

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Hawke's Bay for the next 10 years are set out in Table HB1. Transit anticipates it will have further expenditure from regional distribution funding, but this is yet to be determined.

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 is indicative only, and is likely to change depending on the use of regional distribution funding to advance projects.

The Hawke's Bay state highway 10-year plan seeks to protect and preserve the existing asset, improve the security and efficiency of the transport corridors into and out of the Hawke's Bay region, and improve road safety.

Major features of the plan are:

- › intersection improvements on the Hawke's Bay Expressway at:
  - » Meeanee Road intersection at Taradale, for construction in 2004/05
- › two rural realignments at:
  - » SH2: Kiwi Valley Road, south of Wairoa, for construction in 2004/05
  - » SH5: Dillons Hill Realignment, west of Eskdale, for construction in 2005/06
- › replacement of the Mangahohi Bridge on SH38, for construction in 2004/05
- › four more passing lanes on SH2 between Napier and Hastings, and south of Hastings, for construction in the next one to two years
- › a cycleway on the Karamu Stream Bridge on SH2.

## KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Hawke's Bay include:

- › secure and efficient transport corridors, particularly to the north via the Matahorua Gorge
- › route efficiency to the south
- › road safety
- › forestry traffic – has been growing but likely to level off at around 1 million tonnes of which most will be exported through the Port of Napier
- › access to the Port of Napier
- › tourist traffic, particularly to the Urewera National Park.

### TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

A number of major improvements have been completed in recent years including extensions to, and upgrading of intersections on, the Hawke's Bay Expressway. Given the relatively low traffic volumes on the state highways of Hawke's Bay, further major improvements to their alignments 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 SH5 between Napier and Taupo.

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. A transportation study completed this year has outlined a number of improvements, which will enhance the operation of the roading network on the Heretaunga Plains surrounding Napier and Hastings cities. This study highlights the importance of the Hawke's Bay Expressway as the backbone of the roading network and as the main route for heavy vehicle movement through the region and to the port.

The locations of possible Hawke's Bay projects in the 10-year plan are shown in Figure HB. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table HB2. The timing of projects could be advanced depending on the allocation of regional distribution

funding. A final policy has yet to be determined by Transfund New Zealand (as at July 2004).

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 three years.

### Secure and Efficient Transport Corridors

Over recent years a number of slow-vehicle bays and passing lanes have been completed on SH2 between Napier and Gisborne.

Schemes for improving the alignment of SH2 through the Matahorua Gorge, north of Napier, have been investigated although, based on these investigations, major improvements are difficult to justify. However, there may be an opportunity to fund this work through regional distribution funding.

#### Passing Lanes

On SH2 south of Bay View where traffic volumes exceed 4,000 vehicles per day there is a strategy to complete seven passing lanes. Recently completed passing lanes include south of Meeanee at Awatoto and Twin Culverts near Waipawa. Progress is being made on Farndon passing lane near Clive. Further passing lanes are being investigated at a number of locations on SH2 between Napier and Bay View and south of Hastings on SH5 just south of Waipunga Bridge, and on the Hawke's Bay Expressway. All these passing lanes will improve route efficiency.

### Road Safety

Transit plans to investigate and improve the 'out of context' sections of state highway, remove or protect roadside hazards, provide a network of stock truck effluent disposal facilities, and improve walking and cycling facilities.

#### Hawke's Bay Expressway

Two intersections associated with the Hawke's Bay Expressway are to be upgraded. The intersection with Meeanee Road is currently a signalised intersection in a rural setting, which becomes congested at peak times

and has had a high number of crashes. Many of these crashes have occurred in the long queues that build up during peak periods. This project is planned for a construction start in 2004/05.

The second intersection that requires upgrading is the Maraekakaho Road/York Road intersection on SH50A at the Hastings end of the expressway. This 'T' intersection delays heavy vehicles in particular, some of which 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 Highways

Several 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, west of Eskdale.

Transit also proposes to replace the Mangahohi Bridge on SH38, which is becoming structurally unsound.

Safety work will be undertaken at the Wakarara Road intersection with SH50, south of Waipawa.

A number of other safety improvements may be possible depending on regional distribution funding including:

- › SH2: Otane Intersection Improvements
- › SH2: College Road to Silverstream Realignment and Passing Lane, north of Otane
- › SH5: Te Pohue Golf Course Realignment
- › SH2: South of Waikoau Road realignment at Lake Tutira.

### Stock Effluent Disposal Facilities

Stock effluent disposal facilities are to be constructed near Bay View and are being investigated on SH2 in the Wairoa area.

### Tourist traffic (to Lake Waikaremoana)

SH38 between Wairoa and Lake Waikaremoana is one of the few remaining unsealed sections of state highway. This 21-kilometre seal extension is in the 10-year plan with construction planned for 2013/14, although it could be advanced depending on the allocation of regional distribution funding.

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.

### Walking and Cycling

A cycleway is to be investigated at Bay View as part of the walking and cycling facilities planned on Hawke's Bay state highways. Design is also underway for cycleways to be attached to the Karamu Stream Bridge near Hastings.

### MAINTENANCE and OPERATIONS

In addition to maintaining current and future levels of service, and preserving 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 widths as part of any maintenance activity, when these opportunities are available and affordable
- › continue to work on risk analysis of subsidence and rock fall/slip 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 HB I

### Forecasts of Expenditure on Maintenance and Improvements

#### Hawke's Bay Region

	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)	13/14 (\$M)	Total (\$M)
<b>Maintenance</b>											
Structural	9.4	8.9	7.9	8.3	9.5	10.0	9.8	7.6	9.9	9.6	90.8
Corridor	2.2	2.5	2.5	2.6	2.7	2.7	3.0	2.8	2.8	3.2	26.9
Professional Services	1.5	3.0	3.2	3.4	3.6	3.8	4.0	4.2	4.4	4.7	35.9
Property Management	0.2	0.8	0.8	0.9	0.9	1.0	1.0	1.0	1.1	1.2	8.9
Preventive Maintenance	0.0	0.7	0.7	0.8	0.8	0.8	0.9	0.9	0.9	1.0	7.4
Emergency Works	0.0	0.9	0.8	0.8	0.9	1.0	1.0	0.8	0.9	0.9	8.0
Sub-total	13.2	16.8	16.0	16.8	18.4	19.2	19.6	17.3	20.1	20.5	177.9
<b>Improvements</b>											
Minor Safety Projects	1.0	1.2	1.1	1.1	1.3	1.3	1.3	1.2	1.4	1.4	12.3
Committed Projects	0.1	0.0	0.0	0.0	-	-	-	-	-	-	0.1
New Projects	2.2	3.5	3.7	2.4	2.2	2.1	2.2	2.2	2.3	6.2	29.0
Property Purchase	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	3.7
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	3.8	5.5	5.6	4.4	4.3	4.3	4.3	4.2	4.5	8.4	49.3
<b>Regional Distribution Funding</b>	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
<b>Total</b>	17.0	22.3	21.6	21.2	22.7	23.5	23.9	21.5	24.5	29.0	227.2

tbd = to be determined