



Hastings District Council

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OPEN A G E N D A

HASTINGS DISTRICT RURAL COMMUNITY BOARD MEETING

Meeting Date: Monday, 9 September 2019

Time: 1.00pm

**Venue: Landmarks Room
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings**

Members	Chair: Mrs S Maxwell Mr N Dawson, Mr M Lester and Ms Lesley Wilson Councillors Kerr and Lyons
Officer Responsible	Group Manager: Asset Management – Craig Thew
Democracy & Governance Advisor	Christine Hilton (Ext 5633)

Hastings District Rural Community Board – Terms of Reference

The Community Board is a separate entity to the Council. The role of the Community Board is set out in Section 52 of the Local Government Act 2002. The Council is authorised to delegate powers to the Community Board.

Membership (6 members)

Chair (elected by the Board)

Deputy Chair (elected by the Board)

4 Elected Community Board Members

1 Mohaka Ward Councillor

1 Kahuranaki Ward Councillor

Quorum – 4 members

DELEGATED POWERS

General

1. To maintain an overview of services provided by the Council within the Community Board's area.
2. To represent, and act as an advocate for, the interests of the community represented.
3. To consider and report on all matters referred to the Board by the Council, or any matter of interest or concern to the Community Board.
4. To communicate with community organisations and special interest groups within the community;
5. To undertake any other responsibilities that are delegated to it by the Council.
6. To appoint a member of the Community Board to organisations approved by the Council from time to time.

LONG TERM PLAN/ANNUAL PLAN/POLICY ISSUES

7. Authority to make a submission to the Long Term Plan/Annual Plan process on activities, service levels and expenditure (including capital works priorities) within the Board's area or to make a submission in relation to any policy matter which may have an effect within the Board's area.

ROADING AND TRAFFIC

8. Authority to exercise the Council's powers and functions in relation to roads within the Board's area under the following sections of the Local Government Act 1974:
 - Section 335 (vehicle crossings);
 - Section 344 (gates and cattle stops);
 - Section 355 (overhanging trees).
9. Authority to exercise the Council's statutory powers (including any relevant powers conferred by bylaw) over roads within the Board's area in respect of:
 - (i) Road user behaviour at intersections;
 - (ii) Controls on stopping or overtaking
 - (iii) Controls on turning
 - (iv) Pedestrian safety,
 - (v) Footpath maintenance and improvements.
 - (vi) Accident investigation studies, lighting and other safety works
10. For the avoidance of doubt, nothing in this delegation authorises a Community Board to deal with a matter, in the exercise of delegated authority, in a manner which is conflict with any policy or decision of the Council or any standing committee of the Council in relation to the same matter.

HASTINGS DISTRICT COUNCIL
HASTINGS DISTRICT RURAL COMMUNITY BOARD
MEETING

MONDAY, 9 SEPTEMBER 2019

VENUE: Landmarks Room
Ground Floor
Civic Administration Building
Lyndon Road East
Hastings

TIME: 1.00pm

A G E N D A

1. Apologies

At the close of the agenda no apologies had been received.

At the close of the agenda no requests for leave of absence had been received.

2. Conflict of Interest

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Democratic Support Manager (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

3. Confirmation of Minutes

Minutes of the Hastings District Rural Community Board held Monday 27 May 2019.
(Previously circulated)

4.	Cameras on Rural Roads	5
5.	Middle Road Corridor Management Plan	7
6.	Rural Transportation Activities Report	37
7.	Rating Area 2 - Financial Result	55
8.	Additional Business Items	
9.	Extraordinary Business Items	

REPORT TO: HASTINGS DISTRICT RURAL COMMUNITY BOARD

MEETING DATE: MONDAY 9 SEPTEMBER 2019

FROM: GROUP MANAGER: ASSET MANAGEMENT
CRAIG THEW

SUBJECT: CAMERAS ON RURAL ROADS

1.0 PURPOSE AND SUMMARY - TE KAUPAPA ME TE WHAKARĀPOPOTOTANGA

- 1.1 At the Rural Community Board Zone 3 meeting held in July 2019 the matter of cameras on rural roads was raised.
- 1.2 The purpose of this report is to advise that police representatives have been invited to attend the meeting for a general discussion on this issue.

2.0 RECOMMENDATIONS - NGĀ TŪTOHUNGA

- A) That the Hastings District Rural Community Board receive the report titled "Cameras on Rural Roads" dated 9 September 2019.

Attachments:

There are no attachments for this report.

REPORT TO: HASTINGS DISTRICT RURAL COMMUNITY BOARD

MEETING DATE: MONDAY 9 SEPTEMBER 2019

FROM: STRATEGIC TRANSPORT ENGINEER
EYNON PHILLIPS

SUBJECT: MIDDLE ROAD CORRIDOR MANAGEMENT PLAN

1.0 EXECUTIVE SUMMARY - TE KAUPAPA ME TE WHAKARĀPOPOTOTANGA

- 1.1 The purpose of this report is to inform the Committee about the Middle Road Corridor Management Plan and arises from a high level investigation of the Middle Road corridor, its uses and problems, particularly in regards to safety.
- 1.2 This study covers all of Middle Road within the Hastings District, from Porter Drive to 120m south of Te Aute Trust Road.
- 1.3 This proposal contributes to the purpose of local government by primarily promoting social and more specifically through the Council's strategic objective of providing an accessible range of safe transport options.
- 1.4 Middle Road is both a strategic link and an attractive recreational route. It is an often narrow and winding road and is rated as a high-risk rural route, particularly for motorcyclists.
- 1.5 There are a number of programmes underway or planned on Middle Road. This is an opportunity coordinate these programmes to improve the safety of the route and widen it to a minimum 8m sealed carriageway.
- 1.6 The preferred option is to adopt the Middle Road Corridor Management Plan with long term implementation.
- 1.7 This will enable the widening and other safety improvements of Middle Road to be carried out within existing budgets and programmes.

2.0 RECOMMENDATIONS - NGĀ TŪTOHUNGA

- A) That the Council/Committee receives the report titled Middle Road Corridor Management Plan
- B) That the Hastings District Rural Community recommend Council adopt the Middle Road Corridor Management Plan for inclusion in Long Term Plan for implementation be adopted.

3.0 BACKGROUND – *TE HOROPAKI*

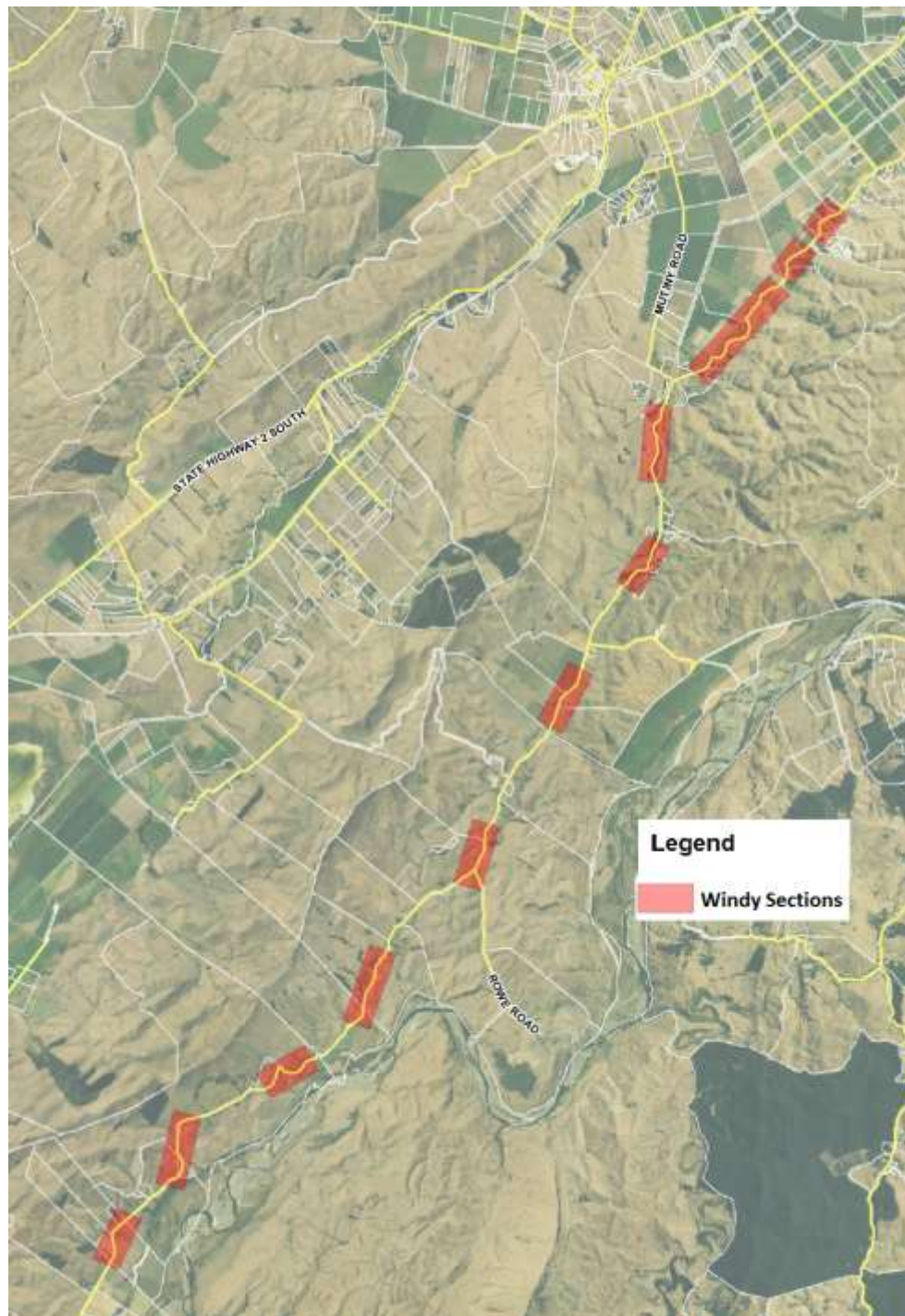
- 3.1 Middle Road is a strategic link between Hastings and Central Hawke's Bay, connecting the urban centre of Havelock North with the rural hinterland. A popular scenic drive, it is well used by both motorcyclists and recreational cyclists. The Middle Road Corridor Management Plan covers all 27km of the road within the Hastings District, from Porter Drive to the southern border 120m south of Te Aute Trust Road.



