

## Meeting of the Regional Transport Committee

**Date:** Friday 3 November 2023  
**Time:** 1.30pm  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Attachments Excluded From Agenda

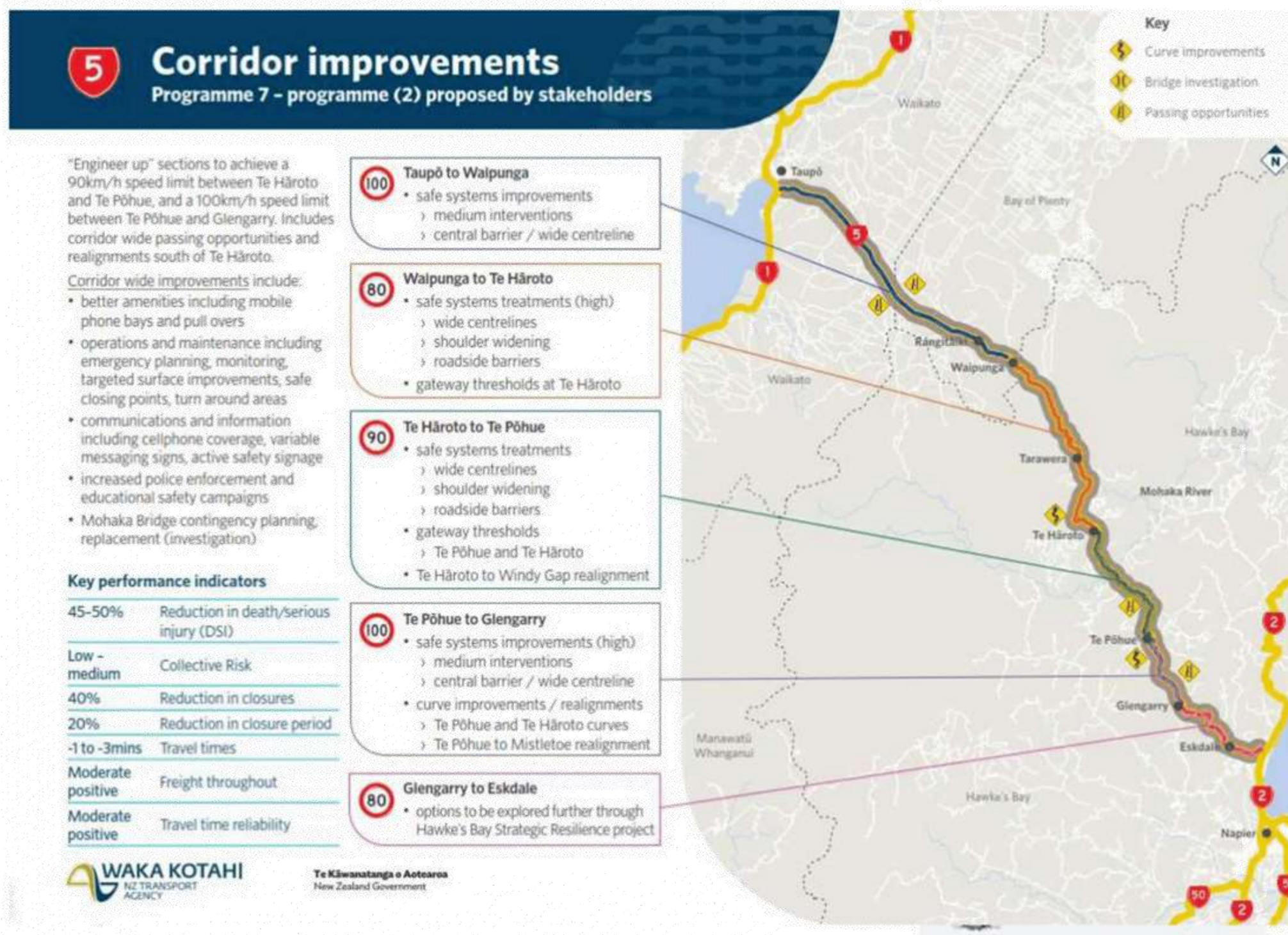
---

Item	Title	Page
<b>5.</b>	<b>Prioritisation of draft programme and Significance Policy for the Regional Land Transport Plan 2024-2027</b>	
	Attachment 3: Background information for capital projects	3
<b>7.</b>	<b>Draft Regional Freight Distribution Strategy</b>	
	Attachment 1: HB Regional Freight Distribution Strategy	9
<b>8.</b>	<b>Regional Transport Programme November 2023 update</b>	
	Attachment 1: Regional Transport Programme Tracker November 2023	53
<b>10.</b>	<b>Waka Kotahi / NZTA Regional Relationships Director's update</b>	
	Attachment 2: Waka Kotahi November 2023 strategic presentation	55
	Attachment 1: Waka Kotahi November 2023 detailed presentation	65



Background information on capital projects

Project: SH5 (incl. Safety) pre implementation, property, implementation



**Project: SH2 4 Laning – Implementation (incl. property, business cases, etc) – extracted from the Strategic Investment Programme – Further information document of the draft GPS 2024**

Hawke's Bay relies on the roading network between Napier to Hastings to support the region's economic growth. Capacity improvements along the corridor will boost resilience, productivity and efficiency of the network, as well as connections between the two cities.

This work would include building resilience along SH2 expressway from Omaha Road to Taradale Road and upgrading existing bridges and associated intersections. Additional capacity would support freight and prioritise public transport between Hastings and Napier. Main construction works could start in the next GPS period (around 2027) and would take five years to complete.





Project: Hawke's Bay Resilience Rebuild

# Hawke's Bay Resilience Strategic Response

## Recommended Programme



### Programme-wide

A region-wide multi-modal transport system investigation in collaboration with iwi, hapū, councils, KiwiRail and the Napier Port. Alignment on a long-term 30 year view of the region accounting for strategic land use categorisation changes and regional flood modelling following Cyclone Gabrielle.

#### State Highway 2 (SH2)

Considerable investment to replace lost infrastructure and ensure more resilient and reliable regional and inter-regional access.

- 1 SH2/SH5 intersection upgrade – minor realignment, new roundabout and bridge over Esk River.
- 2 Significant investment in drainage, culvert upgrades, seismic retrofit of bridge structures and flood management.

#### State Highway 5 (SH5)

Respond to cyclone damage and ensure resilient and reliable strategic regional and inter-regional access through significant investment.

- 1 Te Pōhue to Glengarry realignment or online strengthening. Short-term improvements may be required to ensure access prior to major works.
- 2 Mohaka Bridge investigation and replacement bridge.
- 3 Align with SH5 Napier to Taupō project.
- 4 Significant investment in slip, dropout and rockfall management, scour protection, drainage and culvert upgrades.

#### Local road bridges

Urgently relieve congestion pressures on state highway corridors. Working with councils to accelerate temporary and permanent bridge reinstatements.

- 1 Brookfields Bridge:
  - Single-lane Bailey bridge
  - Permanent two-lane bridge plus walking and cycling
- 2 Puketapu Bridge at Vicarage Road:
  - Single-lane Bailey bridges
  - Permanent two-lane bridge
- 3 Waiohiki Bridge (Redclyffe Bridge):
  - Permanent two-lane bridge plus walking and cycling, potentially on new alignment.

#### State Highway 50 (SH50)

Minor resilience enhancements to ensure access between Takapau and the Hawke's Bay Expressway and from the Expressway to Napier Port.

- 1 Fernhill Bridge strengthening
- 2 Overslip management near Napier Port (Bluff Hill)
- 3 Flood management near Takapau
- 4 Increased drainage maintenance, culvert upgrades and seismic retrofit of bridge structures.

#### State Highway 51 (SH51)

Minor resilience enhancements to ensure access between Napier and Hastings.

- 1 Opportunity to rebuild Waitangi Rail Bridge and bring forward renewal of existing adjacent SH51 Waitangi Bridge to create a shared bridge.
- 2 Increased drainage maintenance, culvert upgrades and seismic retrofit of bridge structures.

Project: Tairāwhiti Wairoa Resilience - Rebuild (implementation)

# Tairāwhiti-Wairoa Resilience Strategic Response

## Recommended Programme



**State Highway 2 (SH2)**  
Investment to replace lost infrastructure and ensure reliable access. Rebuilt with better resilience to withstand future weather events and hazards.

- 1 Waikare Gorge 4km realignment
- 2 Opōtiki to Te Karaka, including Wairoeka Gorge substantial rockfall, overslip and underslip management
- 3 Devil's Elbow realignment
- 4 Lake Tūtira realignments
- 5 Otoko Hill wall
- 6 Significant investment in slip and rockfall management, subsidence prevention, drainage, culvert upgrades and bridge management

**Local road detour - Tiniroto Road**  
Reinstate, and enhance resilience to replace lost infrastructure rebuilt to more modern standards that will better withstand future events. Potential for some moderate realignment at critical locations.

**State Highway 35 (SH35)**  
Significant investment to replace lost infrastructure and enhance resilience, with infrastructure rebuilt to more modern standards that will better withstand future events.

- 1 Significant bridge upgrade and replacement programme. Replacement of Hikuwai No. 1, 2 and 3, Raparapaririki, Fairlies, Te Puia Springs and Tokomaru Bay Bridges
- 2 Mangahauini Gorge road rebuild
- 3 Kopuaroa Hill realignment
- 4 Coastal erosion management Tologa Bay to Gisborne
- 5 Significant slip and subsidence repairs, rockfall, flooding, drainage and culvert upgrades, river erosion and subsidence management

**State Highway 38 (SH38)**  
Minor resilience enhancements, focus on retaining access between Wairoa and Waikaremoana, including lifeline network utility Tuai sub-station.

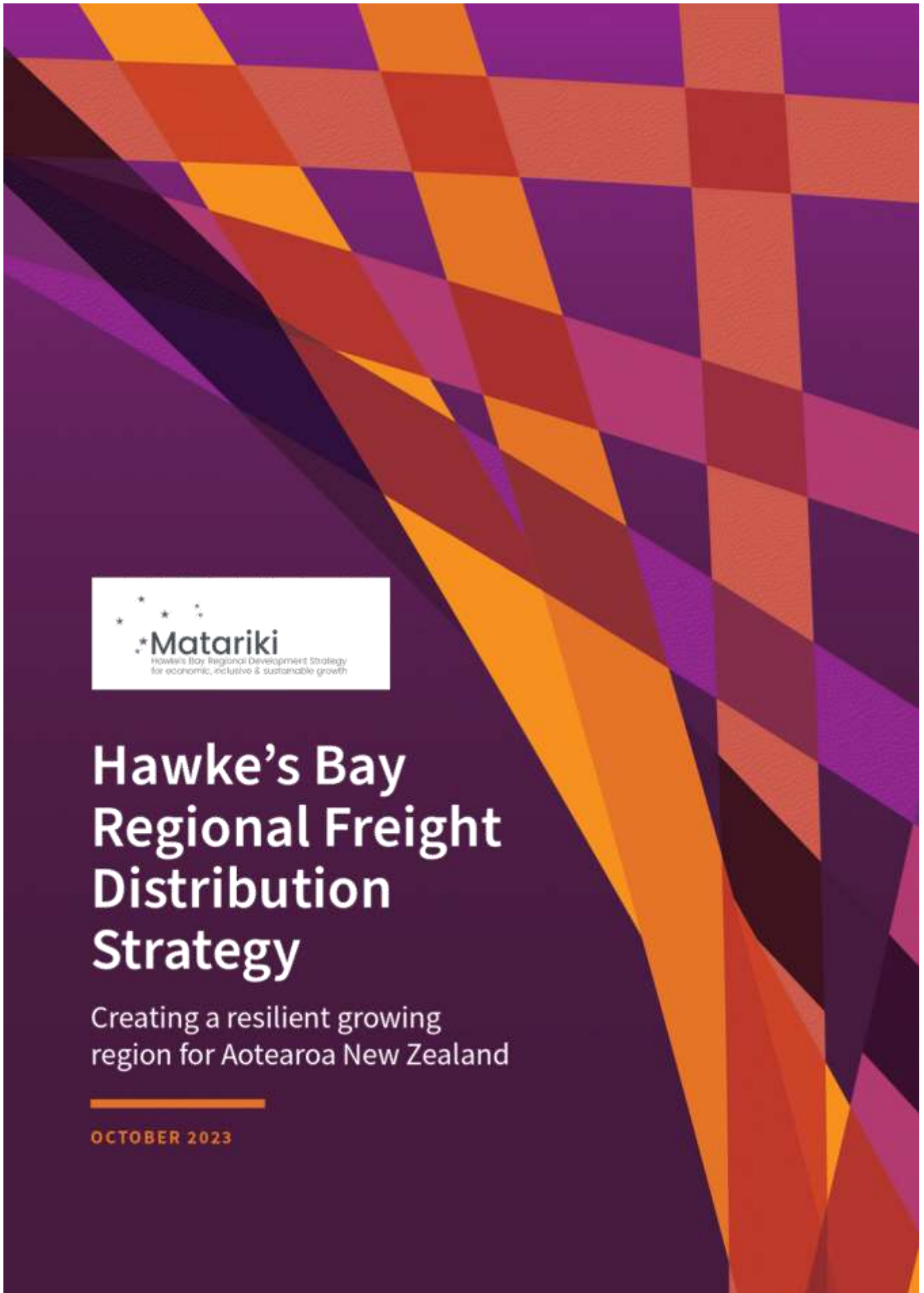
- 1 Frasertown Bridge replacement
- 2 Overslip, underslip and subsidence management
- 3 River scour protection, drainage improvements, flood and bridge management

SH38 and roading connections traverse Te Urewera who is a national taonga with legal personhood.











HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

# Introduction

Hawke’s Bay is renowned for its primary sector industries. 60% of the country’s apples, 11% of the sheep, 12% of the beef, 10% of the grapes, 69% of the squash and 8% of the forestry comes from the Hawke’s Bay.

Forestry is a large employer and contributor to regional and national Gross Domestic Product (GDP) and involves the export of logs, lumber, pulp and fibre products from some New Zealand’s largest exporters.

Pip and stone fruit are a major employer and economic driver of the economy and associated services despite the impact of Cyclone Gabrielle.

The region’s trade, domestic and international imports and exports, rely on strong strategic freight corridors. The **Northern Strategic Freight Corridor** of SH5 connects the region to Auckland and Ruakura which is the distribution centre of excellence for the upper North Island. The **Southern Strategic Freight Corridor** of SH2 and rail connects to Te Utanganui at Palmerston North which is the distribution centre of excellence for central New Zealand’s ‘middle million’. And bulk and container shipping from Napier Port create the **Eastern Strategic Freight Corridor** connecting the Hawke’s Bay to the South Island and the rest of the world.

