



KEY TRANSPORT ISSUES

Transit, along with local and central government are working together to achieve a sustainable land transport system in new ways.

Transit will work closely with regional and district councils to ensure that any substantial upgrading in the next 10 to 20 years is properly considered and planned, in order to relieve congestion and support regional growth strategies. This requires agreement on amendments to road and public transport plans and shared funding responsibilities for both local and national infrastructure and services.

Planning activities such as Hawke's Bay's Regional Land Transport Strategy, Long-Term Council Community Plans, and Transit's State Highway Forecast all help in this process.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Hawke's Bay include:

- › Road safety
- › Forestry traffic has been growing but is likely to level off at around 1 million tonnes per year, most of which will be exported through the Port of Napier
- › Stone fruit, process cropping, food and wood processing and viticulture are growing industries and demands on the road network are increasing
- › Access to the Port of Napier
- › Route security and efficiency on SH2 to the north through the Matahoura Gorge
- › Route efficiency to the south and around the Heretaunga Plains
- › Tourist traffic, particularly in Urewera National Park
- › Environmental impacts of major transport routes through urban and suburban areas.

How we plan to address these key issues

The terrain in the Hawke's Bay is variable, with SH2 in the south generally flat from Napier and becoming flat to rolling around Waipukurau, and then rising gently up to the Takapau Plains. A number of passing lanes have been constructed already to improve efficiency, with four others planned.

SH2 north is aligned parallel to the east coast and is generally characterised as a moderate speed route traversing flat, rolling and mountainous terrain up to a maximum elevation of 500 metres above sea level.

A passing lane strategy from Wairoa to Napier is currently underway to investigate passing opportunities to reduce delays. The strategy will provide a mechanism to identify and prioritise the most appropriate passing lanes for this length.

SH5, from the SH2 junction to Waipunga (6km north of Tarawera), runs through hilly to rolling country with several steep grades. This section of highway is known to have some areas of instability, which become evident after prolonged wet weather. Transit will continue to seek engineering solutions to stabilise such areas. Logging traffic to the ports of Napier and Tauranga and increasing horticulture and viticulture add to the increasing traffic demand on this highway. The route also carries all the traffic from the Heretaunga Plains area to Taupo, including the majority of northbound heavy haulage imports and exports out of Hawke's Bay because there is no rail connection, other than at Palmerston North. Various realignments and passing lanes are planned.

SH38 from Aniwanuiwa to Wairoa climbs from sea level at Wairoa to a maximum elevation of 660 metres. SH38 provides access for tourists to Te Urewera National Park. Minor safety improvements are planned for this highway.

SH50A comprises a section of the Hawke's Bay Expressway from Links Road through to York Avenue. Investigations are planned for 2006/07 to extend the expressway further south. This will ultimately reduce delays and crashes at the Maraekakaho Road/York Road intersection.

Large improvement projects (with construction costs of more than \$3.4M) have been indicated for 10 years while projects with construction costs of less than \$3.4M are proposed over the next three years and are shown in the table. The locations of Hawke's Bay projects in the 10-year forecast are shown on the map.

Road Safety – Secure and Efficient Transport Corridors

Transit will continue improving the safety and efficiency of state highways and provide a network of stock truck effluent disposal facilities. A number of large, and small to medium activities have been proposed. These include realignments, intersection improvements, seal widening and guard rails. Further work on the management or removal of roadside hazards will continue.

Passing Opportunities

Limited passing opportunities in some parts of the region's road network lead to driver frustration and accidents. To provide passing opportunities on SH2 in Hawke's Bay a significant number of projects have been identified for progress in the next three years. These include Napier Airport to Bay View and Gisborne to Napier Passing Bays to the north of Napier and six passing lanes south of Hastings.

Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities a new stock effluent disposal facility is to be constructed on SH5 near Bay View. Other sites on SH2 will be investigated.

Walking and Cycling

A cycling strategy is currently being prepared to identify walking and cycling projects in Bay View and between Napier and Hastings.

Strategic Studies

We are proposing to undertake a strategic study for the Hawke's Bay region, to improve our long-term planning and assist good decision-making.

Maintenance and Operations

The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway in the safest and least disruptive way, monitor locations where crashes occur and, where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit has systems in place to do this, ranging from infrastructure and traffic databases to natural features inventories, long-term deterioration modelling tools, and annual condition data collection supported by advanced contract delivery methods and regular performance reporting.

Further, improvements to the way traffic is managed at incidents and in congested urban areas are being investigated and implemented.

Maintenance activities make up a large proportion of the forecast expenditure in the Hawke's Bay region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 75km and reconstruct 7km of highway
- › Carry out improvements to the surface of the unsealed section of SH38
- › Widen the carriageway to target seal widths as part of maintenance activities when appropriate and affordable
- › Provide a more forgiving roadside environment to reduce the severity of accidents
- › Continue to focus on low skid resistance sites to maintain the high standard of surface friction performance already achieved
- › Improve safety and prevent road blockages on areas of the state highway with a high incidence of rock falls
- › Improve the response to ice on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas.