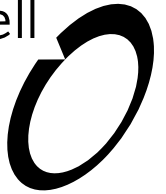


Boffa Miskell



Ohakune Transport Plan

Prepared for Ruapehu District Council


19 January 2023





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Cover photograph: Mangawhero Terrace looking south from pedestrian bridge at The Junction, 2022.

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1.0 Introduction

The Ohakune Transport Plan (OTP) has been prepared in response to, and in order to support, the objectives of the Ohakune Spatial Plan (OSP). The Plan is based around the application of integrated transport and land use planning best-practice, and aims to:

- outline the existing national and local policy context, drivers and approach to integrated transport and land use planning.
- enable planning for sustainable social and environmental outcomes to support the wellbeing and health of existing and future communities.
- outline the stakeholder engagement activity and feedback received to ensure a relevant and realistic plan with community buy-in.
- support forecast growth and land use change identified and enabled through the proposed spatial plan initiatives.
- Identify the issues and opportunities present in the existing transport and access network, based on an analysis of movement patterns including peak demand and the current operating conditions for all transport modes.
- provide guidance on access network and public streetspace management to ensure the most appropriate use of public space while allowing for a well-connected access and movement networks.
- provide advice and guidance to assist in the realisation of recommended actions and proposed next steps.

2.0 Policy Context

The national, regional and local policy context summarised below sets the direction and priority areas for integrated transport planning in Aotearoa and underpins the recommendations of the Ohakune Transport Plan.

2.1 National policy framework

2.1.1 Emissions Reduction Plan

The purpose of the Emissions Reduction Plan (ERP), required under the Climate Change Response Act 2002, is to set the long-term emissions reduction targets required for Aotearoa to contribute to the global effort to limit temperature rise to 1.5°C.

The ERP recognises transport is one of our largest sources of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand's gross emissions. The Plan seeks to identify a pathway to a zero-carbon transport system by 2050 which includes reducing transport emissions by:

- 13 per cent by 2030
- 41 per cent by 2035 (compared to 2019).

To move towards achieving this, the Independent Climate Change Commission recommends the Government focuses on three areas to reduce emissions from the transport system:

- Reducing reliance on cars and supporting people to walk, cycle and use public transport.
- Rapidly adopting low-emission vehicles and fuels.
- Beginning work now to de-carbonise heavy transport and freight.

2.1.2 Government Policy Statement on Land Transport

The Minister of Transport is required to issue a Government Policy Statement on Land Transport (GPS) every three years. The GPS sets out the Government's priorities for expenditure from the National Land Transport Fund over a 10-year period and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with regards to land transport planning and funding.

The current GPS was published on 26 August 2020 and takes effect on 1 July 2021. The GPS strategic priorities are safety, better travel options, climate change and improving freight connections.

2.1.3 Road to Zero – New Zealand Road Safety Strategy 2020–2030

Road to Zero articulates Government’s vision, which is ‘a New Zealand where no one is killed or seriously injured in road crashes’, their guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.

The RLTP includes a headline target that is aligned with the Road to Zero target of a 40 per cent reduction in deaths and serious injuries by 2030 for the region.

An activity under this Plan is to develop and maintain a Road Safety Strategy for the Manawātū-Whanganui Region, which aims to set out a framework and action plan for the coordinated delivery of multiple road safety interventions. The Manawātū-Whanganui Road Safety Strategy will be developed through engagement and consultation with a range of regional stakeholders responsible for road safety outcomes and reflects a multi-agency approach that is managed at a regional level.

2.1.4 Transport Outcomes Framework

The national Transport Outcomes Framework takes a strategic, long-term and integrated approach to transport and makes clear what Government is aiming to achieve through the transport system in the long term. The five outcomes are outlined in the diagram below.

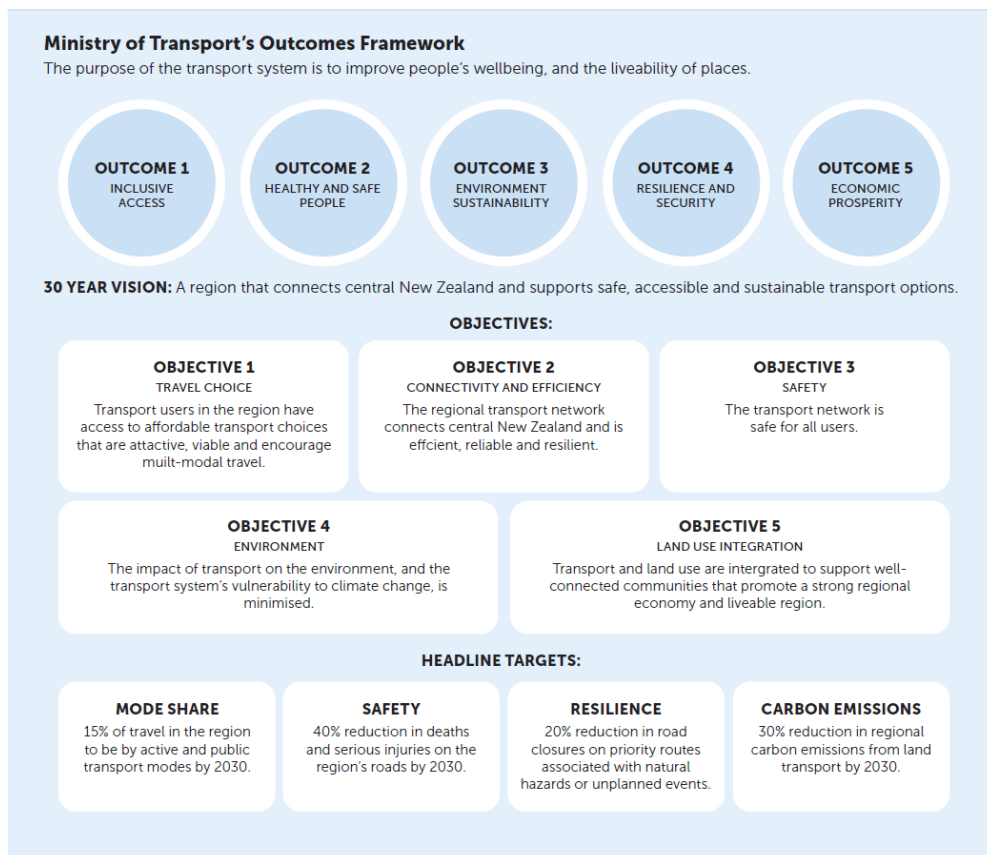


Figure 1 - Transport Outcomes Framework

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. The RLTP has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

2.1.5 One Network Framework

The One Network Framework ("ONF") is an evolution from the One Network Road Classification to take a movement and place approach to classifying roads and streets, recognising place and movement functions, as well the surrounding context of the street.

The ONF will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. ONF provides an opportunity for more integrated delivery of regional outcomes. The ONF provides a useful tool for transport planning, based on a five-point matrix that links place and movement functions to inform a set of street categories. The Urban Street categories are based on movement and place function, and this informs the requirements for the design of the street and what is prioritised.

A street category is defined as part of a bigger network context, and the Framework recognises a street network (or even a single corridor) can have multiple street categories along its length reflecting changes in its location and the form, function and activities of adjacent land uses.

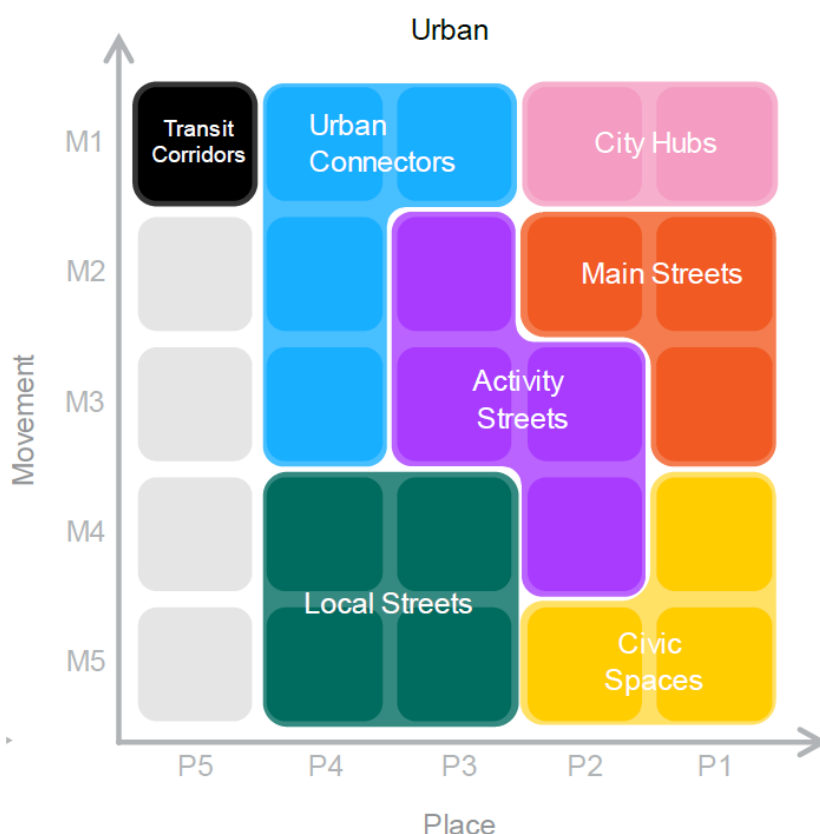


Figure 2 - One Network Framework - Street Categories

During the 2021–24 period, the Manawatū-Whanganui Region’s road controlling authorities will advance their current ONRC network classifications and transition them into the new One Network Framework in time for the 2024–27 Regional Land Transport Plan cycle.

2.1.6 National Mode Shift Plan

The Transport Agency's National Mode Shift Plan sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice. While the Manawatū-Whanganui Region is not identified as one of the six high-growth urban areas with the highest potential to achieve mode shift, it is still considered a high priority for the region and is therefore reflected in this Plan.

2.2 Horizons Regional Council

2.2.1 Horizons' Regional Land Transport Plan (RLTP)

The Horizons RLTP sets out the current state of the region's transport network, the challenges the region faces, and the priorities for future investment in order to achieve the following vision:

"A region that connects central New Zealand and supports safe, accessible and sustainable transport options."

The RLTP takes account of the Government's direction and priorities and sets five investment priorities which seek to enable safer, more efficient and accessible travel that minimises the environmental impact.

2.2.2 Manawatū-Whanganui Regional Public Transport Plan (RPTP) 2015–25

The Manawatū-Whanganui Regional Public Transport Plan (RPTP) sets out the public transport system that Horizons Regional Council, in partnership with local councils, proposes to fund and operate. It was last updated in 2015 and is due to be renewed following completion of the Regional Land Transport Plan.

2.3 Ruapehu District Council

2.3.1 Long Term Plan 2021-2031

The land transport category of the Ruapehu District Council long term plan provides road and pedestrian infrastructure that allows for the safe, reliable, efficient and effective movement of vehicles and people. Roads are essential infrastructure for both community and economic development and this category is currently allocated 39% of Council total spend in the plan.