After Cyclone Gabrielle, there was an urgent need to complete the freight distribution strategy to ensure efficient and effective movement of goods and supplies across the region. The strategy aims to address short term recovery needs as well as looking beyond the cyclone’s effects to consider the long term growth ambitions of the region and how our transport network is best designed to meet those needs.



## Matariki Governance Outcomes

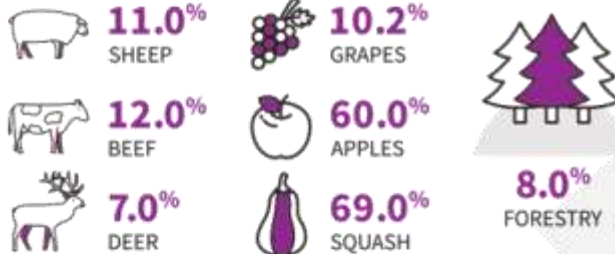
The Hawke’s Bay Regional Freight Distribution Strategy is a deliverable under Pou 3.2 *“Improve infrastructure to provide better logistics across the region”* within the Hawke’s Bay Matariki Action Plan. The Strategy will contribute to enabling Pou 4.3 *“Key Sectors. Focus on strategic industry sectors to increase specialisation, cluster development, competitiveness, productivity, innovation and sustainability”*, Pou 5.2 *“Attracting investment”* and Pou 5.3 *“Attracting business”*.

HAWKE’S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

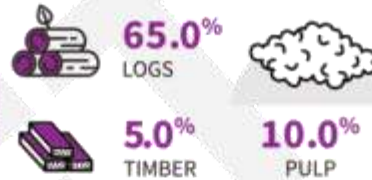


# Hawke's Bay Snapshot

Hawke's Bay production as a percentage of National Production



Wood products make up 80% of all exports through Napier Port



**181,500**  
POPULATION 2021  
♂ **49%** MALE  
♀ **51%** FEMALE



**\$47,347**  
HAWKE'S BAY GDP PER CAPITA



**111,430**  
WORKING AGE POPULATION (15-64)  
61.4<sup>th</sup> of total population in 2021



**3.9%**  
ANNUAL AVERAGE UNEMPLOYMENT RATE  
September 2021



**3,000,000 tonnes**  
OF LOG EXPORTS PER YEAR

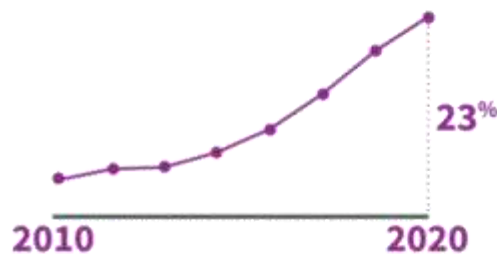


**\$8,456**  
**2.6%**  
OF NEW ZEALAND GDP  
GDP value, (million)



**19,542**  
BUSINESSES 2020  
**84,744**  
FILLED JOBS 2020

CHANGE IN GDP, 2010-20



NAPIER	HASTINGS	WAIROA	CENTRAL HAWKE'S BAY
POPULATION: 66,800	POPULATION: 90,600	POPULATION: 9,190	POPULATION: 15,590
Population Growth 2011-2022: 13.22%	Population Growth 2011-2022: 18.9%	Population Growth 2011-2022: 7.7%	Population Growth 2011-2022: 18.6%
GDP growth 2011-2022: 7.8%	GDP growth 2011-2022: 6%	GDP growth 2011-2022: 5.6%	GDP growth 2011-2022: 3.1%

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATIARIKI





Source: Infometrics

### Cyclone Recovery

Early estimates in the Councils' locality plans put the cost of the cyclone recovery programme of works to be at least \$2b. This number will be updated later in 2023.



#### Infrastructure Impact\*

Over 120 bridges were either significantly damaged or destroyed across the region during Cyclone Gabrielle. The resulting damage has determined the priorities in this strategy and helped understand which projects are recovery based versus those projects that enhance the network and create resilience.

\*Source: Hawke's Bay Recovery Agency  
Source: MBIE - 21 June 2023

## Name and Meaning

He kai kei aku ringa, Māori were autonomous with their own resources and whakapapa, and could trade between iwi to gather their kai and goods. Māori are industrious hunter and gatherers, renowned for being resourceful people with their ability to trade and feed their whānau, manuhiri, hapū and iwi.

Pre-colonisation, there was trading internationally with other countries and throughout Aotearoa among iwi. When trading, this was customs or tikanga based, the trade benefited everyone – both individuals and those as a part of the iwi; the Western model was not adopted.

### How they traded internationally

Leaders sought and invited settlers to the region to discuss global trading opportunities. The biggest resource base was in Indonesia, around 4000 years ago. Each time that Māori moved, they had to name each tree, species and rock – Aotearoa was on geology, botany and biology – a shift from Moana nui a Kiwa – which was sea based.

Ngāti Kahungunu traded with the Pacific and across through to California. Māori trade history is powerful, with Māori trading more than many other indigenous groups. By the late 1830s whaling stations were established at Māhia, Te Wairoa, Tāngōio, Pētane-Heipipi and Cape Kidnappers, mainly on land leased from Māori.



The footprints of our past continue to be relevant and provide insights towards the future. Our trade history demonstrates sophisticated distribution pathways - using natural corridors cross land and seas to effectively move goods with the region, domestically and internationally.

### How they traded nationally

Iwi were trading well with each other prior to the musket wars. Trade between tribes occurred from the South Island to North. For greenstone, this travelled from Canterbury to Hokitika, across to Tauranga and then to Wairarapa. Hapuka has a schooner – as a means of travel to trade. Ngāti Porou had eight schooners as a fleet used for trading purposes that came down to Mahia and Wairoa. Trade was prolific and formed some of the land and sea corridors we continue to use for roading and travel today. Trading in Ngāti Kahungunu Te Matau a Māui holds fertile lands and significant resources. . Haukunui is the reference used, meaning heavy mists, and warm land from marshes which was the optimal warmth to grow food, thus making this an important trading tool. James Wattie called Hawkes Bay the 'fruit bowl of New Zealand', and saw how Māori were able to use resources across seasons.

# Endorsement



October 2023

To Whom It May Concern;

### Hawke's Bay Regional Freight Distribution Strategy

This letter is written in our capacity as Matariki, Hawke's Bay Regional Development Strategy for economic, inclusive and sustainable growth. Matariki is governed by a Governance Group and an Executive Steering Group who are co-signatories for this endorsement.

Matariki has been formed to acknowledge the cross-sector partnerships and to provide the leadership required to support economic, inclusive and sustainable outcomes for the Hawke's Bay region. We recognise that sustainable economic development across our region is made possible when we combine health, social, cultural, environmental and business initiatives.

We write in support of the Hawke's Bay Regional Freight Distribution Strategy and have ratified the strategic projects as outlined. The strategy clearly shows the need for resilient strategic freight corridors to the North via SH5, to the South via SH2, and the East via sea. It also demonstrates the importance of all transport modes including active and the importance of investment into rail infrastructure connecting the districts, and the region to the national network.

Without strong investment and long-term vision, our region will lose its competitiveness as a food bowl for the rest of New Zealand, and a major export hub for Aotearoa's high quality food produce.

Thank you for your support and we welcome you to our region to show how working together can achieve great things for our region, communities and country.

Yours sincerely

FirstName LastName  
**Matariki**

FirstName LastName  
**Matariki**

FirstName LastName  
**Matariki**

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



# Contents

Introduction	3
Hawke’s Bay Snapshot	4
Name and Meaning	6
Endorsement	7
Contents	8
Executive Summary	9
<b>Section 1: Positioning and Governance</b>	<b>11</b>
Strategic Policies and Frameworks	12
Hawke’s Bay Strategic Themes	13
Strategic Hawke’s Bay Projects	17
Hawke’s Bay Network Map	18
Project Classification	19
Governance	20
<b>Section 2: Strategic Freight Corridors</b>	<b>22</b>
New Zealand Distribution Centres	23
Hawke’s Bay Strategic Freight Corridors	24
Hawke’s Bay Shipping	25
Northern Strategic Freight Corridor – SH5/1 to Upper North Island	26
SH5 Freight Demand	27
SH5 Resilience	28
Southern Strategic Freight Corridor – SH2/Rail to Manawatu	29
SH2 Rail and Road Freight Demand	30
The Importance of Rail	31
Eastern Strategic Freight Corridor - Sea	33
<b>Section 3: Strategic Regional Network</b>	<b>36</b>
Resilient Road and Rail Network	37

HAWKE’S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



## Executive Summary

Hawke's Bay (through Matariki) has developed the Regional Freight Distribution Strategy with a 30-year horizon. The strategy includes all Hawke's Bay regions of Wairoa, Napier, Hastings and Central Hawke's Bay. The strategy covers all transport modes of sea, air and land (road, rail and active) and the end-to-end supply chain from production and manufacturer to customer.

To accurately capture and understand the needs of the region, the strategy has engaged with businesses that transport and distribute goods (both imports and exports), supply chain service providers, councils, government agencies and industry bodies from across the country.

The strategy commenced prior to Cyclone Gabrielle so was adapted to not only understand the current network status and economic value that can be achieved for the region, but also how the strategic projects need to align with recovery efforts to 'build back better' and align with future needs. The recommendations in this strategy are closely aligned with the Cyclone Gabrielle Recovery Taskforce priorities and recognises the fragility of the region's transport network and lifeline infrastructure.

Several key findings have been identified during the engagement phase; findings that provide a robust foundation to assess each strategic project to ensure we achieve maximum value for the region and country. Key findings are:

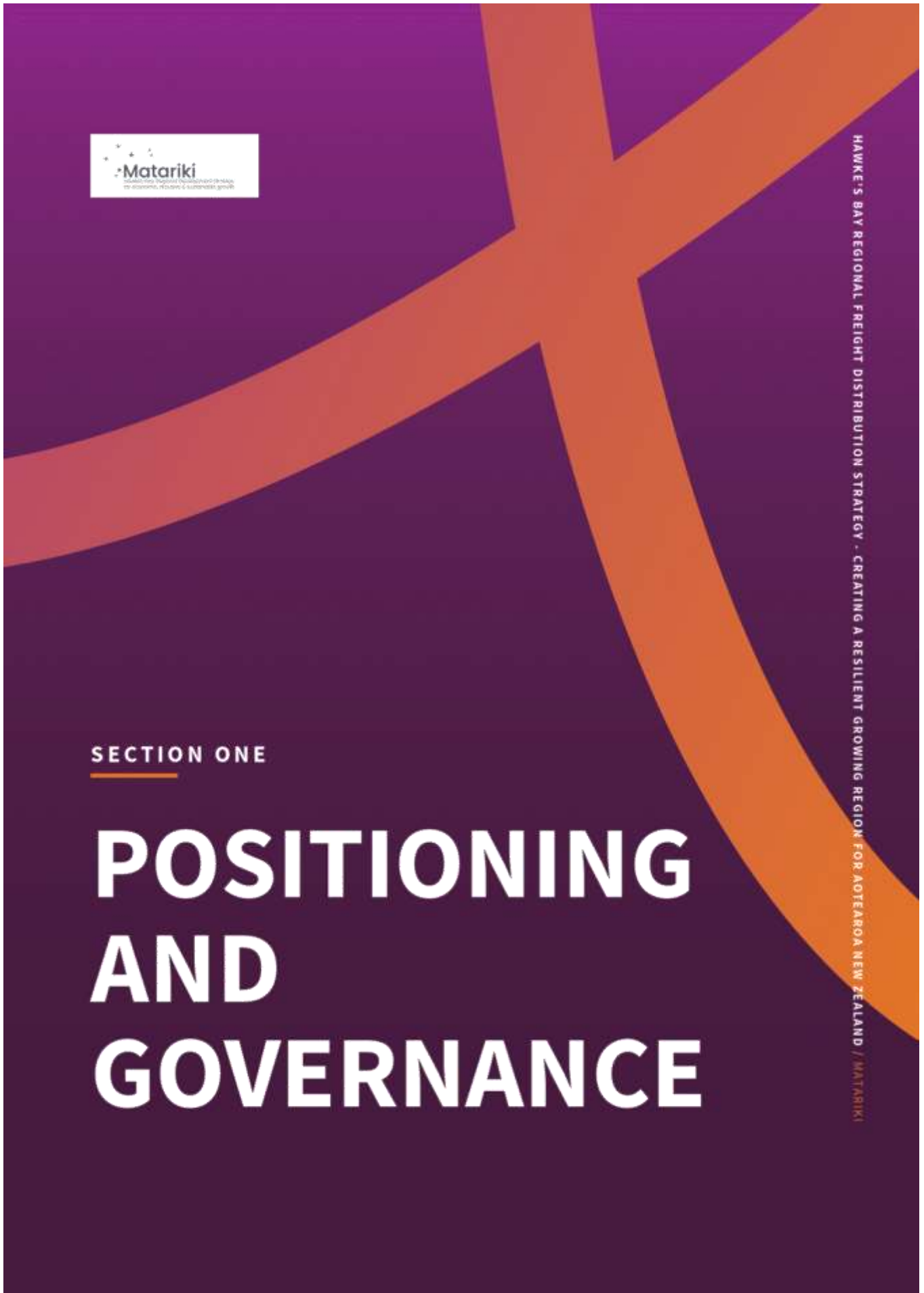
1. The current transport network does not support or enable users to grow and invest with confidence. This was true before Cyclone Gabrielle and has become more crucial since.
2. SH5, SH2 and sea lanes provide strategic freight corridors for the region.
3. The fragile state of SH5 between the Hawke's Bay and Auckland (Hawke's Bay's main domestic market and a key import channel) is increasing transport costs and eroding regional competitiveness.
4. Rail does not connect efficiently with industrial land developments leaving road transport as the only realistic option for cargoes including export, import and forestry.

5. There is limited industrial zoned land in the current regional plan.
6. The SH52 corridor including current rail and main arterial roads is highly susceptible to natural disasters and involves over 38 rail crossings through urban areas.
7. International air freight is limited through Napier Airport forcing time sensitive cargos to move via road over long distances e.g. Auckland.
8. There is opportunity to deconflict modes of transport within the region e.g. separating active modes with heavy transport especially in the Ahuriri corridor and on SH52.
9. The strategy aligns with the distribution hub strategies of Ruakura to the North at Hamilton, and Te Utanganui to the South West at Palmerston North.

The strategy recommends several projects of regional and national significance. The recommendations also align with national policies, frameworks and priorities. The strategy is widely supported and ratified by the region's Matariki Governance Group and has created several workstreams to get on and make the projects happen.

This strategy is about creating positive action and outcomes that are supported by good policy and governance, nationally and regionally.







