

City to Sea Rail Trail Manawatu.



BAINESSE & DISTRICTS

Community Development Trust



City to Sea Rail Trail - Manawatu

A photograph of a railway track stretching into the distance under a cloudy sky. The track is made of gravel and steel rails, leading towards a horizon of green fields and trees. A yellow text box with a green border is overlaid in the center of the image.

A Great Trail within the Manawatu's
interconnecting off-trail network.







The Future

When the North, South, East, and west active transport corridors are all linked.

MANAWATŪ 2032

Manawatū's Destination Management Plan 2032 sets the strategic direction for the city's and region's visitor sector, with a view to growing visitor activity and value for the benefit of our communities.

December 2022

CEDA

CENTRAL ECONOMIC
DEVELOPMENT AGENCY

ManawatuNZ.co.nz

This Strategy is a shared vision and framework facilitated and driven by CEDA (with the assistance of Stafford Strategy), and owned and delivered by our stakeholders and partners, locally and across New Zealand.

CEDA
CENTRAL ECONOMIC
DEVELOPMENT AGENCY

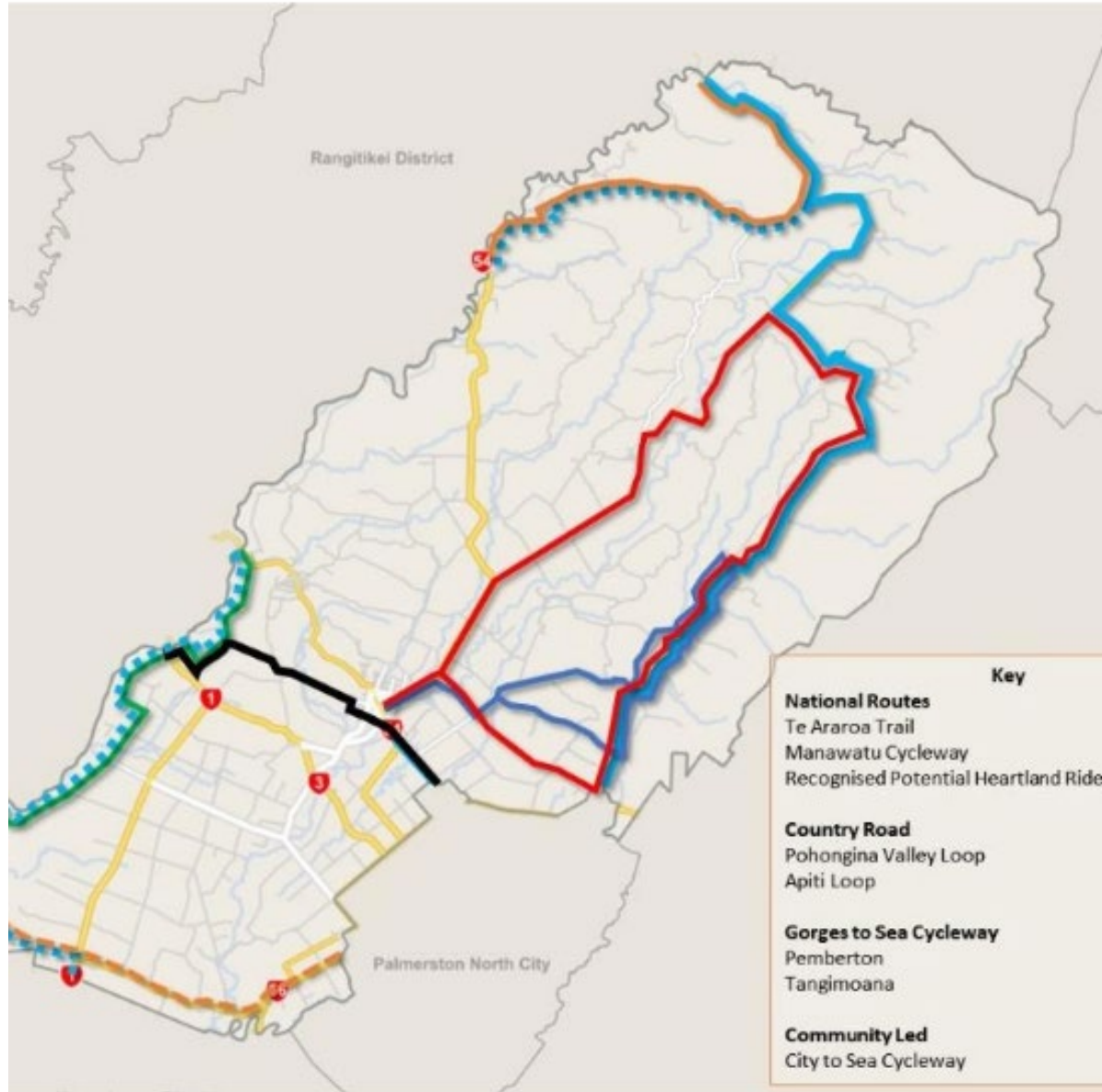
ManawatuNZ.co.nz



BAINESSE & DISTRICTS
Community Development Trust









CEDA evidence shows

The most heavily utilised trails are in the Hawke's Bay [just under 408,000 uses] followed by Queenstown [371,000]. Those trails which are either well integrated into areas around major metropolitan city hubs [Rimutaka Forest Park near Wtgn] or which are in major tourism gateways [such as Queenstown Lakes], often have greater numbers due to their accessibility from population centres.



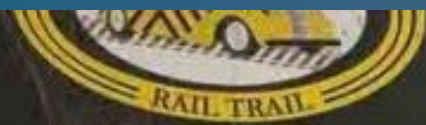


Why the Rail Trail is unique?

- Grade 1 – 2
- Historical Railway line.
- Finish with a beach ride – only one other ride does this – Northern Land's 90 mile beach.
- Opportunity for shuttle business
- Transport up the Manawatu River as part of journey
- Different locations for any over night stays
 - Himatangi Beach, Foxton Beach, Foxton, or a Marae.



STATION. (INSTANTANEOUS) W. & B.



Tiger Rail Trail

The Cape Otway Forest Railway opened on the 5th of June, 1891. The original stations along the way were Birregurra, Whoorel, Deans Marsh, Pennyroyal, Murroon, Barwon Downs, Gerangamete, Yaughar and Forrest.