2.4 Ohakune Spatial Plan

Future Ohakune Governance Group comprising Ruapehu District Council, Ngāti Rangi, Ohakune Inc, and key community stakeholders have been working with the Ohakune community to understand the values and aspirations for the future of Ohakune.

The outcome of this process is the Ohakune Spatial Plan (OSP) which sets out key priorities for Ohakune, looking at how Ohakune grows and responds to the key pressures, risk and opportunities that exist.

The OTP aims to identify and address the transport implications of the OSP, providing a set of key moves and recommendations to support and enable the realisation of the Spatial Plan.

DRAFT OHAKUNE SPATIAL PLAN

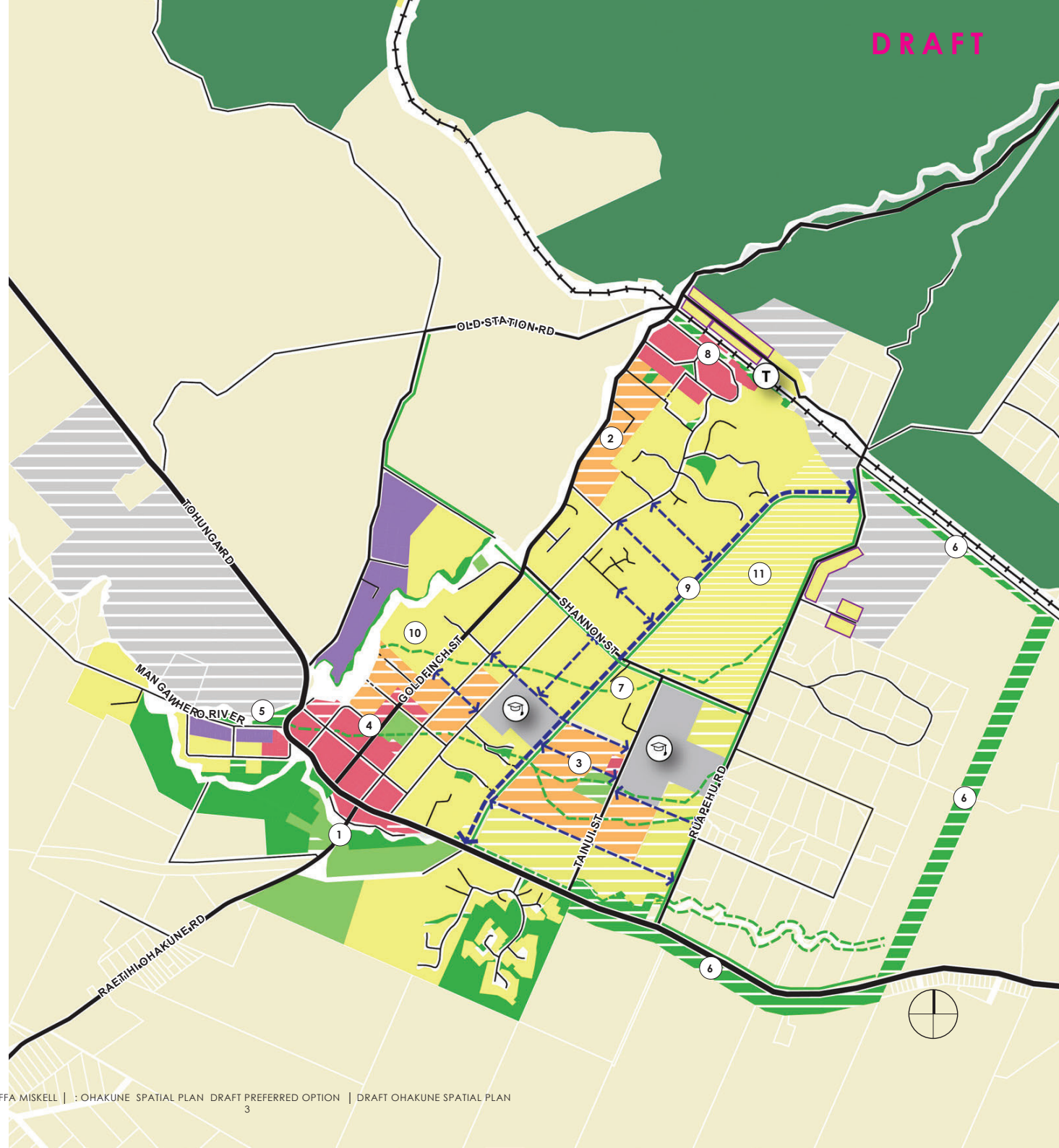
We are familiar with larger sections, larger types of house and plenty of space. With social, demographic, financial and environmental challenges, there is likely to be changing demand for wider housing choices with good access to open space and facilities.

KEY MOVES

- 1 SAFETY IMPROVEMENTS TO THE INTERSECTION OF RAETIHI OHAKUNE ROAD. IMPROVE THE CONNECTION BETWEEN CARROT PARK AND CENTRE
- 2 MEDIUM DENSITY HOUSING CLOSE TO THE MANGAWHERO RIVER CORRIDOR AND THE AMENITIES OF THE JUNCTION
- 3 MEDIUM DENSITY HOUSING IS LOCATED BETWEEN THE TWO SCHOOLS. AS THIS IS GREENFIELD LAND, MORE COMPREHENSIVE MEDIUM DENSITY RESIDENTIAL IS EXPECTED.
- 4 MEDIUM DENSITY - PROVIDE FOR GREATER HOUSING CHOICE NEAR THE TOWN CENTRE AND SURROUNDING CHRISTIE PARK
- 5 INDUSTRIAL LAND IS REZONED TO OPEN SPACE ALONG THE MANGAWHERO RIVER.
- 6 A NEW GREEN BELT HELPS CREATE A CONTINUOUS RECREATION AND GREEN LOOP AROUND OAHAKUNE - INVESTIGATION IS NEEDED TO DETERMINE THE WIDTH AND LOCATION AS WELL AS THE FINAL PLANNING MECHANISM OR EASEMENT/AGREEMENT USED
- 7 NEW GREEN 'BIODIVERSITY' AND RECREATION LINKS ALONG RIVER CORRIDORS. LOOK TO CREATE A BUFFER THAT RESTRICTS DEVELOPMENT WITHIN A SPECIFIED DISTANCE FROM STREAM EDGE. PROMOTE FUTURE ACCESS
- 8 DEVELOPMENT OF A FLEXIBLE MULTI USE PUBLIC OPEN SPACE AND EVENTS AREA
- 9 NEW COLLECTOR - A NEW NETWORK OF LOCAL ROADS IS PROPOSED, CO-LOCATED WITH GREEN LINKS. THE EXACT LOCATION OF THESE ROADS IS STILL TO BE DETERMINED.
- 10 DETAILED NATURAL HAZARD AND FLOOD MAPPING - MORE INFORMATION IS REQUIRED TO UNDERSTAND THE DEVELOPMENT RISK AND ZONING IMPLICATION
- 11 LONG TERM RESIDENTIAL GROWTH IS ALREADY PROVIDED FOR IF NEEDED. A DETAILED HOUSING AND STAGING ANALYSIS WILL NEED TO BE UNDERTAKEN.

LEGEND

- EXISTING COMMERCIAL
- PROPOSED COMMERCIAL
- PROPOSED MEDIUM DENSITY RESIDENTIAL
- EXISTING RESIDENTIAL - LOW DENSITY
- PROPOSED RESIDENTIAL - LOW DENSITY
- FUTURE RESIDENTIAL - LOW DENSITY
- PROPOSED MĀORI PURPOSE ZONE
- EXISTING RURAL
- EXISTING INDUSTRIAL
- PROPOSED LARGE FORMAT RETAIL
- EXISTING ACTIVE RESERVE
- PROPOSED ACTIVE RESERVE
- EXISTING PROTECTED AREA - RESERVE
- PROPOSED PROTECTED AREA - RESERVE
- EXISTING PROTECTED AREA - CONSERVATION
- PROPOSED GREEN LINK
- RIVER
- HERITAGE CONSERVATION AREA
- SCHOOL
- STATE HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- POTENTIAL FUTURE ROAD CONNECTION
- TRAIN STATION
- TRAIN LINE



3.0 Project Objectives

An integrated transport and land use planning approach has been adopted in the preparation of the OTP. This approach is based around the following objectives:

1. Provide a safe transport network for all users.

- Address perceived threats to safety on the network – ie related to lack of space, vehicle speed, safe crossing points, lighting, and sightlines.
- Minimise conflict between vulnerable road users (people walking and cycling) and vehicles.
- Balancing movement and place functions – key movement corridors enable the safe and efficient movement of people and freight, while creating human-centred activity centres accessible by sustainable transport modes.

2. Prioritise sustainable and active transport - walking, cycling and public transport

- Identify safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.
- Provide safe crossing points to support walking pathways (including across SH49) and reduce vehicle speeds on key streets through traffic calming measures such as raised tables, kerb build-outs and entry treatments.
- Encourage the provision and use of the appropriate public or community transport services and networks for better connections and transport options to/from and within Ohakune.
- Make the network inclusive – ensure important destinations are accessible to all (8-80 planning) and the pathways are enjoyable places for everyone to use and spend time.
- Encourage and support the transition to a low carbon society.

3. Improve access to and use of public open space and recreational facilities

- Recognise the role of the street network in contributing to high quality public space and identify opportunities for the same space to perform different functions across the day/week.
- Investigate opportunities to improve links to blue/green¹ corridors and regional cycling pathways, through wayfinding, street design, and safe pedestrian and cyclist crossings.

4. Support the needs of the existing community and businesses.

- Identify and provide for connections to community facilities and services, such as support services, health, education and recreation.

Please note - In all instances 'Blue-green infrastructure' refers to the use of blue elements, like rivers, streams, wetlands, water treatment facilities, and green elements, such as trees, forests, fields, parks, and natural open space in urban and land-use planning.

1

- Consider the impact of all initiatives on existing residents and employees, continue to provide a level of vehicle access and on-street parking for residents and visitors to the town with limited travel options.
- Recognise the role of the street network in providing site access and servicing requirements for existing business operations.

5. Promote the most efficient management and use of streets and car parking space

- Identify opportunities to convert surplus car parking space to public open space in times of lower demand (ie outside the peak seasons) and provide additional space and capacity on priority walking and cycling routes.
- Identify and collect the data and evidence necessary to support changes and decision making around street space allocation and potential alternative uses for on-street parking spaces in the longer term.

4.0 Data Gathering and Analysis

Collection, understanding and analysis of both qualitative and quantitative data is an important component of the transport planning process. The Ohakune Transport Plan has been informed by the data sources set out below.

4.1 Traffic Data

- Waka Kotahi NZTA Crash Analysis System Data.
- Waka Kotahi NZTA State Highway AADT volume data for SH49.
- Traffic volume and speed surveys undertaken at 18 key sites across Ohakune over a 7-day period from Tuesday 12 July 2022 to Monday 18 July 2022 to coincide with the school holiday peak demand. This data is summarised in Table 1 and graphically in Figures 3 and 4.

