

Summary Report

Slow Vehicle Bay Options, Pōrangahau Road

Introduction

The nature of Central Hawke's Bay terrain and the low traffic volumes (although a high volume of slow-moving trucks) has meant that its rural strategic routes have been built as two-lane highways (now HPMV routes).

As slow-moving vehicle volumes have increased, pressures have been placed on the existing level of service. Passing opportunities are limited and often on straights where forward sight distance is poor.

Central Hawke's Bay District Council (CHBDC) asked Stantec to investigate locations that could be considered for an overtaking lane along Porangahau Road as previous engagement had revealed certain stakeholders were being held up by the increasing number of heavy vehicles (HCV's) using this route, predominantly logging trucks.

Sites investigated

The five sites investigated were selected based on the speed differential of HCV's, the geometry of the road (as this also provided a natural deceleration location for HCV's) and a visual assessment of the ease of construction compared to other sites along the route.

Site 1 (preferred by the NZ Police and the local School bus driver) will require geotechnical investigations; however, the surrounding slopes are flatter than all the other sites and in terms of budget it could be adjusted in length to meet Council budget.

If additional budget is found during construction, it could then be extended downhill or if preferred a short SVB established at Site 2 that is located away from the natural pond.

Engagement

As part of the engagement process, an interactive survey was created in which users could see each of the sites on a map and choose their preferred location for a slow vehicle bay. Information to support this survey was made as accessible as possible through the council website.

Key stakeholders (heavy vehicle users, NZ Police and the local school bus driver, residents) were directly engaged via email. They were also sent the survey for completion.

The survey was pushed through Council's social media channels and placed on the website throughout October with the intention of engaging regular road users and the Central Hawke's Bay community.

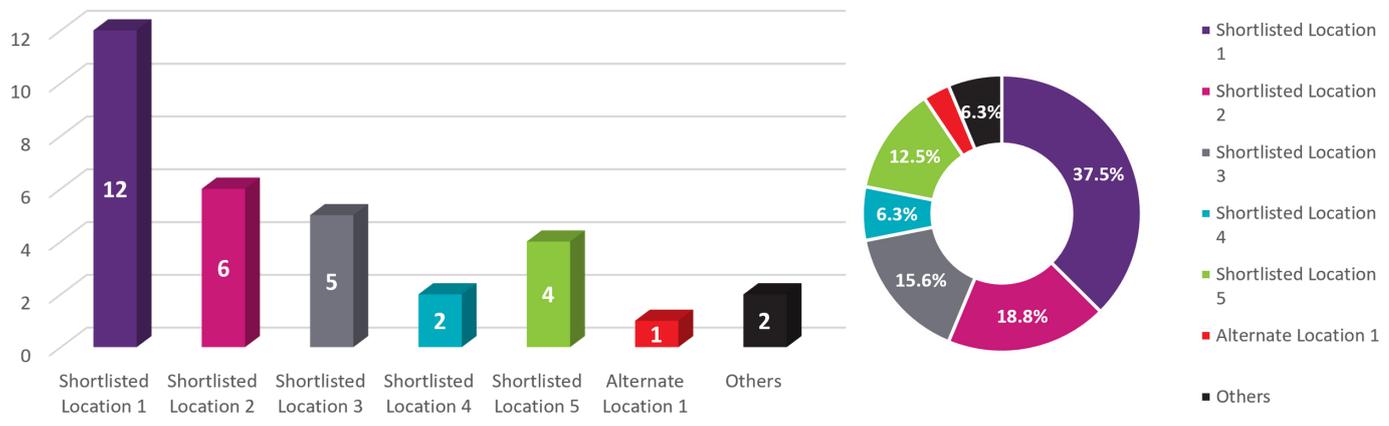
A community meeting was also organised, then delayed due to COVID-19 Level restrictions. It was ultimately cancelled due to low interest.

Internal staff and councillors were kept updated via Weekly Words.

Survey Feedback

Through the survey, Council received 32 community submissions. The voting showed site 1 was the most favourable by submitters.

Votes by Location



We collated the comments made by submitters, and have summarised the following:

Site 1

- Road users already take risks passing in this area, putting in a slow vehicle bay would minimise this and increase driver safety
- Truck drivers go slower up hills so appears to be the safest place for passing
- Site 1 has the greatest visibility of all sites
- This area often has high traffic volume and drivers get caught behind trucks.

Site 2

- Most common spot to be held up in heavy traffic
- This area sees a lot of dangerous driving and near misses, a slow vehicle bay would improve driver safety
- Improves safety for residents when using their driveways connecting to the road.

Site 3

- Large space for a slow vehicle bay
- This is the part of the road where trucks go slowest and hold up traffic
- Good place as it is just before Wanstead Hill.

Site 4

- It would be safer for the school bus if it still stops here
- Allows for enough roads joining Pōrangahau road and therefore most people to get the benefit of the passing lane.

Site 5

- A site where drivers take risks to pass slow vehicles
- It's a good halfway point between Pōrangahau and Waipukurau
- Closer to Pōrangahau where there are less safe places available to pass.

Site 6

- This would be the last safe place to pass before corners and the hill.

Stakeholder feedback

Council received direct feedback from heavy road user's and residents, and received the following feedback:

In front of what was the Wanstead Tavern – Rapid no. 1820.

- Many truck drivers already pull in here and it would be great to keep the area sealed if possible
- There are residents living in this area and a slow vehicle bay would be respecting them.

At the top of Wanstead Gorge heading into town

- There is a small area to pull over.

This would be new and that would be north of rapid no. 2558.

The Croad's do not want a slow vehicle bay outside their property – site 2.

Site 1 is the best option for the Wanstead area, Site 4 is a good option for Wallingford area.

Facebook Feedback

The survey was pushed out through social media channels twice throughout October. We measured engagement on these posts and summarised the following feedback:

