

Note: Information in this document was accurate when presented to the NZTA Board; some details may have since changed.

Attachment 6

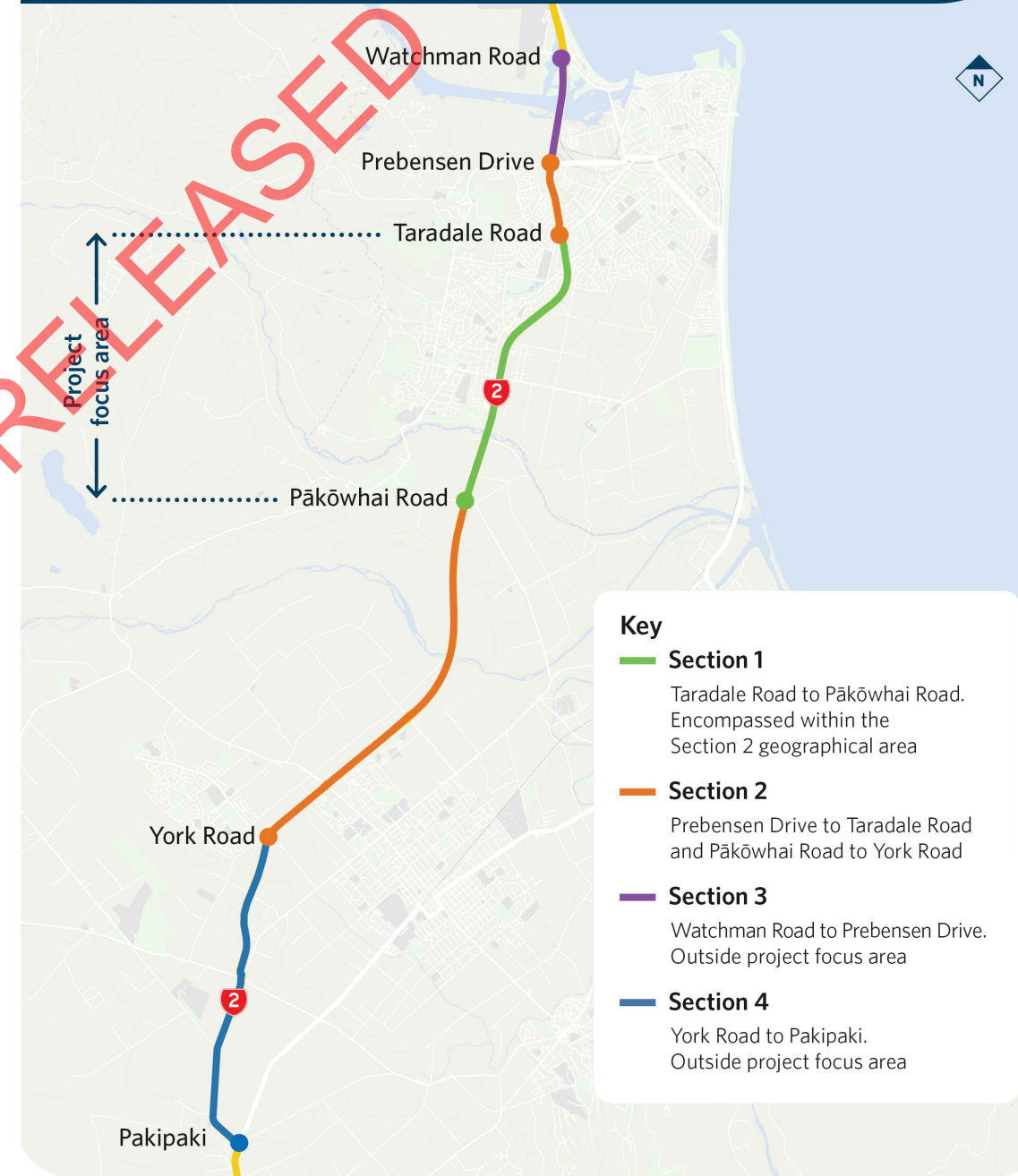
RoNS SH2 Hawke's Bay Expressway

Project Corridor Investment Case

Overview

- The SH2 Hawke's Bay Expressway is a 27km arterial route linking Napier and Hastings. Through the investment case process the focus for investigations was on the highest benefit sections of the Expressway being Sections 1 and 2. Following further investigation of options in these two sections, it is recommended that NZTA upgrade a 7km section between Pākōwhai Road and Taradale Road (Section 1) and Pākōwhai intersection grade separation.
- This aligns with GPS 2024 priorities by enhancing capacity, resilience, and safety through four-laning, and grade separation whilst ensuring value for money.
- The project has ^{s 9(2)(b)(ii)} a BCR range of 2.4-2.8 (exclusive of WEBs).
- The immediate funding request is for Pre-implementation funding for Pākōwhai Road intersection ^{s 9(2)(b)(ii)}
- This investment represents a prudent and well-aligned outcome, delivering strong economic returns with minimal impact on the local road network.
- Tolling of this project is not currently possible under current legislation as it is an existing corridor and does not meet the definition.
- It is recommended that:
 - Approves pre implementation of Pākōwhai Road intersection grade separation.
 - The scope of grade separating the for Pākōwhai Road intersection is included into stage one expressway scope as well as the ask of implementation funding.

2 Hawke's Bay Expressway project sections



Options considered

- In December 2024 the Board approved the Section 1 (Taradale Road to Pākōwhai Road) Investment Case.
- In May 2024 the scope of the investment case was refined to focus on affordability and deliverability opportunities with a right-size effort. This meant that Sections 3 (Watchman Road to Prebensen) and Section 4 (York Road to Pakipaki) were not taken forward for further investigation.