Table 1 - Traffic Volume and Speed Data

Location	7-day ADT Both directions	Vehicle Speed kph		Heavy vehicle %
		mean	85 th %ile	
Raetihi - Ohakune Road	2412			
Ayr Street – btwn Rata and Goldfinch	1253	34	41	5.7
Ayr Street – btwn Goldfinch and Miro	1969	25	35.5	8.3
Goldfinch Street – btwn Clyde and Ayr	2595	19	24	6.2
Goldfinch Street – btwn Tay and Conway	2212	45	52	6.6
Miro Street – btwn Clyde and Ayr	1662	33	39	5.5
Arawa Street – btwn Clyde and Ayr	738	39	48	13
Ruapehu Road – btwn Bridge and Tawhero	517	53	66.5	21.4
Shannon Street – btwn Mangawhero and Miro	455	38	44	7.1
Mangawhero Terrace – btwn Lee and Carters	1629	51.5	57	10.4
Old Station Road – btwn Marshalls and Mangawhero	340	53	63	14.6
Dreadnought Road – btwn Ruapehu Rd and Bridge	171	70.5	86	5.2
Ohakune Mountain Road	604	67.5	75	7.2
Burns Street – btwn Clyde and Milton	862	34	40	15.3
Thames Street – btwn Mangawhero and Rimu	648	26	34	6.6
Tainui Street – btwn Bridge and KCC RHS	333	48	58	14.5
Miro Street -btwn Shannon and Lee	1036	46	53	4.6
Railway Row – btwn Ohakune Mountain and Soldiers	228	43	53	21.1
SH49 - Ohakune East (at Mangateitei River Bridge)	2460			14
SH4 - Ohakune West (west of Old Station Road)	1700			16.6

Note – red shading denotes mean and 85th %ile speed above speed limit and orange shading denotes highest volumes and heavy vehicle percentages.

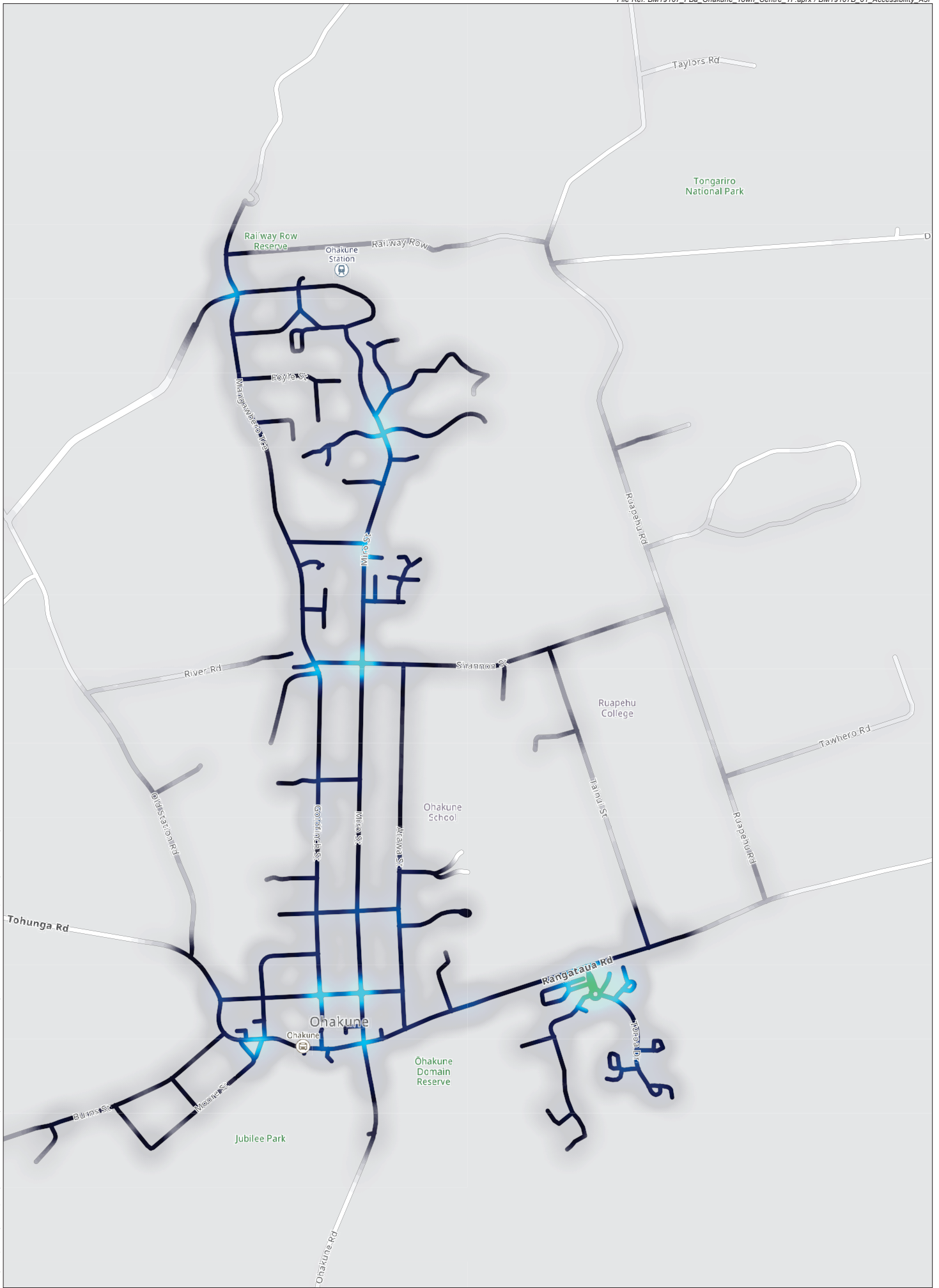
The traffic volume and speed data indicate relatively high peak demand and vehicle speeds on the Goldfinch Street – Mangawhero Terrace, in particular when compared with the available alternative parallel routes of Arawa Street and Miro Street. These findings are analysed further in Section 5.

4.2 GIS and Mapping Analysis

In addition to the quantitative data gathering, Boffa Miskell undertook a series of GIS analysis of catchment mapping for walking/cycling for both the existing and proposed spatial plan access network. This analysis informed the recommendations around cycling and walking networks, along with optimum locations for potential future public transport routes and services.

An example of the results of this data analysis are presented as Figures 5 and 6, which show the 800m walking catchment for the existing and future proposed OSP transport network. The lighter areas on the diagrams represent the properties which have the best levels of access to other parts of town – usually located around intersections and near the middle of the street network. This type of analysis is particularly useful for planning public transport routes and stop location and is used as the base for the future recommended public transport route map in Section 6.


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DRAFT

LEGEND Address point density, 400m walking distance (future)

 Sparse
 Dense

OHAKUNE TRANSPORT PLAN
 Accessibility

Date: 09 November 2022 | Revision: 0

Project Manager: Cameron.Martyn@boffamiskell.co.nz | Drawn: DHi | Checked: CMa

4.3 Community and Stakeholder Engagement

To complement the quantitative data gathering, the project team also sought to gain a user perspective and understanding of the network through engagement with the local community and stakeholders. This engagement utilised the feedback from the spatial plan preparation, and added in a targeted stakeholder survey, conversations with the Future Ohakune Governance Committee, local business owners and site visits and observations.

The initial draft transport issues and constraints, and recommendations were also tested via the community consultation sessions held over Labour Weekend 22-24 October 2022.

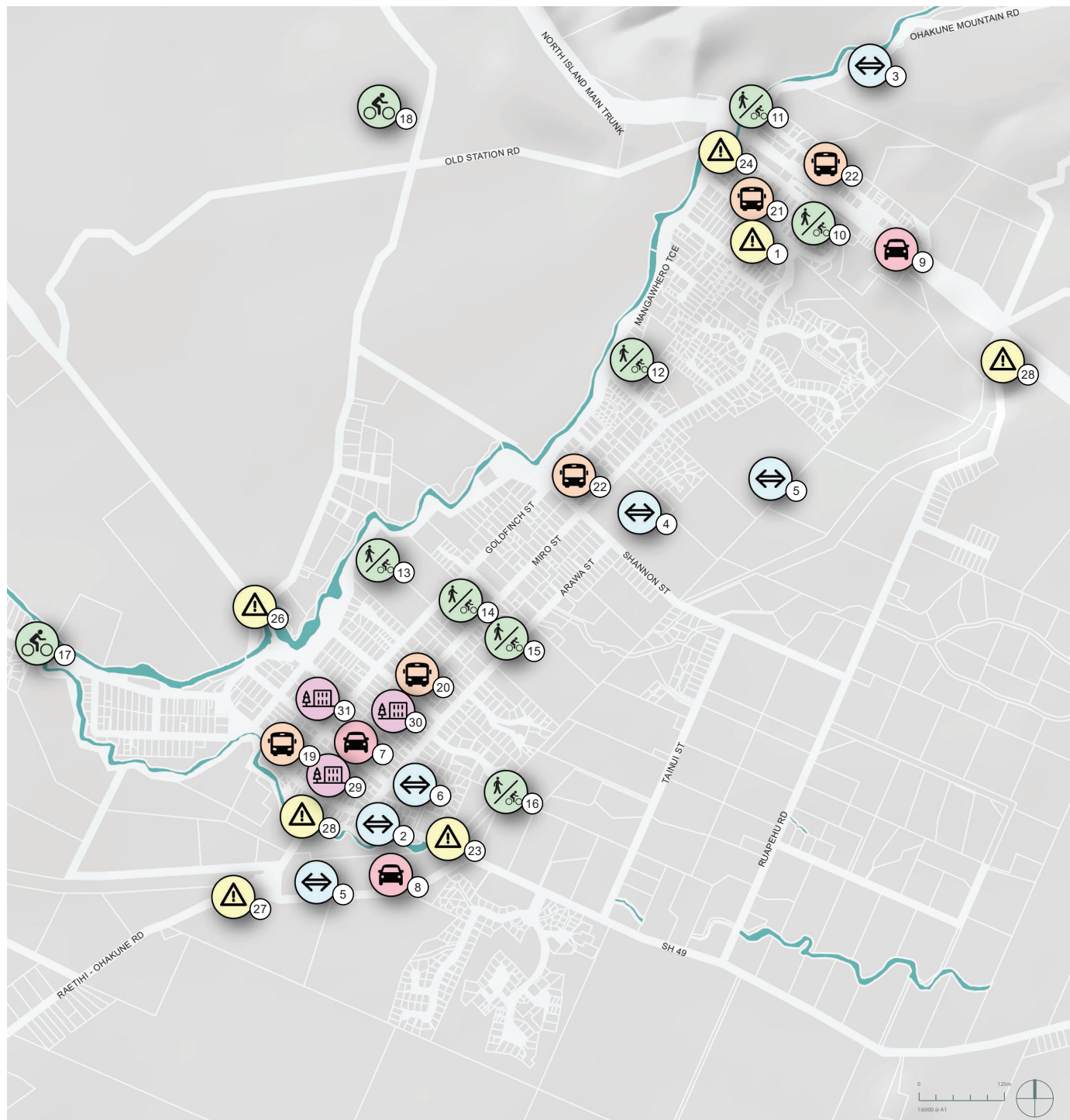
The feedback received from stakeholders via online surveys and engagement is summarised in Figure 7 with a workshop summary presented in Appendix 1.