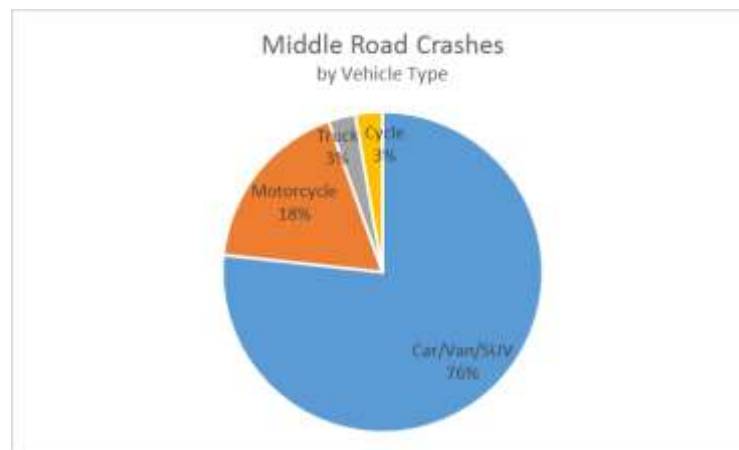
- 3.2 It is also a direct link into Havelock North, providing easy access for urban residents out to the countryside and for rural producers into town. There is current development pressure as more and more people look to move into the area.
- 3.3 There are a number of roading projects planned and/or underway for Middle Road. A Motorcycle Crash Reduction Study is looking specifically at treatments to improve the route for motorcyclists. A cycle facility has been proposed between Iona Road and School Road, and this section will also have its speed limit reviewed. Resealing and pavement renewals are also scheduled for much of the route.
- 3.4 There is an opportunity within these existing programmes to widen the road to a standard cross section, making the route safer for all users, particularly motorcyclists and cyclists.

4.0 DISCUSSION - *TE MATAPAKITANGA*

- 4.1 Part of the attraction of Middle Road is that it is a largely rural and windy route, with some particularly narrow sections and sharp bends. Unfortunately this also makes it a high-risk route, with a notably high number of motorcycle crashes.



- 4.2 The existing road varies from wide and straight at the urban end to narrow and windy with short straights for much of the rural section. The typical carriageway width is six metres or so with variable shoulders, though some sections have only five-and-a-half metres of seal width. Traffic volumes also vary along the route, from over 7,000 vehicles a day in Havelock North to a few hundred at the southern end.
- 4.3 There were 54 reported crashes on Middle Road over the last ten years, resulting in one fatality and seven serious injuries. All but one of these eight casualties were to a motorcyclist. There were also nineteen minor injuries from crashes, two of which involved cyclists.



5.0 OPTIONS - NGĀ KŌWHIRINGA

Option One - Recommended Option - *Te Kōwhiringa Tuatahi – Te Kōwhiringa Tūtohunga*

- 5.1 Adopt the Middle Road Corridor Management Plan with long term implementation.
- 5.2 Implement the recommendations of the Motorcycle Crash Reduction Study for Middle Road as part of the ACC Motorcycle Safety Programme.
- 5.3 Review the Speed Limit on Middle Road between Iona Road and School Road and implement any recommended changes.
- 5.4 Investigate the plausibility of a more formalised cycle facility on Middle Road between Iona Road and School Road.
- 5.5 Work with the developer of the Iona/Middle subdivision on the layout of Middle Road between Breadalbane Road and Gilpin Road, including the new intersections of Iona/Middle and Gilpin/Middle.
- 5.6 Implement the above actions within the next three years.
- 5.7 Complete within the next six years the AWPT between Crystall Road and Mutiny Road with a minimum 8m wide sealed carriageway. This will include 3m wide traffic lanes and 1m wide sealed shoulders.
- 5.8 Once these actions are complete, re-evaluate the risk rating of Middle Road under the high-risk rural roads guide and reconsider the status of the route as a Heartland Ride if it is no longer a high-risk rural road.
- 5.9 Continue to use the AWPT and resealing programmes for the entirety of Middle Road as the opportunity to widen the carriageway where practical to do so. This should be to a minimum 8m wide sealed carriageway, including 3m wide traffic lanes and 1m wide sealed shoulders. Localised widening on curves and geometry changes are to be done where required.

Advantages

- This will enable the improvements to Middle Road to be carried out within existing budgets and programmes, with much of the improvements made over the next six years.

Disadvantages

- This would take over 25 years to complete for the entire length.

Option Two - Te Kōwhiringa Tuatahi

- 5.10 Adopt the Middle Road Corridor Management Plan with short term implementation.
- 5.11 Implement the recommendations of the Motorcycle Crash Reduction Study for Middle Road as part of the ACC Motorcycle Safety Programme.
- 5.12 Review the Speed Limit on Middle Road between Iona Road and School Road and implement any recommended changes.
- 5.13 Investigate the plausibility of a more formalised cycle facility on Middle Road between Iona Road and School Road.
- 5.14 Work with the developer of the Iona/Middle subdivision on the layout of Middle Road between Breadalbane Road and Gilpin Road, including the new intersections of Iona/Middle and Gilpin/Middle.
- 5.15 Implement the above actions within the next three years.
- 5.16 Also complete within the next three years the AWPT between Crystall Road and Mutiny Road with a minimum 8m wide sealed carriageway. This will include 3m wide traffic lanes and 1m wide sealed shoulders.
- 5.17 Once these actions are complete, re-evaluate the risk rating of Middle Road under the high-risk rural roads guide and reconsider the status of the route as a Heartland Ride if it is no longer a high-risk rural road.
- 5.18 Scope and implement a specific AWPT and resealing programme for the entirety of Middle Road to widen the carriageway where practical to do so over the next ten years. This should be to a minimum 8m wide sealed carriageway, including 3m wide traffic lanes and 1m wide sealed shoulders. Localised widening on curves and geometry changes are to be done where required.

Advantages

- This will enable the improvements to Middle Road to be carried out within ten years, with much of the improvements made over the next three years.

Disadvantages

- This would require a significant increase in budget and would likely negatively impact other projects.

Option Three – Status Quo - Te Kōwhiringa Tuatoru – Te Āhuatanga o nāianeī

- 5.19 Status Quo – Do not adopt the Middle Road Corridor Management Plan.

6.0 NEXT STEPS - *TE ANGA WHAKAMUA*

- 6.1 Recommendations from Rural Community Board to be forwarded to Council for consideration.

Attachments:

1 [Download](#) Corridor Management Plan

CG-14-110

SUMMARY OF CONSIDERATIONS - *HE WHAKARĀPOPOTO WHAIWHAKAARO*

Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

This report contributes to social wellbeing

Link to the Council's Community Outcomes - *E noho hāngai pū ai ki te rautaki matua*

This proposal provides an accessible range of transport options

Māori Impact Statement - *Te Tauākī Kaupapa Māori*

There are no known impacts for Tangata Whenua.

Sustainability - *Te Toitūtanga*

There are no implications for sustainability.

Financial considerations - *Ngā Whaiwhakaaro Ahumoni*

This matter was addressed under the Options section of the report.

Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and

Engagement Policy as being of minor significance.

Consultation – internal and/or external - Whakawhiti Whakaaro-ā-roto, ā-waho

Internal consideration has been undertaken.

Risks: Legal/ Health and Safety - *Ngā Tūrarū: Ngā Ture / Hauora me te Haumarū*

The report addresses any likely safety risks by contributing to the Council's strategic objective of providing an accessible range of safe transport options.

Rural Community Board - *Ngā Poari-ā-hapori*

This report to the Rural Community Board addresses the relevant issues.



Summary

Middle Road is a strategic link between Hastings and Central Hawke's Bay, connecting the urban centre of Havelock North with the rural hinterland. A popular scenic drive, it is well used by both motorcyclists and recreational cyclists. This study covers all 27km of Middle Road within the Hastings District, from Porter Drive to the southern border 120m south of Te Aute Trust Road.

Part of the attraction of Middle Road is that it is a largely rural and windy route, with some particularly narrow sections and sharp bends. Unfortunately this also makes it a high-risk route, with a notably high number of motorcycle crashes.

It is also a direct link into Havelock North, providing easy access for urban residents out to the countryside and for rural producers into town. There is also development pressure as more and more people look to move into the area.

The existing road varies from wide and straight at the urban end to narrow and windy with short straights for much of the rural section. The typical rural carriageway width is six metres or so with variable shoulders, some sections have only five-and-a-half metres of seal width. Traffic volumes also vary along the route, from over 7,000 vehicles a day in Havelock North to a few hundred at the southern end.

