

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Hawke's Bay for the next 10 years are set out in Table HB1.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan are indicative only, and might change, for example, as a result of changes in funding availability and delays in project development.

Major features of the Hawke's Bay 10-year plan are:

- › intersection improvements on the Hawke's Bay Expressway at:
 - » Meeanee Road intersection, for construction in 2004/05
 - » Maraekakaho Road/York Road intersection for construction in 2005/06
- › four rural realignments at:
 - » SH2: Kiwi Valley Road, south of Wairoa, for construction in 2004/05
 - » SH2: Dillon Hill, north of Napier, for construction in 2005/06
 - » SH2: Waipukurau Overbridge, for investigation and design in the next three years
 - » SH50: South of Ngatarawa Road, west of Napier, for construction in 2004/05
- › replacement of the Mangahohi Bridge on SH38, for construction in 2004/05
- › seven more passing lanes on SH2 between Napier and Hastings, and south of Hastings, for construction in the next two years
- › a cycleway on the Karamu Stream Bridge on SH2, for construction in 2004/05

Realignment of SH2 through the Matahoura Gorge, south of Wairoa, is deferred pending a review of the Tairāwhiti Regional Transport Plan by the Ministry of Economic Development.

BACKGROUND

Traffic volumes in Hawke's Bay are quite low and major improvements to the alignment are generally not warranted. There is, however, a need to maintain safety and levels of service, particularly on the winding and hilly sections of SH2 on the Napier to Gisborne route and on SH38 to Lake Waikaremoana.

There is strong traffic growth on the Heretaunga Plains particularly from commuter traffic and the growth of lifestyle blocks close to the urban centres. There is also traffic growth on routes servicing the Port of Napier but no major improvements are envisaged in the next 10 years.

The development of the Hawke's Bay Expressway between Hastings and the airport north of Napier has been a major achievement which has significantly improved the state highway network on the Heretaunga Plains.

Recent Improvements

A number of major improvements to state highways in the Hawke's Bay has been completed in recent years. These include:

- › SH2: Top of Waikoau Hill Realignment, south of Wairoa
- › SH2: White Pine Bush Realignment, north of Napier
- › SH2: Pandora Road/Hyderabad Road Intersection Upgrade, Napier
- › SH2: Corkscrew Gully Realignment, north of Waipawa
- › SH5: Te Haroto Marae Curve Realignment, north of Napier
- › SH5: Glengarry Hill Realignment, north of Napier
- › SH5: Oakmere Realignment, north of Napier
- › SH50: Airport to Taradale Road, Hawke's Bay Expressway
- › SH50: Omahu Road to York Road, Hawke's Bay Expressway
- › SH50: Allen Road to Omahu Road, Hawke's Bay Expressway

Current Improvements

Projects currently under construction include:

- › SH2: Nukaka/Oputama Road Intersection Upgrade, north of Wairoa
- › SH5: Kennedy Road Interchange, Hawke's Bay Expressway

PROPOSED IMPROVEMENTS

The locations of Hawke's Bay projects in the 10-year plan are shown on Figure HB and the expected cost and timeframe for the development and construction of these projects are indicated in Table HB2.

Large improvement projects (with construction costs more than \$3M) have been planned for 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been planned for 3 years.

A number of the Hawke's Bay projects have involved drawn-out property negotiation issues, which might further delay their construction.

Hawke's Bay Expressway Intersections

Two intersections on the Hawke's Bay Expressway require upgrading. A major upgrade of the existing intersection with Meeanee Road is proposed. This is currently a busy signalised intersection in a rural setting that is congested at peak times and has a high number of crashes. Many of these crashes occur in the long queues that build up during peak periods. This project is planned for a construction start in 2004/05.

The second intersection which requires upgrading is the Maraekakaho Road/York Road intersection on SH50A at the Hastings end of the expressway. This intersection delays heavy vehicles in particular, and they tend instead to avoid the intersection and travel through the Hastings suburb of Flaxmere causing considerable concern to local residents. This project is planned for a construction start in 2005/06.

Rural Safety Improvements

A number of rural realignments are proposed for construction within the next three years. These are:

- › SH2: Kiwi Valley Road Realignment, south of Wairoa
- › SH5: Dillons Hill Realignment, north of Napier
- › SH2: Waipukurau Overbridge Realignment, north of Waipukurau
- › SH50: South of Ngatarawa Road Curve Realignment, west of Napier

It is also proposed within the next three years to replace the Mangahohi Bridge on SH 38, south of Lake Waikaremoana, and to carry out safety improvements at Awatoto on SH2, south of Napier. Safety work will also be undertaken at the Wakarara Road intersection with SH50, south of Waipawa.