OHAKUNE TRANSPORT PLAN

STAKEHOLDER FEEDBACK MAP

FEEDBACK SUMMARY

- ACCESS**
 - 1 The Junction is increasingly being used for events, which is ideally placed for security and road closures that do not affect the town.
 - 2 Retail growth should be encouraged in the Town retail area - improving the Goldfinch/ Mangaohero access.
 - 3 Mountain access needs to be provided for, with a link to key pick up areas or parking areas.
 - 4 New development will need to consider if a North/South road is possible.
 - 5 The old rail line connecting to SH49 has a range of opportunities through the area earmarked for future development in the Spatial Plan.
 - 6 Potential to enhance the function and role of Ayr Street from both access and place function. This could spread the commercial town area and reduce access reliance on southern part of Goldfinch Street.
- PARKING/ TRAFFIC**
 - 7 There is a lot of empty parking space in town, which only caters for the ski season peak and is not an efficient use of space all year round. Are there alternate uses?
 - 8 Potential for a future Park and Ride by the Carrot Park access. This could provide mountain transport.
 - 9 A future park and ride could be established on Council owned land - linking to a mountain shuttle.
- PEDESTRIAN/ CYCLING**
 - 10 Make the most of the natural waterways around Ohakune by improving access and using for pedestrian and cycle paths.
 - 11 The pedestrian bridge on Ohakune Mountain Road needs to be connected to the cycle network.
 - 12 There is an opportunity for the old pumphouse with outlet tunnel under the road to the river to be part of a heritage trail.
 - 13 A potential connection through Ohakune Club or the development site to the south could link the new river path with Goldfinch Street.
 - 14 Potential for a walking/cycling link through the reserve to the schools.
 - 15 Potential for a walking/cycling link via a laneway and along council owned land along the waterway.
 - 16 The proposed new road alignment in the Spatial Plan could be more appropriate as a walking and cycling link.
 - 17 Opportunity to provide and improved alternate off-road cycle link to Raetihi.
 - 18 Old Coach Rd cycle trail a key recreational attraction, important to provide safe cycle link back to Town Centre.
- PUBLIC TRANSPORT**
 - 19 Create a consolidated off-street parking area and bus stop on vacant land opposite the Council Chambers.
 - 20 Create a parking area or bus hub for mountain transport/mountain bike users on vacant Council land.
 - 21 The Junction area should be the main transport and parking hub for the mountain and bike trails. Local transport operators should establish at the Junction.
 - 22 There needs to be a public transport link between the train station and the township. A loop bus network could be established. This could operate as a heritage tram attraction.
- SAFETY**
 - 23 Carrot Park high activity area and town gateway - reduce speed on SH49 to improve safety.
 - 24 The intersection of Ohakune Mountain Road / Thames Street / Old Station Road should be improved to slow vehicles, and improve safety for pedestrians and cyclists.
 - 25 Reduce speed on the approach to SH49 before the Ambulance Station.
 - 26 Reduce speed on SH49, before or after the intersection with Old Station Road.
 - 27 The rail overbridge on Ruapehu Road needs to be upgraded to provide heavy/large vehicle access.
 - 28 This section of SH49 requires a One Network Framework classification from Waka Kotahi. A reduced speed is recommended between the bridges, and alternative access provided by Ayr Street. Important to consider the Place function of this link.
- TOWN CENTRE**
 - 29 Goldfinch Street supports a wide range of town centre activity, consider one-way traffic access to provide more space for planting, seating and people walking.
 - 30 Consider relocation of Fire Station to Old Station Road to improve access, avoid congestion and conflict.
 - 31 The area of highest Place value is the Town Centre. This could be made one-way or pedestrianised. The roles of mountain/town access, commercial and street activity could be distributed across the local network.



5.0 Transport Context

An understanding of the existing transport context has been gained through a combination of onsite and expert analysis, community feedback and data gathering. This contextual analysis is presented below as a succinct series of observations and constraints, and then as recommendations for each component of the network. The context is summarised graphically on pages 26 and 27 of this document.

5.1 Walking and Cycling

5.1.1 Observations and Constraints

- Local walking and cycling connectivity – There is a lack of consistent and connected walking and cycling infrastructure for local trips, reinforcing car travel for short trips and creating town centre congestion and safety conflicts.
- Regional walking and cycling connectivity – lack of connection between the local cycling network and regional recreational trails and links.
- Key intersections within Ohakune present safety issues for people walking and cycling through potential conflicts with vehicles and other road users.
- The Old Coach Road recreational cycling trail is an important tourist attraction with up to 40,000 annual users but is poorly connected to the local cycling network.
- There is a need to plan for and provide sustainable transport options and infrastructure to connect proposed new developments to existing network and destinations.
- There is a lack of consistent and connected green/blue network to maximise recreational access to river corridors and regional links.
- SH49 presents a significant barrier to cycling and walking, with no formal crossing points or cycling infrastructure.
- Mangawhero Terrace provides the key N-S cycling link but experiences high vehicle speeds and presents safety risks to people walking and cycling.

5.1.2 Recommendations

It is recommended a network of safe and accessible walking and cycling pathways be developed within Ohakune to encourage and increase the use of active transport both for local access and recreation. Increasing the share of people using active transport will aid in reducing carbon emissions (thereby meeting Council commitments and objectives outlined in the Long-Term Plan) as well as resulting in improved health and wellbeing outcomes for the community.

The Horizons RLTP recognises that mode share by active transport will need to grow considerably to ensure more trips are undertaken by public transport and walking and cycling by 2050. As well as providing access for the growing number of residents and visitors, the transport network also plays an important part in contributing to the quality of place and helping respond to climate change.

Identifying the priority areas of focus and the appropriate level of infrastructure and service on the Ohakune network will help contribute to:

- promoting walking and cycling as viable alternatives to short car trips for access to/from and across the town
- improved public realm, including pause points incorporating facilities such as seating and shade
- implementation of wayfinding strategies
- improved pedestrian access and connections to the study area, regional community infrastructure and open space.
- addressing perceptions of safety across the network and encouraging a greater uptake of walking for residents and visitors within Ohakune
- leveraging the economic, environmental, and social benefits improved pedestrian connections and access can provide.

Walking

It is recommended a pedestrian priority network be identified and implemented on key linkages, to provide improved safety and access for walking based around:

- consistent, accessible footpaths with safe, dedicated crossing points on desire lines
- direct and clear paths providing a level of pedestrian priority, in particular around the town centre.
- incorporation of '8-80 design' principles which ensure the pedestrian network is accessible to all
- measures to address perceptions of safety, including clear sightlines, lighting, active surveillance, active frontages and minimising conflict between pedestrians and other transport users

Improved links to and use of Blue/Green network, in particular Mangawhero and Mangateitei River corridors, will make walking a more appealing option for short trips and assist in activating the local street network.

Cycling

Cycling presents several advantages over other modes of transport. Individuals benefit from the fact that cycling is a healthy and cheap form of transport that can often prove to be faster than other transport modes and allows cyclists to avoid traffic congestion. For society, the advantages of cycling include environmental sustainability (no direct emissions of pollutants, CO2 or noise), relatively low-cost infrastructure requirements and improvements in public health.

It is important to recognise that any cycling network must offer continuous and connected infrastructure and priority, without network gaps – particularly in areas of potential conflict such as intersections or crossing points. A network can only perform as strongly as its weakest link, so any gaps in provision must be addressed to provide a seamless and low stress network.

To support and realise the potential of Ohakune as a cycling destination, a continuous, connected local cycling network integrated with regional cycling trails should be further established and prioritised. The network treatments, infrastructure and level of service should be based on street type, anticipated cyclist activity and user profile, and surrounding attractors.

5.1.3 Regional Recreational Opportunities

A strong theme of the stakeholder feedback was the opportunity to further establish Ohakune as a major regional hub for recreational cycle tourism. The visitor accommodation and infrastructure already in place to service the peak winter season provides Ohakune with a great advantage in promoting and enhancing the town as a year-round destination based around cycle tourism. Furthermore, given the current uncertainty around the future of winter sports tourism, there is a strong desire by locals to support and encourage investment in cycling, with several citing the success of the recreational cycling trail network in the lower South Island as an example of the positive impact cycle tourism could bring.

The Horizons RLTP recognises that Ruapehu and Whanganui Districts have two of the 'Great Rides', that make up part of the national cycleways network, Ngā Haerenga: The Timber Trail and the Mountains to Sea cycle trails. The trails are the 'premier' rides on the network. In recent years the network of cycle routes has been expanded to include a number of on-road cycle touring routes, with the long-term aim of developing a nationwide cycling network, enabling locals and international visitors to explore all of New Zealand by bicycle. All or part of the following 'cycle touring routes' are in the Horizons region:

- Manawatū Cycleway
- Mountains to Sea Cycle Trail
- Tararua Traverse
- The Gentle Annie
- The OTT Trail (Ohakune to Taihape Trail)
- Pureora Timber Trail Connection

In addition to these 'Great Rides' and touring routes, Ohakune is ideally placed to benefit from increasingly popular local and regional trails and mountain biking tracks including:

- Ohakune Old Coach Road
- Ohakune – Raetihi
- Rangataua Forest
- 42 Traverse
- Fishers Track
- Marton Sash and Door Tramway
- The Pines

Planning for improved connections to Ohakune can be informed by the Te Araroa Trail and Regional Cycle Network map included in the Regional Land Transport Plan, which collates information from each district strategy and identifies all existing and proposed cycle routes in the region. It is intended to be used to also highlight potential gaps and future opportunities to build on the existing network.

Walking trails also feature strongly within the Manawatū-Whanganui Region. Passing through the region is the Te Araroa walkway which is a continuous 3,000 km walking track from Cape Reinga to Bluff. The national trail is designed to connect people, towns and cities. Sections

within the Manawatū-Whanganui region require further development to remove the section of walkway along the State Highway network in the southern area of the region.

