



Esk Valley

We're rebuilding stronger and safer highways for thriving East Coast communities

Transport Rebuild East Coast



Early ideas for a safer, more resilient future

The Esk Valley was one of the hardest hit areas in Hawke's Bay after the Esk River burst its banks, causing extensive damage to roads and rail.

Along with carrying out urgent recovery work, we're looking at what could be done to make state highways more resilient in the future.

We've got some early ideas that could help prevent highways being affected by flooding and other natural hazards or help them recover faster if something happens.

At this stage we're looking at overall concepts and nothing has been decided.

We are working with Treaty and council partners and other stakeholders to test these ideas and develop them further. We'd like to get your thoughts too.

Over the next few months, we will use your feedback and continue our technical work, refining possible options. We will update you before we confirm any next steps.

Rail

The Palmerston North to Gisborne (PNGL) rail line runs through the Esk Valley. It was badly damaged in Cyclone Gabrielle. There is a process to go through to determine if funding will be granted to repair and reopen the line between Napier and Wairoa, which includes approval from the Government.

In recent months KiwiRail has been undertaking technical investigations on the line and are working on initial advice, which they expect to give to the Government for its consideration in the coming months.

SH2 / SH5 resilience

Overtopping, when water rises over a road or structure, results in road closures, damage, and disruption.

Our early ideas are focused on changes that would reduce the risk of overtopping during future flood events, making the road more resilient.

We would like to get your feedback to help us further develop options.



Damage to SH5 following Cyclone Gabrielle

Range of improvements we are considering

SH2

Raising SH2 from Esk River Bridge to Whirinaki Drain, to reduce the frequency and effects of overtopping during flood events. Upgrading Whirinaki Drain Culvert to carry larger water volumes. Replacing Esk River Bridge with higher bridge to reduce the frequency of overtopping and also allows water to pass underneath easier.

Replacing Esk River Bridge with a larger bridge.

SH5

Raising part or all of SH5 (from Munns Bridge to SH2) to reduce the frequency and effects of overtopping and part of Hill Road near the intersection of SH5 so it can still be used during flood events.

OR

Shifting SH5 to south of the floodplain and constructing it at a higher level.

SH2 and SH5

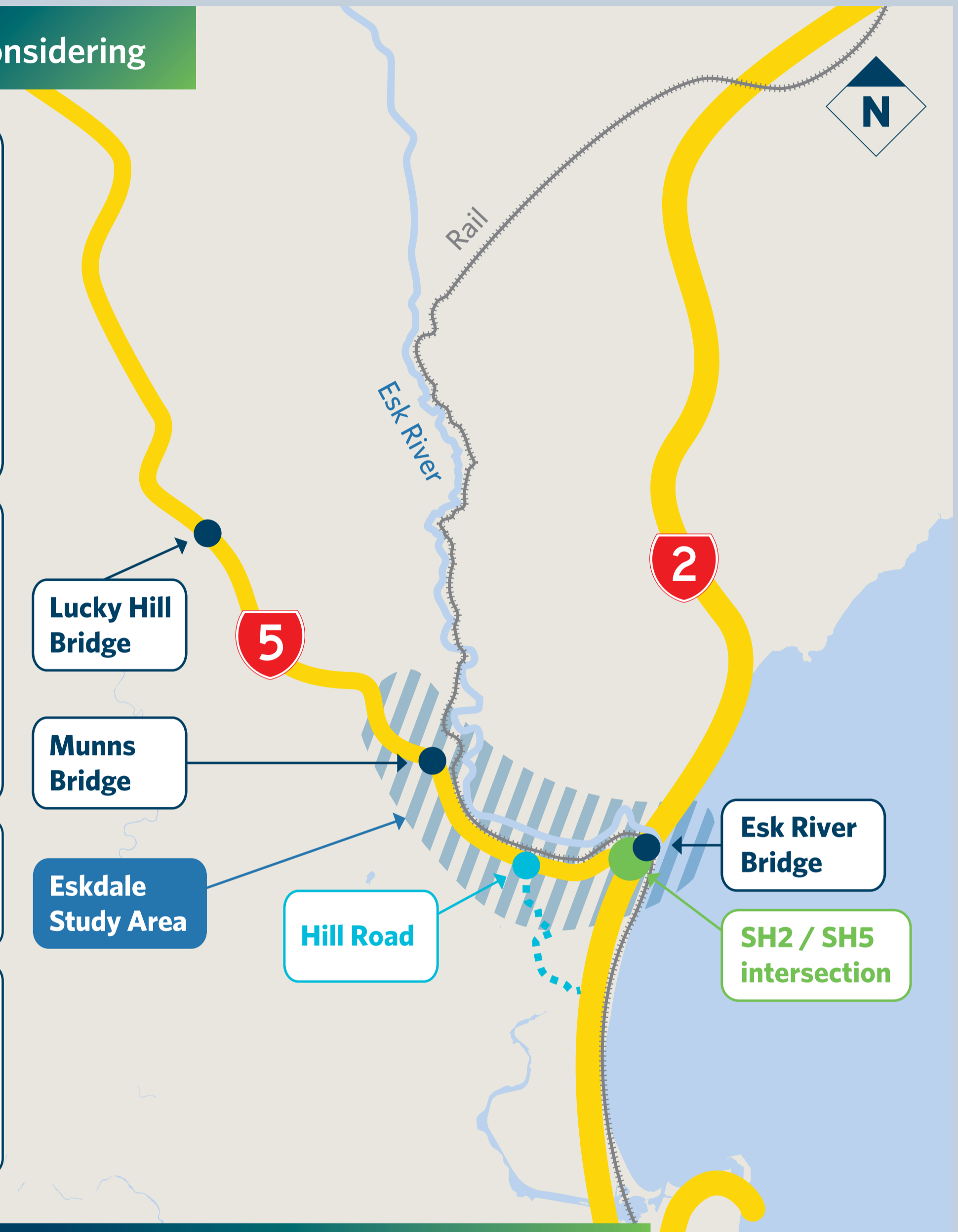
Stronger pavement, improved drainage and culverts on both SH2 and SH5.

SH2/SH5 intersection safety and resilience

Upgrading intersection to make it safer (possible roundabout or other safer, modern design).

OR

Minor resilience improvements to provide slope stabilisation/rockfall protection.



Other ways of supporting resilient state highways

How we respond before, during and after events is important. We're also looking at:

Network management changes

Updates to transport emergency response plans and processes to ensure rapid response for key sites. Relocating road closure points on state highways and new messaging boards to communicate closures.

River and catchment management

Working with councils and the community on river and catchment management, managing water flow and drainage near bridges.



Have your say

Scan the QR code to be taken to our online feedback form



Rebuild programmes are subject to NZTA Board endorsement and funding