

2 Hawke's Bay Expressway Project overview

Supporting economic growth and productivity

The Hawke's Bay Expressway project is included in the government's Roads of National Significance (RoNS) programme, outlined as a priority in the 2024-27 Government Policy Statement on Land Transport. The project aims to enhance capacity, reduce travel time, and improve reliability and safety.

Boosting our region

The Hawke's Bay Expressway is a 27km existing two-lane corridor with land designated for future road construction alongside it. It is the region's lifeline route, connecting people to the regional hospital and airport.

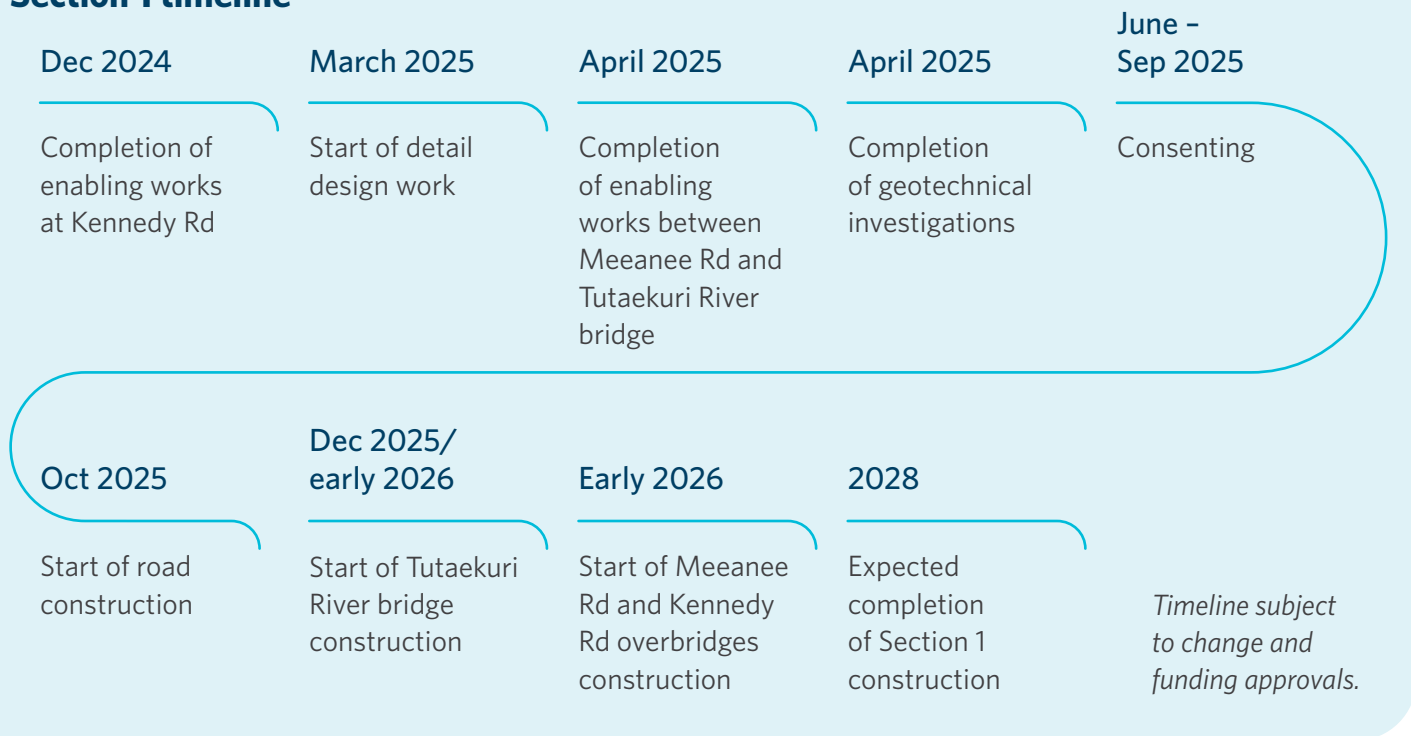
The expressway is part of the national freight corridor, linking Napier Port to the wider Central North Island. The expressway carries up to 29,000 vehicles a day. Due to the region's growing population and economy, the expressway is reaching capacity in the central section at peak times.

The project targets the busiest section of the expressway with the most problematic intersections – the 17.5km stretch between Prebensen Drive and York Road.

Focusing investment on the Prebensen Drive to York Road area will contribute to the region's economic growth and significantly enhance connectivity and provide strong value for money within the project's funding envelope.



Section 1 timeline



What's happening now?

We are currently working on Section 1 of the project, which spans from Taradale Road to Pākōwhai Road (excluding the intersections).

Section 1 - Enabling works

Preparatory works for two additional lanes and bridges are complete. This included vegetation removal and raising the ground at the Kennedy Road overbridge and the Tutaekuri River Bridge using 78,000 tonnes of repurposed Cyclone Gabrielle silt. The sites are now left to settle.

Section 1 - Construction start

Our target is to start construction in October 2025, subject to funding confirmation and approvals.

Section 1 - Detailed design

Detailed design work began in March 2025 and is expected to finish by October 2025. This phase will refine the plans and design for Section 1, including:

- Geotechnical and bridge design
- Noise mitigation measures (eg low noise pavement)
- Landscaping and street lighting
- Design of pavement, curves, barriers, signs, and lines
- Utilities and stormwater treatment
- Road width, slopes and drainage.

Future planning

While delivering this initial part, we are also planning the next phase. This includes completing an investment case for the rest of the expressway corridor.

The investment case will propose the best transport solution that meets the need and offers maximum value for money. In August, a decision will be made on whether to proceed with the next design and pre-implementation stages.



For more information

Contact us by email if you have any questions or require any further information

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