

# Appendix 1 : Makorori-Gisborne Cycleway Investigations

## **GISBORNE DISTRICT COUNCIL**

### **MAKORORI-GISBORNE CYCLEWAY INVESTIGATIONS**

#### OBJECTIVE

To create a combined cycleway/walkway between Makorori Beach and Gisborne city. The intention is to remove cyclists from State Highway 35 and also create an extension to the Heritage Trails as promoted by Regional Promotion Councils. Total length of trail will be 9.2 km or 9.75 km depending on chosen options.

This report is based on the route positions as applied to the State Highway system and the length has been divided into six areas based on these route positions.

The route positions and areas used in this report are:

Makorori Settlement	RP 308/8.03	Area 1
Surfies Carpark	RP 308/9.67	Area 2
Bottom of Makorori Hill South Side	RP 308/11.24	Area 3
Hamanatua Stream Bridge	RP 321/0.00	Area 4
Oneroa Road	RP 321/1.53	Area 5
Sponge Bay Road	RP 321/2.98	Area 6
Tyndall Road North Intersection	RP 321/4.08	

#### CONSTRUCTION

The proposed construction will be a 2.5-3.0 wide pavement consisting of 100mm deep GAP 40 basecourse. The surface will be sealed with bitumen and coated with a suitable chip.

#### **AREA 5**

For this section the cycleway/walkway commences at Oneroa Road RP 321/1.53 and terminates at Sponge Bay Road RP 321/2.98.

The options for this length are:

### **OPTION 1**

The cycleway/walkway cannot be situated near the highway due to a 1.5m deep drain on the seaward side of the highway, and the steep cut batter on the northern side of the highway. Here the option is to travel along the Road Reserve on the seaward side of the fence and parallel with the State Highway to RP 321/2.10 where the old Road Reserve can also be utilised, before re-entering the Road Reserve again. A culvert of 1.8m diameter and associated drain requires crossing at RP 321/2.36. The cycleway would have its exit onto Sponge Bay Road. Careful design of this crossing will be necessary due to the speeds of traffic entering and existing Sponge Road.

### **OPTION 2**

This option avoids the Oneroa Road/State Highway intersection and continues using the public roads down Murphy Road and Lloyd George Road. From the end of Lloyd George Road it will be necessary to cross private property to follow alongside the Wainui Stream before returning to the culvert exit at RA 321/2.36. The Murphy Road/Lloyd George Road option is twice the length of option 1 but traverses some private property.

### **OPTION 3**

This option necessitates crossing the State Highway near Oneroa Road using the property on the northern side of the highway, but involves earthworks to reduce gradients over this hilly section. This is the least preferred option.

## **AREA 5**

The route through this area will require access across the following land titles. The affected property will need to be purchased or consent obtained from the owners to allow the track to be constructed.

<b>Option 1</b>	Lot 4	DP 4900	)	
	Pt Lot 2	DP 4900	)	
	Pt Lot 2	DP 8127	)	
	Lot 1	DP 8127	)	Road Reserve
	Lot 1	DP 7947	)	
	Lot 1	DP 7776	)	
	Pt Lot 1	DP 3944	)	

***(Insert Maps 1 - 5)***