
Te ahu a Turanga: Manawatū Tararua Highway project

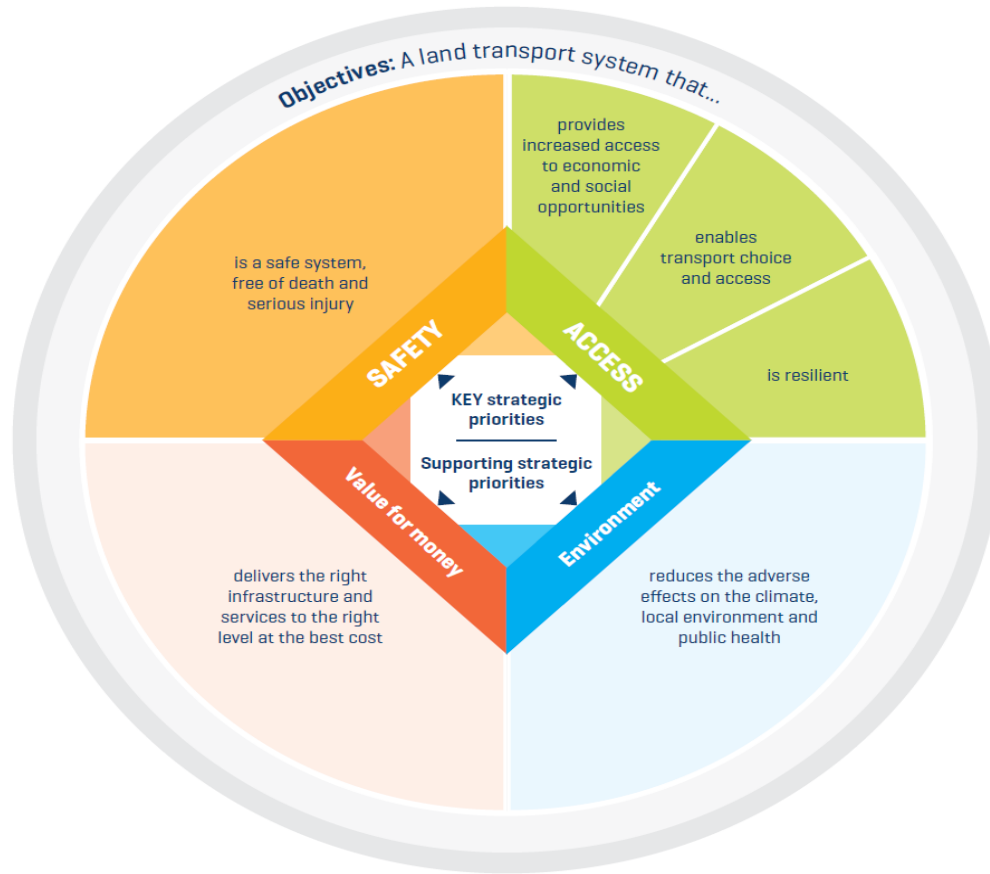
February 2019



Workshop Agenda

- Introductions
- Scope of Te Ahu a Turanga
- NZTA funding constraints
- Walking, cycling and bridleway facilities that have been identified as being wanted
- Assessment of facilities
- Conclusion

The draft GPS has four priorities and three themes



Scope of Te Ahu a Turanga

To reconnect the state highway network to provide for national, regional and sub regional transport movement/journeys between Ashhurst and Woodville.

Funding Constraints

NZTA is now operating in an extremely constrained funding model.

Te Ahu a Turanga Project

Outline of what we think people would like

- Sealed shared path within highway designation (physically separated from motorised traffic)
 - Recreation trail, mostly aggregate surface (Recreational and tourism facility, which allows for mountain bikers, bike-packers, horse trekking, walking and general family recreation use)
 - Composite of above (walking and cycling path alongside new road up steep hills, and then recreational trail through the wind farm on aggregate surface)
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- Have we got this right?