There were 54 reported crashes on Middle Road over the last ten years, resulting in one fatality and seven serious injuries. All but one of these eight casualties were to a motorcyclist. There were also nineteen minor injuries from crashes, two of which involved cyclists.

There are a number of roading projects planned and/or underway for Middle Road. A Motorcycle Crash Reduction Study is looking specifically at treatments to improve the route for motorcyclists. A cycle facility has been proposed between Iona Road and School Road, and this section will also have its speed limit reviewed. Resealing and pavement renewals are also scheduled for much of the route.

There is an opportunity with these programmes to widen the road to a standard cross section, making the route safer for all users, particularly motorcyclists and cyclists. This corridor management plan proposes a minimum seal width of eight metres, three metre traffic lanes with one metre sealed shoulders on each side. This would be incorporated into the existing programmes, implemented throughout the route over the long term.

Background

Importance and status of route

Middle Road is a secondary link connecting Hastings and Central Hawke's Bay, running for 27km roughly parallel with State Highway 2 from Patangata to the centre of Havelock North. This largely rural route provides a strategic alternative to the State Highway as well as a vital connection between the urban and rural areas of Hawke's Bay.

Middle Road is classified under the One Network Road Classification as a Primary Collector between Porter Drive and Endsleigh Road, changing to a Secondary Collector between Endsleigh Road and Te Aute Trust Road.

Middle Road is a heritage route popular with motorcyclists for recreational rides. It is also a popular route for cyclists, with parts used for training loops while longer distance touring cyclists travel the entire length.

Middle Road has an urban section, with the northern end terminating in the commercial centre of Havelock North on Porter Drive. South of Porter Drive is residential, as far as Upham Street on the western side and out to Breadalbane Road on the eastern side. There are also a high number of lifestyle blocks between Iona Road and School Road, as well as a popular café/gallery. The remainder of the route is rural.



Figure 1 Aerial view showing Middle Road in context

Need for a Corridor Management Plan

Middle Road is a largely narrow rural route with hilly and winding sections, including some sharp bends. It has variable and often non-existent shoulders, inconsistent with current code of practice.

Middle Road has varying traffic demands, with daily peaks and seasonal changes. It is used by a wide variety of road users, from heavy vehicles servicing the rural sector to motorcyclists and cyclists. Meanwhile the urban area is expanding, with residential developments planned out to Iona Road.

Middle Road is a high-risk corridor with a high number of reported crashes, including a significant number of motorcycle crashes, in the last ten years. It is an ageing asset, requiring periodic repair and renewal.

Middle Road has been identified by ACC for treatment as part of their Motorcycle Safety programme. It has also been identified by the New Zealand Cycle Trails as a potential Heartland Ride, filling a gap in the national network as the only cycling connection between Central Hawke's Bay and Hastings. The section between Iona Road and School Road is under consideration for a speed limit change as part of the Speed Limit Review process.

The 5km section of Middle Road between Crystall Road and Mutiny Road is having an Area Wide Pavement Treatment (AWPT). This is an opportunity to improve the road, as widening and geometry changes may be done at this time.

All of these issues are putting pressure on the corridor for improvements and a coordinated approach is required, thus the need for this Corridor Management Plan.

Current Situation

Existing layout

Urban Area

This is a 30m wide corridor with the sealed carriageway varying between 11m and 13m wide. This consists of marked traffic lanes of between 3.0m and 3.5m wide and 2.0m wide parking. 1.5m wide painted cycle lanes lie between the parking and traffic lanes, while there are also 1.5m wide footpaths with grassed berms each side. There is a grassed median between Porter Drive and Lucknow Road and two bus stops on the north-western side. There is a zebra pedestrian crossing with build-outs leading to the dairy on the Upham St corner, adjacent to a section of perpendicular parking spaces.

The urban section of Middle Road follows a straight north-east to south-west alignment.



Figure 2 Aerial view from Porter Drive to Lucknow Road

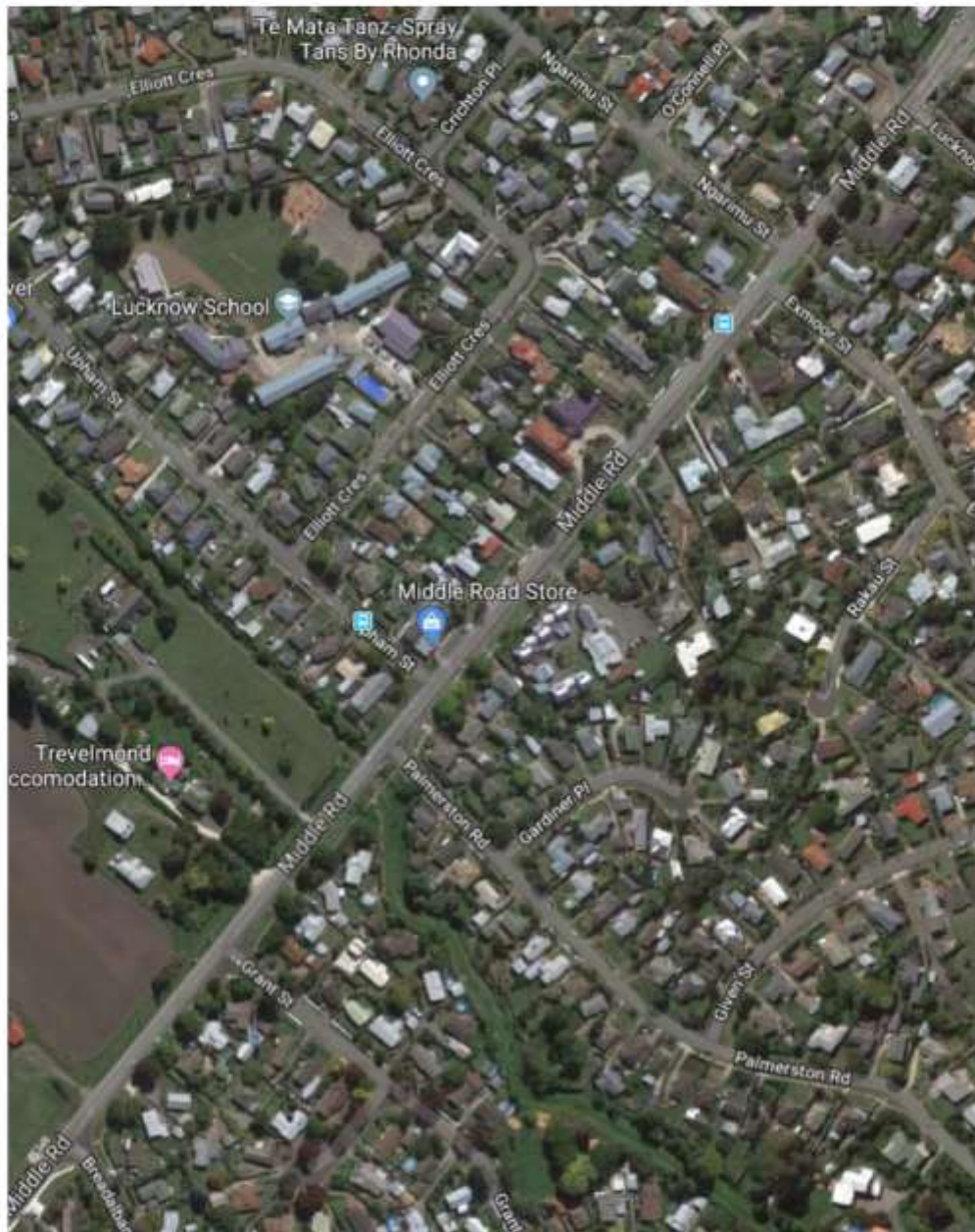


Figure 3 Aerial view from Lucknow Road to Bredalbane Road

Urban Fringe

The footpath on the north-western side stops at Upham St while the footpath on the south-eastern side changes to an off-road shared path south of Bredalbane Road, mostly lime-sand. This continues to Iona Road. The painted cycleways and parking stop at Palmerston Road, merging into a sealed shoulder.

