

# Te Matau-a-Māui Hawke's Bay

**Safer, more reliable and resilient access for remote communities, farming, forestry and tourism is important for economic growth and prosperity in Hawke's Bay.**



Investment in the region's land transport system has focused on making access and safety improvements to the network, to help get goods to market, as well as maintaining growth in tourism.

Safety is a significant focus for our investment in Hawke's Bay. We're making improvements to critical network links for everyone travelling within and through the region. During the 2021-24 NLTP, we'll invest in making 132km of state highways safer. This will be achieved through infrastructure improvements and speed management to reduce deaths and serious injuries.

A programme business case for SH5 between Napier and Taupō is getting underway to set out a long-term vision for SH5 to address safety and resilience improvements along this corridor. In addition to this, we are assessing the feasibility of a programme of safety improvements on SH5, between the Hawke's Bay regional boundary and SH2.

Investment through the Provincial Growth Fund and regional package of the New Zealand Upgrade Programme is targeted at improving inter-regional freight routes in Hawke's Bay and upgrading roads and bridges to improve safety.

Currently, we're collaborating with local council partners and engaging with key stakeholders such as NZ Police and AA on a Hawke's Bay programme business case. This will highlight what the major challenges are in the region and what parts of the network need further study, investigation and investment.

In urban areas, our investment looks to encourage a shift from a reliance on private vehicle use to public transport, and walking and cycling. Co-investment with our partners will also provide safer and improved access to schools, employment, and goods and services that have great social and economic benefits. This will help create an urban environment where people want to live, work, study and play.