User groups

1. Commuters
2. Local Recreational Riders, Walkers and Runners
3. Domestic Holiday Makers
4. NZ bikepackers/cycle tourers
5. International bikepackers/cycle tourers
6. International tourists travelling by car/campervan
7. Equestrians
8. Events (walking/running/cycling)

Have we missed anyone?

User assumptions

1. The more scenic, quiet and generally enjoyable the route, the higher the number of users.
2. The number of commuters would be relatively low, due to the low population in Woodville (1500), and the distance from Woodville to Palmerston North (approx. 30 km, 1.5–2 hour ride on normal bike, 50 minutes on e-bike – assuming going over hill on the new highway).
3. Populations: Palmerston North (87,300), Ashhurst (3,062), Woodville (1,500).
4. Palmerston North commuter numbers 5.9% now (used to be 11%). This is mode share ONLY.
5. Estimated maximum number of cycle commuters in Woodville = 88.5 (assuming same percentage as PN). How many of these people commute to Woodville or PN? Estimated number that would cycle commute by bicycle (or e-bike) to Woodville/Palmerston North per day = 10 maximum (1 is more likely). This number may grow as the number of e-bikes grows, or if the Manawatu Gorge was opened to walkers and cyclists.
6. 70,000 walker/runner trips per year currently using DOCs Manawatu Gorge Track. Comments from locals indicate that it is too busy. Some of these people would choose another option, or do a loop.
7. The new road would be physically easier and faster than Saddle Road or Pahiatua Track.

Market Sector	Projected users Sealed path near highway	Projected users Recreational trail away from highway	Projected users Manawatu Gorge
Commuters	10/day 2000/year	10/day 2000/year	30/day 6000/year
Local Recreational Riders and Walkers	5000	70,000	100,000
Domestic Holiday Makers	10,000 Just to bridge / lookout / scenic res.	20,000	40,000
NZ bikepackers/cycle tourers	1000	2000	3000
International bikepackers/cycle tourers	100	200	500
International tourists travelling by car/campervan	500	2000	5000
Equestrians	?	?	?
Events	0	1000	1000
Total	16,600	95,000	150,000

Shoulder widths are important

TARGET SHOULDER SEAL WIDTH FOR STATE HIGHWAY CYCLING NETWORK

	50 km/h	70 km/h	100 km/hr
<i>Minimum adjacent traffic lane width</i>	<i>3.0 m</i>	<i>3.3 m</i>	<i>3.5 m</i>
1-1000 AADT	0.0 m	0.0 m	0.0 m
1000-2000 AADT	0.75 m	0.75 m	0.75 m
2000-5000 AADT	1.0 m	1.0 m	1.0 m
5000-8000 AADT	1.2 m	1.5 m	1.5 m
8000-18,000 AADT	1.5 m	1.7 m	2.0 m
18,000+ AADT	2.0 m	2.0 m	2.2 m