- Six options were assessed made up of range of midblock and intersection options ranging from optimization to the full RoNS standard. A combination of Option 3 and Option 6, Option 7, was identified as the emerging preferred.
- There are significant investment risks in the immediate delivery of components of the emerging preferred due to uncertainty of when future improvements would be required.
- To ensure value for money and provide certainty that our investments deliver the highest benefit, it is recommended to only proceed with 4-laning of SH2 Taradale Rd to Pākōwhai Rd and grade separation of Pākōwhai intersection to address immediate capacity constraints.

Significant issues or time/cost impacts outside of project budget

Potential issues or time/cost impacts that may be manageable within project tolerances

No immediate issues or time/cost implications

Option	GPS Alignment	Stakeholder Views	Value for Money	Network Outcome	Timeframes	Other Considerations
Option 1 •Full 4-laning - Prebensen to Omaha Rd •Intersection Optimisation Only (No Grade Separation) – all intersections						
Option 2 •Full 4-laning - Prebensen to Omaha •Grade Separation – Pākōwhai Rd •Intersection Optimisation – all remaining						
Option 3 •4 Laning Taradale Rd to Evenden Rd •Grade Separation – Pākōwhai Rd •Intersection Optimisation – Omaha Rd						
Option 4 •Partial 4 Laning - Prebensen to Evenden •Grade Separation - Taradale Rd •Intersection Optimisation - Omaha Rd						
Option 5 •Full 4 Laned Grade Separation - Prebensen Dr to York Rd						
Option 6 Sensitivity test •2 laning (No additional 4 laning) •No additional Grade Separation •Intersection optimisation only						
Option 7 (Emerging Preferred) •7km of 4-laning (Taradale Road through Pākōwhai/Links Rd interchange with grade separation						

Recommended Investment – Section 1 & Pākōwhai Road

Recommended Current Investment Scope

It is recommended that NZTA limit investment to upgrading a 7km section of SH2 Hawke's Bay Expressway between Pākōwhai Road and Taradale Road consisting of:

- Section 1:
 - 7km of 4-laning (Taradale Road through Pākōwhai/Links Rd interchange)
 - Overpass duplication (x2)
 - Bridge duplication (x1)
- Grade separation at Pākōwhai/Links Rd

