

HAWKE'S BAY

Napier and Hastings together are home to nearly 80% of the region's population. They are the main employment centres, with primary production and processing jobs significant in the surrounding areas.

Prior to the COVID-19 pandemic, tourism and export log volumes at Napier Port were forecast to grow, with a small amount of population growth forecast in Napier and Hastings. Wairoa district in the north, and communities in the south of the region face ongoing challenges with static and declining populations, high unemployment and low incomes.

In the Hawke's Bay we will continue to direct the majority of its investment towards ensuring the state highway network is well maintained, resilient and safe. Our key areas of focus for activities will include:

- **Improving safety** on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020–2030*. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme, and ensure an integrated approach across state highways and local roads in the Hawke's Bay region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will continue to **work in partnership** with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Improving freight connections** by completing existing projects which make inter-regional connections and routes to and from Napier Port safer, resilient and more efficient. This will complement government investment in roading improvements in the Wairoa and Central Hawke's Bay districts, to improve the safety and reliability of the key routes and to encourage economic growth.

IMPACT OF COVID-19

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Hawke's Bay economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections to Napier Port and between Napier and Palmerston North remain critical to supporting recovery.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on roads and roadsides in the Hawke's Bay region which offer the greatest potential for reducing deaths and serious injuries.

Within the Hawke's Bay region over the next three years we are looking to invest \$29m to make 76km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 3.6%.

We will work with our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach to deliver safety improvements on SH2 and SH5, and across local roads in the Hawke's Bay region.

Improving freight connections

Safe and reliable state highway and rail connections between Napier Port and the freight and distribution hubs in Palmerston North are critical to supporting the region's economy.

Rail and road connections between Napier and Wairoa also provide a vital connection to primary production sectors and communities in the north.

We will continue to operate and maintain the state highway network to agreed levels of service for key freight connections in the region. Over the next three years, we expect to complete resilience improvements and investigations on SH2, north of Napier, to improve route reliability for people and freight.

In Central Hawke's Bay improvements are proposed on SH2, north of Waipukurau as part of the government's Regional Investment Opportunities package. This project will improve the efficiency and safety on this key freight route between Hawke's Bay, the Manawatū and Tairāwhiti and improve the connection to Napier Port.

The region is also expected to benefit from the construction of Te Ahu a Turanga: Manawatū-Tararua highway project, the alternate road between Manawatū and Hawke's Bay. Having a safe, reliable and efficient corridor to connect communities, and enable the flow of tourists and freight between Napier and the lower North Island is critical to the economic and social wellbeing of the region.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car is essential if communities and businesses are to thrive, and for carbon reduction targets to be met.

In recent years, investment in cycle networks in the Napier/Hastings urban areas has seen a significant increase in the uptake of cycling for recreational and commuting purposes. Complementing this investment, the Heretaunga Plains Urban Development Strategy outlines a compact development plan as the preferred neighbourhood design in Napier and Hastings, which will help reduce long distance travel to access employment and essential services. We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles.

Over the next three years, we will deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 10 major and extreme risks within the Hawke's Bay region.

These relate to landslip, flooding, coastal inundation/erosion and earthquake/liquefaction. Of particular note are the risks at Whirinaki Bluff and Napier Airport, relating to coastal inundation and erosion which will be exacerbated by climate change and sea level rise.

WORKING TOGETHER

We will continue to work closely with our key partners in Hawke's Bay to:

- ensure the integrated planning of land use, networks and corridors
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- supporting delivery of, and complementary projects to, the regional development activities in Hawke's Bay. This will include looking for opportunities to accelerate business cases, aligning implementation and supporting efficient procurement and consultation processes
- explore innovative ways to progress the Napier Port Access programme.