# Strategic Policies and Frameworks

The following strategies, frameworks and policies have been referenced during the development of this strategy, and have influenced the criteria ensuring alignment with existing local and central government planning and funding mechanisms.



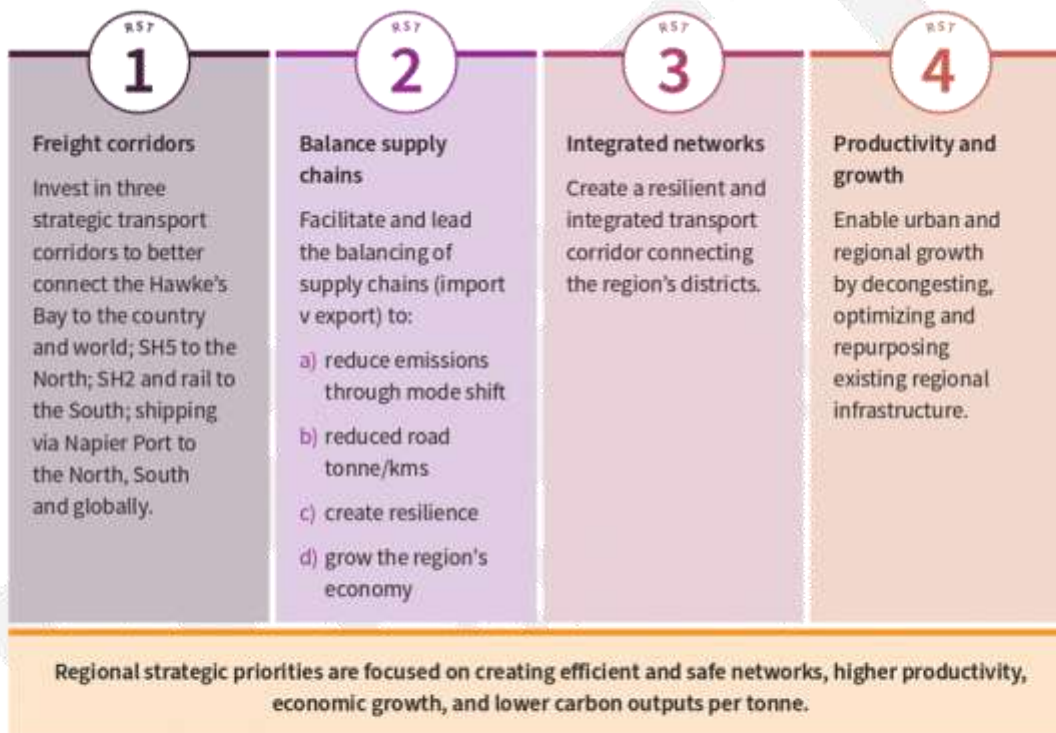
HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



# Hawke’s Bay Strategic Themes

## Regional strategic themes

The strategic projects that have been selected for this strategy fit into four key strategic themes as outlined below. The themes were created after the strategic projects were selected and are designed to help all stakeholders hold a reference to how the projects support and enhance broader national and regional objectives.



HAWKE’S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

### GPS 2024 strategic priorities

Each project has been assessed and classified according to the DRAFT GPS 2024 strategic priorities. Most of the Hawke's Bay Strategic Projects support 4-5 of these priorities and this is summarized on page 19 of the strategy.



Extracted from Transport GPS 2024 (DRAFT)

### GPS 2024 intervention hierarchy

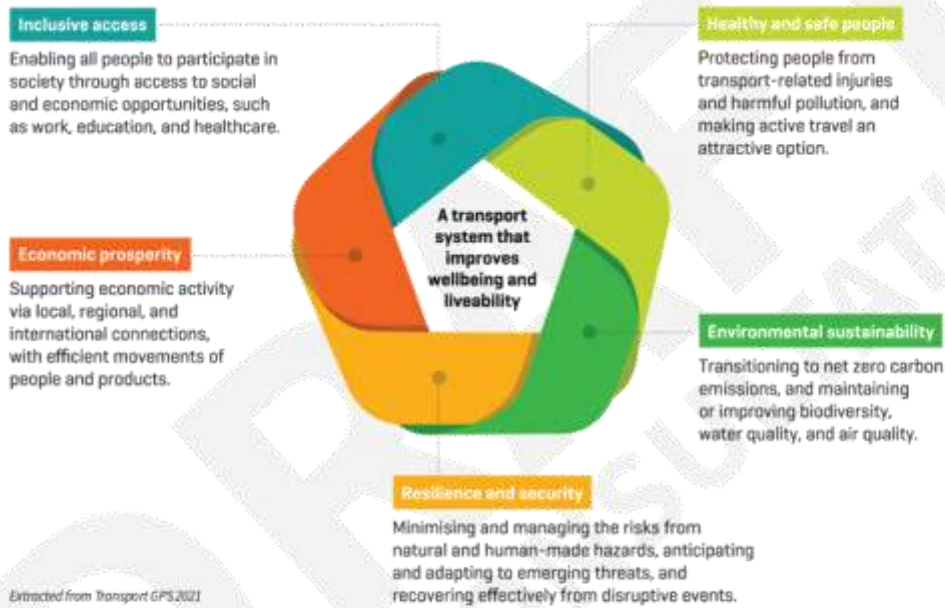
The projects are also classified in accordance with the intervention hierarchy (outlined in the DRAFT GPS 2024). Several of the projects fall in the 'lower cost' end of the spectrum and a strong focus on better use of existing infrastructure has been a core principle of project selection in the strategy.



Extracted from Transport GPS 2024 (DRAFT)

### GPS 2021

Finally, the projects are classified in accordance with the GPS 2021 transport outcomes. Unsurprisingly, economic prosperity, resilience and environmental outcomes feature strongly throughout the selected projects in the strategy.



Extracted from Transport GPS 2021



# Strategic Hawke’s Bay Projects



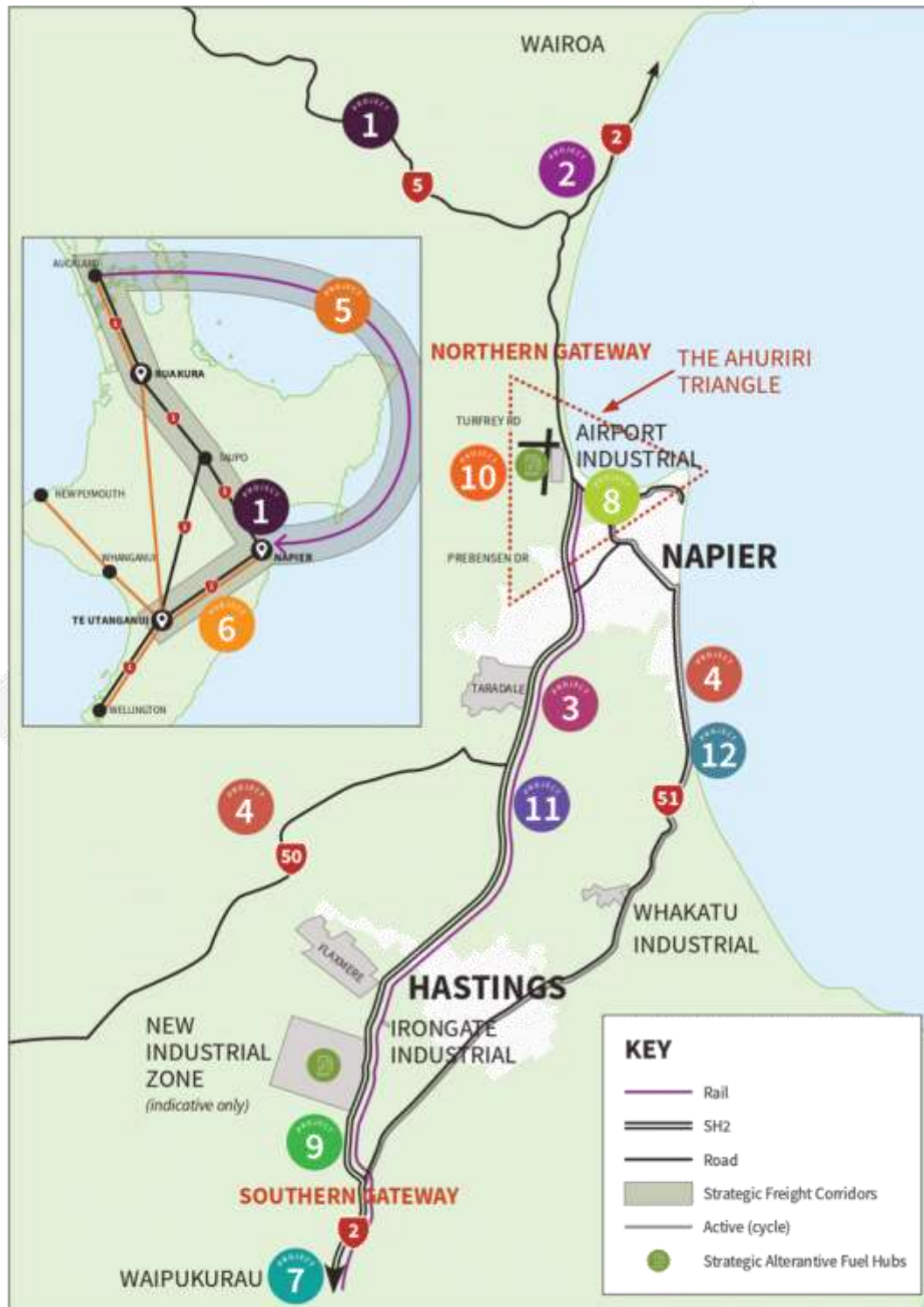
The recommended projects are the result of extensive engagement and consultation with local stakeholders. All projects are grounded in the Aotearoa New Zealand Freight and Supply Chain Strategy principles of **National Interest, Partnership and System Stewardship** and have been classified as follows:

1. Assigned one or more of the four regional strategic priorities.
2. Assigned one or more of the three strategic freight corridors.
3. Assigned one or more of the six DRAFT GPS 2024 strategic priorities.
4. Categorized in accordance with the **intervention hierarchy** provided in the DRAFT GPS 2024.
5. Defined as a recovery project (post Cyclone Gabrielle) and/or an enhancement project.
6. Given an indicative timeframe of short term (1-2 years), medium term (3-5 years) or long term (5+ years).
7. Identified as a particular transport mode (road, rail, air, sea or active)
8. The five transport outcomes from GPS 2021 are applied to each project.

<p><b>PROJECT 1</b></p> <p>SH5 resilient and efficient</p>	<p><b>PROJECT 7</b></p> <p>Build a log yard at Waipukurau to move logs off road to rail</p>
<p><b>PROJECT 2</b></p> <p>SH2 to Wairoa resilient and efficient, and investment intensified on road rather than stretched across road and rail</p>	<p><b>PROJECT 8</b></p> <p>Deconflict the Ahuriri freight corridor</p>
<p><b>PROJECT 3</b></p> <p>SH2 Napier to Hastings dual carriageway and rail feasibility study to realign on the same corridor</p>	<p><b>PROJECT 9</b></p> <p>Update the HPUDS to zone industrial land to connect with the main SH2 corridor between PakiPaki and Napier Port</p>
<p><b>PROJECT 4</b></p> <p>SH50 and SH51 repairs</p>	<p><b>PROJECT 10</b></p> <p>Develop the Napier Airport freight hub</p>
<p><b>PROJECT 5</b></p> <p>Complete a study on rebalancing container import and export trades</p>	<p><b>PROJECT 11</b></p> <p>Complete a detailed business case to realign intra-region rail along the SH2 corridor between PakiPaki and Napier Port</p>
<p><b>PROJECT 6</b></p> <p>Redesignate the Palmerston North to Napier line in the Rail Network Investment Program (RNIP) to Priority Line status</p>	<p><b>PROJECT 12</b></p> <p>Complete a feasibility to repurpose the existing rail corridor along SH51 into active modes and/or urban transport routes</p>

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

# Hawke's Bay Network Map



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



# Project Classification

The projects as classified, are summarized in the table below.

Project	Regional Strategic Themes	Strategic Freight Corridor (North, South, East)	GPS24 Strategic Priorities	GPS21 Transport Outcomes	Intervention Hierarchy	Recovery or Enhancement	Time (years)	Mode, Land Use, Alt. Fuel
1	1 2 3	N	! @ # \$ %	1 2 3 4 5	! @ #	Recovery, Enhanced	1-3	Road
2	3 4	N S E	! @ #	1 2 3 4	! @ #	Recovery	1-3	Road
3	1 2 3 4	S	! @ # \$ %	1 2 3 4 5	! @ #	Enhanced	1-3	Road
4	1 3 4	S	! @ # \$ %	1 2 3 4	! @ #	Recovery	1-3	Road
5	1 2 3 4	N S E	! @ # \$ %	1 2 3 4 5	! @ #	Enhanced	1-3	Road, Sea
6	1 3 4	S	! @ # \$ %	1 2 3 4 5	! @ #	Enhanced	1-3	Rail
7	2 3 4	S	! @ # \$ %	1 2 3 4 5	! @ #	Enhanced	1-3	Rail
8	1 3 4	N S	! @ # \$ %	1 2 3 4	! @ #	Enhanced	3-5	Road
9	2 3 4	S	! @ # \$ %	1 2 3 4	! @ #	Enhanced	1-3	Road, Rail, Land
10	2 3 4	-	! @ #	1 2 3 4	! @ #	Enhanced	3-5	Air
11	1 2 3 4	S	! @ # \$ %	1 2 3 4 5	! @ #	Enhanced	5+	Rail
12	4	-	! @ #	1 2 3 4	! @ #	Enhanced	5+	Active

**KEY**

**Regional Strategic Themes**

- 1 Freight corridors
- 2 Balance supply chains
- 3 Integrated networks
- 4 Productivity and growth

**Strategic Freight Corridors**

- N Northern Strategic Freight Corridor
- S Southern Strategic Freight Corridor
- E Eastern Strategic Freight Corridor

**GPS 2024 Strategic Priorities**

- ! Maintaining and operating the system
- @ Increasing resilience
- # Reducing emissions
- \$ Safety
- % Sustainable urban and regional development
- ^ Integrated freight system

**GPS 2021 Transport Outcomes**

- 1 Economic prosperity
- 2 Inclusive access
- 3 Healthy and safe people
- 4 Environmental sustainability
- 5 Resilience and security

**Intervention Hierarchy**

- ! Integrated planning
- @ Manage demand
- # Best use of existing system
- \$ New infrastructure

