTTN is completed as planned.

Table 31. Total Jobs Generated from the WFTTN Operation (FTE Number)

| Jobs Generated (estimates) <Full Time Equivalent> | Y1 | Y3 | Y5 | Y7 | Y9 | Y10 |
|---|-------------|--------------|--------------|--------------|--------------|--------------|
| Total All Users | | | | | | |
| Direct Jobs | 86.5 | 97.3 | 118.2 | 136.0 | 155.0 | 159.3 |
| Indirect/Induced Jobs | 10.0 | 10.4 | 12.7 | 13.6 | 16.4 | 16.9 |
| Total Jobs | 96.5 | 107.7 | 130.9 | 149.6 | 171.4 | 176.2 |

Source – TRC / MCa Modelling and Estimates 2021.

Increase in Regional Income

Spending by trail users will boost regional income in the areas covered by the trail network. The table below provides a selected number of years.

Table 32. Increase in Regional Income – WFTTN Trail Operations (\$NZ Mil)

| Regional Income Increase (estimates) \$million NZ (2021 prices) | Y1 | Y3 | Y5 | Y7 | Y9 | Y10 |
|---|----------------|----------------|-----------------|-----------------|-----------------|-----------------|
| Total Region/ All Users | | | | | | |
| Direct Income | \$6.683 | \$7.514 | \$9.111 | \$10.476 | \$11.925 | \$12.255 |
| Indirect/Induced Income | \$0.714 | \$0.785 | \$0.959 | \$1.105 | \$1.258 | \$1.291 |
| Total Regional Income | \$7.396 | \$8.299 | \$10.070 | \$11.581 | \$13.183 | \$13.546 |

Source – TRC / MCa Modelling and Estimates 2021.

12.5 Benefit Cost Analysis

The following provides a benefit cost analysis for the trail network. The economic benefits are measured only by the increase in regional income generated by trail user spending. The discount rate used to calculate the present value of benefits is 7% (the rate recommended by the NZ Government for infrastructure projects). The trails project delivers a Benefit Cost Ratio (BCR) of 2.1, which is in the range identified in a 2016 report for the Ministry of Business, Innovation and Employment (MBIE).²⁴

Table 33. WFTTN Regional Cost Benefit Analysis

| Regional Cost Benefit (\$ NZ 2021 prices) | Discount Rate |
|--|----------------------|
| Period: 10Years | 7% |
| Costs | |
| Capital Costs Trail & Infrastructure 2021 (\$) | \$31,754,000 |
| Costs - Maintenance (10 years) | \$4,763,100 |
| Total Costs | \$36,517,100 |
| Benefits (10 years) | |
| Regional Income Increase | \$104,264,492 |
| Total Benefits | \$104,264,492 |
| Total Benefits (\$) Present Value | |
| | \$75,292,396 |
| Net Present Value (\$) Total Benefits | \$38,775,296 |
| NPV/Cost | 1.1 |
| Benefit Cost Ratio (BCR) | 2.1 |

Source – TRC / MCa Modelling and Estimates 2021.

²⁴ Ngā Haerenga - The Great Rides of the New Zealand Cycle Trails: Some Benefits in Relation to Costs, A report for MBIE, Antong Victoria – August 2016. P2

12.6 Other Social Benefits

There are several social benefits of recreational trails which are not included in the benefit cost analysis. These include:

- health benefits arising from exercise activity which can be measure by the savings in long term health costs (both private and government funded)
- improvements in mental health through participation in individual and group trail related activities
- social cohesion through engagement with family and friends in shared trail experiences
- experience of the outdoors, which increases understanding and respect for the natural environment

Some of these benefits would be quantified and be included in a benefits measure in a full economic impact analysis of the trails project.



APPENDIX 1 – STAKEHOLDERS IN WAIRARAPA AND THEIR INTERESTS INCLUDING RELEVANT PLANS.

The table below provides a snapshot of the main stakeholders in the WFTTN master plan ecosystem.