Current network

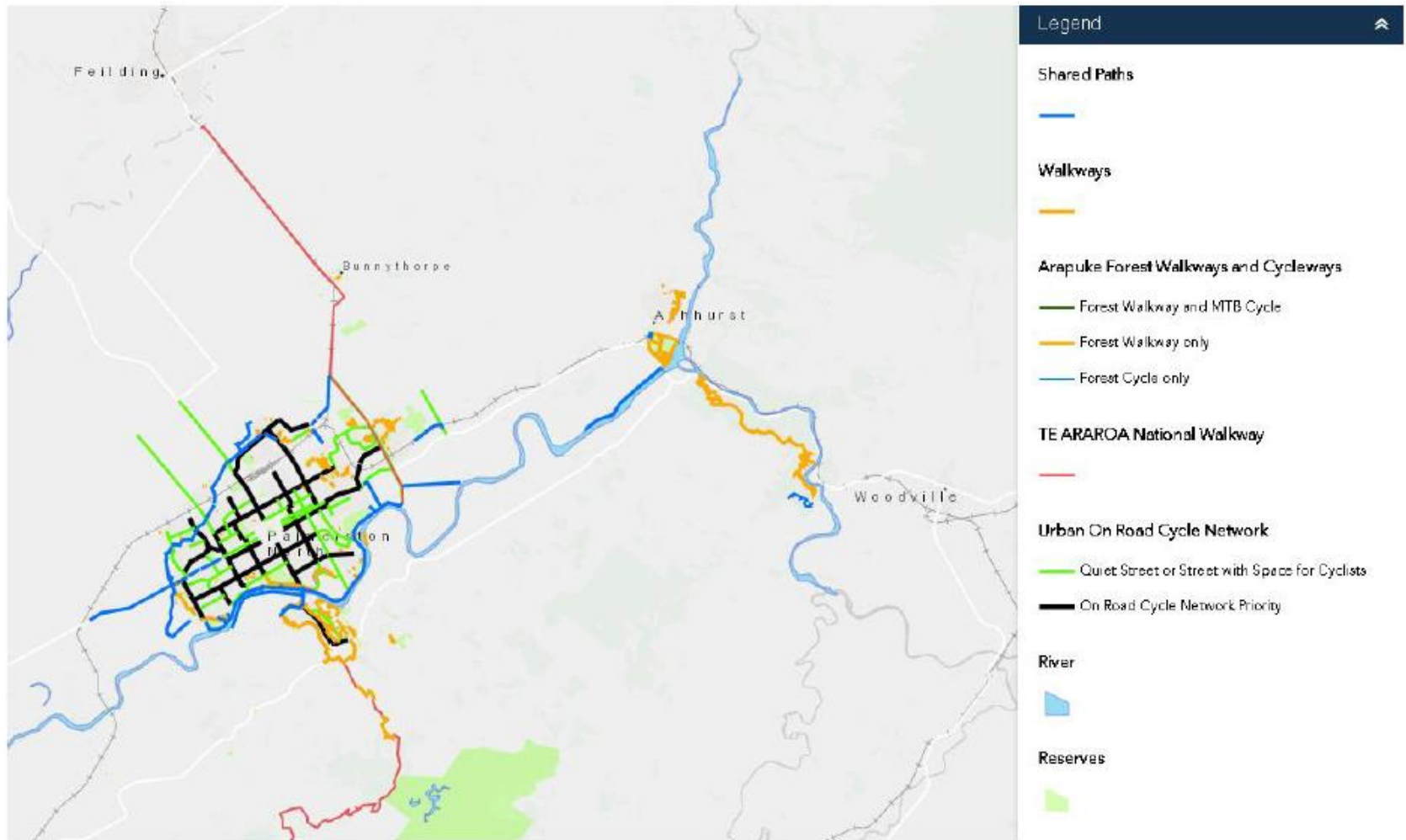