**Alternative Fuel**

- ! Strategic Alternative Fuel Hubs

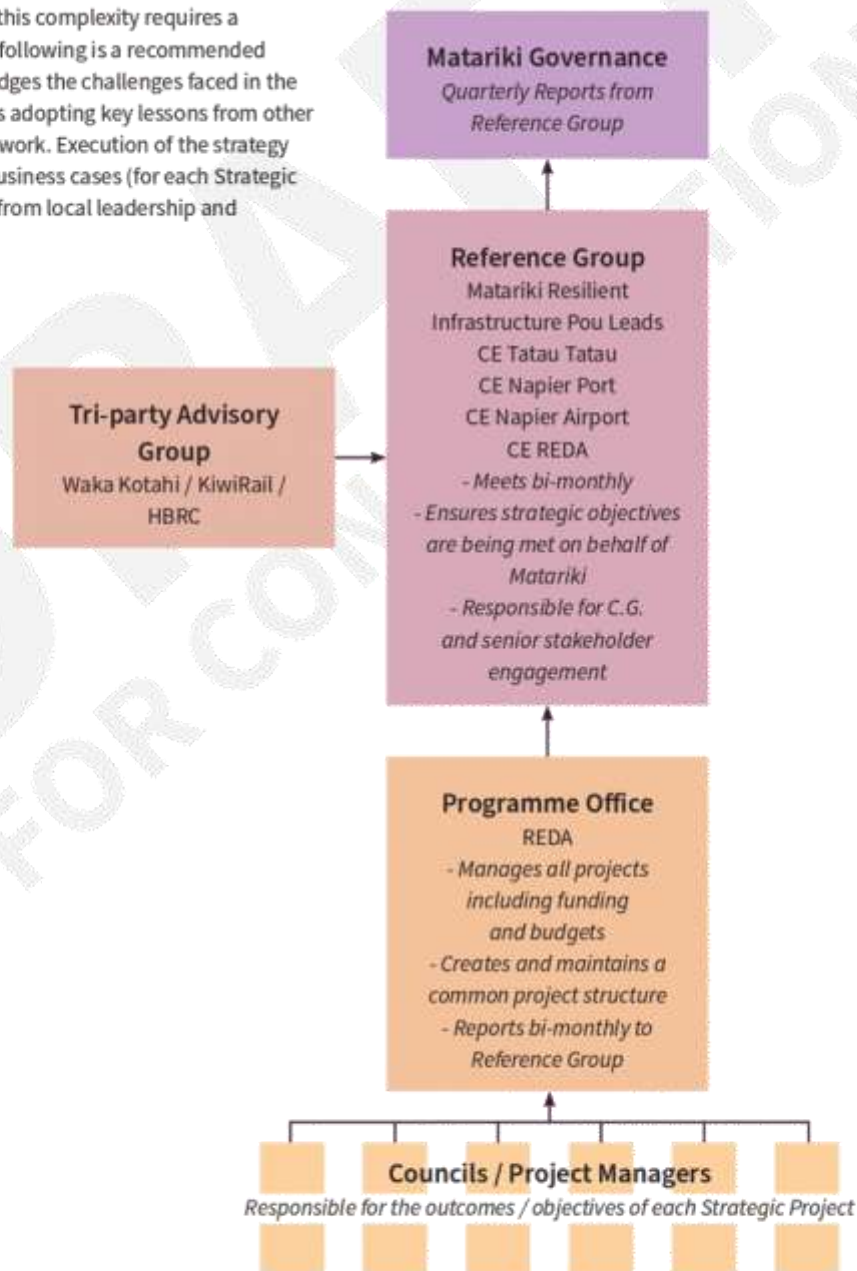




## Governance

Executing the strategy involves completing a complex and often inter-dependent list of different projects. Each project requires a dedicated and focused team to effectively achieve the objectives.

To effectively govern this complexity requires a tiered approach. The following is a recommended model that acknowledges the challenges faced in the Hawkes Bay as well as adopting key lessons from other regional programs of work. Execution of the strategy starts with detailed business cases (for each Strategic Project) and support from local leadership and NZ Inc. stakeholders.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATIHIKIWI



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

**SECTION TWO**

**STRATEGIC  
FREIGHT  
CORRIDORS**

## New Zealand Distribution Centres

Aotearoa New Zealand's national freight network is focusing its investment on three key distribution and freight centres of excellence; South Auckland/Ruakura for the Upper North Island, Manawatu (Te Utanganui) for Central New Zealand's 'middle million' population, and Christchurch (Rolleston) for the South Island.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

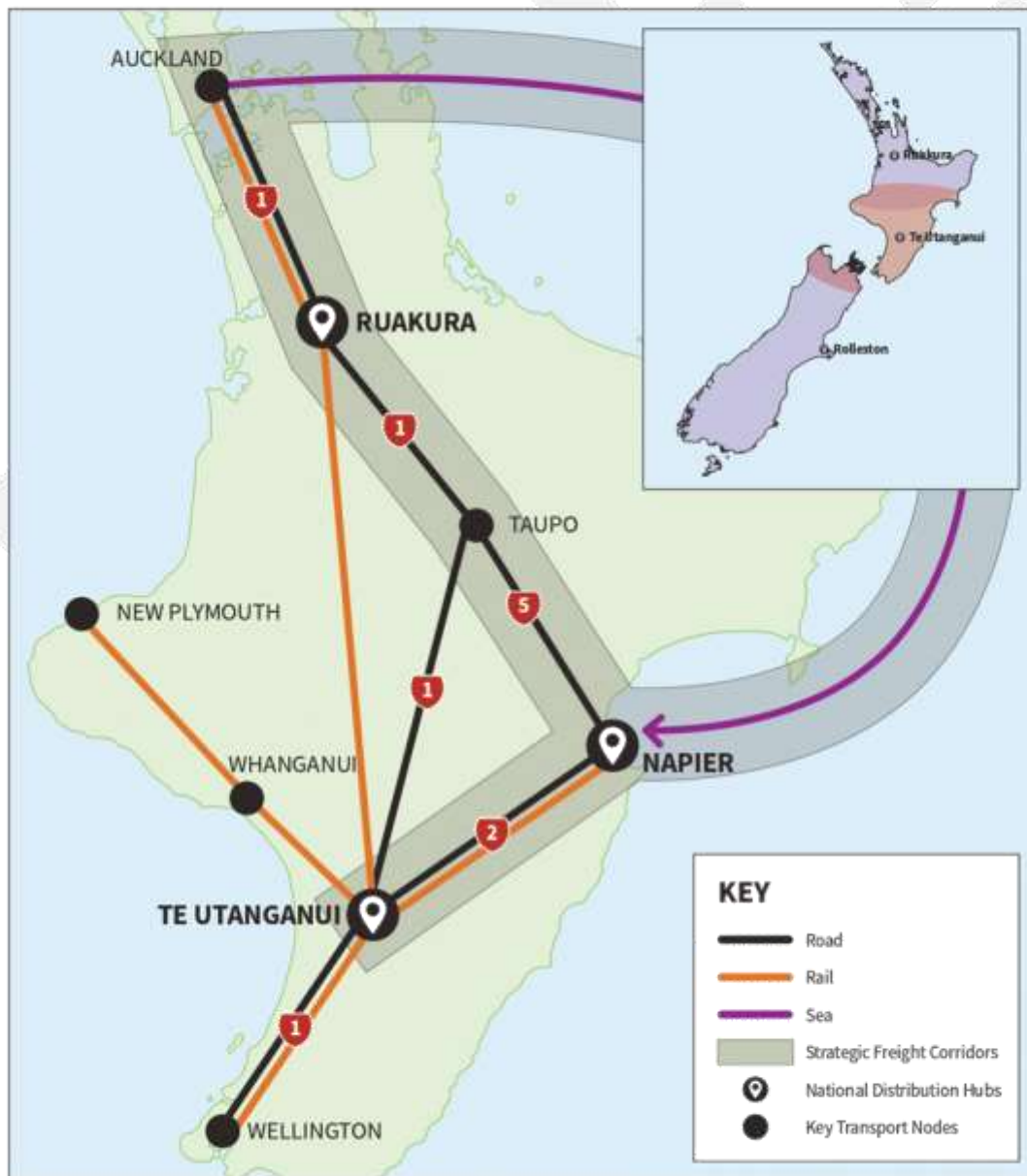


## Hawke's Bay Strategic Freight Corridors

The Hawke's Bay is linked to both North Island distribution centres via SH5 (and then SH1) to Ruakura via the Northern Strategic Freight Corridor, and to Te Utanganui via SH2 and rail Southern Strategic Freight Corridor.

There are some natural overlaps of the distribution coverage from each centre depending on commodity, transport mode and product specifics but both the

Northern and Southern strategic freight corridors are of national and regional significance for domestic and international import and export goods.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATIARIKI

# Hawke's Bay Shipping

The Hawke's Bay is closely linked in import and export trade to the upper north island and central New Zealand hub developments via SH1, SH2 and SH5. Connectivity via rail is achieved to the Manawatu and the national rail network through Palmerston North.

Shipping services calling at Napier Port connect the Hawke's Bay to New Zealand's international trade lanes, as depicted in the map below from the National Freight and Supply Chain Strategy.



Several bulk shipping services call at Napier Port daily, and connect with all other New Zealand ports for the trade of logs, fertiliser, stock food, fuel, and other bulk products.



Extracted from Aotearoa New Zealand Freight and Supply Chain Strategy

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATIARIKI

# Northern Strategic Freight Corridor – SH5/1 to the Upper North Island

Hawke’s Bay produce and manufactured goods are consumed predominantly by the Auckland market and goods from Auckland’s distribution centres flow to the Hawke’s Bay to support the construction, packaging and food sectors as well as Hawke’s Bay consumption. This important trade corridor presents two opportunities for the region and nation:

1. Potential to redirect some import container cargoes from Auckland to Napier to build regional distribution development and create more balance in the supply chains.
2. Create a resilient strategic freight corridor that connects the two regions efficiently and provides alternative transport links to the main trunk rail line for North / South traffic.

There are currently three shipping services calling at Napier that are suitable for container imports to be delivered directly into Napier. These services are the Maersk Southern Star South East Asian service calling at Napier as second import port, the ZIM Lines Australian service calling at Napier as third import port, and the MSC South East Asian and Australian service calling at Napier as second import port.

## Balance supply chains and reduce emissions

There is an opportunity for containerised import supply chains to redirect to Napier Port. This would not only shorten and decarbonise supply chains between the North and Hawke’s Bay, but would also help balance import and export flows for New Zealand reducing the cost of Hawke’s Bay supply chains.

The extracts below are from the National Freight and Supply Chain Strategy and show the container imbalance of major North Island Ports and the export imbalance of Napier.

	Bulk	Containerised
Ports of Auckland	2,097.1	3,054.9
	1,327.3	1,217.2
Port of Napier	409.6	308.5
	2,294.9	1,383.8
Centreport	1,104.2	338.0
	1,645.1	300.4
Port of Tauranga	3,060.7	2,169.6
	9,035.0	5,771.8

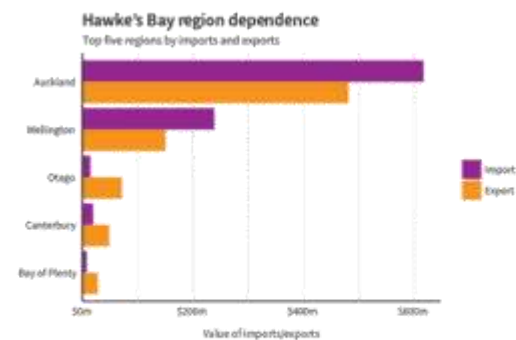
(all figures in 000 tonnes) Imports / Exports

Extracted from Aotearoa New Zealand Freight and Supply Chain Strategy

## Create a resilient SH5/SH1 road corridor

The following graph from MBIE’s regional reports shows the dependence of the Hawke’s Bay on the Northern and Southern Strategic Freight Corridors. The combination of Ports of Auckland’s import dominance, South Auckland’s large scale distribution warehousing, and Ruakura’s ongoing investment, makes the connection via SH1 and SH5 to the Hawke’s Bay a strategic freight corridor that facilitates important inbound and outbound trade between the regions. The following extract from MBIE shows the significant trade between the Hawke’s Bay and Auckland/Wellington.

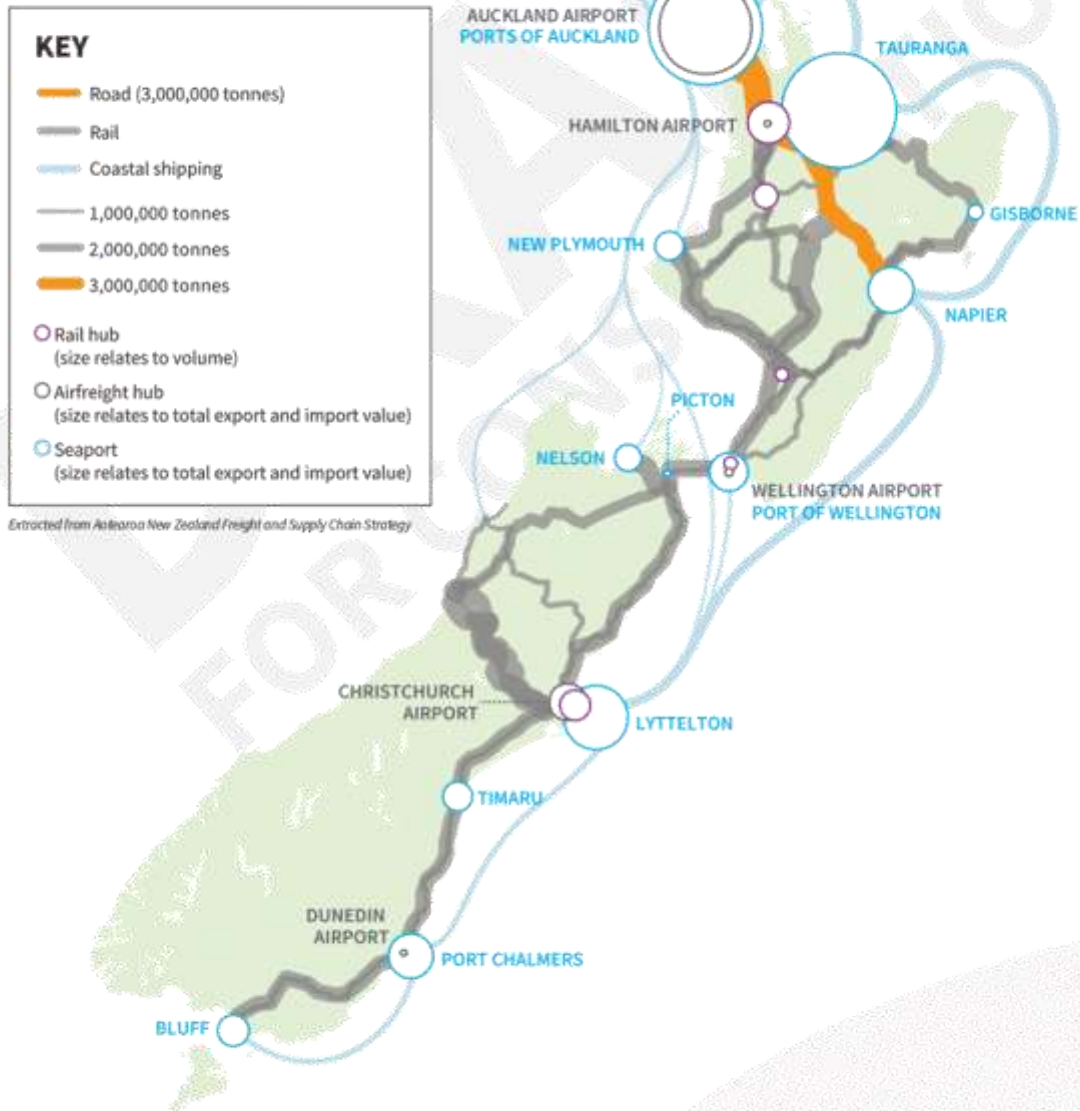
## Dependence on other regions



Extracted from Hawke's Bay Fact Sheet (MBIE)

# SH5 Freight Demand

The following map from the National Freight and Supply Chain Strategy shows the significant cargo volume moved on the SH5 corridor between the Upper North Island/Auckland and the Hawke's Bay.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



# SH5 Resilience

The Hawke’s Bay post cyclone recovery requires significant resilience work to be completed on SH5 and approaching this work with a ‘build back better’ premise will help achieve short and long term objectives to strengthen the strategic corridor’s resilience.