## 2021 Regional deaths and serious injuries statistics

126

### Total

deaths and serious injuries

\$

Social cost

**\$259.5m**

31

deaths and serious injuries of occupants in 1 or 2-star rated vehicles

34

### Aged 16-24

deaths and serious injuries

10

### Pedestrian

deaths and serious injuries

12

### Cyclist

deaths and serious injuries

31

### Motorcyclist

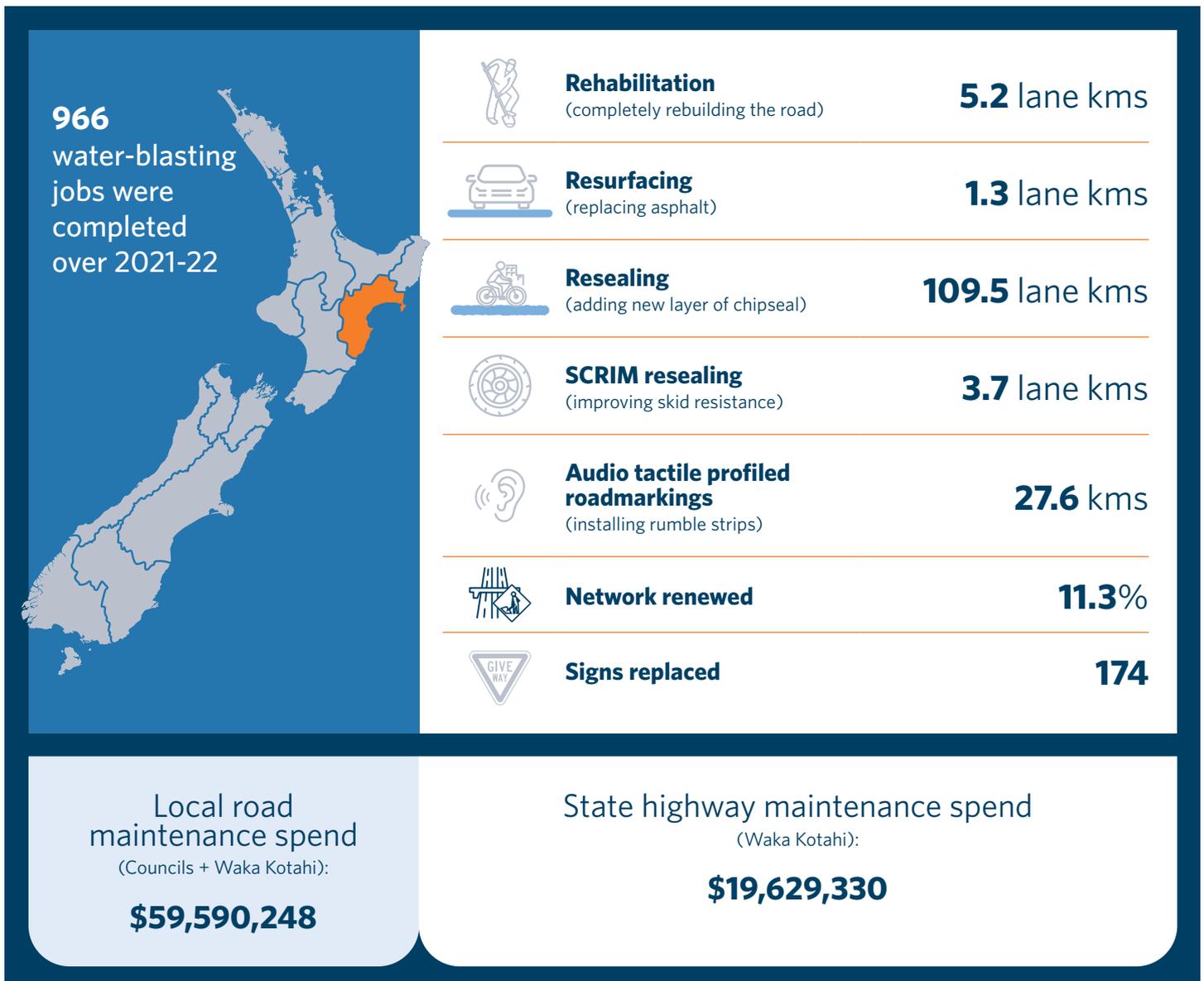
Deaths and serious injuries

## In the last 12 months

In the last 12 months we have completed the following projects.

- Widening of **Tahaenui Bridge**, the last single-lane bridge between Gisborne and Wairoa – funded through the New Zealand Upgrade Programme regional package.
- The **Waipukurau to Waipawa cycle path** which opened in March 2022. It provides a safe, scenic route for walkers, runners, cyclists and those on mobility scooters, encouraging more active connections between Waipukurau and Waipawa.
- The **Raupunga Bluff project** (north of Napier) to increase the resilience of this corridor. A 600-metre section of SH2 at Raupunga alongside the railway line has been relocated away from the Mokaha River as it was undermining the Raupunga Bluff. The work included a safety barrier at the top of the cliff and a 1.5m-high by 80m-long retaining wall to mitigate any future damage to the rail track platform.
- Launched **MyWay** in June 2022, an on-demand public transport service trial, in Hastings.
- **SH2 Kennedy Road to Taradale cycle path**, as part of the SH2 Hawke’s Bay Expressway safety improvements, taking cyclists, commuting between Meeanee and Taradale, along a safer route.
- **Two speed reviews** in Hawke’s Bay and implemented safe and appropriate speeds on SH51 from Marine Parade to Waipatu and on SH5 from Napier through to Taupō.
- \$14.34m on **state highway maintenance**, renewing 119.3km of highway – chipseal being applied to 113km and 5.2km being rebuilt.
- We made steady progress on the \$32.5m **SH2/SH35 passing opportunities** project, with three slow vehicle bays built at Matahorua, Kotemaori and Wharerata.

## State highway maintenance summary 2021/22



## Underway or about to start

- The **SH2 College Road to Silverstream project**, which is expected to be completed at the end of 2022, will increase regional development, safety, resilience and accessibility. It includes 1.7km of road realignment and new passing opportunities.
- We're progressing the design and consenting for a 4km realignment and a new bridge across the **Waikare Gorge on SH2** at Putorino (north of Napier) to build route resilience. This stretch of highway has been repeatedly closed by slips and rockfall during heavy rain events, without an efficient detour route.
- We're making steady progress on the \$32.5m **SH2/SH35 passing opportunities** project, with two additional slow vehicle lanes being built at Waikoau Hill and Mohaka. The project is included in the Tairāwhiti Rooding Package and has received funding from the Provincial Growth Fund.
- Changes are being made on **SH50 to the Prebensen Drive**, Taradale and Hyderabad Road roundabouts to improve safety. A new shared path will make it easier for pedestrians and cyclists to travel from Ahuriri and connect to the Hawke's Bay cycle path network. The project is expected to be completed by the end of 2022.
- We're working with Hawke's Bay Regional Council and territorial authorities to complete a regional programme business case for **improving public transport**.
- The **SH51 Napier to Clive** project is progressing to the detailed design stage. We're investigating a range of safety interventions extending from the Ellison Street Marine Parade intersection to Waitangi Road. This is part of the Speed and Infrastructure Programme (SIP).
- We're extending the **Tall Oil Pitch** trial on two sections of SH38 between Frasertown and Aniwanuiwa, including corridor safety improvement and short-term resilience work, to improve the journey to Waikaremoana. Tall Oil Pitch is a by-product of the wood-pulping process. The project will be delivered in partnership with Tūhoe.