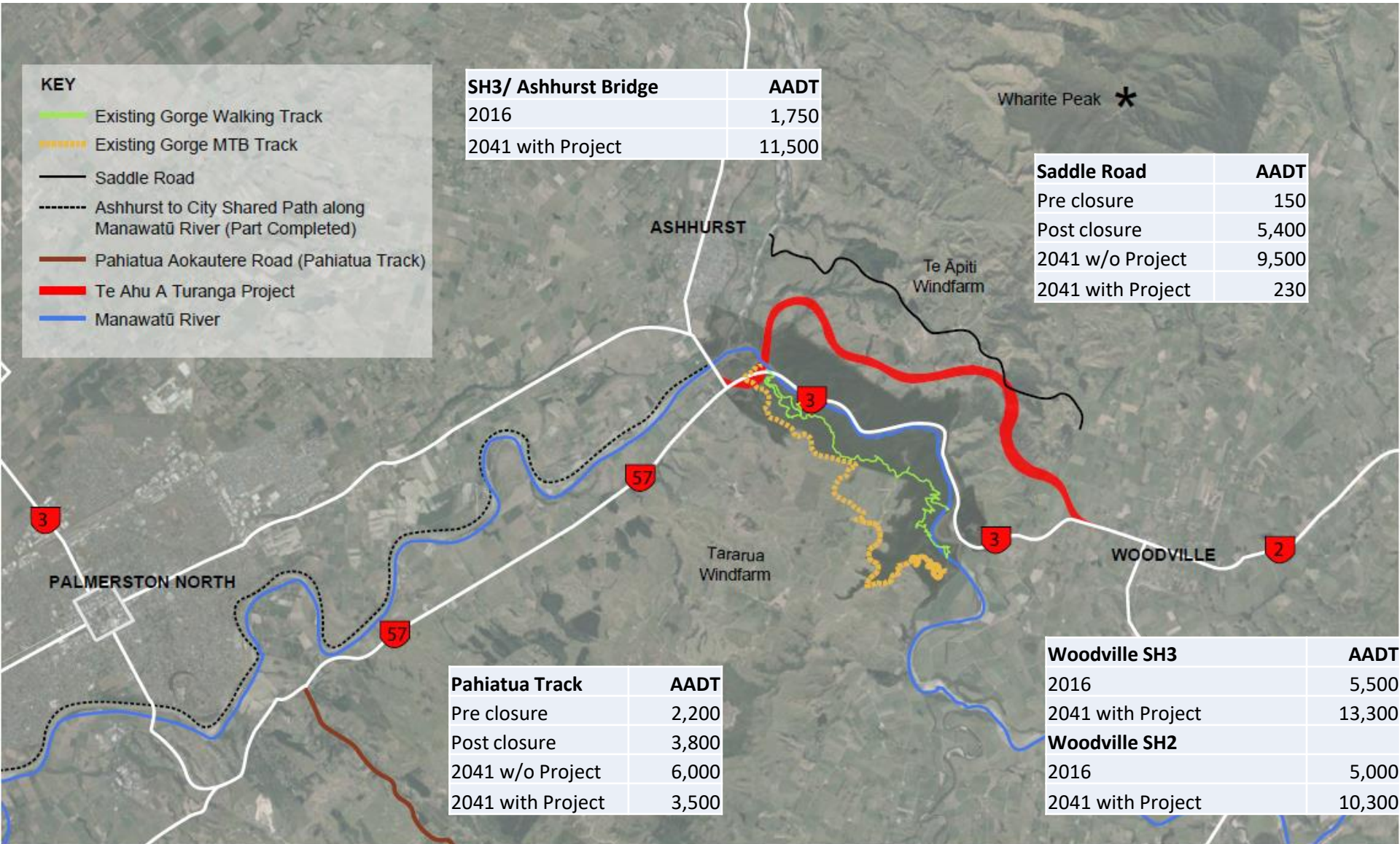