The below map (National Freight and Supply Chain Strategy) shows the vulnerability of SH5 Cyclone Gabrielle proved that SH5 is a weak point that is exposed in natural disasters.

“Build back better” has several dimensions but generally means upgrading rather than just replacing.  
*Extracted from DRAFT GPS 2024*



This map shows the parts of our national state highway network that Waka Kotahi evaluate to be under extreme risk of disruption today (in orange), and the parts that will also be at risk in future (in purple). This considers all risks from natural disasters to sea level rise. You can see that large parts of our strategic freight network are already at risk, and that this is going to increase significantly in future.

*Extracted from Aotearoa New Zealand Freight and Supply Chain Strategy*

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

# Southern Strategic Freight Corridor – SH2/Rail to Manawatu

By balancing imports and exports between the Upper North Island and Napier as outlined above, the Hawke's Bay can better connect and strengthen the central New Zealand's distribution development in Te Utanganui, as well as its regional distribution centres for the construction, packaging and food sectors.

## Strengthening existing connections on road and rail

The Manawatu, through its Te Utanganui Central NZ Distribution hub strategy, is strengthening its position as the primary distribution hub for central NZ. Te Utanganui isn't a concept; it's in advanced development.



*Te Utanganui Central New Zealand Distribution Strategy*

Billions of investment into core infrastructure on Transmission Gully, O2NL, Te Ahu a Turanga: Manawatū Tararua Highway and Te Utanganui's Rail Hub at Bunnythorpe, as well as large national distribution centre developments has happened, is happening or is in final planning stages.

**CARGO CATCHMENT FROM TAUPO TO WELLINGTON**

*Extracted from Overview of Napier Port*

The Hawke's Bay is an integral part of the Te Utanganui strategy in several important ways. Napier Port is a strong port for import and export cargoes connecting with the entire central and lower North Island region. The rail network, with Te Utanganui as the hub, extends to Napier Port providing a scalable and low carbon alternative to road. Napier Port has a joint venture with Halls Transport at Longburn, Manawatu Inland Port. The investment in Te Ahu a Turanga and SH2 upgrades throughout central Hawke's Bay strengthen the road connections between the regions.

**MANAWATU INLAND PORT with a 1.9ha container yard, a warehousing facility, road and rail connections**

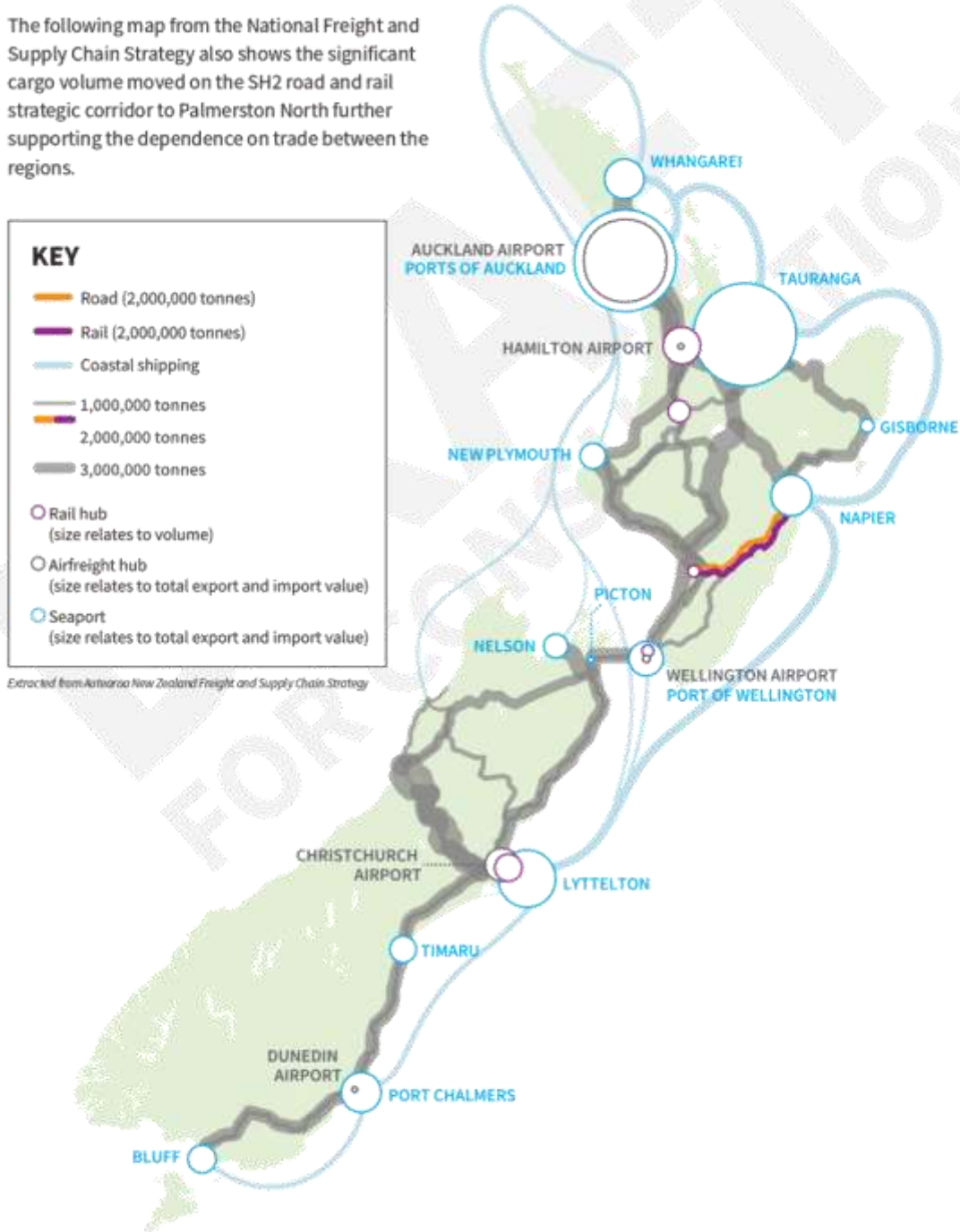
*Extracted from Overview of Napier Port*

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

# SH2 Rail and Road Freight Demand

Hawke's Bay is reliant on imported goods from Te Utanganui's distribution centres and Wellington. The region's produce is also distributed domestically to the 500,000+ population of the lower North Island via SH2 and SH1.

The following map from the National Freight and Supply Chain Strategy also shows the significant cargo volume moved on the SH2 road and rail strategic corridor to Palmerston North further supporting the dependence on trade between the regions.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

# The Importance of Rail

## Raising the profile and capacity of rail

The map to the right is extracted from the Rail Network Investment Plan (RNIP) and shows the classification of rail across the network. There is an opportunity to reclassify the southern strategic freight corridor as follows:

1. The east coast line is named 'Palmerston North – Gisborne Line' which includes three distinct legs; Palmerston North to Napier Port, Napier Port to Wairoa, Wairoa to Gisborne.
2. The rail line between Palmerston North and Napier Port needs to be a priority line to serve the needs of the entire East Coast of the North Island.
3. The Wairoa to Gisborne line is mothballed and unlikely to reopen. This strategy does not recommend reopening that line as a priority.

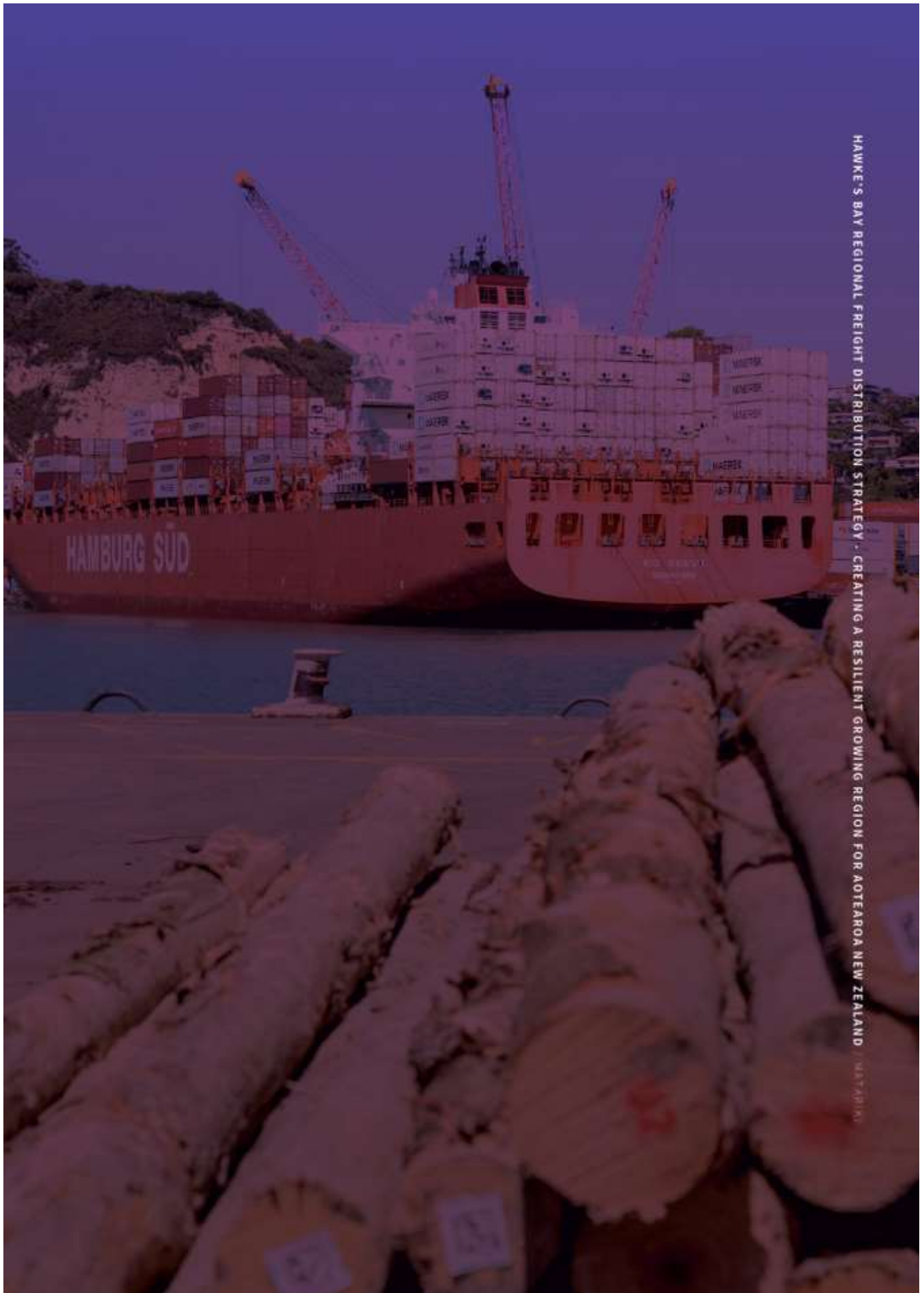
By reclassifying the line between Palmerston North and Napier Port as a priority line, investment will be made to increase the capacity of the line to meet the increasing demand in freight volumes via rail between the regions.



Extracted from Rail Network Investment Plan (RNIP)

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI





## Eastern Strategic Freight Corridor - Sea

Napier Port is a critical trade and resilience link for New Zealand for bulk and containerised cargo, internationally and domestically. It is a critical sea freight link (import, export and domestic) for Te Utanganui Central New Zealand Distribution Hub via road on state highway 2 and rail and for Taupo/Ruakura/Auckland via road on state highway 5.

### Bulk cargo internationally

Napier Port is New Zealand's second largest log port (by tonnes) and one of four finishing ports in New Zealand for log cargo; which means logs can be phytosanitary processed, via debarking, for international market requirements and loaded on the top deck of log vessels for shipment. This allows log exporters to maximise the capacity used on the ship and hence lower shipment cost.

Napier Port is also a critical port for fuel import into Hawke's Bay for storage and distribution, as well as other bulk commodities and project cargo such as cement, fertiliser, chemicals and large equipment which is not suitable for long-distance road travel.

### Bulk cargo domestically

Napier Port is a critical node on the network for bulk cargo domestic shipments, including a life-line connection to the Chatham Islands.

### Containerised cargo internationally

As can be seen in the following map "Import and export container shipping services from Napier Port", services calling Napier Port have a global reach, with product currently shipped to more than 110 countries.

The map also shows Napier on the direct rotational path for international vessels, exception being the TS Lines service which leaves Napier direct to China. Being on the direct shipping path means international vessels need to sail past the Napier coastline anyway and do not need to divert their sail path to berth. For cargo owners, it means regional cargo does not need to be transported significant distances and at significant cost to get to a sea port. This is particularly relevant for the Hawke's Bay, being such a large export region (New Zealand's fourth largest container port and with 80% of the cargo located within 100km of the Port). From a NZ Inc. perspective New Zealand does not need to invest in additional landside infrastructure (road and rail) and hence cost to get cargo to another sea Port.

**Containerised cargo domestically**

Napier Port provides trans-shipment services to international shipping lines (cargo transferred from one vessel to another) that otherwise would be delayed due to congestion elsewhere in New Zealand.

