Home to 125,000 – spread between Hastings and Napier

Hastings District consists - Hastings, Havelock North, Flaxmere and Rural Hastings
HDC 1 of 2 successful bids
$6.3m - 3 year programme
NZTA “Model Community”
Infrastructure & “soft measures”
Launched “iWay” - February 2011
HAVELOCK ROAD CORRIDOR DEVELOPMENT

REASONS

- Already at vehicle capacity
- Future issues (population rise, higher density along corridor).
- Balancing transport and land-use needs (walking, cycling, public transport, freight transport, private vehicles and parking activities - and the interaction between them)
- Focus on the next 35 years to 2045
- Second busiest vehicle route in the District (18,000 v/p/d.)
- One of the four key strategic arterials vital to the success of the iWay project
- Will remain critical transport link in the future
- Decisions made now either creates opportunities or compromises the future
HAVEN LOCK ROAD CORRIDOR DEVELOPMENT

Newsletter widely circulated

Open Day ‘Dot’ priorities exercise
RESULTS

- Response - lack of support & dislike for any additional lanes

- Community identified negative amenity issues associated with multi-laning

- Supportive of future scenarios with more significant, higher quality walking, cycling and public transport components

- Engineering solution with 2 traffic lanes, a PT lane and off-road walking/cycling paths
WHY?

- Affective when measured against issues
- Supports alternative modes of transport
- Can have staged approach (2012-2045)
- Staged approach future proofs corridor
- No abortive work
HAVELOCK ROAD CORRIDOR DEVELOPMENT

STAGED APPROACH

1

2

3
IMMEDIATE CHALLENGE:
How to economically resolve historical risk?

OPTIONS
- Do nothing – (historical).
- Diversion of open drain – (costly).
- Piping of open drain – (costly).
- Find an alternative solution if it exist.
SOLUTION SHOULD:

- provide for ease of construction
- be cost effective
- not have a large storm water component - funding source constraints
- not impact on the operations of the existing S/W management system
- be easily accessible
HAVELOCK ROAD CORRIDOR DEVELOPMENT

CONCEPTUALISATION:
- Ground screws
- Steel girder
- Concrete panels

Diagram showing:
- Footpath/Cycle lane (3.0M)
- BERM (2.0M)
- Shoulder (2.5M)
- Traffic lane (3.5M)

4.5M Pedestrian/Cycle Corridor
HAVELock ROAD CORRIDOR DEVELOPMENT

FINAL DESIGN SOLUTION:
- UB200 – H profiles
- Steel girder
- Concrete panels
BENEFITS OF OFF-SITE CONSTRUCTION TECHNIQUE:

- Improved Safety
- Better quality control
- Less disruption
- Huge environmental benefits
- Less on-site exposure
HAVELOCK ROAD CORRIDOR DEVELOPMENT

OFFICIAL OPENING - 29 July 2012

• Hon C. Foss (MP Tukituki)
• Hon L. Yule (Mayor Hastings)