



Meeting of the Regional Transport Committee

Date: 12 July 2024
Time: 10.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Attachments excluded from Agenda

Item	Title	Page
8.	Waka Kotahi/NZTA Central Region Regional Relationships Director's update	
	Attachment 1: NZTA detailed update - July 2024	2
9.	Transport Rebuild East Coast (TREC) update	
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Hawke's Bay Regional Transport Committee

Detailed update – July 2024

These slides are detailed updates, and to be taken as read. The Committee are welcome to ask questions relating to the information as required.



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Hawke's Bay Project Updates – Low Cost Low Risk

Activity	2021 – 24 NLTP Funding Allocation	Status	Commentary
SH2 Waipawa Zebra Crossing Improvements	\$380,000	Complete October 2023	<ul style="list-style-type: none"> Road to Zero work Construction of two raised safety crossings on the main street of Waipawa is complete Was scheduled in conjunction with CHB District Council as part of their "Streets for People" programme
SH51 Clive Pedestrian Crossing Improvements	\$397,000	Complete October 2023	<ul style="list-style-type: none"> Road to Zero project Safety improvement of the existing pedestrian crossing (one raised median) Minor change was made to the design in response to community feedback. The centre island was shortened to provide improved access to local businesses
SH2 Latham St Roundabout Improvements	\$150,000	Complete September 2023	<ul style="list-style-type: none"> Road to Zero Minor safety improvements of existing roundabout Construction of lip around roundabout to encourage safe use is complete
SH2 Havelock North -Waipawa Alternative route	\$300,980	Design completed	<ul style="list-style-type: none"> New Zealand Cycle Trail Based around cyclist safety (Middle road is used as an alternate route when SH2 is closed but is also a high-use cycle route) In conjunction with HDC Reassessed design completed June 2024; to be scheduled for construction in 2024/25 with Council's public work contractor
SH50 Ongaonga Bridge St to SH2 Takapau	\$350,000	Complete June 2024	<ul style="list-style-type: none"> Road to Zero Corridor consistency treatments (ATP) Additional barrier installation and shoulder widening installed on high-risk curve.

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SH51 Napier to Hastings safety improvements

\$21M funded by the National Land Transport Fund

Safety improvements are complete. The finishing touches, including landscaping and KiwiRail's section of the safer crossing point (over the rail tracks) are underway, due to be completed by the end of July 2024.

This project involved construction of a roundabout, which improves safety at the intersection of SH51 and Awatoto Road and reduces delays for people travelling from Awatoto.

Other work completed on SH51 between Waitangi Bridge and Ellison Street includes:

- 2.4km of road widening
- Installation of 4.8km of flexible median and side barrier
- Improvements at the intersection of SH51 and Waitangi Road
- Building a safer, wheelchair-accessible pedestrian and cyclist crossing point connecting Awatoto Road to the beach domain.

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Hawke's Bay Project Updates

Activity	Est Value	Key date(s)	Progress	Commentary
SH50 Prebensen Hyderabad Intersection Upgrades	\$3.95m	2023 - 2024		<ul style="list-style-type: none"> Shared path and lane changes; split into three separate portions to facilitate delivery. We have successfully delivered one of these sections, which is performing well as designed. This project is likely to be removed from delivery following an increase in costs from KiwiRail, which does not align with the GPS of our new government.
SH38 Tall Oil Pitch Application (Stage 2)	\$8m	Ongoing		<ul style="list-style-type: none"> Project includes safety improvements and resilience work as well as treatment of the road with Tall Oil Pitch Delivered in partnership with Ngāi Tūhoe All safety improvements are complete, and two of the three Tall Oil Pitch sites are now complete. Target completion date is December 2024.

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Hawke's Bay Project Updates - 2

Activity	Est Value	Key date(s)	Progress	Commentary
SH2 Mohaka SVB	Part of \$35m SH2/SH35 Passing Opportunities Project	Completed March 2024		<ul style="list-style-type: none"> Location: 2km south of Raupunga just after southbound traffic pass under the Mohaka Rail Viaduct Location was not too badly damaged by Cyclone Gabrielle, works got back underway in November A slow vehicle bay will stretch 650metres after the viaduct, about 2 kilometres from Raupunga Sealing work taking place through February with TM including a stop/go
SH2 Kakariki SVB	Part of \$35m SH2/SH35 Passing Opportunities Project	Construction		<ul style="list-style-type: none"> Location: section of SH2 includes Kotemaori School Kotemaori School included in Interim Speed Management Plan (project design allows for variable speed signs) Work got underway November 2023 following engagement with the neighbouring Kotemaori School and Ngāti Pāhauwera. A slow vehicle bay will stretch 260 metres near the Kakariki Farm Road Intersection Safety improvements will also be made to Kotemaori School's access on SH2, including a safe right-turn bay to access the school Completion expected by mid-July 2024, weather dependent.