**Critical sea-freight link for Te Utanganui Central New Zealand Distribution Hub and Ruakura**

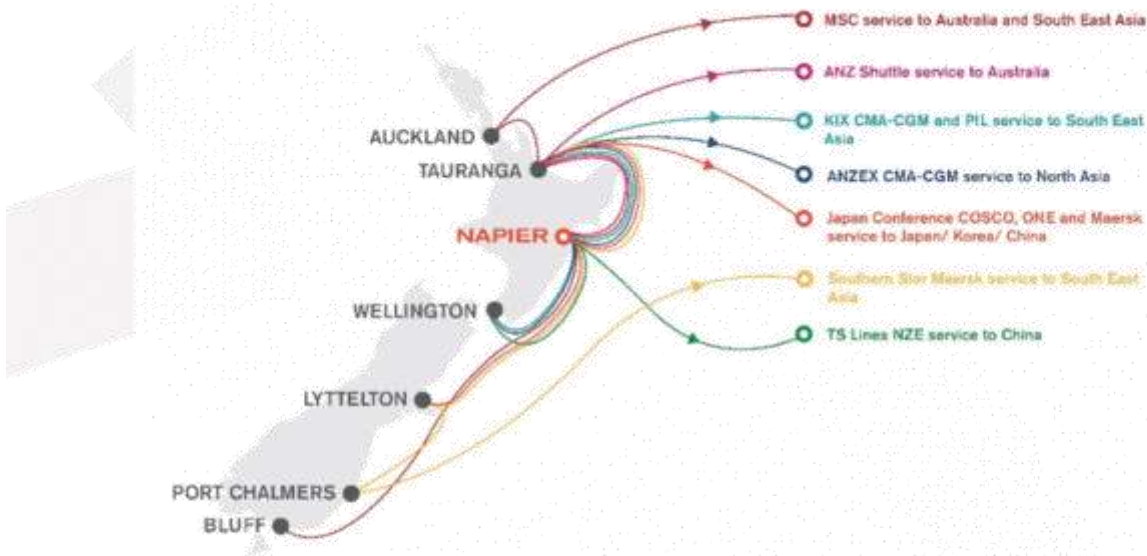
Napier Port is directly connected to Te Utanganui Central New Zealand Distribution Hub via state highway 2 and rail. It's utilisation of the east/west rail line eases capacity on north/south rail services and utilises the rail assets New Zealand already has. Filling freight train services in both directions takes one-way transport waste and road congestion out of the network.

**Resilience**

Napier Port's infrastructure has proven its resilience, with minimal and superficial cyclone Gabrielle damage. It has provided critical value for the region and New Zealand with regards to resilience. Examples of this include:

- An access gateway for lifeline goods and people into the Hawke's Bay region post cyclone Gabrielle when road access was not available
- An access gateway for lower North Island cargo post the Kaikoura earthquake that damaged CentrePort.

**Import and export container shipping services from Napier Port**



Extracted from Overview of Napier Port







## Resilient Road and Rail Network

This section of the strategy covers the inter-regional priorities that not only enhance the transport network in the wider Hawke’s Bay, but also enhances and strengthens the three strategic freight corridors covered in section two.



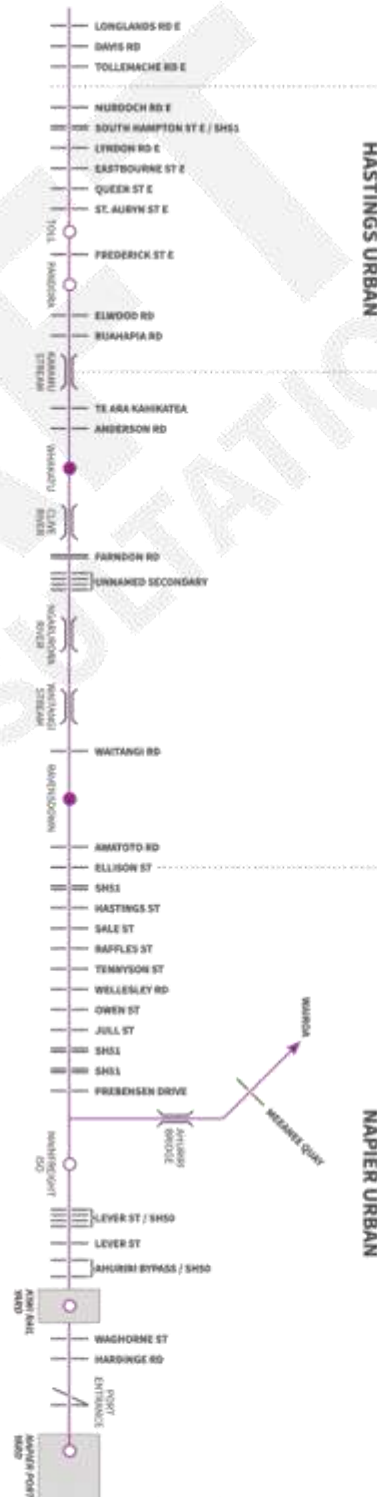
### Create a resilient transport corridor for the region

Central to the region’s growth and resilience is the SH2 corridor from Paki Paki to Port of Napier. This 30km stretch of infrastructure performed comparatively well during Cyclone Gabrielle and bears the majority of commuter and freight traffic in the region.

The government recently announced funding to create a dual carriageway in this corridor which is a major milestone for the region. There are additional enhancements that require attention that naturally dovetail into the dual carriageway project.

The existing rail corridor winds its way through the urban centres of Hastings and Napier and alongside SH51 and the coastline. The SH51 corridor was badly damaged and rendered inoperable (both road and rail) from Cyclone Gabrielle. There are some 38 rail crossings between Paki Paki and Port of Napier which creates safety risks and traffic disruptions for commuter and active modes.

By realigning the rail alongside SH2 from Paki Paki to Port of Napier, the region will benefit from a targeted investment into a resilient, multi modal and scalable transport backbone to support its long term growth.



HAWKE’S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



The new industrial park near Paki Paki, could include the following services as it develops over the coming decades:

- 1 Distribute goods regionally.
- 2 Provide warehousing, devanning and container packing services.
- 3 Provide container upgrade services (depot services).
- 4 Provide key transport linkages between inland regions and ports.
- 5 Ideally multi – modal transport e.g. road and rail.
- 6 Provide Approved Transitional Facilities (ATF) for importers.

9

Industrial land zones/inland ports

By concentrating rail and road infrastructure along one dedicated corridor, industrial land zoning in the region becomes targeted to connect with both road and rail providing mode choice, decarbonisation, decongestion of roads including in the Ahuriri triangle and deconfliction of different traffic types along SH2.

Developing a multi modal, multi cargo industrial hub in the vicinity of Paki Paki that connects to road and rail enhances the lower North Island inland hub network and creates an efficient connection to Te Utanganui in Palmerston North and Port of Napier.

The extract map below, from the Heretaunga Plains Urban Development Strategy, clearly shows the need to zone industrial land around the Paki Paki area to better align with the current and future investments in the SH2 'backbone' and migration away from the highly susceptible SH51 rail and road corridor.

Map 1: Heretaunga Plains Settlement Pattern 2027



Extracted from 77777777

HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI



8 10

### Deconflict and enhance the Ahuriri Triangle

The Ahuriri Triangle is a highly congested and conflicted constraint on the regional network. By focusing on the projects outlined above; logs onto rail from Waipukurau, establish a multi modal industrial hub at Paki Paki, and mode shift from road to rail, the Ahuriri triangle will have less traffic. However, the region will continue to grow and the infrastructure in the triangle is a systemic constraint that needs fixing.

Not only is the triangle the conduit for all Port traffic on road and rail, active modes have been established for walkers and cyclists that commute between Napier City and Ahuriri's bustling waterside development. This project aligns with the National Freight and Supply Chain Strategy number one priority of port connections.

**PORTS AND THE CONNECTIONS TO THEIR COMMUNITIES**

**Action 1.1:** Develop spatial analysis of port connections that supports future regulatory and investment decision-making. To do this we will identify strategic freight corridors and analyse the role they play in achieving different government objectives.

**Action 1.2:** Undertake analysis of alternative port models and strategic freight vulnerabilities.

Through the resource management system reform we will work to underline the strategic importance of ports to our economy and society. Part of this includes working on new Regional Spatial Strategies. The new National Planning Framework will also be an opportunity to emphasise the critical role of ports.

*Extracted from Aotearoa New Zealand Freight and Supply Chain Strategy*

Additionally, the airport industrial development, and the region's desire to establish airfreight services at Napier Airport will increase traffic in the triangle and between the sea and air ports.



The development of Napier Airport industrial park, and air cargo services, could unlock higher value domestic and international cargoes from the Hawke's Bay's high value horticulture sector.

### NZ Airfreight overview

There are three key nodes on the NZ airfreight network; Auckland, Palmerston North and Christchurch. International export air cargo is dominated by Auckland with approximately 83% market share (in terms of tonnage) and Christchurch with the balance.

All other regional cargoes are transported to these airports for export via road or air.



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

7

Waipukurau log yard

Currently there are approximately 3m tonnes of logs exported through Port of Napier per year equating to ~214,000 truck movements. None of this log export trade is currently delivered via rail to port which increases road usage and increases congestion on regional roads.

There is an opportunity to develop a forestry railhead at Waipukurau which provides a natural aggregation point for central and southern Hawke's Bay forestry. The railhead is approximately 70km from Port of Napier which is close in logistics terms. Therefore, the development would need some form of early public investment and subsidy to create scalable mode shift from road to rail.

The advantages of the railhead is decongesting the SH2 corridor from Waipukurau to Port of Napier, deconflicting commuter traffic, horticulture freight and general traffic in the SH2 corridor, and easing congestion through the Ahuriri triangle.

Railheads in relative close proximity to port have proven to be successful when underpinned by central government early investment and short term freight subsidies e.g. Waingawa log yard in Masterton has grown six fold in less than 10 years under a similar scenario to that proposed at Waipukurau.

2 11

Wairoa

Wairoa's community and growing freight task requires a sustainable and resilient connection with the Port of Napier and the three strategic freight corridors to the North, South and East.

Both road and rail has served the connection between Wairoa and Napier (rail has been disrupted by Cyclone Gabrielle) with Napier/Hastings being a natural aggregation point for the horticulture and forestry cargoes in the area.

In recent years, rail has served the forestry log exports of the region but the freight demand made the service marginal.

The strategic importance (both community and freight) of SH2 between Wairoa and Napier has never been more acutely understood than since Cyclone Gabrielle. Due to the relative proximity of Wairoa to Napier (120km), it is the preference of the region, that investment should be intensified on SH2 resilience and efficiency, rather than stretch investment across both road and rail modes.

8 10

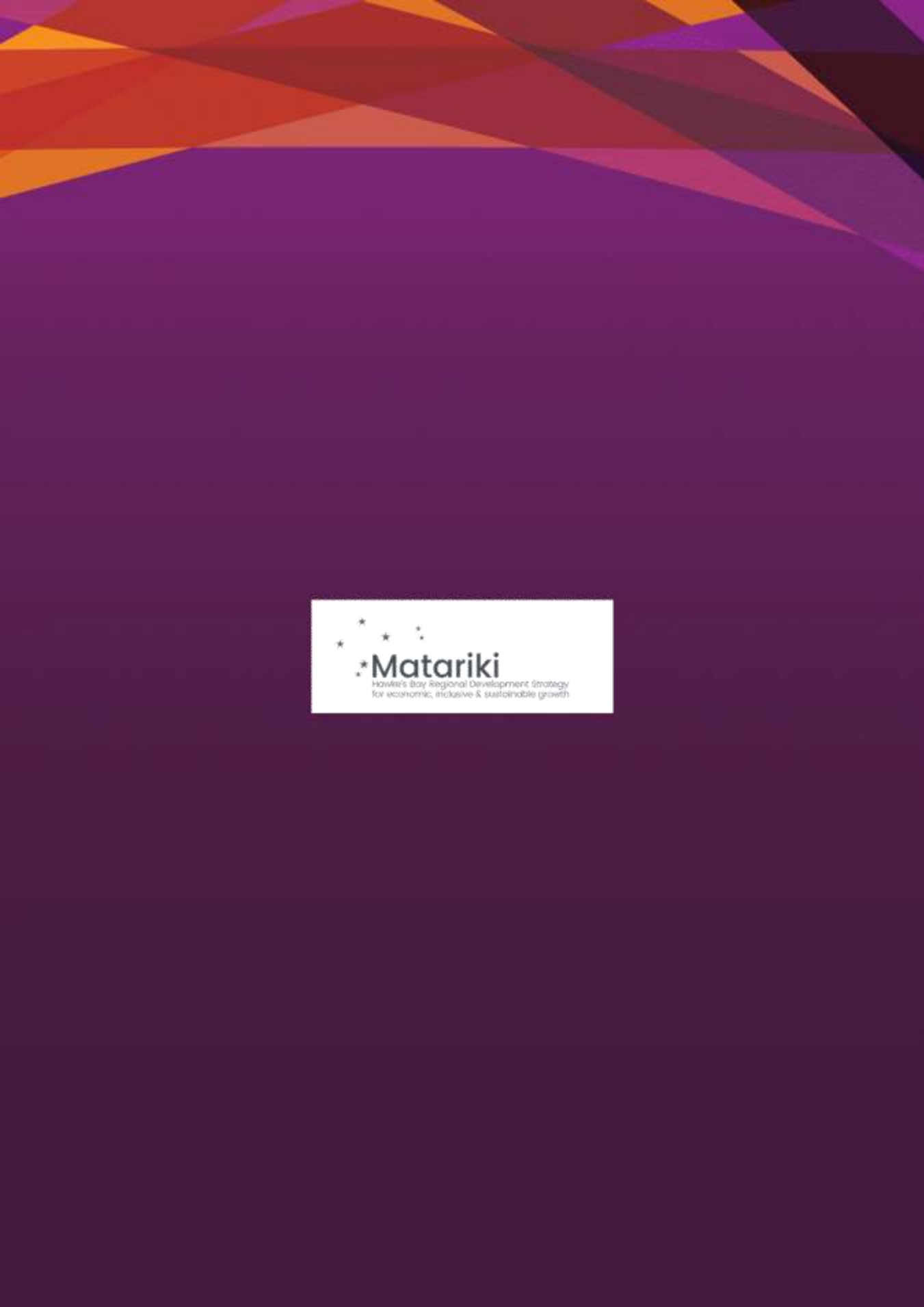
Create regional resilience and active modes

Establishing a resilient multi modal backbone from Paki Paki to Port of Napier creates opportunities to build additional resilience through SH50 and SH51 roading improvements for relatively modest capital. Both roads offer a secondary transport corridor to SH2 enabling all three strategic freight corridors to operate under most scenarios including natural disaster events.