5.2 Regional and Local Connections

5.2.1 Observations and Constraints

- Regional Bus Connections - Daily Auckland to Palmerston North InterCity bus service (via Whanagnui and Raetihi) stops in Ohakune at 27 Clyde St (SH49).
- Local Bus – Raetihi-Ohakune ‘every other Tuesday’ service, stops in Goldfinch Street outside Pharmacy.
- Ohakune Railway Station – public transport gateway to Ohakune, poor connectivity to town centre and mountain. Train services - Northern Explorer in running 3-times/week - Wellington-Auckland (Sunday/Wednesday/Friday) 4h45m to Ohakune and Auckland – Wellington (Saturday/Monday/Thursday) 6h to Ohakune- \$140
- Rail corridor bridge connection – cannot accommodate heavy vehicles, issues for emergency vehicle access and safety.
- Connection to mountain/national park – need for better sustainable and community transport links to recreational attractions.
- Disconnection between Town Centre and Junction – no public transport link or local taxi/shuttle services.
- Mangawhero Tce/Old Station Road/Mountain Road/Thames Street high is a high-volume intersection, key gateway to junction, access restrictions of one-lane bridge, safety concerns for people walking and cycling.
- Goldfinch Street/Mangawhero Tce/Mangawhero River corridor – traffic link between town centre and junction, highest volume traffic route, high speeds, lack of consistent connection to river corridor. South of Ayr St – 7-day Average Daily Traffic 2,595 and mean speed of under 20kph. This is a higher volume than the average annual daily traffic count on SH49.
- Mangawhero Terrace is a residential street with a 50kph speed limit, 7-day Average Daily Traffic 1629), a 7-day average mean vehicle speed of 52kph southbound and 85thile speed of 57kph for both directions, Sat AM over 60kph.
- Miro Street – 7-day Average Daily Traffic of 1036 with a mean speed of 46kph and 85thile 53kph.

5.2.2 Recommendations

Public Transport

- Improve access to Public Transport and travel choice through the establishment of a local bus route and supporting infrastructure to better link and service the town centre, Junction area and any new growth areas. Potential for route configuration based around accessibility analysis to maximise service catchment and links to mountain. The service may initially be a trial community transport service like the Wanaka trial model, potentially transitioning to a

seasonal public transport and full-time public transport service, dependent upon patronage and demand.

- Distribute traffic access functions more evenly enabling other town centre streets, (such as Arawa Street and Ayr Street) to perform a greater role in providing access to/from SH49 corridor as an alternative to Goldfinch Street for traffic without an origin or destination in town centre, and heavy vehicles.
- Recognise the Train Station as an important gateway to Ohakune and ensure connection into any future local public transport network.
- Consider the feasibility of a heritage or tourist attraction service linking Ohakune Train Station and Junction area with the Town Centre via the Mangawhero Boulevard. The service could include a new terminus at Goldfinch Street to create an arrival and focal point for improved public space and amenity.

Local Network Links

- Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. To complement the establishment of a Boulevard on the Mangawhero River corridor establish a lower speed traffic environment through traffic calming treatments.
- Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

5.3 Town Centre Access

5.3.1 Observations and Constraints

Goldfinch Street is currently subject to a range of competing demands on space and must fulfil a range of roles including - town centre, main vehicle access from SH49 to the mountain and Junction, on-street carparking, highest pedestrian activity as well as freight and service vehicle access. Although some of these roles are fulfilled at different times throughout the day (for example heavy freight vehicles accessing New World), Goldfinch Street cannot be expected to safely and effectively accommodate the wide range of competing priorities and demands.

There are limitations of increasing volumes of car access into and through Goldfinch Street and the town centre, while protecting the ability of the network to safely support future growth and demand. Given other streets on the local network appear to be relatively underutilised in comparison, this provides an opportunity to revisit the local street hierarchy.

The current access pathways for heavy servicing and freight vehicles (in particular into New World Supermarket) create some potential safety issues within Goldfinch Street and at the intersection of SH49.

5.3.2 Recommendations

Identify the most appropriate use of public street space through application of a One Network Framework assessment of the town centre streets and identify areas which may have potential for reallocation of space away from on-street parking to provide an enhanced place or alternative economic function.

Goldfinch Street

- There is an opportunity to recognise and retain the important role of Goldfinch Street in serving a traffic and servicing access function, but also provide greater priority towards the role of the street as the centre of town and area of highest pedestrian and commercial activity away from SH49.
- Reprioritising the use of streetspace on Goldfinch Street away from the storage and movement of vehicles towards a place for people holds great potential to support adjacent businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.
- To support these changes and town centre place improvements, it is recommended Goldfinch Street be converted to provide one-way traffic access northbound only. This would both enable visitors to the town and traffic with a destination to the north (including the alpine area and Junction) to still travel via Goldfinch Street and access the local business on this route if they choose but encourage a greater proportion of through traffic to preference Miro Street, Ayr Street or Arawa Street. The traffic volumes currently experienced on Goldfinch Street south of Ayr Street need to be reduced to enable the town centre to flourish as a place for people to meet, visit and spend time.
- Through encouraging traffic without an origin or destination on Goldfinch Street to take an alternative route, such as Miro Street, to access SH49 from the north, and through a rationalisation of on-street car parking supply, the precinct around Goldfinch Street could be transformed into a space for people.
- There is further potential to identify areas of existing at-grade car parking which may hold future potential for redevelopment and land use change,

Ayr Street and Miro Street

- To support a revitalisation and easing of demand on Goldfinch Street, there is also potential to establish a pedestrian priority zone on Goldfinch St and Ayr St between Rata Street and Miro Streets. This may also assist in signalling a preferred area for any potential future expansion of commercial activity or premises within the town centre.
- Consideration of the future use of land currently utilised for at-grade car parking adjacent to Ayr Street to cater for peak demand during the winter visitor season is recommended.
- Alternately, it may be possible to remove a significant portion of on-street parking if capacity exists to accommodate this in existing off-street areas, again freeing up valuable streetspace for other uses.
- There may be potential to encourage heavy vehicles (including large tourist vehicles such as motorhomes, buses and those towing caravans) accessing Ohakune from the north or south via SH49 to make greater use of the Arawa Street or Miro Street – Ayr Street access route. This could be done through provision of long vehicle parking along Ayr Street east of Miro Street, and mid-block west of Goldfinch Street.

Vehicle Access and Circulation

- It is recommended a 30kph speed limit be introduced to the pedestrian priority zone on Goldfinch Street and Ayr Street to improve safety for all town centre users.
- To complement the recommendations for the SH49 corridor, ease congestion and demand on Goldfinch Street and spread demand across the local access network, it is also recommended general traffic without a town centre origin or destination and heavy freight and delivery vehicles are encouraged to access via Ayr Street and Miro Street or Arawa Street as an alternative to Goldfinch Street. Establishing Goldfinch Street as one-way (northbound) access only will assist with a reduction in through traffic on this link.

5.4 Clyde Street/State Highway 49 Corridor

5.4.1 Observations and Constraints

Waka Kotahi NZTA State highway traffic monitoring data indicates the local section of SH49 experiences the following traffic volumes and characteristics:

- Ohakune East (at Mangateitei River Bridge) – Annual Average Daily Traffic (AADT) 2460 with 14% heavy vehicles.
- Ohakune West (approx. 300m west of Old Station Road intersection) – AADT 1700 with 16.6% heavy vehicles.
- Intersection of Raetihi- Ohakune Road – 26% heavy vehicles.

These AADT traffic volumes do not represent a particularly high volume of traffic and could be expected to translate to approximately 250 vehicles in a peak hour, with 35 heavy vehicles, on average at Ohakune East. It would be expected that during seasonal visitor peaks the volumes would increase significantly, based on the local traffic count data addressed in Section 4. Goldfinch Street in the town centre recorded a higher 7-day Average Daily Traffic count during the peak period surveyed.

It is noted that SH49 also functions as an alternate main road connection during any closure of SH1, which would also be expected to significantly increase demand for relatively short periods.

On approach from the west, the SH49 speed limit changes from 100kph to 50kph approximately 120m west of the intersection with Old Coach Road. On approach from the East, the SH49 speed limit transitions from 100kph to 70kph approximately 70m east of the intersection with Tainui Street, then from 70kph to 50kph at the Whangaehu River Bridge, after the Carrot Park access.

The intersection of SH49 and the Raetihi-Ohakune Road is the key traffic cross-intersection in the town centre. There are no bicycle facilities or formalised pedestrian crossing points of SH49, and a pedestrian refuge constructed in the road median immediately west of the intersection with Goldfinch Street.

SH49 provides direct access to Goldfinch Street and the town centre for regional travellers and visitors, but the configuration and operation of SH49 through the Ohakune Town Centre also creates a significant barrier to pedestrian access, safety issues for people walking and cycling, impacts on the amenity of the town and discourages access to the Mangateitei River walkway, Visitor Information Centre, and other businesses on the south side of the highway.

There is no clear point of arrival or town gateways creating sense of arrival and awareness of changed traffic conditions to Ohakune from the north/west and the extended 70kph speed limit area upon entry from the east appears to require revisiting given the substantial residential and visitor accommodation accessed off Turoa Drive, the Carrot Park and other activity within this area.

5.4.2 Recommendations

The following actions are recommended in relation to SH49:

- Utilise the Waka Kotahi One Network Framework assessment to recognise a greater place function and address issues of safety, access, amenity and commercial function while still providing for movement functions on SH 49.
- Establish town gateway treatments to instil a sense of arrival and communicate drivers are entering an area of changed road conditions, lower speeds and enhanced place function. Complement these treatments with signage warning of upcoming reduction in speed limit to 50kph to slow traffic earlier upon approach to the gateway sites.
- Consider changes to intersection operations at Goldfinch Street to provide one-way traffic access northbound only, and at Miro Street to encourage Junction or ski-field bound traffic without a town centre origin and destination to preference this route.
- Make improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and enhance access and amenity within the Town Centre.
- Identify opportunities to provide heavy-vehicle and long-vehicle parking away from the immediate town centre (ie SH49 between Rata Street and Arawa Street), connected to the centre and businesses via good quality footpaths.

5.5 Parking and Streetspace Management

5.5.1 Observations and Constraints

Car parking supply and occupancy – there is a high level of off-street and on-street car parking provided in the town centre to cater for peak winter demand. This creates disconnection and barriers to pedestrian access and movement, and outside the peak visitor season an excess of vacant space throughout town centre. From initial observations and stakeholder discussions, it appears this car parking supply is generally underutilised for most of the year, creating potential for alternate uses which contribute to making the town centre more attractive for all users.

Car parking on-street immediately adjacent to off-street supply in areas of potentially higher place value in Town Centre.

5.5.2 Recommendations

- Potential to better utilise space currently occupied by on and off-street car parking space for uses which provide benefits to Town Centre, such as wider footpaths, seating and planting areas, bicycle parking and e-bike/e-scooter charging facilities, regional and local bus stop infrastructure.

