



KEY TRANSPORT ISSUES

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 1.6 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 industries are growing leading to increasing demands on the road network
- › Access to the Port of Napier
- › Route security and efficiency on SH2 to the north through the Matahorua 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, becoming flat to rolling around Waipukurau, then rising gently up to the Takapau Plains. A number of passing lanes have been constructed already to improve efficiency, with four others planned and three more proposed.

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 section of SH2.

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 growing 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 to improve safety and efficiency.

SH38 from Aniwanuiwa to Wairoa climbs from sea level at Wairoa to a maximum elevation of 660 metres and 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 initiated in 2006/07 to extend the expressway further south are being processed. Transit plans to undertake the design in 2007/08. This will ultimately reduce delays and crashes at the Maraekakaho Road/York Road intersection.

Prebensen Drive / Hyderabad Road Interchange in Napier is a new large project which will assist economic development by providing an efficient route to the Port of Napier. The addition of this project results in no increase to the National Land Transport Programme. The Hawke's Bay Regional Land Transport Committee has proposed that the project is funded from regional funding.

Road Safety – Secure and Efficient Transport Corridors

Transit will continue improving the safety and efficiency of state highways. A number of large and small to medium activities have been proposed. These include realignments, intersection improvements and seal widening. 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 the Gisborne to Napier Passing Bays north of Napier and nine 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 and is still under investigation. Another site on SH2 in the Wairoa District has been included in the forecast for investigation in 2007/2008.

Walking and Cycling

The cycling strategies for Napier City Council, Hastings, Wairoa, Central Hawke's Bay District Councils have now all been reviewed by Transit New Zealand. Six projects in Napier, Hastings, Waipawa and Waipukurau are proposed to commence in the next three years.

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

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 77km and reconstruct 13km 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 standard of surface friction performance already achieved
- › Improve safety and prevent road blockages on sections of the state highway with a high incidence of rock falls
- › Improve the response to ice and snow prone sections on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas.