

# Hawke's Bay Te Matau-a-Māui



Building greater resilience into the Hawke's Bay's road and rail network post-Cyclone Gabrielle and supporting economic growth is our investment priority during this NLTP period.

The cyclone left a trail of destruction across the region – damaging roads, bridges and culverts, isolating many communities. Key inter-regional state highways into and around the region have reopened and short-term measures are keeping the region moving. We continue to focus our work on significant landslides, bridge repairs, erosion and drainage issues, as well as the repair to 24 damaged roads and bridges.

Building resilience into our transport infrastructure to protect against future extreme weather events is crucial to safeguarding the local economy. We also need to provide affordable and reliable transport options for commuters.

Farming, horticulture, wine and tourism are key industries in the Hawke's Bay, and require a reliable transport network to move their products more easily to market, helping to stimulate economic growth.

The Hawke's Bay is home to about 166,000 people, or 3.5 percent of the New Zealand's population. The population is expected to increase to 202,000 by 2048, with most of the growth in Napier and Hastings, which are already home to about 80 percent of the region's population.

## Economic growth and productivity

### Roads of National Significance (RoNS)

The GPS proposes RoNS as strategic corridors to support economic growth and productivity in the region. We've included the following RoNS in this NLTP to be progressed as outlined below.

It's proposed to upgrade the cyclone-damaged 27kms of **SH2 Hawke's Bay Expressway**. This will:

- reduce congestion
- reduce travel times
- open up new areas for housing
- enhance overall roading resilience
- improve safety.

We're planning, designing and starting construction on the first stage in 2024-27, a short section of the most congested section during peak traffic, which is 6.5km of SH2 between the roundabouts at Taradale Road and Pākowhai/Links Road. Further stages will be delivered progressively in later NLTPs.

**\$657 million**

Forecast total investment

**\$154 million**

Forecast maintenance operations

**\$216 million**

Forecast pothole prevention

**\$246 million**

Forecast improvements

**\$32 million**

Forecast public transport

## Other roads

We'll complete the **Te Ahu a Turanga: Manawatū Tararua Highway**, a new route between Manawatū and Hawke's Bay, during the first year of this NLTP. This is an important connection to support the safe, reliable and efficient movement of people and freight across the island.

## Increased maintenance and resilience

### Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

### State highways

- \$63 million will be invested this NLTP period to maintain state highway assets.
- \$74 million is ringfenced for state highway pothole prevention.

This \$137 million investment includes almost 212 lane kilometres of works:

- 175kms of chipseal.
- 32kms of rehabilitation.
- 5kms of asphalt resurfacing.

### Local roads

With road controlling authorities in Hawke's Bay, we'll invest a total of \$233 million over this NLTP period:

- \$91m will be invested in operations.
- \$142m is ringfenced for local road pothole prevention.

## Resilience

The primary focus for NZTA for the next 3 years is to progress with the recovery of the state highway and rail networks.

- Cyclone rebuild activities, subject to investigation and funding:
  - **SH5 Napier to Taupō** - in the first year of this NLTP we plan to build greater resilience into, and make safety improvements along SH5 that will:
    - support the local economy
    - accommodate forecast growth
    - increase reliability for freight
    - improve safety.
  - **SH2 Waikare Gorge** - funding indicated in this NLTP for the realignment of the Gorge for design, consenting and property purchase.

- We'll continue to investigate options and seek funding for:
  - **SH2 Opotiki to Napier**
  - **SH2 Devil's Elbow**
  - **SH5 Lucky Hill Bridge to SH5 SH2 intersection**
  - **Eskdale flood management.**

## Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist. The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

## Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

## Safety

### Commercial Vehicle Regional Safety Centre (CVSC)

We'll start work on a CVSC at SH2 Napier Port. It will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

## Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In Hawke's Bay this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

