

HAWKE'S BAY STATE HIGHWAY FORECAST

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Hawke's Bay for the next 10 years are set out in Table HB1. For forecast purposes only, Transit has anticipated an indicative level of regional distribution funding. Final allocations of regional distribution funding will be determined annually.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including projects for which funding is already committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

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

Major features of the forecast are:

- › Meeanee Interchange on SH50, for a construction start in 2005/06
- › College Road to Silverstream Realignment and Passing Lane for investigation in 2005/06
- › Takapau Plains Seal Widening
- › Tarawera Hill Realignment and Passing Lanes
- › Waikaremoana Seal Extension
- › Matahorua Gorge Realignment
- › design and construction of four more passing lanes on SH2 between Paki Paki and Waipawa in the next three years
- › Tahaenui Bridge Replacement and Realignment on SH2 north of Wairoa
- › curve improvements on SH2 at Moturoa just north of Waipawa and by Whakaki Rd on SH2 north of Wairoa
- › Glencoe Gorge Realignment on SH50 just north of Tikokino.

KEY REGIONAL TRANSPORT ISSUES

Through Hawke Bay's regional land transport strategy, long term council community plans, and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for Hawke 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 Hawke's Bay's state highways, further major improvements to 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 timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change, depending on the use of additional funding from central government (known as "regional distribution funding") to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding, this is yet to be fully determined. Indicative construction start dates are based on expected funding levels if 65 percent of regional distribution funding for Hawke's Bay was allocated to state highways, spread evenly over 10 years.

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.

Efficient and Safe 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 funding.

Passing Lanes

On SH2 south of Bay View, where traffic volumes exceed 4000 vehicles per day, there is a strategy to complete a number of passing lanes. Recently completed passing lanes include Farndon passing lane near Clive. Further passing lanes are being investigated at a number of locations on SH2 between Napier and Bay View and on SH2 south of Pukeora Rd and south of Maharakeke Bridge, just south of Waipukurau. 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 isolate roadside hazards, provide a network of stock truck effluent disposal sites, and improve walking and cycling facilities.

Hawke's Bay Expressway

One intersection associated with the Hawke's Bay Expressway is 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 2005/06.

Rural Highways

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, west of Eskdale
- › SH2: College Rd to Silverstream Realignment, south of Te Aute
- › SH2: Tahaenui Bridge Replacement and Realignment, north of Wairoa.

A number of other safety improvements are being investigated including:

- › SH2: Otane Intersection Improvements

- › SH2: South of Waikoau Rd Realignment, south of Tutira
- › SH2: Moturoa Curve, south of Te Aute
- › SH2 : Meeanee Awatoto Intersection south of Napier.

Other Projects

The following are projects that could be undertaken depending on progress and achievement with other projects and the availability of regional distribution funding:

- › SH50: Glencoe Gorge Realignment
- › SH50A: Maharakeke/York Rd Intersection
- › SH5: Wishing Well Realignment
- › SH2: Whakaki Rd Curves, north of Wairoa
- › SH2: Te Uhi Hill Realignment
- › SH2: Mohaka Viaduct Realignment
- › SH50: Pakowhai Rd/Expressway Grade Separation.

Stock Effluent Disposal

Stock effluent disposal facilities are to be constructed near Bay View and are being investigated on SH2 and SH5.

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 2009/10.

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. Attaching cycleways to the Waitangi Washout and Waitangi Stream Bridges will be investigated.

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 HBI

Forecasts of Expenditure on Maintenance and Improvements

Hawke's Bay Region

	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)	14/15 (\$M)	Total (\$M)
Maintenance											
Structural	9.0	9.4	10.2	10.6	11.1	11.6	12.1	12.6	13.2	13.8	113.6
Corridor	2.7	2.9	3.1	3.2	3.4	3.5	3.7	3.8	4.0	4.2	34.4
Professional Services	1.8	1.8	2.0	2.1	2.2	2.3	2.4	2.5	2.6	2.7	22.1
Property Management	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	4.3
Preventive Maintenance	0.0	0.0	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	2.8
Emergency Works	0.0	0.8	0.9	0.9	0.9	1.0	1.0	1.1	1.1	1.2	8.8
Sub-total	13.9	15.2	16.8	17.5	18.3	19.1	19.9	20.8	21.8	22.7	186.0
Improvements											
Minor Safety Projects	1.1	1.1	1.2	1.3	1.3	1.4	1.4	1.5	1.6	1.7	13.6
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	6.5	13.2	4.3	7.0	13.5	17.6	18.2	12.6	8.3	16.8	118.2
Property Purchase	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	4.5
Walking & Cycling	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
Sub-total	8.1	14.9	6.1	8.8	15.3	19.6	20.2	14.7	10.5	19.0	137.3
Total	21.9	30.1	22.8	26.3	33.6	38.7	40.2	35.5	32.3	41.8	323.3

Note: regional distribution funding for state highways forecast to be \$49M over 10 years