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SH38 Nature's Road Tall Oil Pitch Application

- Ngāi Tūhoe Iwi and NZ Transport Agency Waka Kotahi are working together to treat 20km across 3 sites on SH38/ Special Purpose Road 38, (Nature's Road) between Wairoa and Murupara with Tall oil Pitch (ToP), an alternative to bitumen derived from pine resin. The project also includes safety improvements.
- Work got underway in June 2023 and is on track to be completed by December 2024.
- 2,616m of roadside safety barrier has been installed to reduce the risk of run off road crashes and site 1- Mangpae to Mimiha, site 2- Te Tii to Te Waiiti and part of site 3 - Tuai to Mangapapa Bridge (south of Lake Waikaremoana) have been treated with ToP.
- As with traditional sealing, the work needs to be done in warm, dry conditions so work will be aligned to these environmental conditions over the winter.
- Initial observations indicate the innovative product is performing well.



Inspection of tall oil pitch application

SH5 'Quick wins' - Safety Improvements (SIP)

\$13M funded by the National Land Transport Fund

Work on the State Highway 5 (SH5) safety improvements project continues with seven active worksites between Napier and Waipunga.

Safety improvements include: widening the road shoulder; installing roadside safety barriers and rumble strips; and painting new lines and a wider centreline.

Two sites, the Tarawera slow vehicle bay and Marshall's Bridge near Eskdale, have now been completed. The remaining sites are due to be completed by late 2024, and include:

- **Between Eskdale and Glengarry:** South of Dillon's Hill
- **South of Te Pōhue:** Passing lane near Te Pōhue Golf Club; and the intersection at SH5 and Ohurakura Road
- **Between Te Pōhue and Te Hāroto:** At, and south of, the passing lane near Mohaka Rafting
- **Tarawera:** Curves south of Tarawera café.

Recovery alliance Transport Rebuild East Coast are also doing recovery and road resurfacing work on SH5. Recovery work will continue throughout winter and spring.

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SH2 Passing Opportunities

- Part of the \$35m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roothing Package and has received funding from the PGF.
- Five slow vehicle bays have been constructed at Matahorua, Kotemaori, Wharerata, Waikoau Hill (damaged during cyclone, work underway to open) and Mohaka Ascent.
- Underway: Kakariki - work began mid-November 2023 and is due to be completed mid-July 2024.

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Pictured above: The newly constructed Slow Vehicle Bay at Mohaka Ascent on SH2.

Pictured below: Work in progress at Kakariki, April 2024



Bridge Repairs

SH50 Waipawa River Bridge

- Connection has been restored.

SH51 Waitangi Bridge

- TREC is scoping investigations into a solution as part of recovery works, including setting up settlement monitoring and repair of the three settled piers.

SH2 Esk River Bridge

- Works are complete.

SH50 Ngaruroro Bridge - Fernhill

- Bridge restricted for loading and speed, design underway.

SH38 Frasertown Bridge - Wairoa

- Beam strengthening works are complete

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Waitangi Bridge (top)

Waipawa River Bridge repairs – 20 July (bottom)



Hei konā mai

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TREC Update For RTC – 12 July 2024