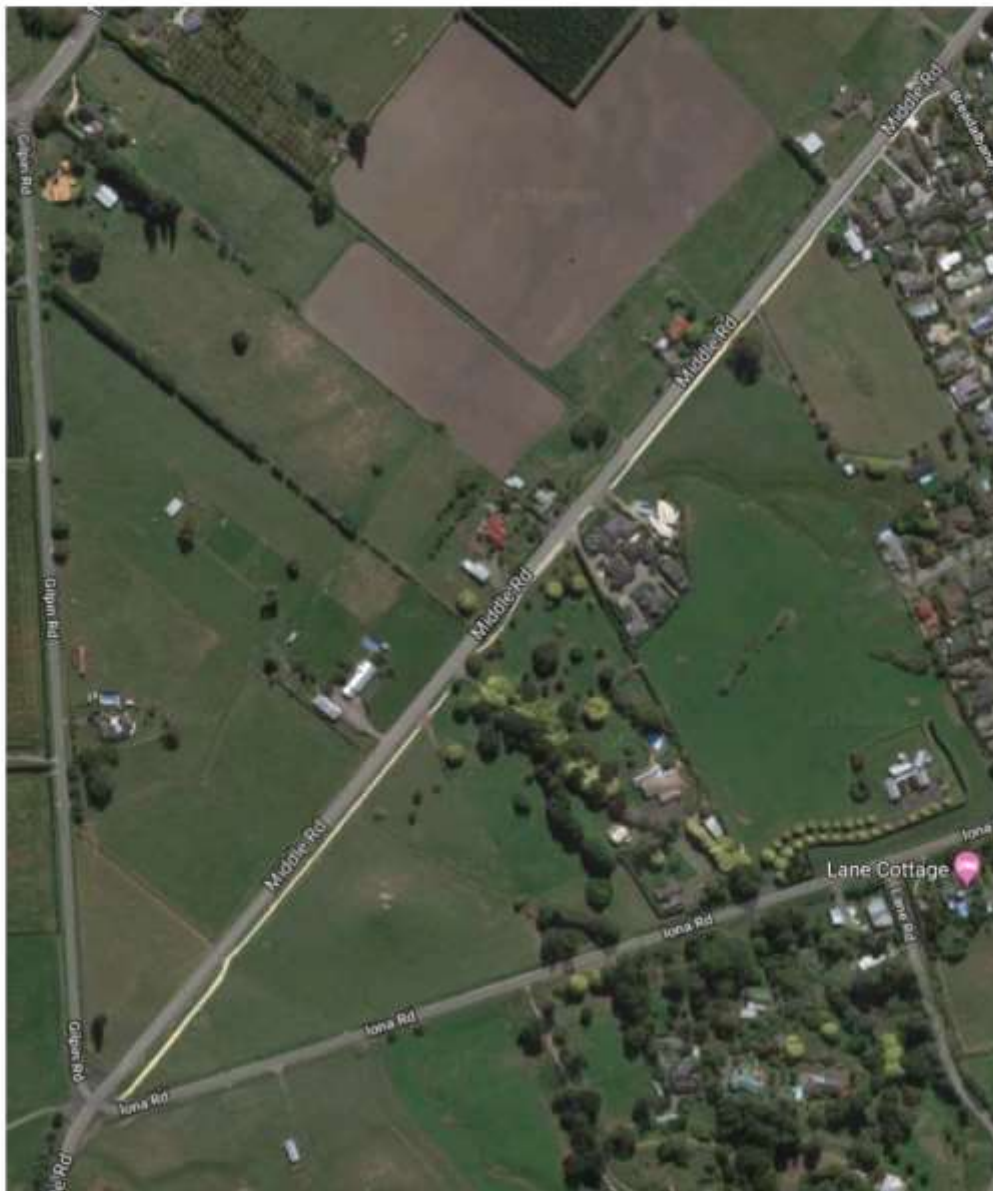


Figure 4 Aerial view from Breadalbane Road to Iona Road

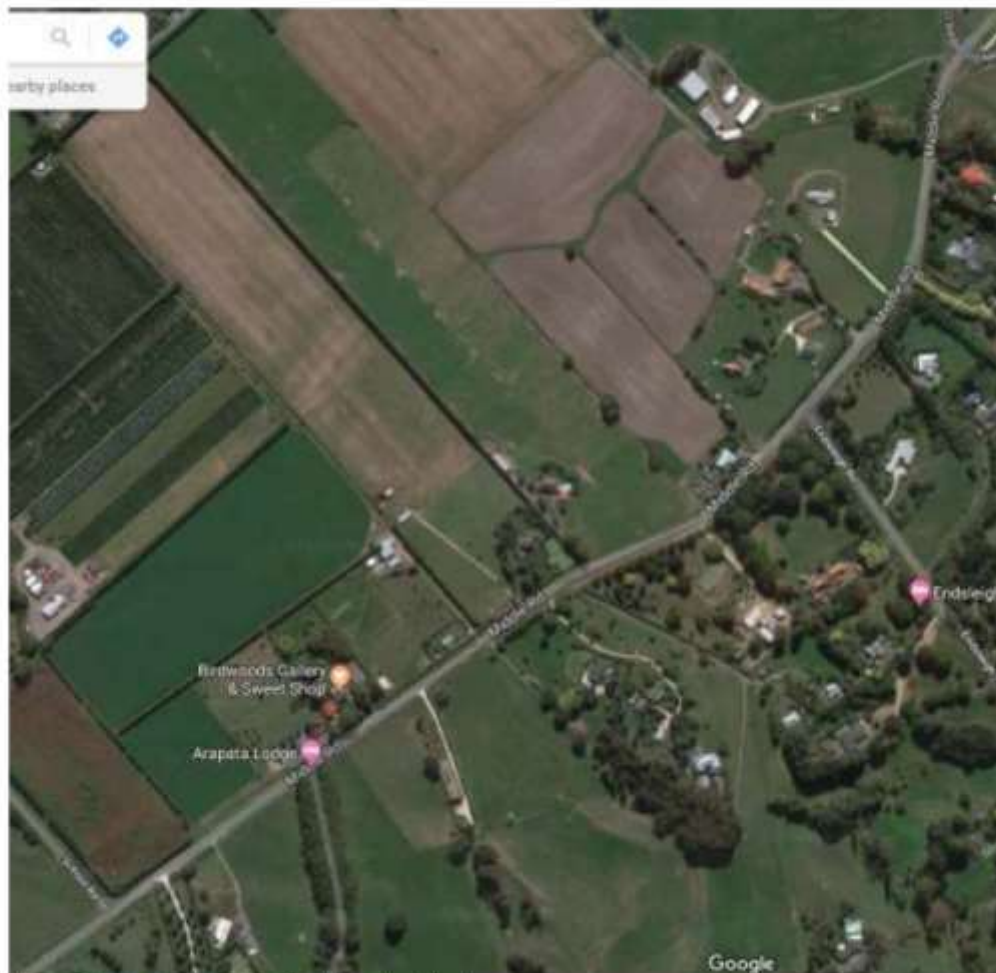


Figure 5 Aerial view from Iona Road to School Road

Rural Area

This is a 20.1m wide road corridor from Iona Road to south of Te Aute Trust Road. It is mostly a 6.0m to 6.5m wide carriageway with the sealed shoulders varying from 1.0m wide to non-existent. Some sections are only 5.5m wide. While the carriageway is typically marked with both a centreline and edge lines, some sections are only marked with a centreline while others may only have edge lines.

The rural section of Middle Road continues the largely straight north-east to south-west alignment, with a few gentle curves out to Crystall Road. From Crystall Road to Mutiny Road the route becomes particularly windy. South of Mutiny Road the route becomes a mix of windy sections with short straights in-between.



Figure 6 Aerial view from School Road to Mutiny Road



Figure 7 Aerial view from Mutiny Road to Rowe Road

Item 5

Attachment 1



Figure 8 Aerial view from Rowe Road to Te Aute Trust Road

Intersections

There are 18 intersections along Middle Road, with eight in the urban area and ten in the rural. All but one are T-intersections and all a priority controlled (Give Way or Stop). Most minor entry arms into Middle Road have approaches sufficiently wide to allow for separation of left and right turning vehicles.

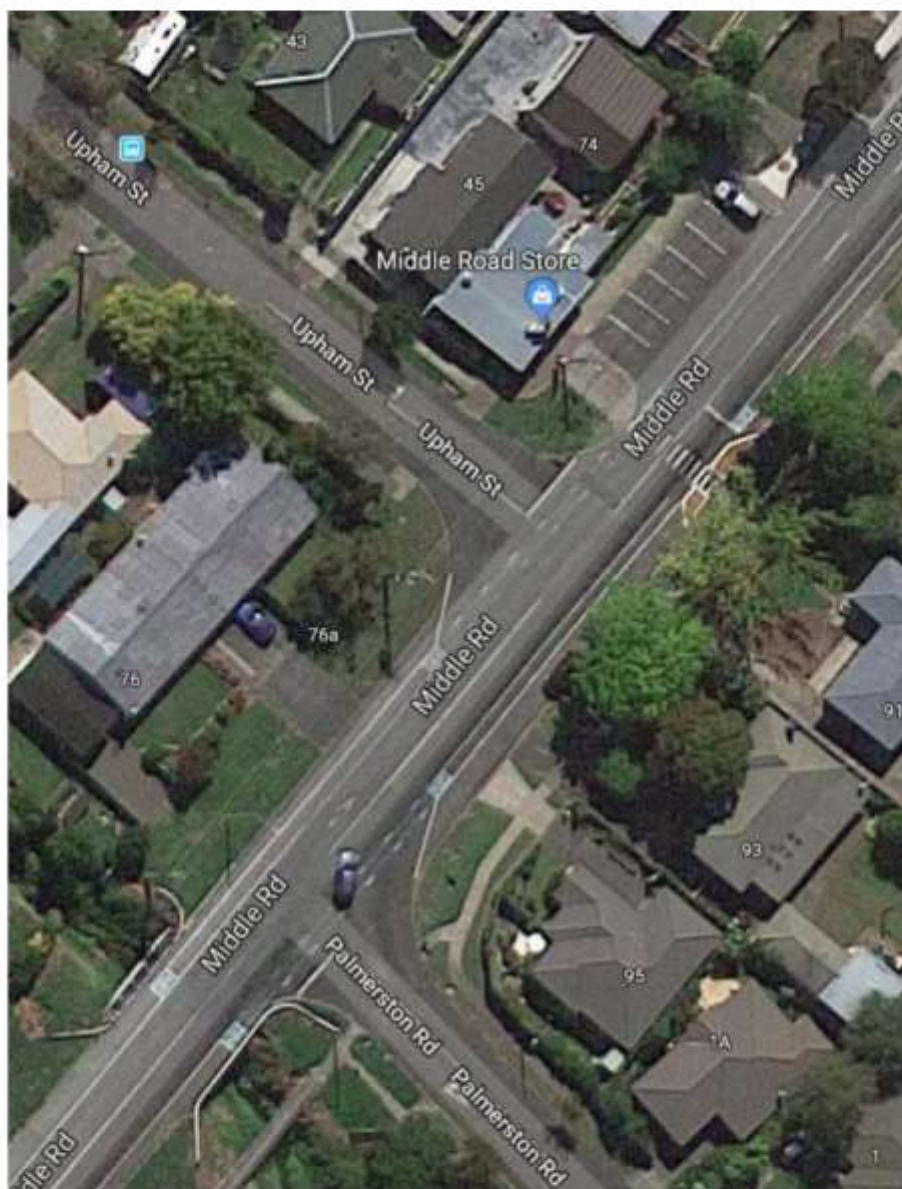


Figure 9 Aerial view of Upham Street and Palmerston Road intersections



Figure 10 Aerial view of the Crystall Road intersection

The exception is the Iona Road / Gilpin Road intersection, which is an eccentric cross intersection. This is programmed to be split into two T-intersections alongside the urban development.