Forrest, the terminus of the line, was originally known as Yaughar until it was changed to Forrest, after Charles Forrest, the local Member of Parliament responsible for having the line built. Prior to 1890 there was no settlement at Forrest so the township was a creation of the railway. This sounded the charge for settlers, who under section 32 of the Lands Act 1884-90 took up their acreage for the great expense of tuppence an acre. Sadly the local lands department interpreted the Lands Act to mean that settlers had to clear their acreage of all timber, when in reality they were only permitted to clear dead or useless timber.



District Saw millers were heard to comment in 1899 that the value of the timber cleared 'would have paid the national debt'. The 1899 Royal Commission into the Management of State Forests found that settlement in the Otways was a great administrative blunder and that the majority of the land should be reserved for watershed purposes and for milling timber. Rail facilities were the most elaborate on the line. There was a departmental residence, a four road layout, dead end siding for the split timber traffic, a siding for a locomotive turntable, a 60 metre passenger platform with office, parcels shed and waiting room, a goods platform, two goods sheds and a six tonne crane. The Post Office was operated from the railway station office for over fifty years, with the Post Master also being the Station Caretaker.

Six timber tramways, in use from 1892 to 1939, delivered large quantities of sawn timber to the railhead from the bush to the south and west. Bullock wagons also conveyed timber by road and, after 1934, motor trucks performed this function. The sawmill companies built loading sheds, store sheds and locomotive service facilities in the yard. Timber loadings averaged 8700 tonnes per year (almost 7400 cubic metres sawn) from 1899 to 1950. The highest tonnages were dispatched from 1901 to 1912 and 1938 to 1942, with peak years being 1905 handling nearly 15,000 tonnes (12,700 cubic metres sawn) and 1942 handling almost 14,000 tonnes. From 1947 two





Big Dutch Day Out





Please endorse the City to Sea Rail Trail.

The City to Sea Rail Trail - Manawatu



CEDA
CENTRAL ECONOMIC
DEVELOPMENT AGENCY
ManawatuNZ.co.nz

WAKA KOTAHI
NZ TRANSPORT
AGENCY

Google



Waka Kotahi have said ...

biking is good for the balance sheet.

“Making cycling a safer and more attractive transport choice
is a
KEY PRIORITY!”