Table 34. Stakeholders and Relevant Plans

| STAKEHOLDERS | AGENDA/ INTERESTS IN WFTTN | RELEVANT PLANS/STRATEGIES |
|---|--|---|
| WellingtonNZ Regional Development | <p>Currently in process of re-prioritising economic development priorities. Priorities include:</p> <ul style="list-style-type: none"> • Job creation • Infrastructure creation <p>The Wairarapa Economic Development Strategy and Action Plan identified tourism as a key stream to be developed, and specifically the Wairarapa Five Towns Trail Network.</p> <p>The Wellington Regional Trails for the Future recommends the Wairarapa Five Towns Trail Network as a 'Signature' trail for the Wellington region.</p> | <ul style="list-style-type: none"> • Wairarapa Economic Development Strategy 2018 (WEDS) • Wellington Regional Trails for the Future – A Strategic framework for Trails in the Wellington Region September 2017 (WRTF) • The Wellington Regional Land Transport Plan (RLTP) - includes a Wairarapa Corridor strategy and a cycling network plan. (Details in appendix A) |
| Greater Wellington Regional Council (GWRC) | <p>GWRC do not have parks in the proposed area but manage a lot of land.</p> <p>Identified recreation opportunities in Te Kāuru Upper Ruamāhanga Floodplain Management Plan. Western banks have space, working with landowners over next few years on planting – opportunity to introduce cycle path at same time, no catchment plan for Ruamāhanga in the lower catchment (South Wairarapa).</p> <p>Opportunity to use Ruamāhanga river as the trail focus - goes via 4 out of the 5 towns – not Featherston, but opportunity to link to Waiōhine.</p> <p>Cannot rely on stopbanks as accessways but there are some (at SH bridge). Ruamāhanga river has no catchment plan in the Southern Wairarapa.</p> | <ul style="list-style-type: none"> • Te Kāuru Upper Ruamāhanga Floodplain Management Plan 2019 • Draft Waiōhine river Plan (Waiōhine Action Group) |
| Masterton District Council (MDC) | <p>Vision: 'More people on bikes in Masterton: commuting to work and school; recreating; tourism and events'.</p> <p>MDC has rolled over funding for trails in recent years until trail priorities are set.</p> <p>Currently working on Parks and Open Spaces Plan which will align with urban sections of the WFTTN plan.</p> <p>Masterton Three Rivers Trail concept currently being updated/prioritised.</p> | <ul style="list-style-type: none"> • MDC Cycling Strategy 2017 • Masterton Rural trails Network Plan 2016, also named The Wairarapa Community Rural Trails Network Plan 2016 (NB only for Masterton District with some links, mainly north, except Mt Buck/Remutaka Summit) • Masterton Three Rivers Trail |

| STAKEHOLDERS | AGENDA/ INTERESTS IN WFTTN | RELEVANT PLANS/STRATEGIES |
|---|---|--|
| | Masterton and Carterton District Councils agreed to take on the long-term maintenance of cycling suspension bridges in their districts as part of their Long-Term Plans. | <ul style="list-style-type: none"> • Parks and Open Spaces Asset Management Plan 2018-2048 • Annual Plan 2019/20 |
| Carterton District Council (CDC) | <p>CDC will support initiatives to encourage cycle touring, and walking and cycling for recreational purposes, in rural areas within Carterton District and across the wider Wairarapa. Includes support for development and use of Nga Haerenga / The NZ Cycle Trail; individual location-based facilities (e.g., the existing Carterton (Dalefield Road) or Rivenrock mountain biking parks) and initiatives to develop on-road touring routes and off-road recreational trails varying from casual and easy to more physically challenging.</p> <p>Consultation on 2019/20 annual plan includes a 2km walk/cycle trail long the Ruamāhanga River in Gladstone, and a link path to the railway station.</p> | <ul style="list-style-type: none"> • Walk Cycle Carterton 2016 – in the process of being updated • LTP 2018/28 • Annual Plan 2019/20 consultation |
| South Wairarapa District Council | <p>Council will support and advance cycling in line with community expectations and consultation, LTP/Annual Plan community outcomes for transport incl: health, safety, pride and belonging, accessibility, sustainability</p> <p>Projects for 2019/20: Implement cycle strategy</p> | <ul style="list-style-type: none"> • Draft Cycle Plan 2016 • LTP 2018/28 • Annual Plan 2019/20 |
| Destination Wairarapa | <p>Destination Wairarapa’s vision is for every traveller to have Wairarapa on their “Must Do” list, and a mission to ‘Grow the Wairarapa’s Tourism Revenue to \$212m by 2025, while shallowing the low to high season trough by attracting “More Visitors, who Stay Longer and Spend More”.</p> <p>In terms of the tourism offering, Destination Wairarapa seeks to:</p> <ul style="list-style-type: none"> • work with stakeholders to deliver a diversity of experiences for visitors by: <ul style="list-style-type: none"> – identifying gaps in the tourism offering – facilitating the development of new product • develop products with key partners, such as: <ul style="list-style-type: none"> – cycling trails tied into the Great Ride – Food Story and Dark Sky – PSGEs, Rūnanga, Hapū and Marae to own and tell their story • influence key agencies to improve tourism infrastructure • assist, mentor and support events • engage with relevant community groups to promote Social Licence | <ul style="list-style-type: none"> • Destination Wairarapa Strategy to 2025 • Wairarapa Destination Plan (TBD) |