Figure 11 Aerial view of Iona Road / Gilpin Road intersection

Bridges

There are three bridges on Middle Road, two in the urban area and one on the boundary between Hastings District and Central Hawke's Bay. The two urban bridges have footbridges running alongside them. There is also a single large culvert just south of Mutiny Road.

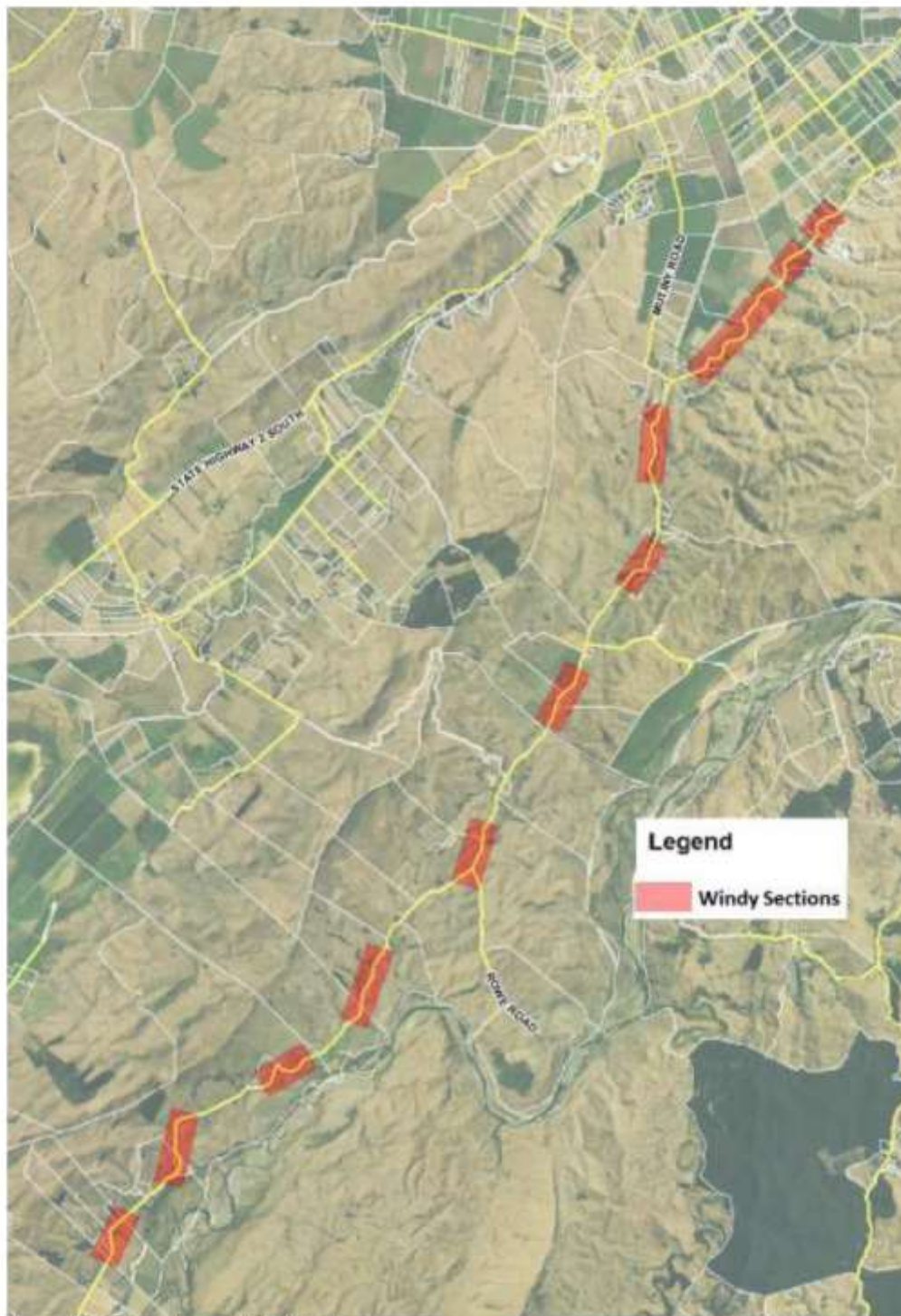


Figure 12 Windy sections of Middle Road

Users

Traffic volumes vary greatly along the corridor with over 7,600 vehicles per day (vpd) near Porter Drive and 4,600vpd south of Exmoor Street. This drops to 1,200vpd either side of Iona Road, dropping below 800 vpd south of Endsleigh Road. Past Crystall Road traffic volumes vary between 300 and 500 vehicles per day.

Heavy vehicle volumes range between 3-4% of general traffic for most of the route, down to only 2% near Porter Drive. However this jumps as high as 7-8% between School Road and Blind Road.

Traffic speeds in the urban area are largely under the urban speed limit, with the 85th percentile speed at 51-55km/h. Speeds in the rural area are also largely below the posted limit, at least at the locations where the traffic counts were carried out, with 85th percentile speeds between 78-83km/h at five of the eight locations counted. The other three sites recorded 85th percentile speeds of 92, 100, and 103km/h.

Traffic volumes and user type varies by season and day. Heavy vehicle traffic in the area is largely dictated by the farming calendar. Meanwhile motorcyclists and cyclists are most active in the summer months and on weekends. No concrete data on the exact numbers of motorcyclists or cyclists using Middle Road yet exist.

Development

A large subdivision has had zoning approval and is in the planning stages for the triangle of land between Iona Road and Middle Road. This will add up to 400 more households to the area. This will lead to a more urban character to the section of road, with changes likely to the road edge and shared path. A reconfiguration of the Iona/Gilpin intersection is planned, splitting it into two T-intersections, with Iona Road diverting to meet Middle Road approximately 100m closer to town.

Crashes

Middle Road has been identified as a high-risk rural road by NZTA. It was used as an example in the *High-risk rural roads guide 2011*. It has also been identified by ACC as one of two high-risk rural routes for motorcyclists in Hastings.

There have been 54 reported crashes on Middle Road over the last ten years (2009-18), resulting in one fatality, seven serious injuries and 19 minor injuries.

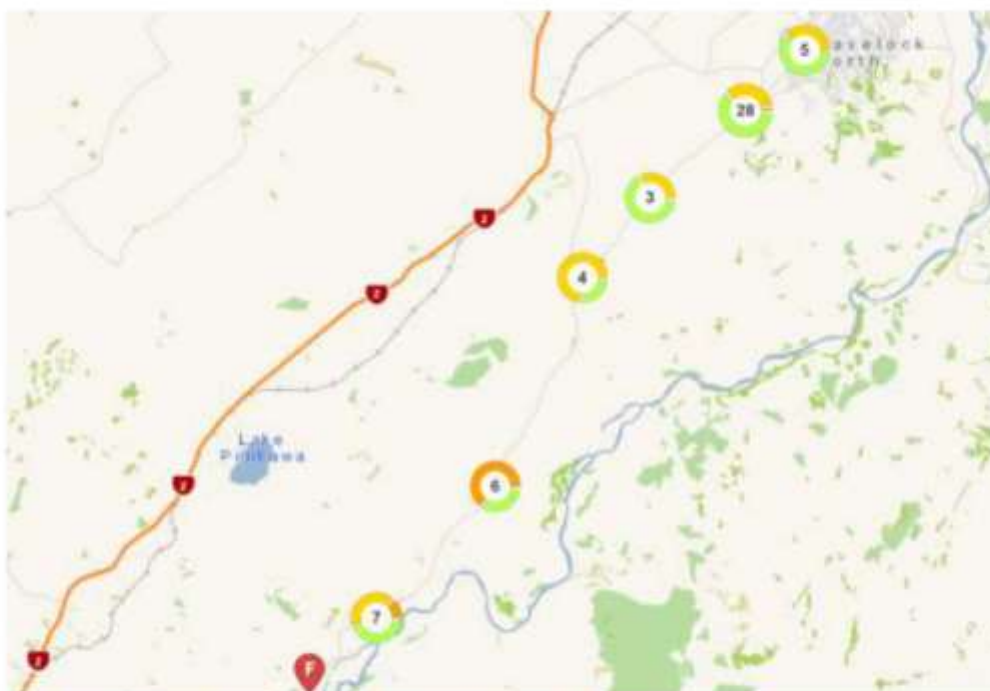


Figure 13 General locations and severity of road crashes 2009-18

The majority of crashes were in the rural area, with 13 in the urban 50km/h zone. Most of the crashes were mid-block, with 14 at intersections and a further 6 within 50m of an intersection, with four crashes at the Iona Road / Gilpin Road intersection alone. Five crashes were at driveways.