The City to Sea Rail Trail - Manawatu



SH56 - NZTA



SH1 - NZTA



School

Google

Manawatu Regional Council

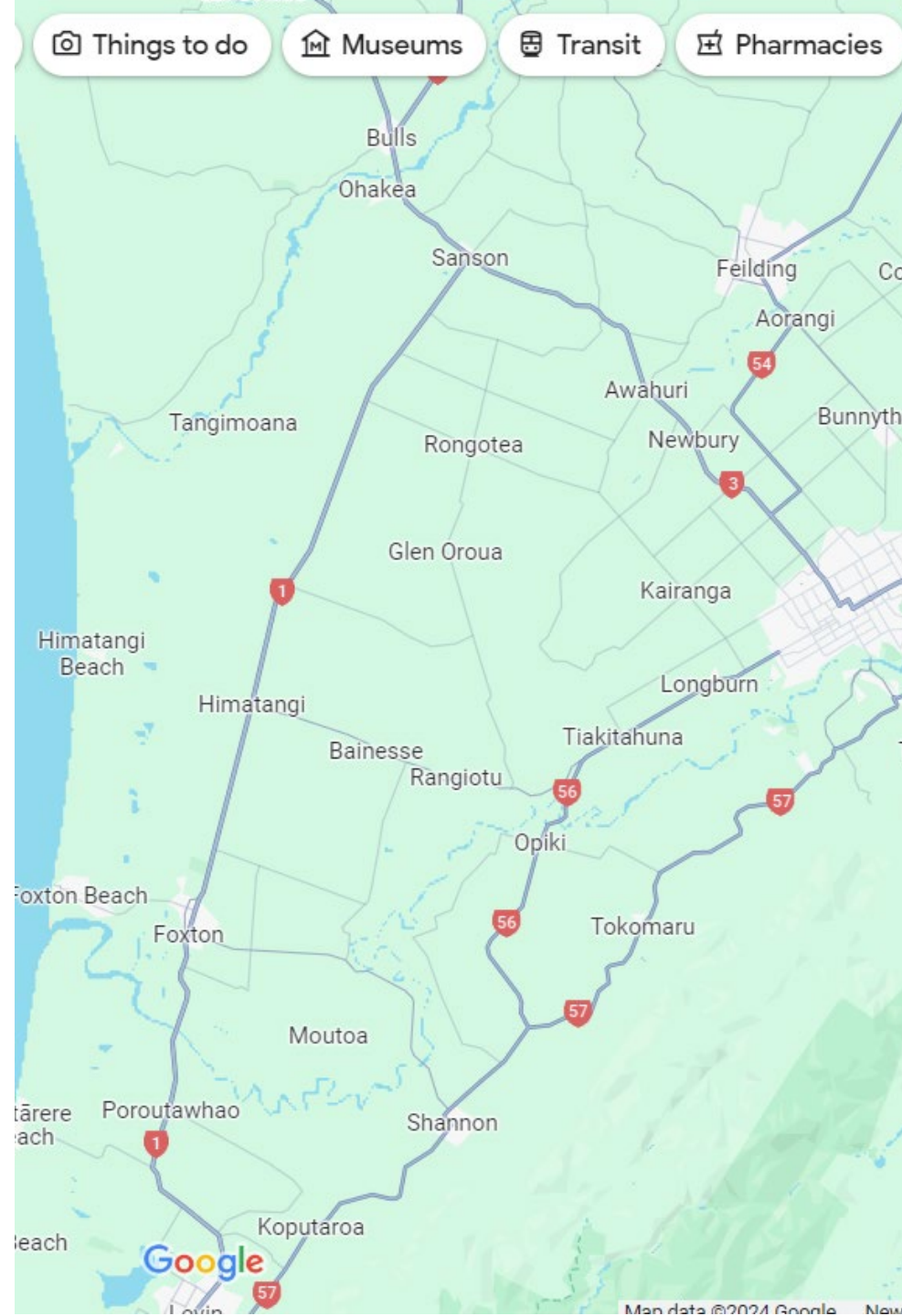
City to Sea Rail Trail Manawatu.



BAINESSE & DISTRICTS

Community Development Trust

Green:
The City to Sea
Rail Trail –
Manawatu.



Orange:
Waka Kotahi –
SH 1 & 3 bridal
tracks.
Levin to Bulls.
Sanson to PN.