Recommended Investment Outcomes

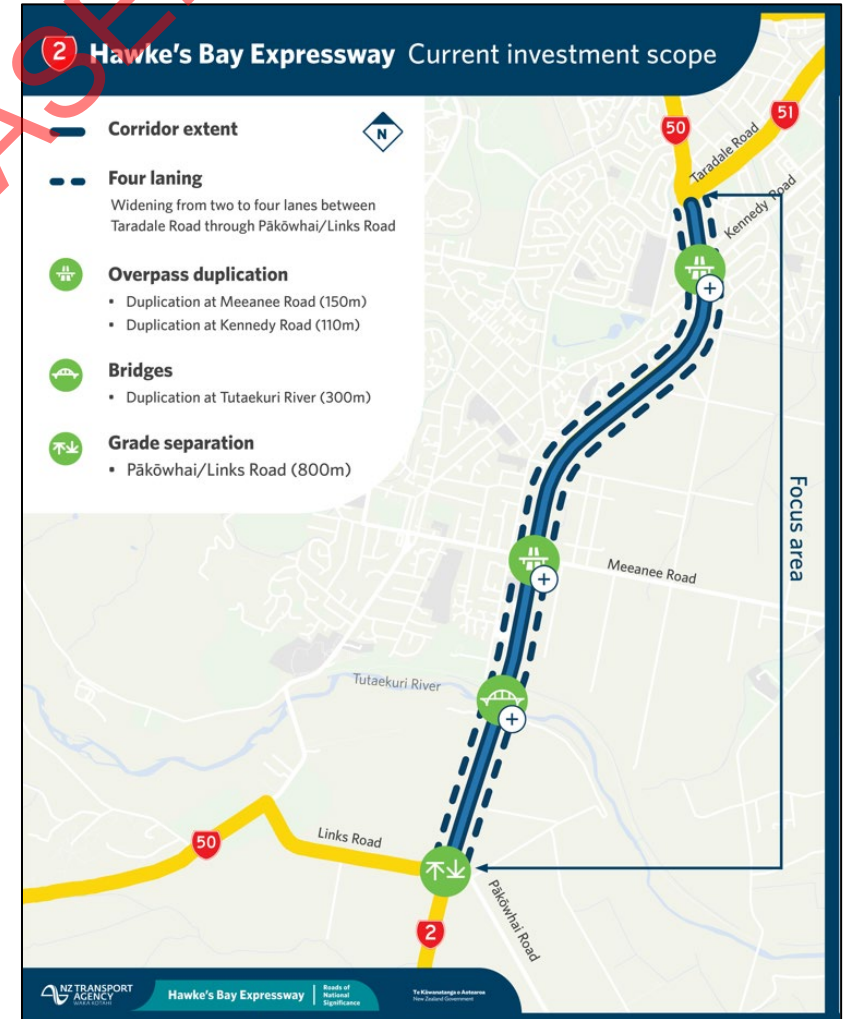
Economic growth and productivity (travel time): Forecast 5% - 39% improvement in peak period travel times from 16-32 mins to 15-23.5 mins between Prebensen Drive and York Road in 2048 (2025 observed peak travel times of 13.5-19 mins).

Economic growth and productivity (travel time reliability)

Forecast -1%-36% improvement in travel time reliability from average maximum travel times of 23.5-49 mins to 21-37 mins between Prebensen Drive and York Road in 2048 (2025 observed average maximum travel times of 18-28 mins).

Safety: Forecast Deaths and Serious Injuries reduction of 5-7 between 2025 and 2048. Between 2019-2023 27 death and serious injury crashes (DSI) have occurred over the full Hawke's Bay Expressway corridor.

Increased maintenance and resilience (Resilience): Upgrades to the Corridor result in twice the resilience to flood closure. The risk of road closure is expected to reduce by 5%.



Delivery & Staging

- Phase 1 (Section 1) is ready to proceed to tender for Implementation and is able to be delivered within the expected timeframes.
- Phase 2 planning is complete as part of the Investment Case and is ready to proceed to Pre-Implementation, to be delivered sequentially following Phase 1.



s 9(2)(j)

Key Project Risks

s 9(2)(g)(i)

PROACTIVELY RELEASED

Project Cost and Contingency