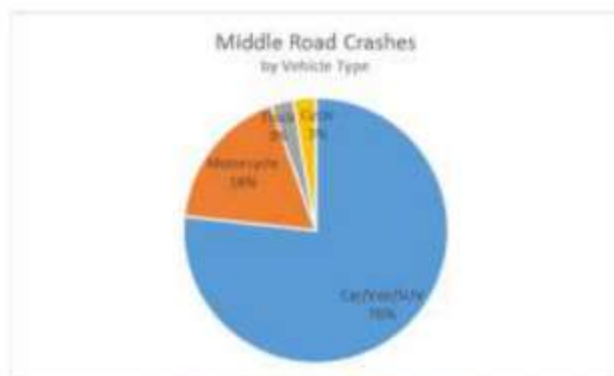


Figure 14 Crashes by vehicle type

Three quarters of vehicles involved in crashes were cars, vans or SUVs, while 18% were motorcycles. Three crashes involved animals.

There were twelve motorcycle crashes, one of which was fatal while five resulted in serious injuries. The fatal crash was at the southern end of Middle Road near Te Aute Trust Road, with the rider killed and the pillion passenger seriously injured. The motorcyclist failed to take

a bend and continued straight across the road into a fence. Three of the other serious injuries were also the result of a motorcyclist failing to take a bend, while one rider hit loose gravel and another hit a sheep.

There was only one non-motorcycle crash that resulted in serious injuries. A van driver lost control on a slight bend, crossing the road into a bank.

There were two crashes reported involving cyclists, both resulting in minor injuries. One was clipped by an overtaking van. The other cyclist was hit as a car driver turning left out of Lucknow Road failed to look/see.

There were no reported pedestrian crashes and only two non-injury crashes involving heavy vehicles.

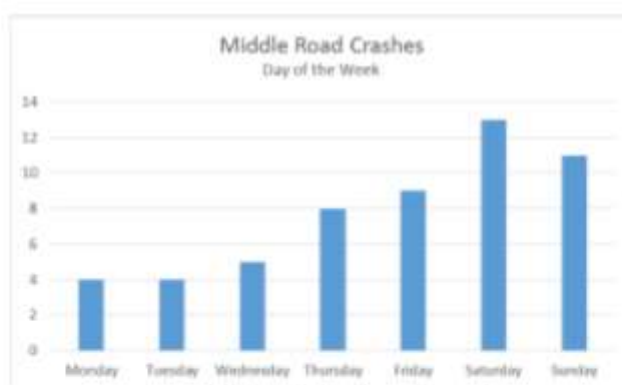


Figure 15 Crashes by day of the week

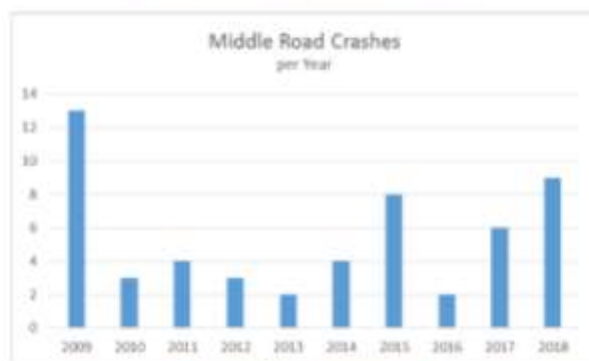


Figure 16 Crashes per year

More crashes occurred on the weekend than on weekdays, with six on public holidays. The most crashes in a single calendar year out of the last ten was 13 in 2009, with lows of two crashes a year in both 2013 and 2016.

Analysis indicates that most of the rural crashes were typical of hilly and winding rural roads. That is there were a high number of loss of control incidents on bends, as well as driving too fast for the conditions.

Studies and works underway

Motorcycle Crash Reduction Study

A Motorcycle Crash Reduction Study was recently carried out for Middle Road. This recommended a number of improvements, such as adding underarm to existing safety barriers and sealing existing shoulders, as well as localised surface repairs and a rock face cutback. Additional signage, including speed advisory signs, are also recommended. These improvements are to be carried out over the next three years with some identified quick wins to be done immediately.

The study and improvements are part of the ACC Motorcycle Safety programme, which has identified Middle Road as one of two rural high risk motorcycle routes in the district. The total funding from ACC for this programme is \$1.2M.

Speed Limit Review

The next Speed Limit Review will include the section of Middle Road between Iona Road and School Road. This will consider reducing the speed limit for this section from 100km/h to 80km/h.

Area Wide Pavement Treatment

Scoping for an AWPT programme in the 5km section of Middle Road between Crystall Road and Mutiny Road is currently being carried out. This project will look to widen the road to a minimum of 8m wide sealed carriageway. This will include 3m wide traffic lanes a 1m wide sealed shoulder on each side. Further localised widening on curves, straightening and geometry changes can be done where required as part of this work.

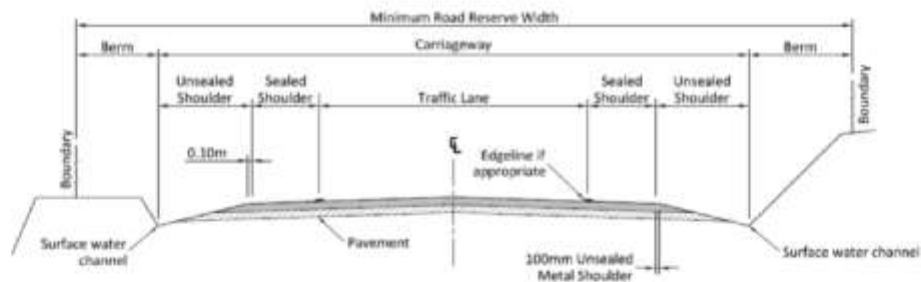


Figure 17 Typical Cross Section for Sealed Rural Roads – Engineering Code of Practice 2011

Place / Linkage		Typical Local Features		Design Parameters			Link Comments				
Lane	Local Use	Relationship	Traffic volume (Ave. per day)	Locality Demand	Target operating speed	Minimum Road Section Width (m)	Max Grade	Pedestrians (See Note A)	Parking, Loading & Unloading (See Note B)	Cyclists (See Note A)	Minimum Maximum (See Note C)
Road	Local & Play (Residential & Home Organisation)	Lane	20000	2-4000 (Public Use) & 4-6 (Private)	20	6	3%	Shared (on shoulder & lane)	Allow for parking, cycling, loading & unloading (0.5m, sealed)	Shared (on shoulder & lane)	2
		Lane	20000	4-6000	30	8	3%	Shared (on shoulder & lane)	Total shoulder 1.0m, sealed	Shared (on shoulder & lane)	2 x 1.75
		Local Road	20000	1-20000	10	12	12.5%	Shared (on shoulder & lane)	Total shoulder 1.0m, sealed & shoulder 0.5m	Shared (on shoulder & lane)	2 x 1.75
	Rural and Mixed	Local	50000	Low level agricultural activity	up to 30	10	3%	Shared (on shoulder & lane)	Total shoulder 1.0m	Shared (on shoulder & lane)	2 x 1.75
		Collector	20000	Medium level agricultural activity	up to 30	10	3%	Shared (on shoulder & lane)	Total shoulder 1.0m, sealed & shoulder 0.5m	Shared (on shoulder & lane)	2 x 1.75
		Minor Arterial	20000	Medium / High level agricultural activity + medium through traffic	up to 30	10	3%	Shared (on shoulder & lane)	Total shoulder 1.0m, sealed & shoulder 0.5m	Preferred on sealed shoulder	2 x 1.75
		Major Arterial	40000	High level agricultural activity + high level through traffic	up to 30	10	3%	Shared (on shoulder & lane)	Parking and loading total shoulder 1.0m, sealed & shoulder 0.5m	Preferred on sealed shoulder	2 x 1.75

Table 1 Minimum Rural Road Design Standards - Engineering Code of Practice 2011

This exceeds the Engineering Code of Practice minimums for roads of this type, which has minimum 1.0m shoulders, only half sealed. It also exceeds the target seal shoulder width from the State Highway Cycling Network, which recommends no shoulders for roads carrying these traffic volumes and speeds, though with 3.5m traffic lanes.

However these widths are only minimums. Unsealed shoulders are usable by vehicles but may be a hazard for cyclists. By sealing the entire shoulder width there is more usable space for cyclists without changing the overall width of the road. This will provide an extra level of safety for cyclists on this route.

TARGET SHOULDER SEAL WIDTH FOR STATE HIGHWAY CYCLING NETWORK			
	50 km/h	70 km/h	100 km/hr
Minimum adjacent traffic lane width	3.0 m	3.3 m	3.5 m
1-1000 AADT	0.0 m	0.0 m	0.0 m
1000-2000 AADT	0.75 m	0.75 m	0.75 m
2000-5000 AADT	1.0 m	1.0 m	1.0 m
5000-8000 AADT	1.2 m	1.5 m	1.5 m
8000-18,000 AADT	1.5 m	1.7 m	2.0 m
18,000+ AADT	2.0 m	2.0 m	2.2 m

Table 2 Target Shoulder Seal Widths - Specification for Design, Construction and Maintenance of Cycling and Shared Path Facilities 2019

The likely cost of this work could be in the order of \$1.5 million, though exact costs will be unknown until the scoping is complete. The physical works for this project are likely to occur within the next 4 to 5 years working within budgetary constraints and with other routes taking priority.

Further AWPT works, including widening, for the remainder of Middle Road are possible over the long term.

Resealing

Reseals are programmed for approximately 14km of Middle Road over the next 16 years, with the remaining 8km likely requiring resealing over the following 10 years. So there is the opportunity to include shoulder widening alongside the resealing for the majority of the route within the next 25 years.