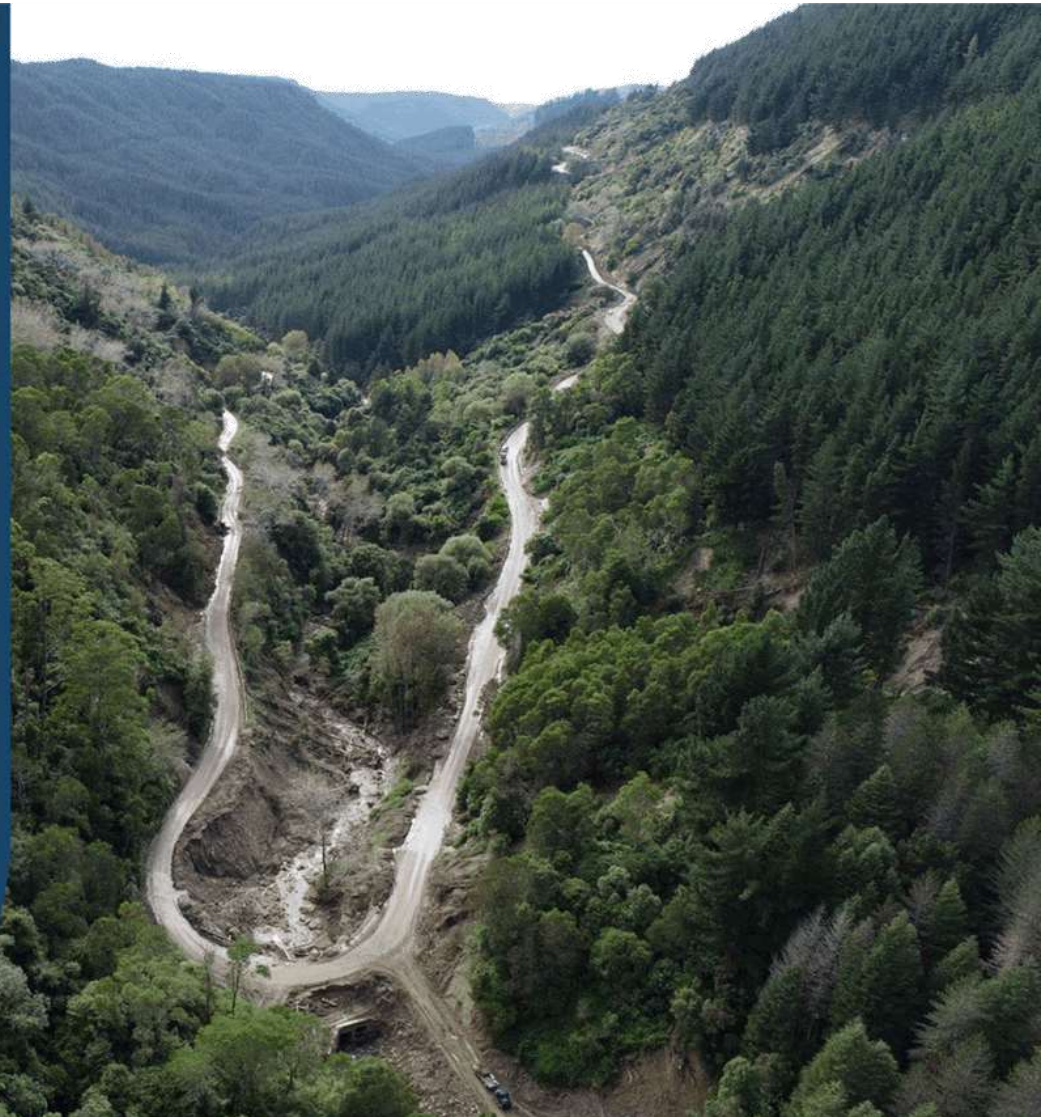
Scott Elwarth

NZTA Owner Interface Manager

Transport Rebuild East Coast



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Recovery Work – progress update

- In May and June TREC had 35 active sites on the Hawke's Bay network.
- Ten sites from previous months have been completed and handed back to NZTA.
- As new Recovery sites start, we expect to have approximately 30 sites running at any one time through July.
- TREC has established a travel time working group including community members to improve consistency of travel time for commuters from Tūtira to Napier, and for the school 'town' buses.



SH2 Waikoau Bridge debris clearance.

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Recovery Work – progress update

State Highway 2

- **Devil's Elbow:** Rock scaling has been completed with nightworks moving to Waikoau Hill. Culvert work is progressing well and expected to be finished end of July (weather permitting). Ground anchoring, drainage and slip repair work continues at various sites.
- **Waikoau Hill:** Rock scaling nightworks started mid-June, expected to be finished by end of July. Slip repair completed early June, with two more slip repairs starting in June.
- **White Pine Bush underslip:** Production anchoring is ongoing.
- **Tangoio Falls Steep underslip:** Ground anchoring complete and steel mesh, formwork and concreting is underway. Expected to be completed mid-July.
- **Mohaka Coach Road underslip:** Started mid-June and expected to be completed by the end of July.
- **Waikare Gorge retaining wall:** Complete and waiting for asphaltting in July.
- North of Tūtira, **King's Creek crib wall dropout** and a slip at **culvert 48 near Kotemaori** both repaired ahead of schedule.



SH2 Devil's Elbow repairs.

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Recovery Work – progress update

State Highway 38

- **Waikaretaheke River slips** – A series of slips were repaired. Buttress slopes have improved the stability of the road and restored this section of the road to two lanes.
- **Waiau River underslip** – Work progressing to repair an 8m underslip.