- Park and Ride facilities – New park and ride facilities to support sustainable transport access and uptake for short trips
- Consolidate town centre parking supply, reallocate streetspace space from car storage to alternative uses which provide greater community and public place benefits.
- On-street parking in the areas of highest demand on Goldfinch Street, between Clyde St/SH49 and Ayr Street, on Ayr Street between Goldfinch and Miro Street, it may be appropriate to introduce parking management tools such as time restrictions to encourage turnover and availability, or potential parking charges to generate revenue which can support other improvements within the town centre.
- There is an opportunity to rationalise on and off-street car parking supply through determining the underlying demand for visitor parking within the Town Centre and Junction outside the peak season and determining the most appropriate location for this parking – including coaches, motorhomes, caravans and other oversize vehicles. It is recommended parking for day visitors to the Town Centre be provided around the fringes of the business areas, a short walk from Goldfinch Street and other key destinations. The parking supply at Mangateitei Terrace could perform this role if serviced by a formalised, safe crossing of SH49.
- There is also the opportunity to establish park and ride facilities to address the levels of vehicle storage on-street in the public realm in the town centre and at the Junction and provide improved transport hubs for services to the mountain and other recreational areas (such as Old Coach Road cycling trail). Providing dedicated park and ride facilities would decrease traffic volumes through high activity areas such as Goldfinch Street and Thames Street and potentially free up more valuable areas of land currently utilised for at-grade car storage in these areas to be developed for other uses.

OHAKUNE TRANSPORT PLAN

ISSUES AND CONSTRAINTS

KEY OBSERVATIONS

- 1 SH49 corridor/alternate to SH1 – high traffic volume including heavy vehicles, barrier to pedestrian access, safety issues for walking and cycling, Miro St key intersection and town access point.
 - 2 Goldfinch Street/Mangawhero Tce/Mangawhero River corridor – traffic link between town centre and junction, highest volume traffic route, high speeds, lack of consistent connection to river corridor.
 - 3 Connection to Old Coach Rd recreational trails – high demand recreational trail (40K annual users), needs improved connection to junction and town cycling network.
 - 4 Local walking and cycling connectivity – lack of consistent and connected walking and cycling infrastructure for local trips, encouraging short car trips and creating town centre congestion and safety conflicts.
 - 5 Connection to proposed new development areas – need to provide sustainable transport options and infrastructure to connect proposed new developments to existing network and destinations.
 - 6 River corridor connection – lack of consistent and connected green/blue network to maximise recreational access to river corridors.
 - 7 Car parking supply and occupancy – high level of car parking to cater for peak winter demand which creates vacant space and disconnection throughout town centre.
 - 8 Disconnection between Town Centre and Junction – no public transport link or local taxi/shuttle services.
- Goldfinch Street – high demand to fulfill multiple roles - town centre, main vehicle access from SH49 mountain and junction, on-street carparking, highest pedestrian activity, freight access.
 - Ohakune Railway Station – public transport gateway to Ohakune, poor connectivity to town centre and mountain.
 - Intersection Mangawhero Tce/Old Station Road/Mountain Road/Thames Street – high volume intersection, key gateway to junction, access restrictions of one-lane bridge, safety concerns for people walking and cycling.
 - Point of arrival, town gateways – no clear gateway to Ohakune from north, creating sense of arrival and awareness of changed traffic conditions.
 - Connection to mountain/national park – need for better sustainable transport links to recreational attractions.
 - Regional walking and cycling connectivity – lack of connection between a local cycling network and regional recreational trails and links.
 - Rail corridor bridge connection – cannot accommodate heavy vehicles, issues for emergency vehicle access and safety.

LEGEND

- PROPOSED DEVELOPMENTS
- TRAIN LINE



OHAKUNE TRANSPORT PLAN

OPPORTUNITIES

KEY MOVES

1. Extend commercial area and activity from Goldfinch St to Ayr St between Rata and Miro Streets.
 2. SH 49 'bridge to bridge' should be reclassified as an Activity Street under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.
 3. Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion and demand on Goldfinch Street.
 4. Improved connection to river corridors – new Mangawhero boulevard, improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks.
 5. Junction masterplan study area.
 6. Consolidate town centre parking supply, reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating.
 7. Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway.
- Town gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function. Include rail station as a town gateway.
 - Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.
 - New park and ride facilities to support sustainable transport access and uptake for short trips.

LEGEND

- PRIMARY VEHICLE MOVEMENT
- EXISTING SHARED USER PATHS
- PROPOSED SHARED USER PATHS
- TRAIN LINE
- TRAFFIC ROUTE
- POTENTIAL PUBLIC TRANSPORT ROUTE



6.0 Key Moves

6.1 Walking and Cycling

1. Identify and establish safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.
2. Extension of connections to recreational and regional networks, providing continuous and connected infrastructure and priority, without network gaps.
3. Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.
4. Create a new pedestrian and cycling boulevard beside the Mangawhero River from Shannon Street to Old Station Road, providing enhanced access to the river corridor and open space enhancements.
5. Improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks for improved, separated and continuous connections E-W and N-S throughout Ohakune and to the regional recreational networks.

OHAKUNE TRANSPORT PLAN

KEY MOVES

WALKING & CYCLING

- 1 Identify and establish safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.

— PROPOSED SHARED USER PATHS

- 2 Extension of connections to recreation and regional networks, providing continuous and connected infrastructure and priority, without network gaps.

← - - - → PROPOSED NETWORK EXTENSIONS

- 3 Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.

||||| PEDESTRIAN PRIORITY AREA

- 4 Create a new pedestrian and cycling boulevard beside the Mangawhero River from Shannon Street to Old Station Road, providing enhanced access to the river corridor and open space enhancements.

- - - - PROPOSED PEDESTRIAN/CYCLING BOULEVARD

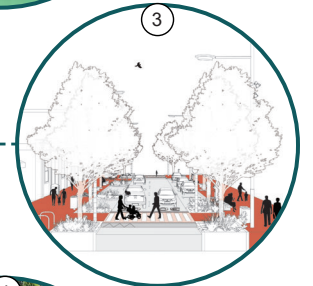
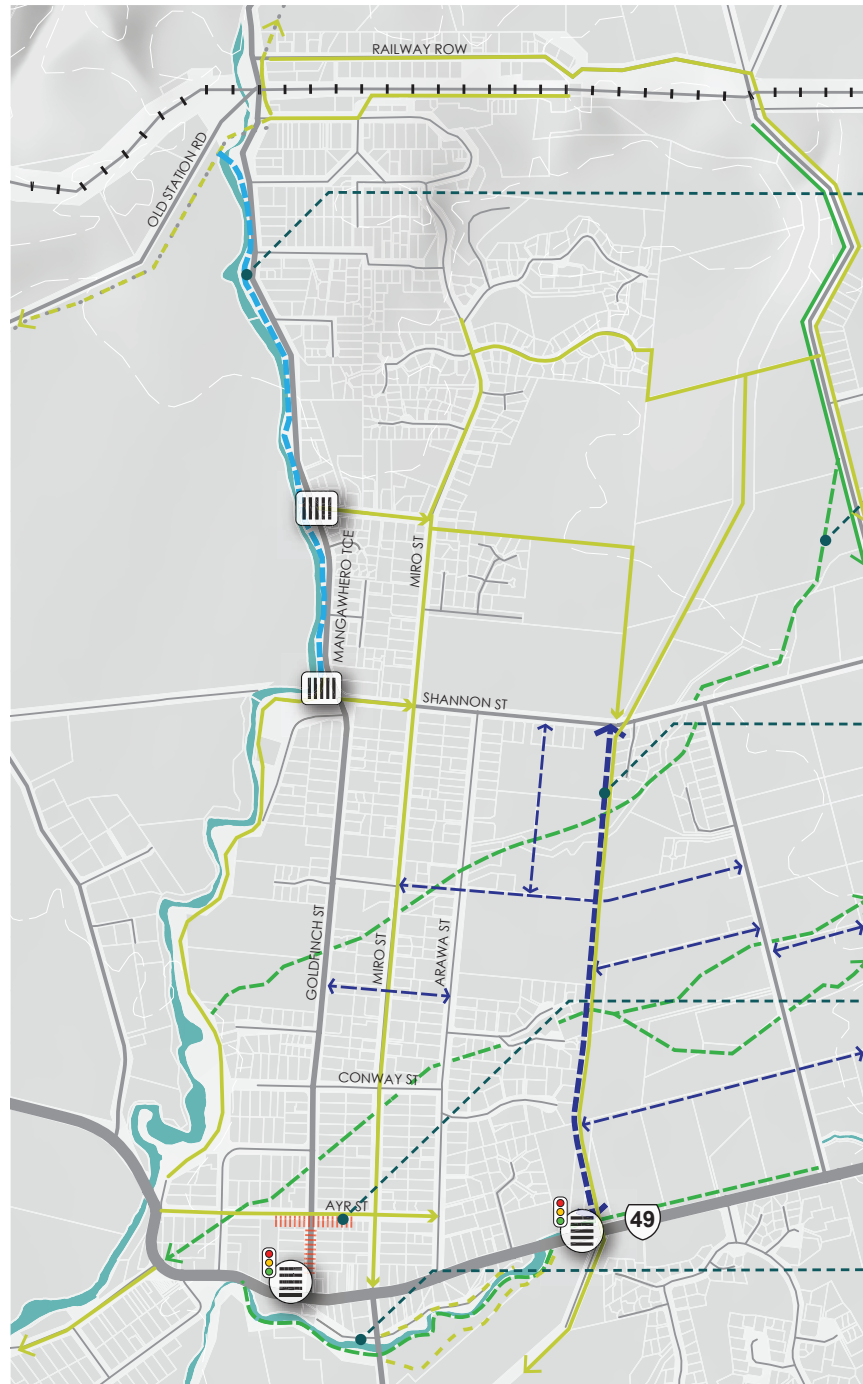
- 5 Improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks for improved, separated and continuous connections East-West and North-South throughout Ohakune and to the regional recreational networks.

- - - - PROPOSED GREEN LINK

- 5 Pedestrian crossing points.

||||| RAISED TABLE ZEBRA CROSSING

⦿ SIGNALISED PEDESTRIAN CROSSING



6.2 Local and Regional Connections

6. Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway. Include rail station as a town gateway.
7. Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. Distribute traffic access functions more evenly enabling Arawa Street, Miro Street and Ayr Street to perform a greater role in providing access to/from SH49 corridor.
8. Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

OHAKUNE TRANSPORT PLAN

KEY MOVES

LOCAL AND REGIONAL CONNECTIONS

- 6 Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway. Include rail station as a town gateway.

