

**NZ Transport Agency – ‘Safer Roads’ engagement, State Highway 2 Solway-Carterton**  
**Comments from the Wairarapa Trails Advisory Group**

Wairarapa Trails Advisory Group

The Wairarapa Trails Advisory Group is convened by Carterton, Masterton and South Wairarapa District Councils to advise the three District Councils on the planning of trails (for walking, cycling, equestrian use, etc) and other initiatives (such as mountain bike parks) throughout the Wairarapa, as well as keeping in touch with trails planning throughout Greater Wellington Region and with voluntary sector groups (such as the Five Towns Trail Trust).

Possible Masterton-Carterton railside path

Although in early stages, the idea of a cycle/ walking path within the railway reserve between Carterton and the boundary with Masterton District (connecting along the river bank with the existing Waingawa Bridge segregated paths) has recently been suggested by the Five Towns Trail Trust, which has suggested it could form part of a wider concept, the Five Towns Trail, linking the Remutaka Rail Trail with Masterton and beyond as part of a National Cycling Network. This concept has some potential to provide for State Highway 2 cyclists and therefore (dependent on formal evaluation yet to take place), might in the future justify some State Highway funding supports (since state Highway users may benefit; quite apart from any economic development benefit which might accrue from the wider Five Towns Trail concept).

The future possibility of this route does not detract from the needs outlined below, notably for well-design path systems at future roundabouts, and roadside barriers respecting previous discussions. The realisation of this railside route cannot be guaranteed, and even if it does happen, it will not obviate all potential cycle movements of the State Highway (it does not in any way serve Cornwall Road, for example).

Roadside barriers

Some years ago local cyclists raised concerns about roadside barriers risking cyclists’ safety in the event of motor vehicles straying from the traffic lanes. Masterton and Carterton District Councils (at Mayoral level) and the Wairarapa Road Safety Council mediated discussions, and it is understood that these matters were resolved. We would ask that any roadside barriers installed further to the current engagement respect these discussions, in particular in ensuring adequate shoulder width for cyclists for this type of road (2 metres).

Speed Limits Review

Vehicle speeds affect cycling safety, but no comment is made on this since it is being addressed separately current by work on a Speed Limits Review.

Ngaumutawa Road and Norfolk Road/ Cornwall Road roundabouts

Roundabouts at State Highway 2’s intersection with Ngaumutawa Road (Masterton District) and Norfolk Road/ Cornwall Road (Carterton District) have been discussed and proposed in past years, have strong political support from both District Councils, and may well emerge as proposals from the current engagement. If so, then it is important that well-designed segregated path and bridge/ underpass facilities are provided.

Even if a potential railside cycle path were realised (as suggested above), the cyclists' safety issue on these roundabouts would still exist, making provision of segregated path and bridge/underpass systems essential. Design principles include adequate path width (including for sharing with people on foot, generally about a 3 metre path width with additional grass/berm), adequate sight lines (to guard against crime or collisions), adequate curve radii and gradients for the likely cyclist speeds, avoidance of excessive detours, and interface with the roadway which takes into account cyclists' need to accelerate/ decelerate when joining/ leaving the roadway.

Some recent fit-for-purpose and award-winning designs of segregated path systems are commended to the Safer Roads engagement team. The State Highway 2/ State Highway 58 Haywards intersection in the Hutt Valley (<https://www.nzta.govt.nz/projects/sh2sh58-haywards-interchange/>) won a 2018 'Love Cycling' Award from Cycle Aware Wellington, and was nominated for a 2018 'Bike to the Future' Award from the NZ Transport Agency and the NZ Cycle Action Network. The State Highway 5/ State Highway 30 Hemo intersection in Rotorua (<https://www.nzta.govt.nz/projects/sh5-sh30-hemo-road-intersection/>) won a 2018 'Golden Foot' award from walking advocacy group Living Streets Aotearoa. Both these show the types of design the Wairarapa Trails Advisory Group would hope could be provided on the Ngaumutawa Road and Norfolk Road/ Cornwall Road roundabouts.

#### Conclusion

The Wairarapa Trails Advisory Group thanks the NZ Transport Agency for the opportunity to contribute to the State Highway 2 Solway-Carterton Safer Roads engagement, and hopes the above comments are useful. Contact for further discussion Dave Gittings, Carterton District Council Planning and Regulatory Manager, 06 379 4030 [dave.gittings@cdc.govt.nz](mailto:dave.gittings@cdc.govt.nz), or Roger Boulter (consultant to Carterton and Masterton District Councils) of Boulter Consulting, 06 379 8909, 021 872 654, [roger@boulter.co.nz](mailto:roger@boulter.co.nz).

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