

Cycleway update



May 2011

The cycleway updates have been on holiday since December 2010, but after a number of requests they have been resurrected. The general format will stay the same, but a fresher look and a less formal feel will make the updates more user-friendly to the widening group of friends we now have interested in the cycleway. There is also a new map associated with the updates which more accurately reflects the work to date, and lots of photos too. I hope you enjoy the read.

Construction update

Bridges

The construction of bridges has been a highlight of the past few months, with a number in varying stages of completeness along the length of the trail. Smaller bridges throughout the Pikiariki Ecological Area at the beginning of the ride are now complete and receiving visitors (see later article for details) and the first two suspension bridges across the Waione and Waikura streams are nearing completion. Much of the new Mangatukutuku suspension bridge is now in place, and new suspension bridges are planned for the Maramataha and Ongarue Streams. Four glue-laminate bridges spanning between 15 and 30



metres have been constructed and await their code of compliance. Six new bridges between White Hut junction and the Waione have completed designs, and these will be tendered over the winter, ready for construction in the spring.

None of the suspension bridges have been load-tested or have completion certificates from the council, and are currently deemed unsafe to cross.

Track construction



Pumice surfaced track - photo: DOC

Staff hired under a Ministry of Social Development scheme have worked hard over the past four months to surface tracks that had been formed by contractors over the past year. Their efforts have culminated in 6km of track with pumice surfacing available for riding from Pureora Village to the bush edge of Mount Pureora. The pumice surface has compacted well onto the track, and is proving very easy to ride on. It is likely that the white material will become a trademark of the trail.

After months of work, a route has finally been found across the Maramataha Stream that will meet the grade standards for Nga Haerenga. The route will showcase beautiful views above the Maramataha Ecological Area and run alongside the Piropiro stream, offering opportunities for swimming and bird watching. The suspension bridge is expected to be 110m long and will be designed to the specifications of the other suspension bridges under construction.

Track formation is complete between Mangatukutuku and Waikura streams. Weather allowing, construction of the trail will continue over winter, with the section around the southern side of Mount Pureora and through the headwaters of the Ongarue stream being targeted by staff.

The restoration work for the Ongarue spiral is underway, with contractors being sought for the work through a public tender process. The tender will close on 17th May, and work is expected to begin in the spring.

Promotions update

Maraeroa Cycle Trail



April 20th saw the opening of the Maraeroa Cycle Trail, a joint initiative between iwi and DOC. A 23km loop, the cycle trail utilises the opening portion of the Nga Haerenga cycleway before turning onto private land and winding through a pine plantation on its way back to Pa Harakeke, an eco-tourism eco-culture centre located 1km from Pureora Village. Despite being partly private, the entire cycle trail will be free to ride.

The event attracted 50 or so people, being a range of stakeholders

Cycleway riding event; photo I. McDowell

and a number around the area that wanted to ride on the new track. While still soft in places, the track held up well to the workout, and as it settles and hardens it is expected to become a nice half-day excursion for bike riders of all ages and abilities.

This private extension to the national cycleway showcases the economic development initiatives that Nga Haerenga was created for – business development and job opportunities. Pa Harakeke is an established business who have utilised their adjoining land to create an opportunity that allows cyclists to engage in a ½ day ride and return to Pa Harakeke for a coffee. Bicycles can also be hired from Pa Harakeke, and the opening hours at the centre have been extended to accommodate the expected increase in usage during weekends.



Eco-cultural centre; photo DOC

The creation of the track has been supported by DOC to ensure cycleway grades on the private section align with the national cycleway to enhance visitor experience. It has also offered training opportunities for the newest staff in track formation work, particularly using a digger to create and form tracks similar to the work that contractors have been doing for DOC to date. It is anticipated that this new skill will be put to good use across other parts of the cycleway construction.