Rough order cost estimates for the extra seal widening alongside this work start at around \$130,000 per kilometre, or just over \$3 million for the entire route. However some sections will require significant earthworks and possibly even land purchase, leading to costs that could run significantly higher. Similar works in the area have cost up to \$2 million per kilometre.

Off-Road Pathway

A formalised off-road pathway for walking and cycling has been proposed between Iona Road and School Road. This will be investigated as part of the Way Strategy review to be carried out before the next LTP.

Corridor Management Plan recommendations**Actions**

- I. Implement the recommendations for Middle Road of the Motorcycle Crash Reduction Study as part of the ACC Motorcycle Safety Programme.
- II. Review the Speed Limit on Middle Road between Iona Road and School Road and implement any recommended changes.
- III. Investigate the plausibility of a more formalised cycle route between Iona Road and School Road.
- IV. Work with the developer of the Iona/Middle subdivision on the layout of Middle Road between Breadalbane Road and Gilpin Road, including the new intersections of Iona/Middle and Gilpin/Middle.
- V. Complete the AWPT between Crystall Road and Mutiny Road with a minimum 8m wide sealed carriageway. This will include 3m wide traffic lanes and 1m wide sealed shoulders.
- VI. Re-evaluate the risk rating of Middle Road under the high-risk rural roads guide once the above programmes are complete.
- VII. Reconsider the status of Middle Road as a Heartland Ride if it is no longer a high-risk rural road.
- VIII. Continue to use the AWPT and resealing programmes for the entirety of Middle Road as the opportunity to widen the carriageway where practical to do so. This should be to a minimum 8M wide sealed carriageway, including 3m wide traffic lanes and 1m wide sealed shoulders. Localised widening on curves and geometry changes to be done where required.

Implementation Options

Long Term Implementation:

Implement actions I to IV within the next three years.

Implement action V over the following three years.

Implement actions VI and VII once the previous actions are complete.

Scope and implement action VIII for the remainder of the route as required and budget priorities allow.

This will enable the improvements to Middle Road to be carried out largely within existing budgets. However it would take over 25 years to complete for the entire length.

Short Term Implementation:

Implement actions I to V within the next three years.

Implement actions VI and VII once the previous actions are complete.

Scope and implement action VIII for the remainder of the route over the following seven years.

This will enable the improvements to Middle Road to be carried out within 10 years. However it would require a significant increase in budget.

Recommendation

Adopt the Middle Road Corridor Management Plan with Long Term Implementation

REPORT TO: HASTINGS DISTRICT RURAL COMMUNITY BOARD

MEETING DATE: MONDAY 9 SEPTEMBER 2019

FROM: TRANSPORTATION OPERATIONS MANAGER
ADAM JACKSON

SUBJECT: RURAL TRANSPORTATION ACTIVITIES REPORT

1.0 PURPOSE AND SUMMARY - TE KAUPAPA ME TE WHAKARĀPOPOTOTANGA

- 1.1 The purpose of this report is to update The Rural Community Board with the Rural Transportation Programmed Project Status and Activities Report.
- 1.2 This report concludes by recommending that the report be received.

2.0 Low Cost – Low Risk Programme (old Minor Safety)

- 2.1 Council officers have finalised the projects for the 2019/20 programme which are being constructed and/or designed currently. The status of the projects are:

Item	Road	Status
Motorcycle Safety Improvements	Middle Road	Guardrail works have commenced
Crash Reduction Study Outcomes	Waimarama Road	Draft CRS received, and options being assessed by HDC officers.
Crash Reduction Study Outcomes	Taihape Road	Priority 1 items being investigated for implementation and passing opportunities designs underway where CRS items coincide with these.
Pukehaumoamoia Recycle Station Entrance	Taihape Road	Project has been scoped and design has commenced.
High Risk Rural Road – Safety improvements	Middle Road widening	Middle Road rehabilitation project has commenced.

3.0 Mohaka River - Pakaututu Road Protection Works

- 3.1 During the September 2018 storm event, the Mohaka River eroded a large portion of Pakaututu Road away. A diversion has been in place since.

- 3.2 A design was undertaken to permanently remedy the erosion that would cost in excess of \$2M. Minor diversion works costing less than \$100,000 was undertaken in June.
- 3.3 The works have had many minor high flow events since being completed and is holding up well to date. A further review of the need for future works will be undertaken once winter has ended.

4.0 BRIDGE UPDATE

- 4.1 Construction at Avery's (Ohurakura Road) has been delayed due to site difficulties and weather but expected to finish in the coming two weeks.
- 4.2 Ohara (Big Hill Road) strengthening works have been procured and construction on site is planned for the December/January period. Riggirs (Maraetotara Road) will shortly be procured for construction in this financial year. Moeangiangi (Waikare Road) design is nearing completion and Mangatahi Low Level (Mangatahi Road) have completed option assessment stage and have commenced design.
- 4.3 Berry (Berry Road) is undergoing a difficult evaluation process due to lack of records of the bridge.
- 4.4 The "settlement" at Blacks bridge on Taihape Road was investigated following the Sherenden community meeting and there have been some minor recommendations to make the situation slightly better but another major remedial repair was not recommended. However, the site will be monitored for further "settlement" or worsening conditions.
- 4.5 Hastings District Council has applied for the Provincial Growth Fund (PGF) to support local share of the bridge strengthening programme. Though the neighbouring councils have managed to secure some PG funding, HDC have been unsuccessful to secure any funding in support of the bridge strengthening programme. The programme will now be delivered as per the long term plan (over 7+ years instead of 4 years supported by PGF).
- 4.6 Pre-work (site investigation and preliminary data gathering) for the remaining bridge strengthening programme is underway to enable more efficient completion of evaluation and design stages for the upcoming years.
- 4.7 Turamoe No. 2 bridge at the end of Turamoe Road is currently undergoing design and geo technical investigation have now been complete. A resource consent for the work has also been secured.
- 4.8 Boundary bridge maintenance contracts have been updated and are being worked through Rangitikei, Napier and Central Hawkes Bay District Councils.

5.0 WORKS UPDATE

- 5.1 **Attachment 1** provides an update of Area Wide Pavement Treatment (AWPT) works across DRA2
- 5.2 **Attachment 2** provides an update of other works across DRA2
- 5.3 **Attachment 3** provides the Rural Community Board with a photographic snapshot of activities undertaken between May 2019 and August 2019.

6.0 RECOMMENDATIONS - *NGĀ TŪTOHUNGA*

- A) That the Hastings District Rural Community Board receives the report titled Rural Transportation Activities Report dated 9 September 2019.

Attachments:

- | | | |
|---------------------|---|--------------|
| 1 ↓ | AWPT Update | TR-8-19-9727 |
| 2 ↓ | Other Activities Update | TR-8-19-9728 |
| 3 ↓ | Photographs of activities between May and August 2019 | TR-8-19-9729 |

Area Wide Pavement Treatment (AWPT) Q3 2019

Road Name	Start	End	Length	Treatment Year	Treatment Type	Comments
KAHURANAKI ROAD	8946	10670	1724	2019/20	AWPT	Build has commenced. Russell Roads have this contract. Construction expected to continue through o may 2020
KERERU ROAD	12900	13456	556	2019/20	AWPT	Designed - Construction to start in October with intention to complete by end of January.
MIDDLE ROAD	9162	10431	1269	2019/20	AWPT	Build has commenced. Russell Roads have this contract. Construction expected to continue through to November 2019
KERERU ROAD	11057	11856	799	2019/20	AWPT	Designed - Construction to start in October with intention to complete by end of January.
MT ERIN ROAD	200	1800	1600	2020/21	AWPT	Being designed in 2019. Construction to start in 20/21 season
MIDDLE ROAD	4938	5127	189	2020/21	AWPT	Design underway, construction to be done in 20/21 season
MIDDLE ROAD	7160	8820	1660	2020/21	AWPT	Design being done in 2019/20, construcion to be done in 20/21 season
MIDDLE ROAD	17310	18300	990	2020/21	AWPT	Design being done in 2019/20, construcion to be done in 20/21 season
KERERU ROAD	18107	18600	493	2020/21	AWPT	
KERERU ROAD	21200	21400	200	2020/21	AWPT	
KAHURANAKI ROAD	11750	12070	320	2021/22	AWPT	
KAHURANAKI ROAD	15500	15880	380	2021/22	AWPT	
MIDDLE ROAD	8820	9162	342	2021/22	AWPT	
MIDDLE ROAD	18300	18943	643	2021/22	AWPT	
RAUKAWA ROAD	10340	10750	410	2021/22	AWPT	

Other Activities Q3 2019

ROAD	Activity	What Community will See	Current Status	Period
Various	Resealing	Sealing over existing sealed roads to provide additional waterproofing, and/or texture improvements	2019/20 sites confirmed. Prereaseal repairs have commenced. First reseal activity expected to start end of September weather permitting	September to February
Various	Bridge maintenance and inspections	Bridge activity above high water levels until December (deck and railings). Dry weather maintenance and renewals programmed December to March. Further bridge inspections commence in January 2020	Ongoing, some renewals (above water levels) continuing through the winter and spring	September - January
Various	Spraying	Vegetation spraying to commence in September with most roads being done during this month. Respray programmed prior to Xmas depending on knockdown result from Spring spraying. Spraying includes around bridges, culverts, signs, power poles, and most water tables.	Starts in September	Q4 2019



