

# GISBORNE STATE HIGHWAY PLAN

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Gisborne for the next 10 years are set out in Table G1. Transit anticipates it will have further expenditure from regional distribution funding, but this is yet to be determined.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan is indicative only, and is likely to change depending on the use of regional distribution funding to advance projects.

The Gisborne state highway 10-year plan seeks to protect and preserve the existing asset, improve the security and efficiency of the transport corridors into and out of the Gisborne District, and improve road safety.

Major features of the plan are:

- › to remove severely 'out of context' sections of state highway, including:
  - » SH35: Curve north of Makarika Road, south of Ruatoria
  - » SH2: Curve north of Kaiteratahi Hill, north of Ormond
  - » SH2: Mortlemans Bridge North Curve Improvements, north of Matawai
  - » SH2: Graham Road Curve, south of Matawai
- › Seal widening on SH35 between Gisborne and Tolaga Bay, and north of Tolaga Bay, and additional passing bays on SH2 and SH35, as possible regional development projects.

## KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in Gisborne include:

- › secure and efficient transport routes to the north via SH2 Waioeka Gorge in the Bay of Plenty and to the south via SH2 Matahorua Gorge in Hawke's Bay
- › forestry traffic – over the next 5 to 10 years the region is anticipating a two to threefold increase of forestry harvesting of which much will be exported through the Port of Gisborne
- › road safety.

### TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

While the alignment of state highways in the Gisborne region is often winding and hilly, traffic volumes are quite low and major improvements to the alignment are generally not warranted in the next 10 years. There is, however, a need to maintain safety standards and levels of service. SH35 is a regionally important tourist route as well as forming part of the roading link to get products, particularly those relating to forestry, to the Port of Gisborne.

The locations of possible Gisborne projects in the 10-year plan are shown in Figure G. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table G2. The timing of projects could be advanced depending on the allocation of regional distribution funding. A final policy has yet to be determined by Transfund New Zealand (as at July 2004).

No large improvement projects (with construction costs of more than \$3M) have been planned for 10 years although a number of projects with construction costs of less than \$3M are proposed over the next three years.

### Secure and Efficient Transport Corridors

Projects which will improve route security are being investigated in the Waioeka and Matahorua Gorges on SH2. They are being considered within the Bay of Plenty and Hawke's Bay roading plans, respectively.

### Tairāwhiti Regional Transport Plan

The Tairāwhiti Regional Transport Plan, which includes Gisborne and Wairoa districts, focuses on upgrading roads to provide all-weather access from forests to new and existing processing plants and the ports of Gisborne and Napier. This will also reduce transportation costs and mitigate the impact of the increased logging traffic on other road users. While there are alternative transport modes to road transport, the opportunities are limited. These alternative modes include barging north of Gisborne, although there are limited landing places for the barges, and rail south of Gisborne although the amount of freight that can be carried by rail is severely limited because of the lack of storage space at the Port of Napier.

Though not high priorities for regional development funding, state highway projects in the plan include seal widening and the provision of passing bays on SH35. The projects are:

- › SH35: North Tolaga Seal Widening
- › SH35: Tolaga to Gisborne Seal Widening
- › SH2 & 35: Passing Bays.

The Tairāwhiti Plan also includes a number of rural realignment and bridge widening projects on state highways, which are not prioritised in the plan for construction in the next year. Transit has completed substantial development work on a number of these projects and they are now ready to proceed to construction when funding becomes available.

### Road Safety

Transit plans to remove severely 'out of context' sections of state highway, including:

- › SH35: Curve North of Makarika Road, south of Ruatoria
- › SH2: Curve North of Kaiteratahi Hill, north of Ormond
- › SH2: Mortlemans Bridge North Curve Improvements, north of Matawai
- › SH2: Graham Road Curve, south of Matawai.

## MAINTENANCE and OPERATIONS

Low-traffic volumes at present do not justify a significant number of improvements to the state highways in the Gisborne area. Transit's focus instead, is on maintaining the existing network and undertaking minor safety improvements.

In addition to maintaining current and future levels of service, and preserving the asset, Transit proposes to:

- › carry out more pavement reconstruction than in previous years, adopting environmentally appropriate recycling strategies

- › bring the network up to the target seal widths, as and when opportunities arise during maintenance activities
- › continue to work on a risk analysis of subsidence sites, particularly on SH35, to reduce these risks, where appropriate.

## Table G1

### Forecasts of Expenditure on Maintenance and Improvements

#### Gisborne Region

	04/05 (\$M)	05/06 (\$M)	06/07 (\$M)	07/08 (\$M)	08/09 (\$M)	09/10 (\$M)	10/11 (\$M)	11/12 (\$M)	12/13 (\$M)	13/14 (\$M)	Total (\$M)
<b>Maintenance</b>											
Structural	7.4	8.7	8.4	8.5	7.2	7.1	8.0	6.8	7.0	8.6	77.6
Corridor	1.2	1.5	1.5	1.6	1.7	1.7	1.7	1.8	1.8	1.9	16.4
Professional Services	1.0	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.7	0.7	6.1
Property Management	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	1.3
Preventive Maintenance	0.0	0.5	0.6	0.6	0.6	0.7	0.7	0.7	0.8	0.8	6.0
Emergency Works	0.6	0.6	0.6	0.6	0.6	0.5	0.6	0.5	0.5	0.6	5.8
Sub-total	10.2	12.0	11.7	12.0	10.7	10.8	11.7	10.6	10.8	12.7	113.1
<b>Improvements</b>											
Minor Safety Projects	0.8	0.9	0.8	0.8	0.7	0.8	0.8	0.7	0.8	0.9	8.0
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.9	0.9	0.9	8.5
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.9
Walking & Cycling	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Development	0.0	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.8
Sub-total	1.7	2.0	2.1	2.0	1.9	2.0	2.1	2.0	2.1	2.2	20.2
<b>Regional Distribution Funding</b>	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
<b>Total</b>	11.9	14.0	13.8	14.0	12.6	12.7	13.8	12.6	12.9	15.0	133.2

tbd = to be determined