State Highway 50, 51 and 2

- Anchor drilling is set to start mid-June at **Mangamate Stream Bridge** on SH50, while nine recovery projects are set to start over the coming months on this part of the network.

State Highway 5

- **Pokopoko Gully** - Complete.
- **Captain's Culvert inlet** – Stream bank lining with large rocks being placed. Expected completion in August.
- Beginning in July/Aug - **Dillon's Hill** sheetpile wall and culvert repairs, and north of Hill Road culvert repairs.



SH38 Waikaretaheke River slips.

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Recovery Work

Additional Funding = More Certainty

- NZTA and TREC allocated an additional \$250m - follows the \$384m allocated in 2023.
- This will now fully fund the Recovery Programme.
- This includes allowance for Waikare Bridge replacement and Mangahauini Gorge repairs.
- Approx. \$220m spend to date, \$380m remaining.
- Looking at 18-22 months programme of work.
- Potential Rebuild work – remains unfunded.
- Rail scope – is additional to this.



Late June weather event: rock scour at Devil's Elbow did its job well, mass block remained in place.

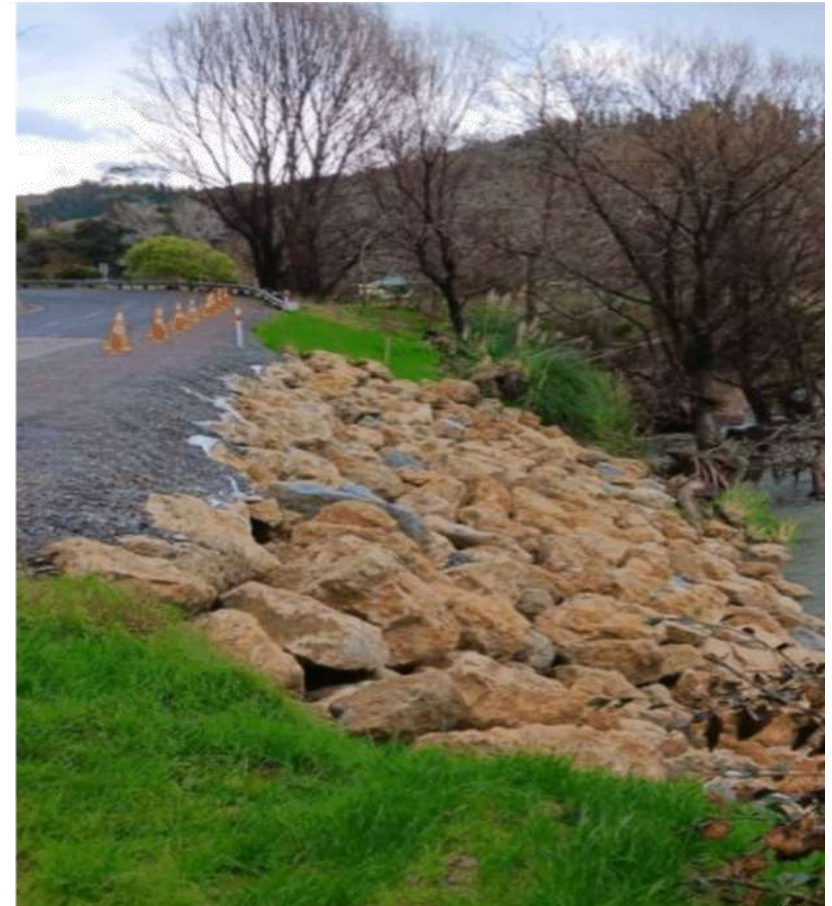
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Maintenance & Operations

Funding back to pre-cyclone levels

- Budget for 23/24 was higher than usual (additional investment in post-cyclone work – particularly pavement).
- In 24/25+ this will normalise.



Rock scour along the Waikaretaheke River (SH38) performed well in the recent weather event, with no damage to work or maintenance required.