The existing rail corridor could be repurposed as an active mode to enhance the existing cycle network across the region, or preserved as a corridor for potential light rail or commuter solution in the long term future.















# Regional Transport Committee

Hawke's Bay  
November 2023



New Zealand Government

# State Highway Investment Proposal 2024-34 – Hawke’s Bay activity

## Proposed strategic investment programme

1. SH2 Napier to Hastings Expressway – 4 laning

## Committed improvement activities

1. Weigh Right Napier Port
2. Hawkes Bay Resilience Strategic Response – Recovery
3. SH38 Wairoa to Murupara Business Case

## Proposed improvement activity

4. SH2 Waipukurau revocation
5. SH2 Eskdale Commercial Vehicle Regional Safety Centre
6. SH2 Waikare Gorge
7. SH5 Napier to Taupo (including SH5 safety improvements)
8. Wairoa river - cycle connection
9. SH2 Waipawa Bridge Shared Path

## Committed speed and infrastructure activities

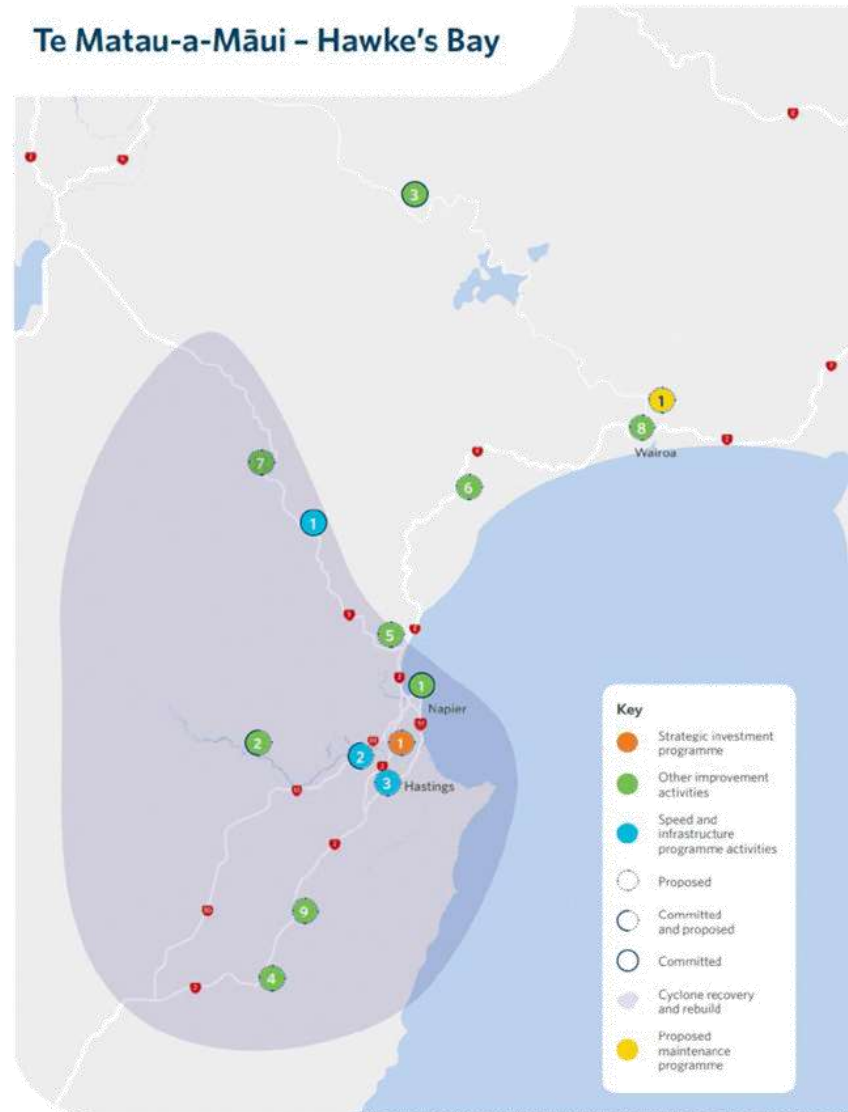
1. SH5 Matea Road SH2
2. SH51 Napier to Hastings

## Proposed speed and infrastructure activities

1. SH51 Napier to Hastings Tranche 2
2. SH2 Pakipaki to Napier

## Proposed maintenance programme

1. SH38 Frasertown Bridge EOL Replacement





# NLTP timeline update

- The Waka Kotahi Board has agreed to delay adoption of the 2024-27 NLTP to 31 August 2024
- Interim milestones have been updated but are subject to change

Date	Milestone
March 2024	Waka Kotahi and approved organisations submit final improvement activities
27 May 2024	Waka Kotahi releases indicative allocations for continuous programmes
14 June 2024	RLTPs approved by regional councils and submitted to Waka Kotahi
31 August 2024	NLTP adopted



# Interim State Highway Speed Management Plan 2023-24

The plan is going through the certification process with the Speed Management Committee, specifically formed to provide independent review of Waka Kotahi speed management plans.

Proposed activity under the interim plan includes:

- 267 speed limit changes around schools
- 10 speed limit changes around marae
- 16 intersection speed zones
- speed limit changes on 59km of urban state highway
- speed limit changes on 87km of rural state highway (in top one percent most dangerous state highway sections)
- new or changed speed limits on a further 47km of state highway





## Regional Update – RLTP Significant Related Activities

Activity	Activity description	Status	On track
1 SH5 Napier to Taupo Corridor Improvements	Programme Business Case (PBC) addressing safety, efficiency and resilience, delivered alongside shorter-term Low Cost/Low Risk safety improvements (SIP).	PBC completed and endorsed by Waka Kotahi Board. Funding for investment for the next phases will be sought through the approval process for the 2024-2027 National Land Transport Programme	On track
2 Maraekakaho Road/York Road Roundabout	Identified as a high risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme	Went out for tender in June 2023, tender price received was more than expected and is not affordable, HDC is now needing to rescope the project; no further implementation this NLTP. Design being revisited to fit within funding bracket and to position this project for implementation for early in 24-27.	Not on track
3 Hastings bridges strengthening	Programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDAM (2016) class 1 limits on local roads	Funding was approved and construction underway	On track
4 SH51 Napier to Hastings (Safety Improvements)	Implementing safety improvements on SH51 between Ellison Str and Waitangi Road (Road to Zero / SIP)	Phase 1 is set for completion in mid-November. The next phase, Awatoto Rd to Ellison Street barriers and widening, will be combined with road realignment to accommodate a new permanent roundabout at the Awatoto St intersection. This work is expected to start November 2023.	On track
5 Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection.	Discussions regarding rail realignment to allow for two-laning continue between Wairoa DC and Kiwirail. Kiwirail are handling this and other work through their cyclone recovery team.	On track
6 SH38 Wairoa to Aniwanui	We are working with Tūhoe and Whakātane DC to identify and programme the rollout of Tall Oil Pitch over approx 20km on SH38 including safety and resilience work.	The project is underway commencing 23 October on site 2 Ruatahuna: First bridge past Mataatua Road East, through to Te Waiti.	On track
7 SH2 Napier to Wairoa	Develop a strategic case to investigate alternative road network options	This work has been superseded by the Strategic Response plan and has been transferred to TREC. TREC are developing business cases and no funding has been confirmed	Not on track

# Summer Maintenance and Operations Programme

*With work deferred from last year due to Cyclone Gabrielle, nearly 190 maintenance and renewal sites will be active in Hawke's Bay this season.*

Forecast/status of programme delivery – 2023/2024	
Renewal Type	Planned
Reseal (lane km)	111
Rehab (lane km)	11.5
Thin asphalt (lane km)	3.3
ATP – ‘rumble strips’ (lane km)	34.1
Drainage (sites)	7





## Regional Update – Speed and Infrastructure 2021-2024

### Speed

SH No.	Area	Length of speed review	Infrastructure interface	Timeframe	Status
SH51	Napier to Hastings (excl. Clive urban)	13.8km	Y		Completed
SH5	Taupō SH1/SH5 RAB to Bay View	120km	Y	February 2022	Completed
SH2	Hastings to Norsewood	72km		2024 – 2027*	*These corridors are currently being assessed to see if they will progress in the 24-27 NLTP State Highway Speed Management Plan (SH SMP)
SH2	Matawhero to Bay View	197.8km		2024 – 2027*	
SH50	Napier to SH2 Takapau	82.8km		2024 – 2027*	

### Infrastructure

Project name	Primary treatment Type	Timeframe	21-24 NLTF contribution	Potential total funding (subject to approval)	Status
SH51 Napier to Hastings	Median barrier/ Awatoto roundabout	FY 22/23 – 25/26	\$9.1M	\$28.7M	Construction of Phase 1 completed; Phases 2 and 3 combined, to get under way November 2023.
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	\$24M	\$100M (SH2 to HB regional boundary)	\$13M of implementation funding approved. Working through procurement
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			\$2M (regional boundary to Taupō)	

# East Coast Strategic Response Plans

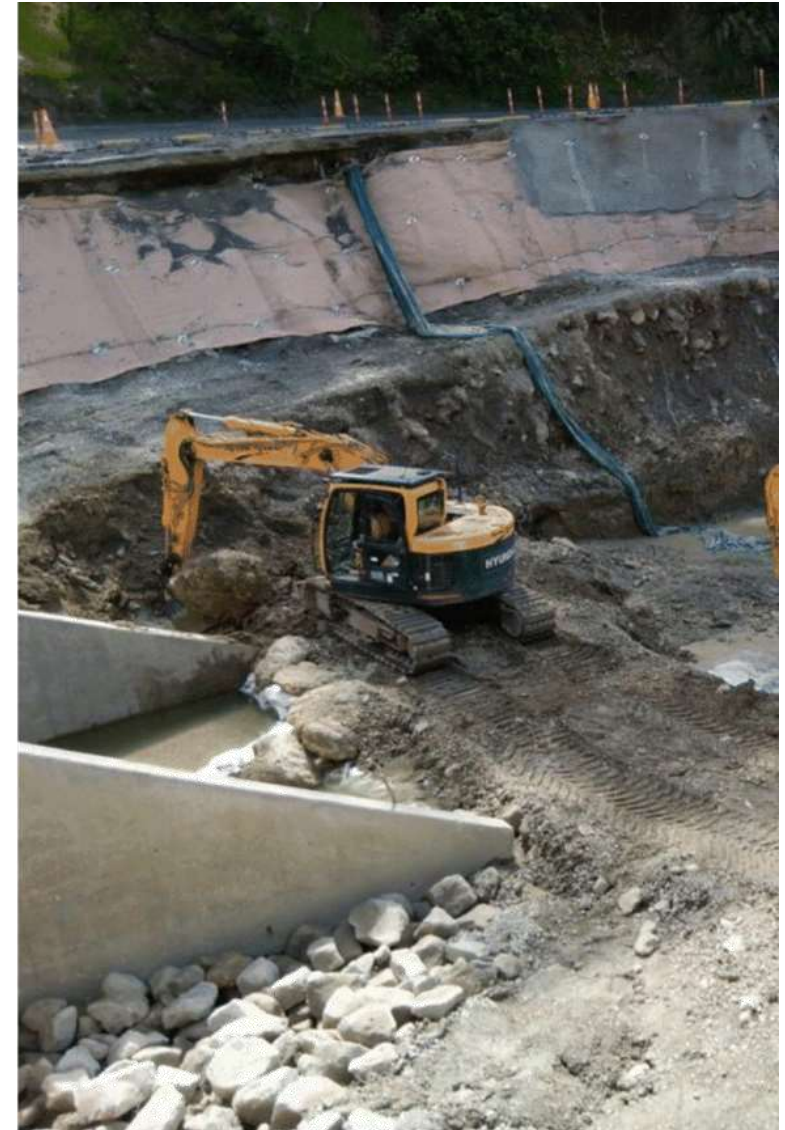
- The Hawke's Bay Resilience Strategic Response business case and the Tairāwhiti Wairoa Resilience Strategic Response business case have both been endorsed by the Waka Kotahi Board, alongside broad programmes of work.
- Waka Kotahi will work with Government on how the business cases may be progressed and funded.
- While funding discussions are ongoing, Waka Kotahi and KiwiRail each now have their own orders in council, which provide for streamlined processes under the Public Works Act 1981, Resource Management Act 1991 and other environmental legislation
- Consenting processes under both orders in council will require the creation of an affected area recovery liaison group – to inform the design, management and monitoring of works





# Transport Rebuild East Coast (TREC)

- The Transport Rebuild East Coast Alliance brings together Waka Kotahi, KiwiRail, Downer, Fulton Hogan and Higgins
- TREC will plan, organise and deliver much of the recovery and rebuild work needed on the highway and rail networks
- TREC work also includes the ongoing maintenance and operations of the state highway network in Hawke's Bay and Tairāwhiti
- TREC is committed to maintaining close links to deepen its understanding of each council's programme, and to work in conjunction with local businesses and contractors timelines and workforce/contractor needs, to balance the market and minimise impacts as much as possible.
- Waka Kotahi will continue with programmes on safety, resilience and walking and cycling projects that were underway before Cyclone Gabrielle



# Hei konā mai



New Zealand Government





# Regional Transport Committee

Hawke's Bay  
November 2023

*Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.*



New Zealand Government

# Hawke's Bay Project Updates

Activity	Est Value	Key date(s)	Progress	Commentary
<b>SH50 Prebensen Hyderabad Intersection Upgrades</b>	\$3.95m	2023 - 2025		<ul style="list-style-type: none"> <li>Shared path and lane changes; split into three separate portions to facilitate delivery. The first two of these are practically complete (pending defect remediation period).</li> <li>The third portion is planned for this season and the contractor is now procuring long lead items. Kiwirail is due to confirm resource allocation for their part of the works within this portion.</li> </ul>
<b>SH38 Tall Oil Pitch Application (Stage 2)</b>	\$8m	Ongoing		<ul style="list-style-type: none"> <li>Approx 20km of unsealed road across three sites on State Highway/Special Purpose Road 38 from Wairoa through Te Urewera to Murupara will be sealed using Tall Oil Pitch (a by-product of paper manufacturing)</li> <li>Includes safety improvements and resilience work</li> <li>Delivered in partnership with Ngāi Tūhoe</li> <li>Work commenced in October on site 2 - Ruatahuna: First bridge past Mataatua Road East, through to Te Waiti. Roadside barriers were installed, before the application of Tall Oil Pitch commenced.</li> <li>Treatment of sites 1 &amp; 2 is expected to be complete by Winter 2024</li> </ul>
<b>SH2 Mohaka SVB</b>	part of \$35m SH2/ SH35 Passing Opps Project	December 2023 – completion (revised date)		<ul style="list-style-type: none"> <li>Location: 2km south of Raupunga just after southbound traffic pass under the Mohaka Rail Viaduct</li> <li>Location was not too badly affected by cyclone, but works were delayed –</li> <li>Work has resumed and weather permitting contractors expect to be finished by this Christmas</li> </ul>
<b>SH2 Kakariki SVB</b>	part of \$35m SH2/ SH35 Passing Opps Project	Procurement		<ul style="list-style-type: none"> <li>Location: section of SH2 includes Kotemaori School</li> <li>Kotemaori School included in Interim Speed Management Plan (project design allows for variable speed signs)</li> <li>The project is in procurement with expected start date in November 2023</li> </ul>