- PROPOSED BUS LOOP
- PROPOSED STOP LOCATIONS

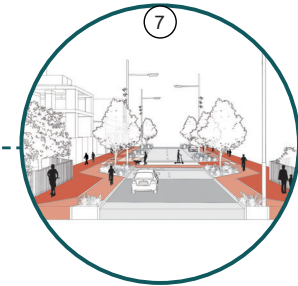
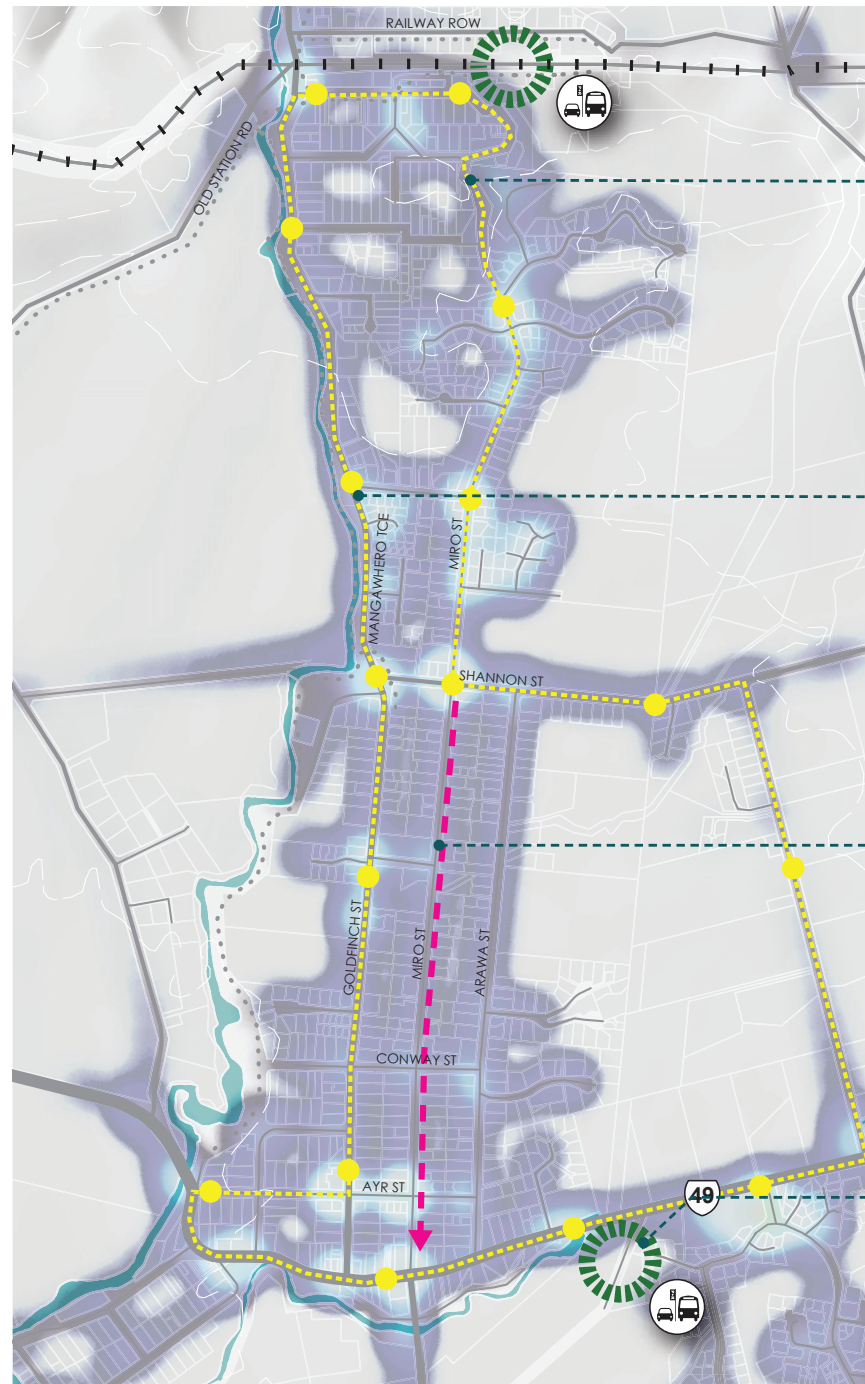
- 7 Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. Distribute traffic access functions more evenly enabling Arawa Street, Miro Street and Ayr Street to perform a greater role in providing access to/from the SH49 corridor.

- 8 Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

- ➔ PROPOSED PRIMARY LOCAL CYCLE PATH

- 19 Establish Park and Ride facilities linked to local transport services in two key locations:
- on land which once formed park of the Raetihi-Okahune Rail connection near the Ohakune Carrot Adventure Park
 - on Council-owned land adjacent to the rail corridor accessed via Ohakune Station Road.

- PROPOSED PARK & RIDE LOCATIONS



6.3 Town Centre

9. Maintain and recognise the access role of Goldfinch Street but provide greater priority for use of streetspace for people to support town centre businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.
10. Consider an extension of commercial area and activity from Goldfinch Street to Ayr Street between Rata and Miro Streets to complement the role of Goldfinch Street as a pedestrian priority area.
11. Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion.
12. In conjunction with a consolidation of the town centre car parking supply, identify opportunities to reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating to support existing and new businesses.
13. Consider changes to intersection operations at Goldfinch Street to provide one-way traffic access northbound only, and at Miro Street to encourage Junction or ski-field bound traffic without a town centre origin and destination to preference this route.

OHAKUNE TRANSPORT PLAN

KEY MOVES

TOWN CENTRE

- 9 Maintain and recognise the access role of Goldfinch Street but provide greater priority for use of streetspace for people to support town centre businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.

■■■■■ PROPOSED GATHERING PLACE

- 10 Consider an extension of commercial area and activity from Goldfinch Street to Ayr Street between Rata and Miro Streets to complement the pedestrian priority area.

▨▨▨▨▨ PROPOSED TOWN CENTRE AND PEDESTRIAN PRIORITY AREA / 30KPH ZONE

- 11 Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion.

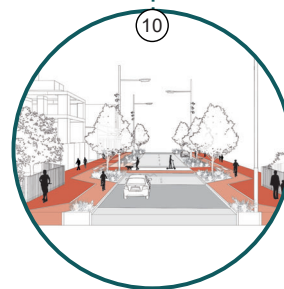
■ ■ ■ ■ ■ LOCAL ORIGIN/DESTINATION PRIORITY

- 12 In conjunction with a consolidation of the town centre car parking supply, identify opportunities to reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating to support existing and new businesses.

▨▨▨▨▨ CARPARK CONSOLIDATION

- 13 Consider changes to intersection operations at Goldfinch Street to encourage one-way traffic access northbound only, and at Miro Street to encourage Junction or ski field-bound traffic without a town centre origin and destination to prefer this route.

→ ONE-WAY TRAFFIC ROUTES



6.4 SH 49 Corridor – Clyde Street

14. SH 49 'bridge to bridge' should be reclassified as an **Activity Street** under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.
15. Implement a formalised pedestrian and cycling crossing of SH49 in close proximity to the Goldfinch Street intersection and in close proximity to the Carrot Park servicing the recreational, visitor and proposed park and ride functions at the site.
16. Establish town gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function. Complement these treatments with signage warning of upcoming reduction in speed limit to 50kph to slow traffic earlier upon approach to the gateway sites.

6.5 Car Parking

17. Determine the underlying demand for visitor parking within the Town Centre and Junction outside the peak season and determining the most appropriate location for this parking – including coaches, motorhomes, caravans and other oversize vehicles. It is recommended parking for day visitors to the Town Centre be provided around the fringes of the business areas, a short walk from Goldfinch Street and other key destinations.
18. Consider the appropriate parking controls and time limits in areas of highest activity to encourage turnover and availability of parking spaces in high demand locations.
19. Establish Park and Ride facilities linked to local transport services in two key locations:
 - on land which once formed part of the Raetihi-Ohakune Rail connection near the Ohakune Carrot Adventure Park
 - on Council owned land adjacent to the rail corridor accessed via Ohakune Station Road.

OHAKUNE TRANSPORT PLAN

KEY MOVES

SH49 CORRIDOR - CLYDE ST

- 14 SH 49 'bridge to bridge' should be reclassified as an **Activity Street** under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.

BRIDGE-TO-BRIDGE ZONE

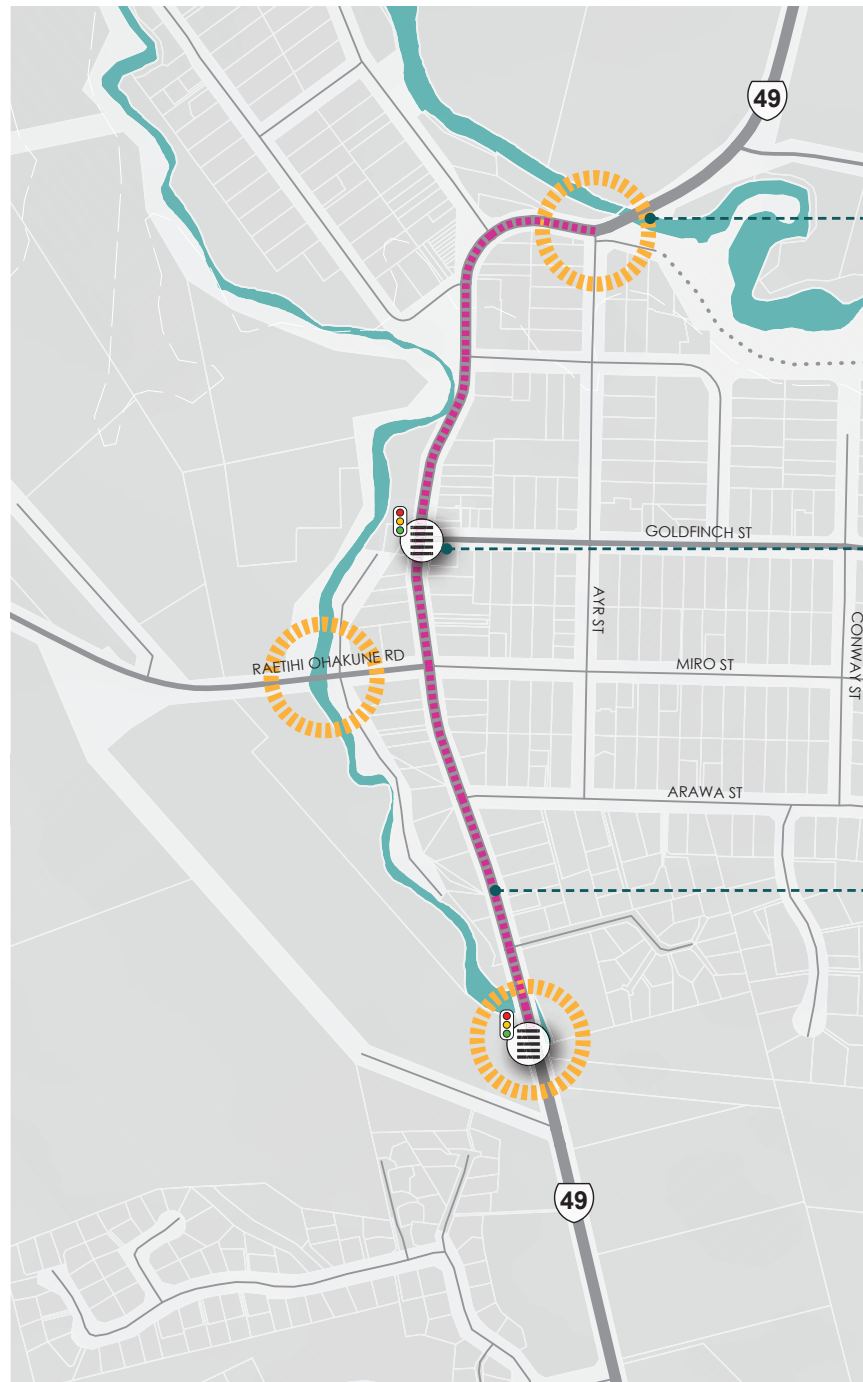
- 15 Implement a formalised pedestrian and cycling crossing of SH49 in close proximity to the Goldfinch Street intersection.