Figure 1.13: PNCC walking and cycling routes
(<https://geosite.pncc.govt.nz/MapView/>)

Traffic Volumes



Previous Plans...



Manawatu Gorge Mountain Bike Trails BUSINESS CASE

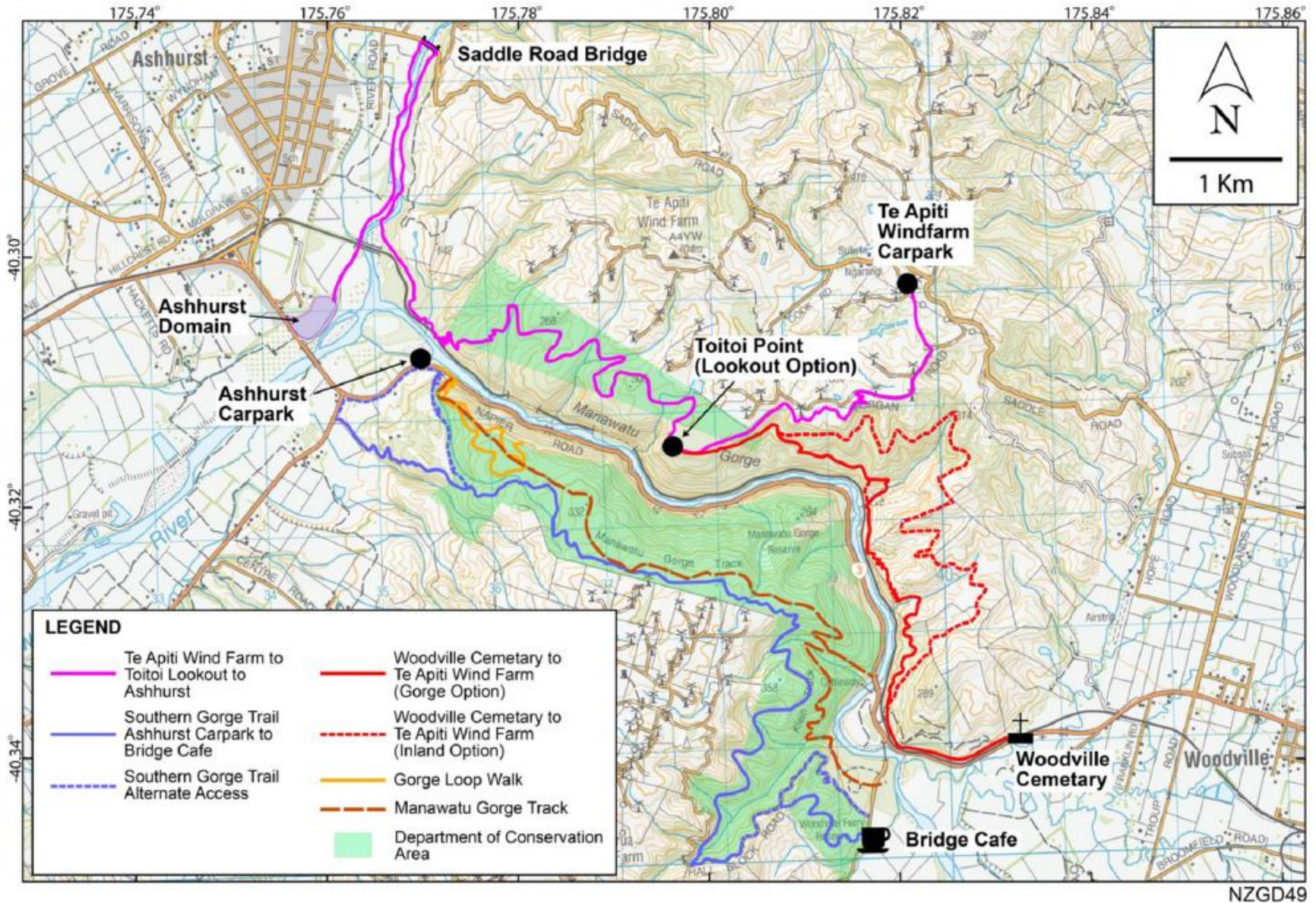
29 July 2016



Department of
Conservation
Te Papa Atawhai



Map 2 – Manawatu Gorge Trail Options



Walking and Cycling components

The project will provide:

1. Project provides for commuters via 2.0m hard shoulder (separated from live traffic by double lines/hatching and ATP)
2. Walking tracks across Gorge currently exist and access to these will be maintained.
3. Ashhurst Bridge clip-on to be brought forward and constructed as part of project.
4. Footpath and cycle path extended from Ashhurst Bridge to MGSR car park.
5. Walking and cycling provided across new Woodville roundabout and onto current to be revoked SH3, allowing for Lindauer Arts Trail. Connect this to existing path into Woodville.
6. Rest areas provided on route. These could link / provide access to future walking and cycling facilities. But wont be providing right in/ out of these rest areas, or turn around facility.

National Cycling Network

Once the Project is opened then it is possible that the Saddle Road will become part of the National Cycling Network, reconnecting the heartland ride across the ranges between Ashhurst and Woodville, and then following Balance Valley Road to Pahiatua.

Conclusion

Walking and cycling facilities wanted are out of the Project scope but on face of it would be well used. A facility alongside the road would not be well used.