# SH51 Napier to Hastings SIP

Funded by the Speed and Infrastructure Programme (SIP) - \$20M

Stage 1: Planned for May–November 2023 and is almost complete

- Delivered flexible side and median barrier, line marking, intersection upgrades between Awatoto Rd and Waitangi Bridge

Stages 2 and 3: Ready to start construction

- Awatoto Rd to Ellison Street flexible side and median barriers, line marking
- Roundabout construction and road realignment / tie-ins at Awatoto Road intersection. This phase has been brought forward by a year to run as part of the road widening and safety work
- Consent approvals, traffic management and engagement plans in process
- Working with Ngāti Pārau on pou design
- Aiming to start in November, and complete by mid 2024



# Hawke's Bay Project Updates – Low Cost Low Risk

Activity	2021 – 24 NLTP Funding Allocation	Status	Commentary
SH2 Waipawa Zebra Crossing Improvements	\$380,000	Complete October 2023	<ul style="list-style-type: none"> <li>Road to Zero work</li> <li>Construction of two raised safety crossings on the main street of Waipawa is complete.</li> <li>Was scheduled in conjunction with CHB District Council as part of their "Streets for People" programme</li> </ul>
SH51 Clive Pedestrian Crossing Improvements	\$397,000	Complete October 2023	<ul style="list-style-type: none"> <li>Road to Zero project</li> <li>Safety improvement of the existing pedestrian crossing (one raised median)</li> <li>Minor change was made to the design in response to community feedback. The centre island was shortened to provide improved access to local businesses.</li> </ul>
SH2 Latham St Roundabout Improvements	\$150,000	Complete	<ul style="list-style-type: none"> <li>Road to Zero</li> <li>Minor safety improvements of existing roundabout</li> <li>Construction of lip around roundabout to encourage safe use is complete.</li> </ul>
SH2 Havelock North - Waipawa Alternative route	\$300,980	Design completed	<ul style="list-style-type: none"> <li>New Zealand Cycle Trail</li> <li>Based around cyclist safety (Middle road is used as an alternate route when SH2 is closed but is also a high-use cycle route)</li> <li>In conjunction with HDC</li> <li>Design completed October; to be scheduled for construction with Council's public work contractor</li> </ul>

# SH38 Nature's Road Tall Oil Pitch Application

- Ngāi Tahu iwi and Waka Kotahi NZ Transport Agency are partnering to treat unsealed sections of State Highway 38 (Nature's Road) with Tall oil Pitch, an alternative to bitumen developed from pine resin
- This project, which also includes safety improvements, will make the route more reliable and easier to travel and ensure the Hawke's Bay and Bay of Plenty regions are better connected.
- Using this product to treat the road will enable Tūhoe to manage Te Urewera effectively and sustainably in accordance with Te Kawa o Te Urewera.
- Work commenced October on site 2 - Mimiha to Papueru. Roadside barriers were installed, before the application of Tall Oil Pitch commenced.
- Treatment of sites 1 & 2 is expected to be complete by Winter 2024





## SH2 Passing Opportunities

- Part of the \$35m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roothing Package and has received funding from the PGF.
- Four slow vehicle bays have been constructed at Matahorua, Kotemaori, Wharerata and Waikoau Hill (*damaged during cyclone, work underway to open*)
- Underway:
  - Mohaka Ascent – contractors expect work to be completed just prior to the Christmas break
  - Kakariki still on track for mid-November 2023 construction start



Progress at Mohaka Ascent Slow Vehicle Bay (top)  
Works at the Waikoau Hill construction site (bottom)





# SH5 'Quick wins' - Safety Improvements (SIP)

This work is in procurement and will now be delivered via TREC. Four packages of work are being priced and expect to be underway by Christmas

Do minimum programme includes projects on SH5 Napier to Taupō corridor that have implementation funding committed through the National Land Transport Funding.

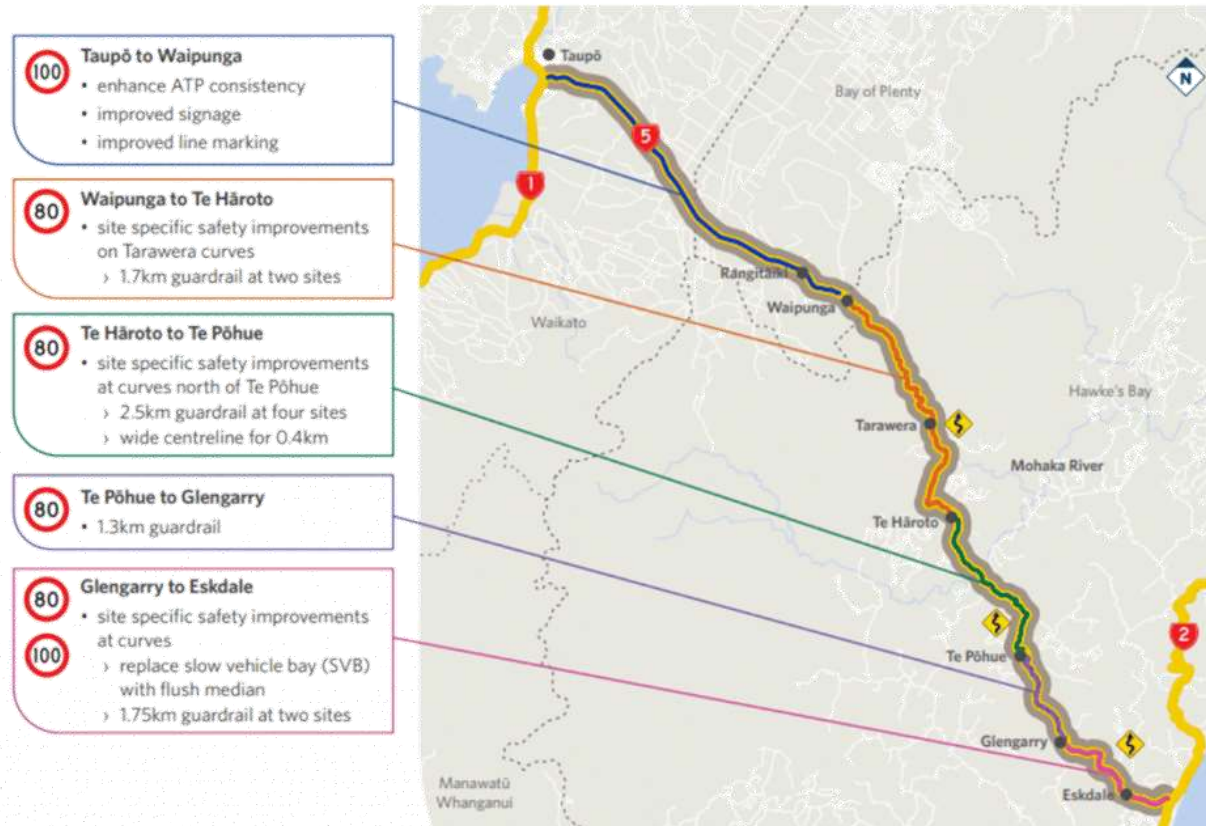
This includes a review of road signs and markings along the full length of the Napier to Taupō corridor and targeted site specific online road safety improvements.

Corridor wide improvements will include roadside signage, lining improvements and audio tactile profile (ATP) linemarking where appropriate.

The do minimum programme also assumes:

- SH5 Napier to Taupō will be re-instated back to prior cyclone condition.
- current posted speed limit remains along full length of the corridor.

These safety improvements will happen in programmes 1 - 7 as a minimum. The purpose of programmes 1 - 7 is to enhance opportunities for safety improvements further to the do minimum programme.



# SH2 Waikare Gorge

- Project includes: 4km road realignment and a new 160m bridge across the Waikare Gorge at Putorino
- Building block of the Tairāwhiti-Wairoa Strategic Response Plan
- Outcome: increase safety, resilience, and access for communities in the north of the region
- Endorsed by Waka Kotahi Board, along with broad work programmes
- Resource consent has been accepted and we are under a S92 (responding to council questions). Formal property acquisition processes have been prepared
- Repairs to the approaches to the temporary Bailey bridge were planned for late October
- Remnants of old bridge will be removed TREC contractors (5-6 weeks)

Top: The preferred 4km realignment of SH2  
Right: Proposed arch bridge over the Waikare river





# Bridge Repairs

## SH50 Waipawa River Bridge

- Waipawa bridge connection restored

## SH51 Waitangi Bridge

- Work pack transferred to TREC, with the aim to keep the same team in place under the TREC umbrella

## SH2 Esk River Bridge

- Strengthening works on the bridge complete, crack filling under the bridge to begin in next few weeks, weather permitting

## SH50 Ngaruroro Bridge - Fernhill

- Bridge restricted for loading and speed; design underway; aiming to deliver this financial year pending final cost estimates

## SH38 Frasertown Bridge - Wairoa

- In procurement, completing final requirements with contractor prior to starting on site



Waitangi Bridge (top)

Waipawa River Bridge repairs – 20 July (bottom)





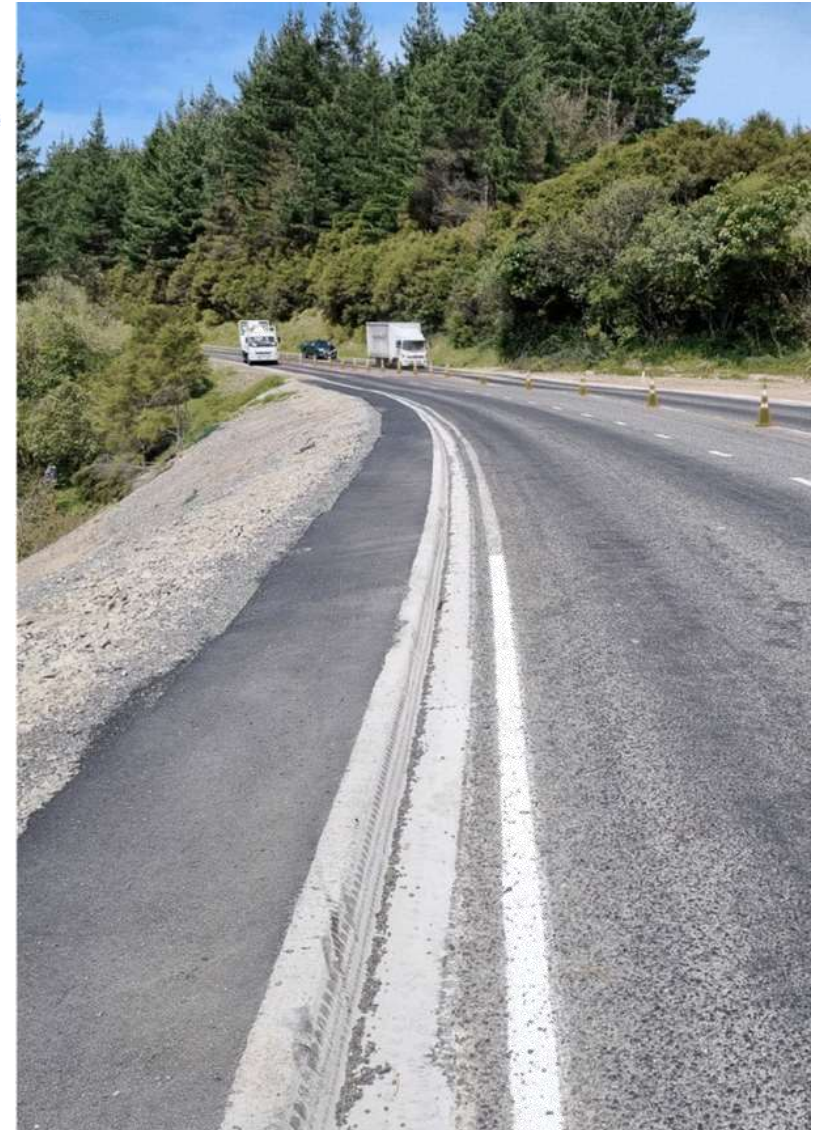
# Work Ramping Up

- There are over 1,200 faults within the TREC- managed network. TREC has identified 202 recovery sites and they have all been prioritised based on a number of factors
- The TREC team need to work through processes involving design and consenting throughout the different sites so they can work on some then move to others if required
- These works are not all permanent fixes. Some are going to be repairs to enable two lanes to open while a permanent design and process is undertaken
- TREC expect to have over 20 projects live by Christmas which would include approximately 60 work sites. They expect recovery works will continue into the winter of 2024



# Emergency Works Progress

- Works at storm-damaged sites along **SH2, SH5 and SH38** continue, and temporary speed restrictions and traffic management are reducing over time.
- **SH2 between Napier and Wairoa** is open and functioning well, with minor delays at active sites. Repairs are being planned for the approaches to the **Waikare River Bailey Bridge**
- Recovery works at **SH2 Te Ngarue Culvert** have started, to reinstate two lanes of traffic.
- Design and construction at **Devil's Elbow** are being prioritised.
- Further north at **SH2 Mōrere**, drainage and stormwater control works are underway to mitigate the hillside landslide, while a repair is designed.
- **Tutaekuri Waimate Stream Bridge on SH2 Expressway** requires further scour protection works following temporary repairs undertaken during the initial cyclone response.
- The **Esk Forest** underslip on **SH5** has now been chip sealed and the road was expected to be open for Labour Weekend, with traffic lights being removed (pictured right).
- Repair for the dropout at **Elands** is also near completion.
- Construction has started at **Captains Culvert**, where the road is currently down to one lane.
- Other works nearby continue; it is estimated this work will be complete and the road reinstated to two lanes of traffic by early November 2023.





# Emergency Works Slip Sites (*pre-cyclone*)

- **SH2 Slip at Tangoio** (South of White Pine Bush) – design underway (to be repaired under TREC Alliance)
- **SH38 Waikaretaheke River Underslip 2** – Completed mid October. Work will then start on Underslip 3
- **SH38 Waiau River Underslip** – completed for Labour Weekend





# Hei konā mai



New Zealand Government