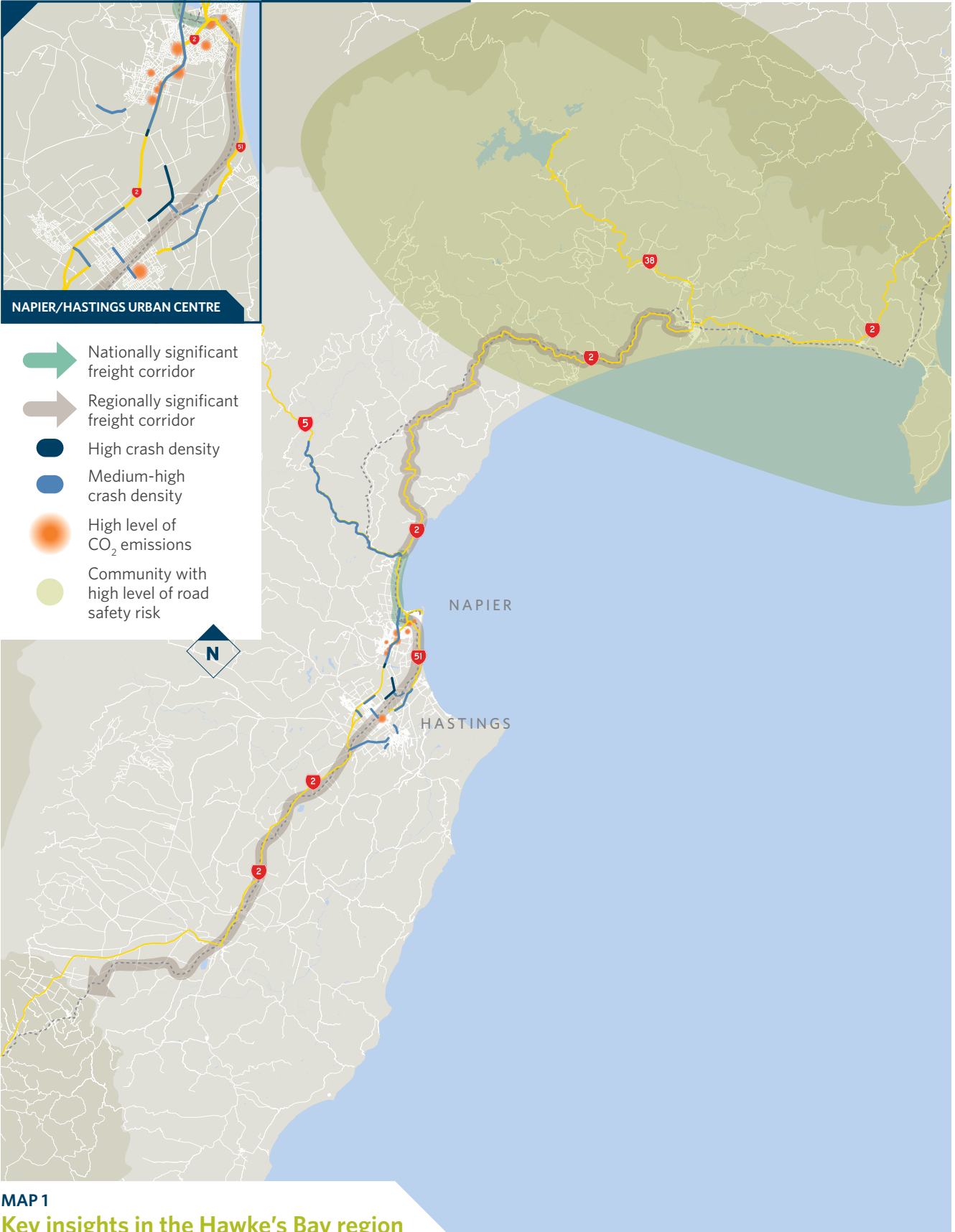
HAWKE'S BAY

107,196
Urban area
population

93%
Of journeys to
work by private
motorised
vehicle

69%
Jobs accessible within
45 mins by private
motorised vehicle

28%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



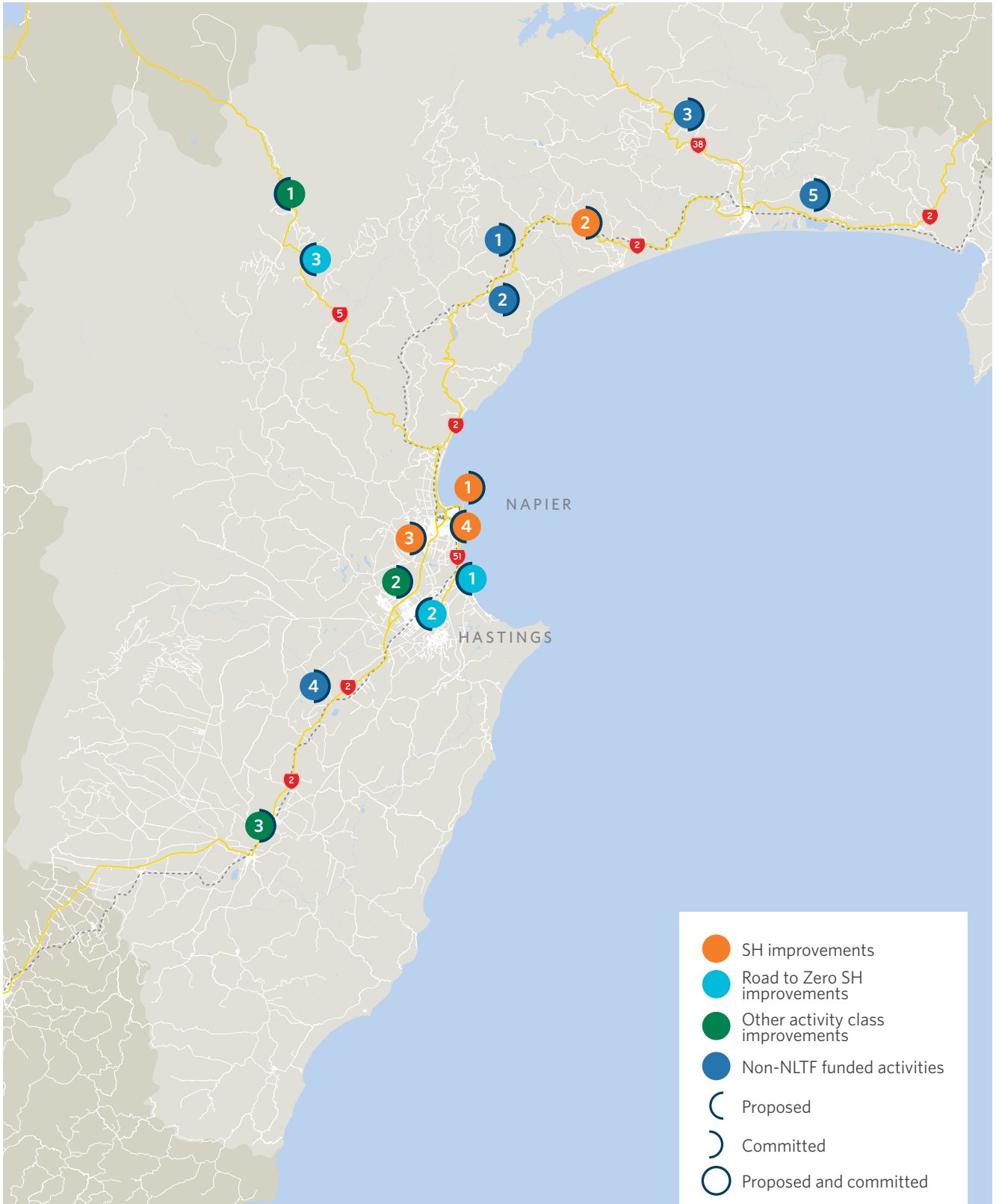
MAP 1
Key insights in the Hawke's Bay region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Hawke's Bay region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
HSR1	Continue to operate reliable freight connections along state highways between Napier Port to Gisborne and Palmerston North	IFC	Regional maintenance, operations and Renewals
HSR2	Reduce drug/alcohol impairment, increase seat belt use and reduce driver fatigue in the Wairoa area through road policing and behaviour change activities	Safety	Assessed through NLTP process
HSR3	Develop and implement mode shift activities in Hastings and Napier around key activity centres, in particular better connected active mode networks and public transport (including on-demand) networks	BTO	Assessed through NLTP process
HSR4	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process



MAP 2
Our strategic responses to GPS
priorities in the Hawke's Bay region

TABLE 2

Proposed state highway programme for Hawke's Bay region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	Weigh Right Napier Port	SHI	NLTF	IFC	IMP, PTY			\$