SH49 CROSSING

- 16 Establish own gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function.

TOWN GATEWAYS

BELOW: ONE NETWORK FRAMEWORK, WAKA KOTAHI



Appendix 1: Community Feedback

QUESTION 3C - OHAKUNE TRANSPORT PLAN - OPPORTUNITIES

Out of the key moves what do you see as being the top priority? Any other comments?



DOTS ON BOARDS

HIGH SUPPORT FOR -

- Improve linkages between The Junction and Town Centre by providing public transport or local shuttle links

COMMENTS - ON ENGAGEMENT BOARDS

Yes safer side Road crossings. More pedestrian crossings
 From hospitality point of view we need transport connecting Bars and Restaurants. Zero tolerance of drink driving.
 Mostly crossing SH49 is difficult and unsafe
 Footpath widths dont Cross the two people passing test
 Designate a bypass so trucks dont have to come through town
 This is very important – No 5

COMMENTS - ON SURVEYS

Roads upgrade
 Remove parallel parking on SH49 to reduce congestion and improve visibility
 Encourage tourist activity also in the summer
 Join up junction to maintained walk/cycle ways 2x
 Development but also maintenance of the assets
 Safe crossing to the Carrot Park 2x
 Tram from Junction to town 3x
 Tidy up and plantings
 Growth of tourism, entertainment that support local community
 Cycling to be more connected to other places 4x
 Park and ride
 Green belt around Ohakune with walking and biking access
 Carvings or features that can be added by local Iwi
 Consider traffic flow into the supermarket. Now causes congestion
 Connect the junction to town
 Safety over aesthetics
 Activities to attract people to come to Ohakune
 Corten steel with wooden sleeper on the side for signs

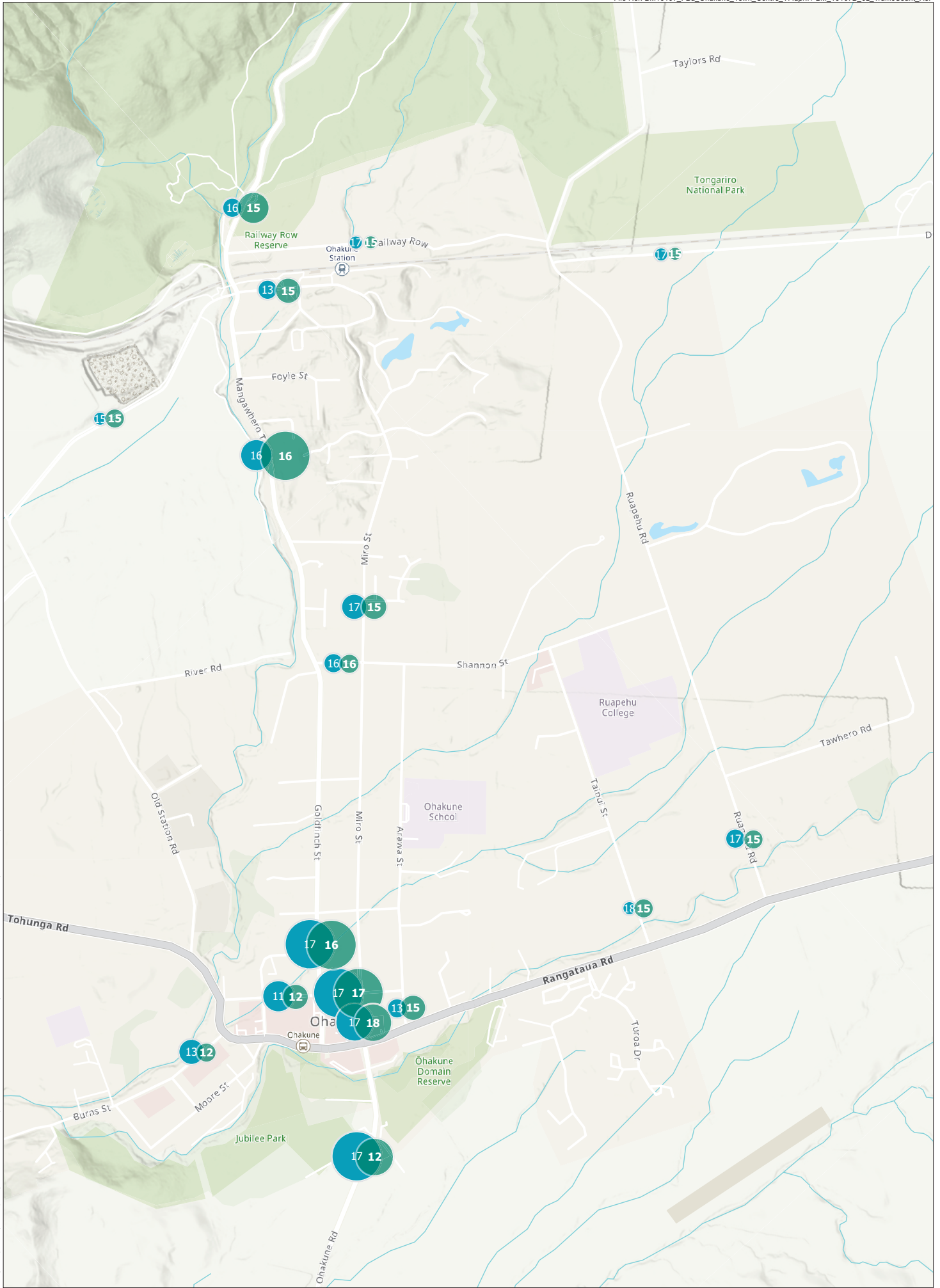
SO WHAT?

- Support from comments on engagement boards and surveys to making SH49 safer. Suggestions through removing car parking.
- Safe crossing to the Carrot Park is mentioned here and also in earlier survey comments.
- Wide support for increased cycling connections to other destinations. This links to several other survey question comments noting its high community support.
- Wide support also for connections via public transport from the town centre to The Junction.
- Several comments around improvements for tourism (summer activities, activities to attract people) links to the strong desire to consider tourism from question 2B.

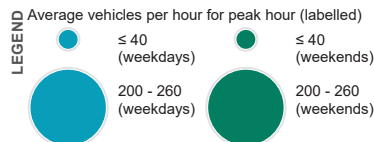
Appendix 2: Traffic Volume Data

Appendix 3: GIS Analysis

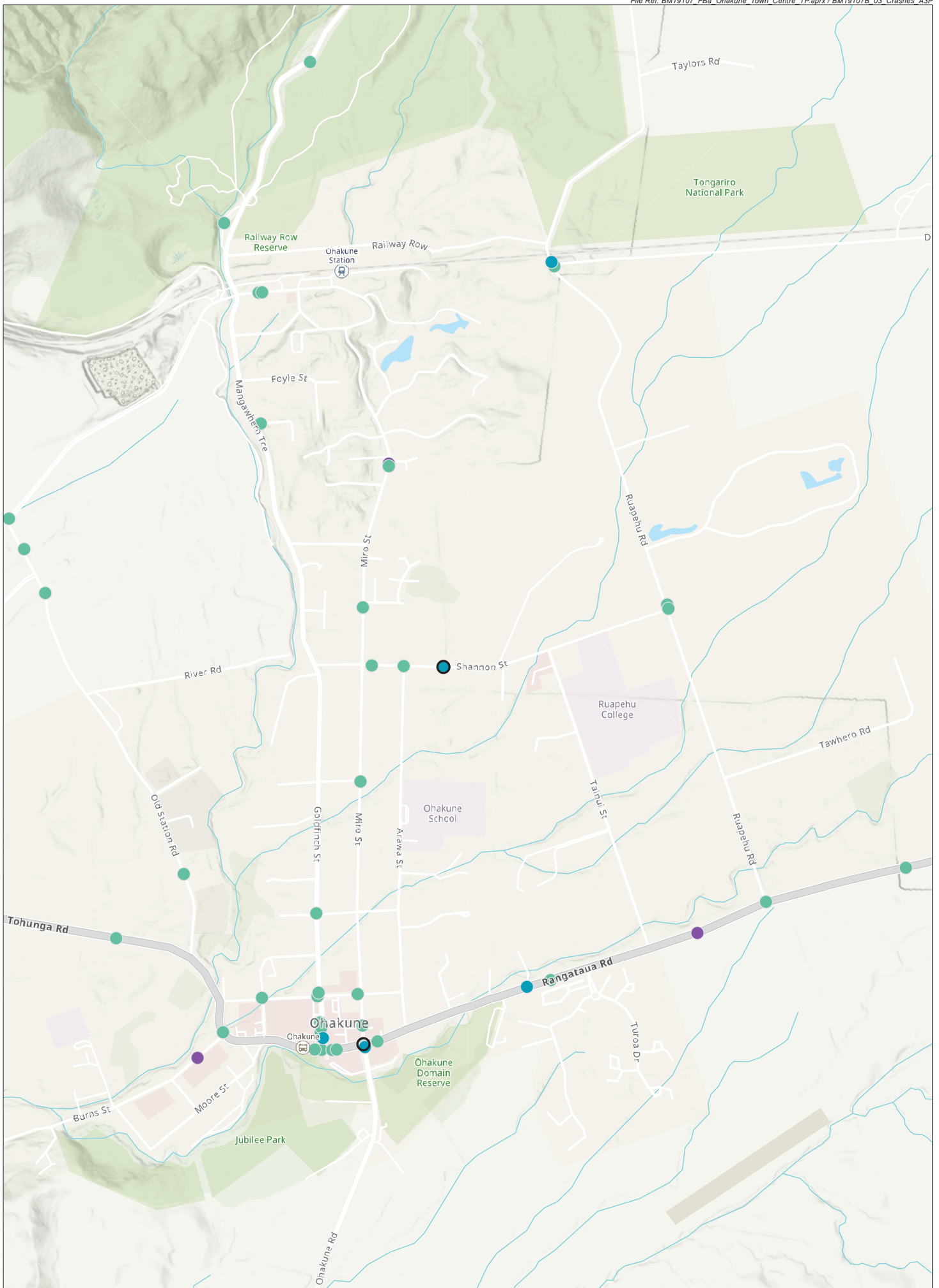
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DRAFT



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DRAFT

- LEGEND**
- Crash Severity
 - Serious Crash (non-fatal)
 - Minor Crash
 - Non-Injury Crash
 - Pedestrian involved

OHAKUNE TRANSPORT PLAN
Crashes 2015 - 2022

Date: 10 November 2022 | Revision: 0

Plan prepared for Ruapehu District Council by Boffa Miskell Limited
 Project Manager: Cameron.Martyn@boffamiskell.co.nz
 Drawn: DHI | Checked: CMA

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Whangarei, Auckland, Hamilton, Tauranga, Wellington, Nelson, Christchurch, Dunedin, and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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