A number of rural realignments have had to be deferred due to funding constraints. These include:

- › SH2: College Road to Silverstream Realignment, north of Waipukurau
- › SH2: Otane Intersection Curve Improvements, north of Waipukurau.

Passing Lanes

The 3-year plan for small and medium-sized projects includes a significant number of passing lanes on SH2 between Napier and Waipukurau towards implementing Transit's strategy of providing passing lanes at 5km intervals on high-volume highways. These include:

- › SH2: South of Meeanee Road Southbound Passing Lane, south of Napier
- › SH2: Farndon Road Northbound Passing Lane, north of Clive
- › SH2: Twin Culvert Northbound Passing Lane, south of Hastings
- › SH2: South of Te Aute Hill Southbound Passing Lane, south of Hastings

- › SH2: Te Mahanga Northbound and Southbound Passing Lane, south of Hastings
- › SH2: Otane Cemetery Northbound Passing Lane, north of Otane

Lake Waikaremoana Seal Extension

SH38 between Wairoa and Lake Waikaremoana is one of the few remaining unsealed sections of state highway. Although it is seen as an important project for the region, due mainly to the benefits to tourism, this 21km sealing extension has had to be deferred outside the 10-year plan due to funding constraints. Design work is complete and construction is ready to proceed when additional funding becomes available.

In the meantime, emergency works' funding has been approved to address some narrow sections of the highway that have been affected by the attrition of roadside batters. This will ensure that minimum carriageway width standards are maintained pending more extensive improvements that will be undertaken in conjunction with the seal extension.

Regional Development

The Ministry of Economic Development's Tairāwhiti Regional Transport Plan focuses on roads that provide all-weather access and reduce transport costs from forests to new and existing processing plants and the Port of Gisborne.

A number of state highway projects in Hawke's Bay have been submitted for funding as regional development projects. These include seal widening and passing bays between Gisborne and Napier, and the Matahōura Gorge Realignment project on SH2 south of Wairoa.

The Tairāwhiti Regional Transport Plan is currently under review and this review may affect the priority of state highway projects in the plan. The priority of the Matahōura Gorge Realignment has yet to be confirmed now that its likely cost had been determined.

Walking and Cycling

It is proposed to construct a separate cycleway on SH2 at Karamu Stream Bridge, north of Hastings.

MAINTENANCE and OPERATIONS

In addition to undertaking maintenance and improvements to meet current and future levels of service and to preserve the asset, Transit proposes to:

- › consider pavement improvements on the unsealed section of SH38 to enhance the ride qualities
- › improve the narrow sections of SH38 around Lake Waikaremoana
- › widen the carriageway to target seal width as part of any maintenance activity when these opportunities are available and affordable
- › continue to work on risk analysis of subsidence sites and to take practicable opportunities to reduce these risks
- › continue to focus on providing high quality skid-resistant surfaces in the winding and hilly environment.

Table HBI

Forecasts of Expenditure on Maintenance and Improvements

Hawke's Bay Region

	03/04 (\$M)	04/05 (\$M)	05/06 (\$M)	06/07 (\$M)	07/08 (\$M)	08/09 (\$M)	09/10 (\$M)	10/11 (\$M)	11/12 (\$M)	12/13 (\$M)	Total (\$M)
Maintenance											
Structural	7.3	7.5	7.6	7.8	7.9	8.1	8.3	8.4	8.6	8.8	80.2
Corridor	2.0	2.1	2.2	2.3	2.4	2.5	2.7	2.8	2.9	3.0	25.1
Professional Services	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.6	14.3
Property Management	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1
Preventive Maintenance	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	2.4
Emergency Works	0.9	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.8	7.5
Sub-total	11.8	11.9	12.2	12.5	12.8	13.2	13.5	13.8	14.2	14.6	130.6
Improvements											
Minor Safety Projects	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	4.8
Committed Projects	0.1	0.0	0.0	0.0	-	-	-	-	-	-	0.1
New Projects	2.1	2.6	3.8	4.1	3.2	3.0	2.4	2.2	2.3	2.3	28.0
Property Purchase	0.9	0.6	0.6	0.7	0.7	0.7	0.7	0.8	0.8	0.8	7.3
Walking & Cycling	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
Regional Development	0.0	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.3	0.3	3.2
Sub-total	3.6	4.1	5.4	5.7	4.9	4.7	4.1	3.9	4.0	4.1	44.4
Total	15.4	16.0	17.6	18.2	17.7	17.9	17.6	17.7	18.2	18.6	175.0