2	SH2 Raupunga Bluff enhanced resilience	SHI	NLTF	CC	IMP			\$
3	SH2 Prebensen Hyderabad intersection upgrade	SHI	NLTF	BTO	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
Proposed state highway improvement activities								
4	Napier Port Access	SHI	NLTF	IFC	DBC	PRE		\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH51 Ellison Street to Farndon Road	R2Z	NLTF	Safety	IMP			\$\$
2	SH51 Waipatu to Whakatu	R2Z	NLTF	Safety	IMP			\$\$
3	SH5 Napier to Taupō safety improvements	R2Z	NLTF	Safety	IMP	IMP		\$\$
Proposed investment management activities								
1	SH5 Napier to Taupō	IM	NLTF	BTO	PBC			
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
Proposed public transport infrastructure activities								
-	State Highway Multimodal Access	PTI	NLTF	BTO	DBC	IMP		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed walking and cycling activities								
2	SH2 Hawke's Bay Expressway Cycleway	WC	NLTF	BTO	DBC			\$
3	SH2 Waipawa Bridge Shared Path clip-ons	WC	NLTF	BTO	IMP			\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Waikare Gorge	-	PGF	BTO	PRE, PTY			\$
2	SH2 Inter-regional connections: passing opportunities	-	PGF	BTO	PRE, IMP			\$\$
3	SH38 Wairoa to Murupara	-	PGF	BTO	DBC			\$
4	RIO SH2 College Road - Silverstream improvements	-	Regional	BTO	IMP			\$\$
5	RIO SH2 Tahaenui Bridge widening	-	Regional	BTO	IMP			\$