## Funding overview

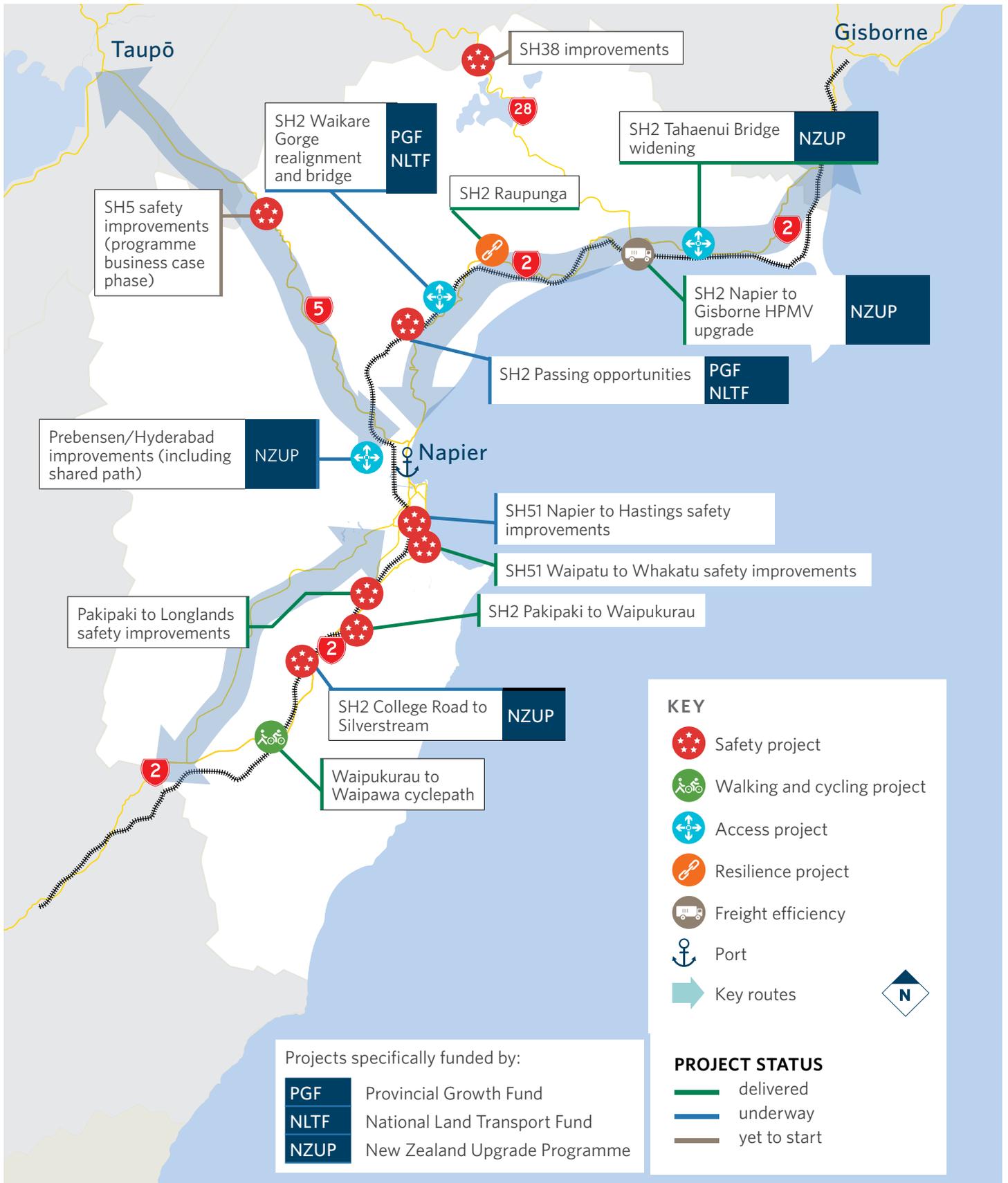
	Investment in 2012-15 NLTP	Investment in 2015-18 NLTP	Investment in 2018-21 NLTP	Forecast investment in 2021-24 NLTP
<b>Total</b>	\$242 million	\$275 million	\$376 million	\$410 million
<b>Maintenance &amp; operations</b>	\$197 million	\$179 million	\$223 million	\$244 million
<b>Public transport</b>	\$11 million	\$11 million	\$13.4 million	\$17 million
<b>Walking &amp; cycling</b>	\$4 million	\$11 million	\$5.8 million	\$18.5 million
<b>Road to Zero (safety)</b>				\$46 million
<b>Network improvements</b>	\$23 million	\$67 million	\$113 million	\$39 million

## Te Mata-a-Māui Hawke's Bay

**Road renewal activity** 2021/22: 116 lane km 2022/23: 136.2 lane km (planned)



# Overview map



To keep up-to-date with what's happening in your region check out the regional webpage: [www.nzta.govt.nz/hawkes-bay](http://www.nzta.govt.nz/hawkes-bay)