| STAKEHOLDERS | AGENDA/ INTERESTS IN WFTTN | RELEVANT PLANS/STRATEGIES |
|---|--|--|
| | WEDS recommendations include the development of a Destination Plan for Wairarapa. | |
| Department of Conservation | <p>Wairarapa Moana is classified as a Wetland of International Importance. Potential link trail.</p> <p>Partnerships to update and develop recreational use around Wairarapa Moana.</p> <p>Connections between Wairarapa Moana and Remutaka Forest Park.</p> <p>Feasibility studies undertaken on 3 Wairarapa mountain biking track options in the Remutaka hills/ Tararua forest with links into Featherston, Greytown and Masterton.</p> | <ul style="list-style-type: none"> Wellington Conservation Management Strategy (2019) |
| Greytown Trails Trust | The Greytown Trials Trust formed some time ago and they helped to establish the important Greytown Rail Trail, linking Greytown and Woodside. | Currently involved in completing the Tauherenikau suspension bridge to connect Featherston and Greytown. |
| Five Towns Trails Trust | Established prior to WTAG and set up to develop longer term plans to link the 5 main Wairarapa towns with trails. | The Trust has taken a back seat to the WTAG which has broad support from the Councils. |
| Trails Wairarapa | Three rivers study | |
| Fab Feathy | Fab Feathy is a Community Led Development (CLD) based in Featherston with the intent of bringing about positive change to the community. | ‘Our Future Featherston: 1.0’ is the community led plan. The plan specifically mentions new safe and accessible walking and cycling trails for development for tourism and improving connections between the town and nearby environmental assets in Lake Wairarapa. |
| Go Carterton | Community Development and formed to promote business and the community to the Carterton District Council. | |
| Kai Pai Carterton | Department of Internal Affairs funded community development programme that has recently had a plan developed and funded for 3 years. | Carterton Community Plan developed. |
| WaiP2K - Pūkaha to Kawakawa Alliance | <p>Community led network in Wairarapa to increase the health of Wairarapa ecosystems, biodiversity, water and the resilience of its communities.</p> <p>Proposing trail from Pūkaha to Kawakawa via the Ruamāhanga River.</p> | |

| STAKEHOLDERS | AGENDA/ INTERESTS IN WFTTN | RELEVANT PLANS/STRATEGIES |
|--|---|--|
| Rangitāne Tū Mai Rā Treaty Settlement Trust Ngāti Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement Trust Wairarapa Moana Statutory Board | <p>Partnership at Wairarapa Moana – proposing network of trails using paper roads and potential visitor experience - star gazing.</p> <p>Under the Treaty Settlement process, both Rangitane and Kahungunu will have shared ownership and control of Wairarapa Moana.</p> <p>The Wairarapa Moana Statutory Board will be established following the enactment of the Ngati Kahungunu ki Wairarapa Tamaki Nui a Rua Treaty Settlement. The process will also see the correction of a number of placenames, including Tauwharenikau (currently Tauherenikau), and Waiāwangawanga (currently Waingawa).</p> | To be completed following the consultation proposed. |
| Waka Kotahi (NZ Transport Agency) | <p>The National Cycling Programme supports the investment in cycling through taking a broader approach, including connecting regions with safer routes.</p> <p>Potential to fund bridge/clip on to State highway river crossings (but not long-term maintenance).</p> <p>Potential funding for urban connections to better support active and safe transport needs.</p> | <ul style="list-style-type: none"> • National Cycling Programme • National Land Transport Programme • Innovating Streets for People programme |
| KiwiRail | <p>Potential to apply for a Licence to Occupy KiwiRail land including for:</p> <ul style="list-style-type: none"> • Cycleways and pathways • Local trails trusts/groups • Community economic development groups | |
| Private sector (Business groups, tourism operators, cycle retail) | <p>The Wairarapa towns and community has access to strong retail and business support. This includes the Green Jersey (based in Martinborough) which runs cycle tours and bike hire through the Southern Wairarapa, Blackwell and Sons, a bespoke cycle store in Greytown, MyRide and Cycling Tom's bike stores in Masterton.</p> | <p>Many business interests have contributed towards cycling plans and strategies in the Wairarapa for Councils and other interests.</p> |

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