

Gisborne Tairāwhiti



Fixing roads damaged in the wake of Cyclone Gabrielle and maintaining resilience are our key priorities to improve the land transport network in Gisborne during the next 3 years.

Roading resilience is critical, as limited, or no alternative routes are available. SH35 and SH2 are the two main highways connecting Gisborne to the rest of the country which can be at the mercy of extreme weather. Both routes were extensively damaged during Cyclone Gabrielle, isolating communities. As a result of severe damage to SH2, vulnerable communities south of Gisborne were cut off for 3 months.

The region's roading and rail network faces a growing risk from coastal erosion, flooding, sea level rise and extreme weather. This adds to the existing resilience challenges of the region's mountainous terrain and areas of unstable land. Of the region's nearly 1,900km of local roads, 37 percent are unsealed.

Gisborne is home to about one percent of the country's population and depends on reliable connections to Bay of Plenty and Hawke's Bay for social and economic growth. The economy is largely based on primary production, forestry, fishing, sheep and beef farming, horticulture and viticulture.

Economic growth and productivity

The primary focus for NZTA for the next 3 years in Gisborne is to repair damage, maintain the state highway network and improve resilience. This work is vital to support regional economic growth and provide lifelines for communities.

Crucial freight routes will be formally identified in the region, and plans put in place to improve safety and efficiency for all road users, especially at intersections.

Key improvements

- **SH2 Waihuka north of Whakarau Road** a 0.5km long overlay of the existing surface to improve road condition with drainage improvements.
- **SH2 Tarewa Near Maxwells Road** a 0.5km long overlay of the existing surface to improve road condition with drainage improvements. This joins the gap between 2 Crown funded recovery repairs we completed last year.
- **SH35 Hicks Bay** a nearly 1km long overlay of the existing surface to improve road condition with drainage improvements.
- **SH35 Uawa River Flats** we'll reseal 1.84km to renew the current surfacing.

\$255 million

Forecast total investment

\$98 million

Forecast maintenance operations

\$136 million

Forecast pothole prevention

\$10.5 million

Forecast improvements

\$5.6 million

Forecast public transport

Increased maintenance and resilience

Improving the quality of the highways, reducing dangerous corners, and enhancing resilience and safety of the roading network are areas of focus.

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

- \$53 million will be invested this NLTP period maintaining state highway assets.
- \$65 million is ringfenced for state highway pothole prevention.

This \$118 million investment includes 217 lane kilometres of works:

- 177kms of chipseal.
- 40kms of rehabilitation.

Local roads

With road controlling authorities in Gisborne we'll invest a total of \$115 million over this NLTP period:

- \$45 million will be invested in operations.
- \$71 million is ringfenced for local road pothole prevention.

Resilience

- The following sections of state highway are recovery and resilience projects, subject to ongoing investigation and funding:
 - **SH35 Mangahauini Gorge** sustained major damage including a landslide that created a dam. TREC will deliver work to restore and help protect the highway through the gorge on its existing alignment with recovery funding.

Bridges

SH35 Hikuwai Bridge which was washed away when Cyclone Gabrielle caused significant damage to SH35. A temporary Bailey bridge was installed in June 2023. Work is currently underway to design a permanent replacement bridge funded through recovery funding.

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 this funding period.

Safety

To reflect the new safety activity class and its strategic focus, we'll be targeting investment towards road policing and road safety promotion with a focus on improving road safety through enforcement and behavioural change, mostly at a national level. We'll invest in safe roading infrastructure by fixing potholes and increasing the level of road maintenance on the road network.

Over the next 3 years, a focus for safety in the region will be embedding safety improvements into the cyclone recovery work.

An initiative with Tairāwhiti community providers, helping people get their driver's licences, will continue following a successful trial. Rural communities, Pasifika people, ex-prisoners and people in the justice system are just some of the groups benefiting from the initiative. It involves NZTA contracting the Tairāwhiti Rural Education Activities Programme to provide community driver testing to community providers offering driver licensing programmes.

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 Gisborne 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

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Airport
-  Port
-  Key routes



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