<p>Taihape Road: Litter</p> 	<p>Taihape Road: Litter</p> 
<p>Middle Road: Scour repairs</p> 	<p>Middle Road: Scour repairs</p> 
<p>Aropaoanui Road: Fallen tree</p> 	<p>Aropaoanui Road: Fallen tree</p> 



Item 6

Attachment 3



Item 6

Attachment 3









Item 6

Attachment 3







<p>Taheke Road: Drop out repair</p> 	<p>Taheke Road: Drop out repair</p> 
<p>Waimarama Road: Guardrail installation</p> 	<p>Waimarama Road: Guardrail installation</p> 
<p>Middle Road: Motorcycle Rail installation</p> 	<p>Middle Road: Motorcycle Rail installation</p> 
<p>Maraekakaho Road: Stabilising repairs</p> 	<p>Maraekakaho Road: Stabilising repairs</p> 



Item 6

Attachment 3

REPORT TO: HASTINGS DISTRICT RURAL COMMUNITY BOARD

MEETING DATE: MONDAY 9 SEPTEMBER 2019

FROM: FINANCIAL CONTROLLER
AARON WILSON

SUBJECT: RATING AREA 2 - FINANCIAL RESULT

1.0 PURPOSE AND SUMMARY - TE KAUPAPA ME TE WHAKARĀPOPOTOTANGA

- 1.1 The purpose of this report is to inform the Hastings Rural Community Board (RCB) of the indicative rating result for the year ended 30 June 2019.
- 1.2 The indicative result for Rating Area 2 for the 2018/19 year is favourable to budget and is a \$107,188 rating surplus. The results are unaudited and indicative at this stage and consequently there may be some variation to the figures in the final result.
- 1.3 This report concludes by recommending that the Hastings Rural Community Board recommend to the Finance and Risk Committee that the remaining rating surplus after specific allocations is allocated to the Rural Flood and Emergency Event Reserve.
- 1.4 The unaudited result for the year ended 30 June 2019 will be presented to the Finance & Risk Committee on 17 September 2019.
- 1.5 This report sets out the indicative rating result for the year ended 30 June 2019 for Rating Area 2.

2.0 The Rating Result

- 2.1 The indicative rating result for the 2018/19 financial year is a positive result for Rating Area 2, a \$107,188 surplus.
- 2.2 A more detailed breakdown of this result is available in **Attachment 1**.
- 2.3 The overall rating surplus is due to savings across a number of Council activities.
- 2.4 The largest single contributor of the RA2 surplus was in the corporate services area with lower spend in contracted services costs along with favourable internal charges and recoveries. The rates revenue for RA2 had a surplus after rates remissions, penalties and doubtful debts were taken into account, and has contributed to the overall RA2 surplus.
- 2.5 Offsetting this was the RA2 share of the loss in the planning and regulatory area (\$138k). This was primarily driven by a number of approved but unbudgeted spends such as the Te Mata Peak track, along with higher operational spends due to the very high volume of work and associated costs that were above budget.

- 2.6 The net rating result is shown in the attached schedule “Analysis of Year End Result for 2018/19 for Rating Area 2”. This shows the budgeted and actual cost for the various activities and the amount requested to be carried forward. The final column shows the rating surplus or deficit (negative) for the activities.
- 2.7 The following table summarises the allocation of the 2018/19 Rating Area 2 surplus:

	\$
RA2 Surplus on General Rate	107,188
<u>Allocation of Surplus:</u>	
Rural Flood & Emergency Event Reserve	107,188
Allocated Surplus	107,188

3.0 Landfill Surplus allocation:

- 3.1 In addition to the rating surplus, the Council has received for allocation, revenue from the surpluses generated at the Landfill totalling \$1.2m. Unlike the previous two years where the surplus's generated at the Landfill were used to meet other funding shortfalls across the organisation, in particular Water Supply, this year it is proposed that the Landfill surplus be retained in a Landfill Development Reserve for future development works which are imminent. There is therefore no Landfill surplus available for allocation for RA2.

4.0 Rural Flood and Emergency Event Reserve

- 4.1 The Rural Flood and Emergency Event Reserve has a balance of \$1,178,991 as at 30 June 2019. The Hastings Rural Community Board on 21 September 2015 resolved:

“That the Hastings Rural Community Board recommend to Council that a new target level for the Rural Flood and Emergency Event Reserve be established of \$2,000,000.”

- 4.2 The above resolution was subsequently approved by Council.
- 4.3 The following table summarises the cost of recent flood events and how they were funded:

Total Funding from RA2 Rural Flood and Emergency Event Reserve as at 30 June 2019 with additional Subsidy		
Reserve balance		
Opening Reserve balance 1 July 2018		\$ 1,117,964
Surplus from Landfill		\$ 284,612
Surplus from 2017-18		\$ 415,295
		<u>\$ 1,817,871</u>
Total Flood damage Costs		
June 12th Flood	\$ 475,989	
September Flood costs@54%	\$ 872,529	
September Flood costs@74%	<u>\$ 658,739</u>	
		\$ 2,007,257
Less Budget for major reinstatement		<u>\$ 283,880</u>
Total unbudgeted Cost		<u>\$ 1,723,377</u>
Local share		
June 12th Flood	\$ 218,955	
September Flood costs@46%	\$ 401,363	
Projected September Flood costs@26%	<u>\$ 171,272</u>	
		\$ 791,590
Share of budget for major reinstatement		<u>\$ 130,585</u>
Local share funded from Flood Damage reserve		<u>\$ 661,006</u>
		\$ 1,156,865
Interest on reserve		<u>\$ 22,126</u>
Closing reserve balance 30-June -2019		<u><u>\$ 1,178,991</u></u>

5.0 Allocation of Surplus

5.1 Council's Treasury Policy states the following on the allocation of surpluses:

"The funds from all asset sales and operating surpluses will be applied to the reduction of debt and/or a reduction in borrowing requirements, unless the Council specifically directs that the funds will be put to another use."

5.2 Whilst Rating Area 2 currently has debt of \$802k, incurred for capital works, the specific resolution by Council to build the Rural Flood and Emergency Event reserve up to a level of \$2m is considered a prudent one given the recent flood events.

5.3 The exact allocation of funds to reserve contributions may change if Council determine that additional funds be set aside from the 2018/19 surplus to meet any other identified needs.

5.4 The Rating Area 2 reserve balances as at 30 June 2019 are as follows:

Reserve Description (Interest bearing Y/N)	Balance (\$)
Rural Flood and Emergency Event Reserve (Y)	1,178,991
Rural Fire Contingency Fund (N)	6,457
General Purpose Reserve - Rating Area 2 (N)	559,683
Capital Reserve - Rating Area 2 (N)	1,778,708
Transportation NZTA Fund Reserve Rating Area 2 (N)	639,177

5.5 It is recommended that the rural flood and emergency reserve be increased from the 18/19 surplus to enable Council to help mitigate the cost of another event occurring.

5.6 The following table is a summary of the recommended allocations of the 2018/19 RA2 surplus:

2018/19 Rating	Surplus
RA2 Surplus on General Rate - Allocation to Rural Flood & Emergency Event Reserve	\$107,188

6.0 RECOMMENDATIONS - *NGĀ TŪTOHUNGA*

- A) That the report of the Financial Controller titled “Rating Area 2 - Financial Result” dated 09/09/2019 be received.
- B) That the Hastings Rural Community Board recommend to Council that the Rating Area 2 Rating Surplus of \$107,188 be allocated to the Rural Flood & Emergency Event Reserve. Noting that the value of the surplus available may change.

Attachments:

- 1 [↓](#) Financial Management - Reports - Management Reports - RA2 Rating Result 2018 19 Attachment FIN-09-3-19-326

GENERAL RATE 2018/19 YEAR-END ANALYSIS BY RATING GROUPS		Rating Area Two		
Activity	Budgeted Net Cost	Actual Net Cost	C/Forwards to 19/20	18/19 Result
				Surplus(deficit)
Corporate and Customer Services	655,603	549,156	16,262	90,185
Rural Community Board	43,778	41,549	0	2,229
Finance Services	127,518	123,186	0	4,332
Community Facilities and Programmes	1,183,192	1,182,902	14,260	-14,061
Planning and Regulatory Services	1,147,222	1,263,274	22,000	-138,052
Economic Growth & Organisation Improvement	831,324	766,308	49,806	15,210
Parks and Property Management	720,430	722,583	2,285	-4,437
Transportation	5,915,880	5,670,195	243,340	2,345
Landfill	12,716	-2,241	0	14,957
Stormwater	73,497	40,096	0	33,401
Water Services	0	0	0	0
Recycling Depot & Trsftr Stn	44,774	39,670	0	5,104
Contingency Fund	40,000	40,000	0	0
Gross Requirement	10,795,934	10,436,767	347,953	11,213
Surplus on General Rate				11,213
<u>Plus Other Revenue & Expenditure Adjustments</u>				
Petrol Tax	-75,984	-81,584	0	5,600
2017/18 Brought Forwards	-236,584	-236,584	0	0
	-312,568	-318,167	0	5,600
<u>Rates Revenue Surplus</u>				
Provn for Doubtful Debts	35,000	-2,144	0	37,144
Rates Penalties	-30,600	-65,427	0	34,827
Rate Remissions	71,722	6,925	0	64,797
Rates Revenue (after Remissions)	-10,843,915	-10,939,933	0	96,018
Less extra rates levied for Separate Rates & UAC's	0	0	0	-142,409
Rates Revenue Surplus	-10,767,793	-11,000,578	0	90,375
Total General Rates Surplus				107,188