

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

PROACTIVELY RELEASED

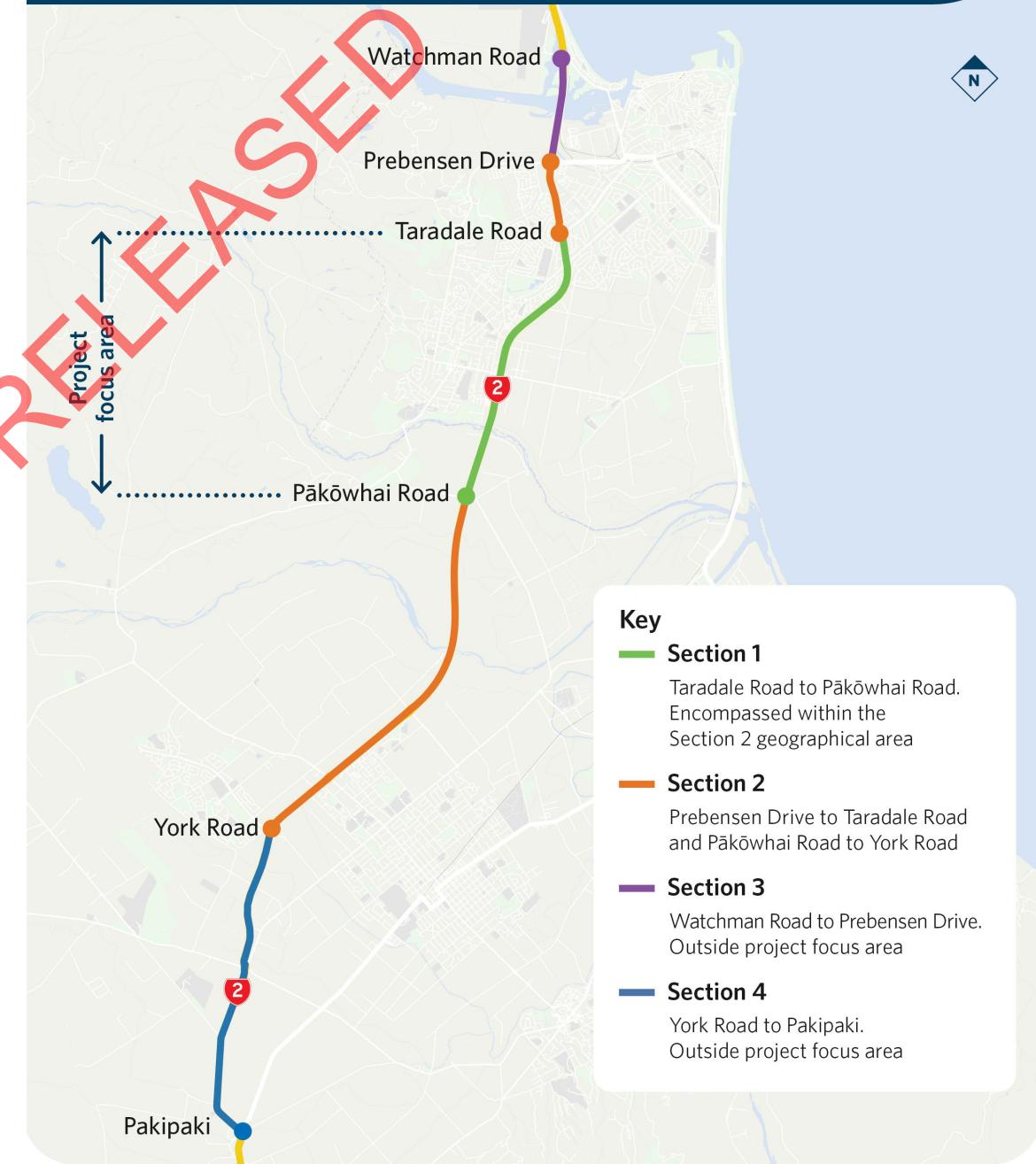


Overview

- 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.

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2 Hawke's Bay Expressway project sections



Options considered

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



- 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.

PROVISIONAL

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

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

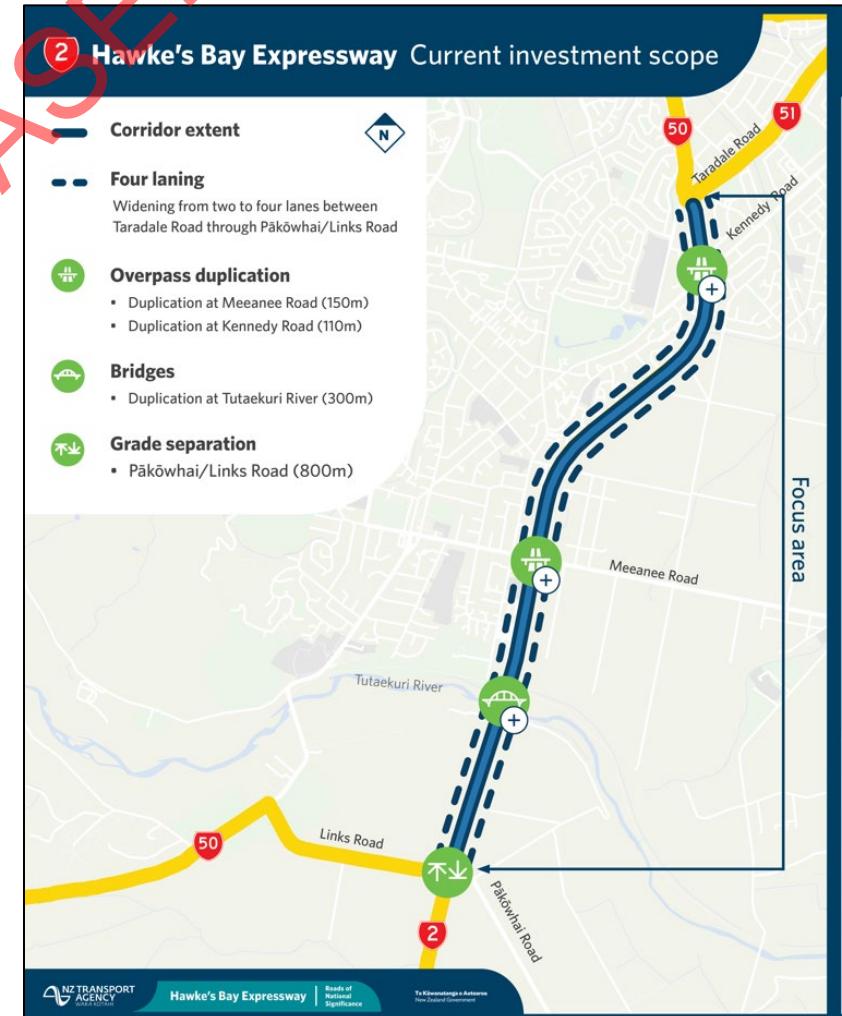
Economic growth and productivity (travel time): Forecast 5% - 39% improvement in peak period travel times from 16-32 mins to 15-23.5 mins between Prebensen Drive and York Road in 2048 (2025 observed peak travel times of 13.5-19 mins).

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)

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Project Cost and Contingency

s 9(2)(g)(i)

s 9(2)(g)(i)

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