

Te Ahu a Turanga: Manawatū Gorge Replacement Route Project

Your feedback: What you said



"This is by far the superior option. It is in the right place. Connects to all the highways in the east and west, e.g. stock transporters going from the Hawke's Bay to Feilding sale yards and the reverse, freezing works in Feilding/Bulls/Whanganui/Hawera/Eltham."

"Ensure it connects with the regional road strategy."

"Appears to have the best gradient and least twists and turns."

"A number of wind turbines and cabling may need relocation."

"Very good. Direct."

"Direct and to the point. Maybe use DoC land as New Zealand has no shortage of indigenous plants."

"At Ashhurst may be easier to bridge the Pohangina River adjacent to the railway bridge rather than across the Manawatū River at the mouth of the Gorge."



"Most direct route. Great elevation. Great cost."

"Easiest contoured route. Has to climb to lowest elevation. Easier section across shoulder of range."

"The public domain in Ashhurst must be preserved."

"Uses Manawatū River bridge, connects directly to SH57, avoids Ashhurst, lower incline, shorter route."



- ### WHAT YOU LIKE ABOUT THE PREFERRED OPTION
- Terrain is less steep, more stable and reliable than Saddle Road
 - Travel time is one of the quickest
 - Most cost efficient because of less wear and tear on trucks and commuters
 - Less impact on landowners
 - Least impact on private amenity, property and livelihood
 - Avoids schools
 - Still have good views of the wind turbines and in one or two places the possibility of views of the gorge
 - Saddle Road can still be used while this option is being built
 - Best route for Woodville as traffic will not bypass it
 - Links with Ashhurst and Woodville, good for businesses
 - Good gradient for trucks and vintage car drivers
 - Best compromise, least disruption