Map of Maraeroa cycleway - credit DOC

Other progress photos



Shelter Pureora Mountain, credit DOC



Bridge building, credit DOC



Contractor clearing tramline, credit DOC



Mangatukutuku bridge, credit DOC



Directional signage, credit DOC



Freshly cleared tramline, credit DOC

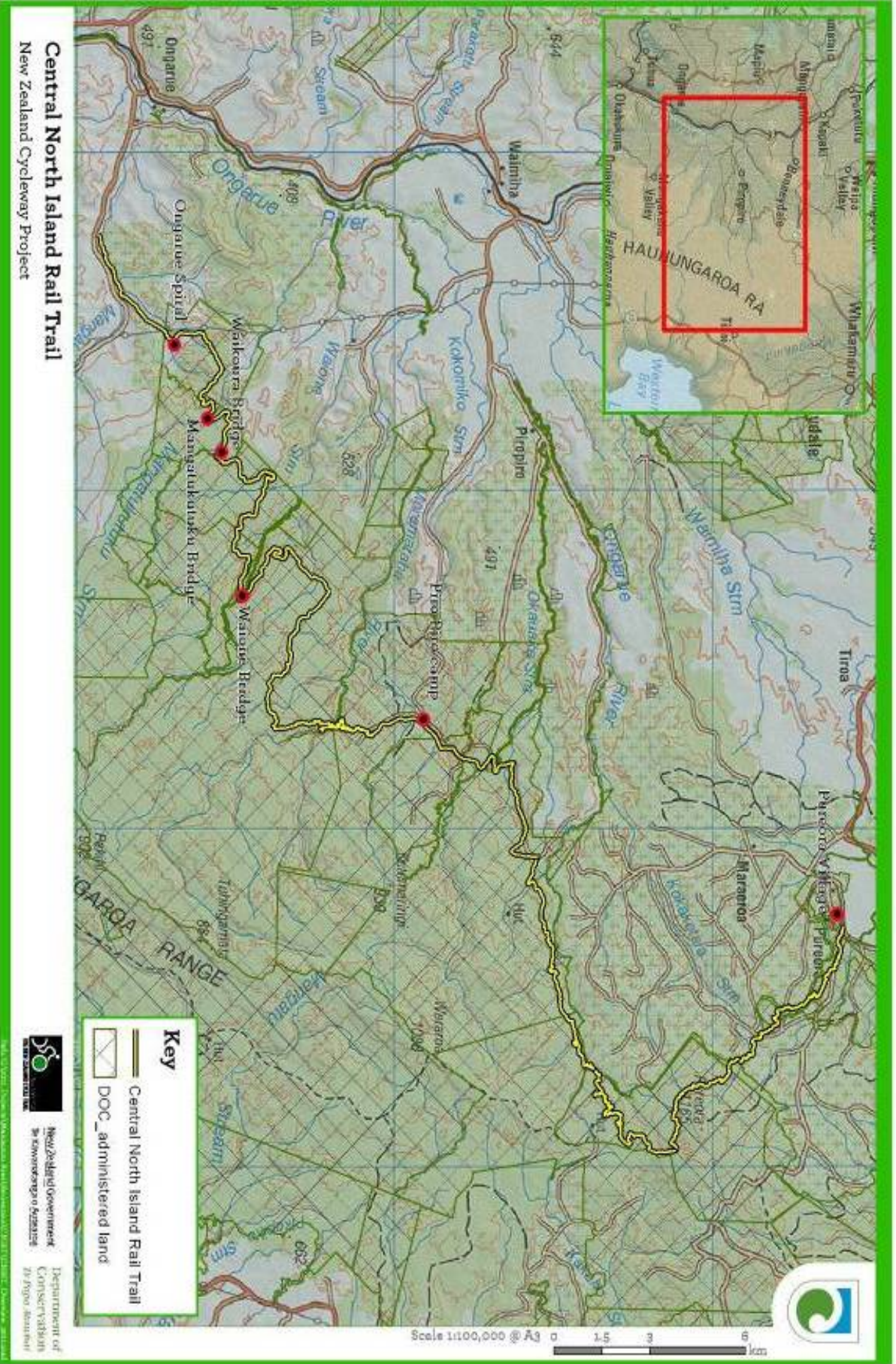
Map update

There are a number of sections in varying degrees of usability. Sections will not be opened until fully completed, including all relevant council consents. Please respect the hoardings erected to stop traffic (including pedestrians) along bridges during construction – until the bridges have been tested and signed off they are considered unsafe to cross. There have been occasions recently when contractors have returned to the worksite to find construction hoardings have been removed, presumably in order to cross the bridge. Until the bridges are fully certified safety on the new constructions cannot be assured.

The tracks are in varying degrees of completeness from fully surfaced through to newly formed. They may be soft underfoot and may stop abruptly. Some sections of track which have been formed may only be accessible from one end of the trail and end at a gully with a bridge that cannot be crossed yet.


The cycleway is being designed to meet a grade 2 or easy cycling gradient from Pureora to Ongarue. Cyclists may choose to ride from Ongarue to Pureora but the track will not meet grade to in the south to north direction.

Important points and some landmarks are marked on the new map – suspension bridges are the highlights of the Mangatukutuku, Waikoura and Waione streams – and the marker at Piropiro flats helps to orientate where the halfway point roughly exists.



Central North Island Rail Trail
New Zealand Cycleway Project

Key

-  Central North Island Rail Trail
-  DOC-administered land



New Zealand Government
in cooperation with
Department of
Conservation



Scale 1:100,000 @ A3
0 1.5 3 6 km