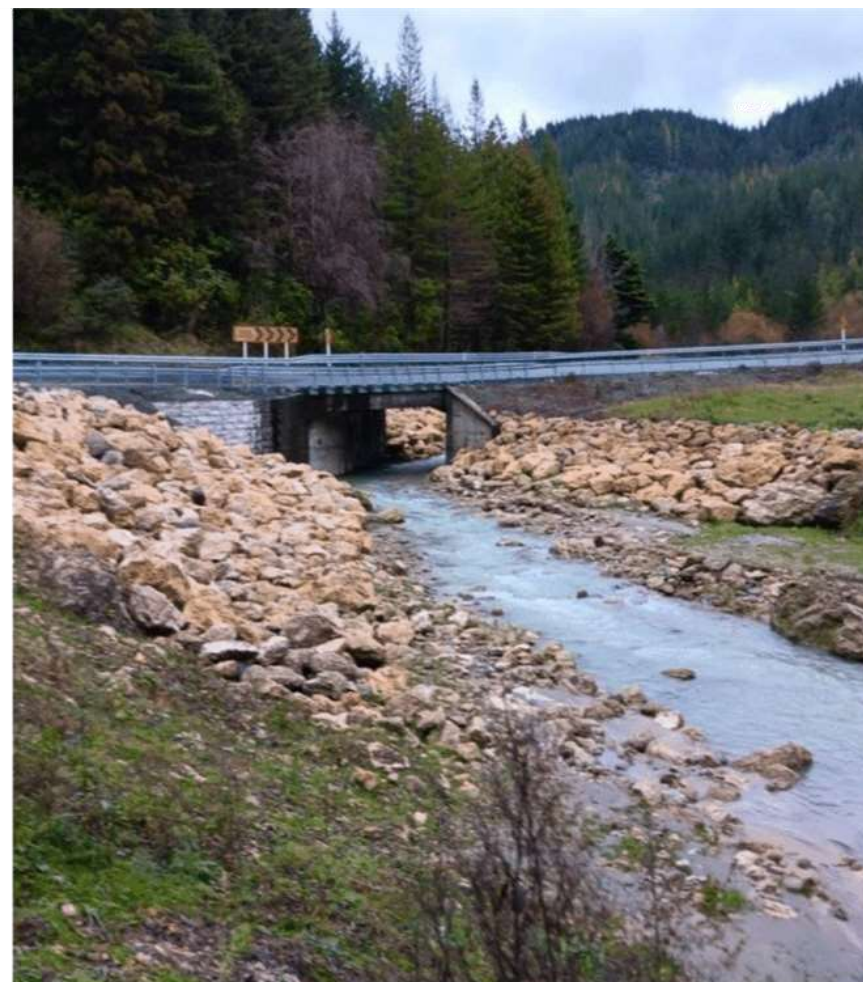
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Core Recovery Scope

TREC will continue to repair state highway network faults as a result of Cyclone Gabrielle:

- Underslips / overslips / rock scaling / retaining walls / resurfacing
- TREC to return state highways to two lanes on its current alignment.
- All of this scope pre-existed before the Budget 2024 announcement.



Recent downpours had no effect on scour protection at Te Ngarue Stream culvert (SH2). All rock remains firmly in place, with no scour to banks.

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Alliance Right-Sizing + Pipeline

Right-Sizing

- TREC right-sizing the Alliance to align with the funding and work to complete.
- Alliance model allows TREC to evolve in line with programme needs.

Local commitment and pipeline

- To date 80% of Recovery work has been completed by local contractors (excludes Downer, Fulton Hogan, and Higgins - who are accounted as 'national contractors').
- TREC committed to seeing Recovery work continuing to be delivered by local contractors and suppliers.
- Current TREC focus on confirming ongoing pipeline of Recovery work.



Tūpore Infrastructure at Devil's Elbow earlier this year.



Kuru Contracting are working along SH35.

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Further Recovery scope – being investigated in Hawke's Bay

- (new) online Waikare bridge, same location as demolished bridge.
- Replace damaged bridge piles SH51 Awatoto.
- This scope accounted for in the total Recovery funding.
- Plus KiwiRail work.



Bailey bridge over Waikare Gorge and prior to demolition of Cyclone damaged bridge.

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Late June Weather Event - Waikare Bridge

Roading network held up well during torrential rain last week of June:

- No damage to Bailey bridge or rock protection
- One small slip in grassed area.
- No issues maintaining access across bridge.
- The Bailey bridge remains vulnerable to collision damage.



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Cyclone-damaged Waikare Gorge bridge - early 2023.



Cyclone-damaged Waikare Gorge bridge being demolished late 2023.
(Bailey bridge installed mid 2023).

Late June Weather Event – Waikare Retaining Wall

- Located 300m on the north side of Waikare Bridge
- TREC work involved the installation of timber retaining wall, soil anchors and pavement work post Cyclone Gabrielle.
- Despite some slips occurring below the wall following the weather event both the wall and pavement remain intact.



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Late June Weather Event – Te Rama Rama Culvert

- Debris and silt accumulated in many culverts across the network following Cyclone Gabrielle - restricting flow for future weather events.
- TREC was involved in cleaning these culverts to maximise capacity in a high flow event.
- Te Rama Rama is an example of it working well, with high flow continuing unimpeded during the recent weather.



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Thank you

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