

# GISBORNE STATE HIGHWAY FORECAST

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Gisborne for the next 10 years are set out in Table G1. For forecast purposes only, Transit has anticipated an indicative level of regional distribution funding. Final allocations of regional distribution funding will be determined annually.

These forecasts of expenditure are based on a 10-year forecast of maintenance and improvements, including projects for which funding has already been committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

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

Major features of the forecast are to remove severely 'out of context' sections of state highway including:

- › Tolaga – Gisborne Seal Widening
- › North Tolaga Seal Widening
- › Curve North of Kaiteratahi Hill, north of Ormond
- › Panikau Hill Slow Vehicle Bay
- › Dymock Rd Curve, south of Te Karaka

## KEY REGIONAL TRANSPORT ISSUES

Through Gisborne's regional land transport strategy, long term council community plan, and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health, and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for 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 timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only, and is likely to change, depending on the use of additional funding from central government (known as 'regional distribution funding') to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding, this is yet to be fully determined. Indicative construction start dates are based on expected funding levels, if 50 percent of regional distribution funding for Gisborne was allocated to state highways, spread evenly over 10 years.

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.

### Efficient and Safe Transport Corridors

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

A slow vehicle bay is being planned for Panikau Hill on SH35.

### Road Safety

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

- › SH 2: Curve north of Kaiteratahi Hill, north of Ormond
- › SH 2: Dymock Rd Curve, south of Te Karaka.

## Other Projects

The following are projects that could be undertaken depending on progress and achievement of proposed projects and regional distribution funding:

- › Kopuaroa No 3 Bridge Replacement
- › Kemp Road Curves Upgrade
- › Tatapouri Hotel Curve.

## 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

	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)	14/15 (\$M)	Total (\$M)
<b>Maintenance</b>											
Structural	9.0	9.4	10.2	10.6	11.1	11.6	12.1	12.6	13.2	13.8	113.5
Corridor	1.4	1.5	1.6	1.7	1.8	1.9	1.9	2.0	2.1	2.2	18.2
Professional Services	1.2	1.2	1.3	1.4	1.5	1.5	1.6	1.7	1.7	1.8	15.1
Property Management	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6
Preventive Maintenance	0.1	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	2.8
Emergency Works	1.7	0.7	0.7	0.8	0.8	0.8	0.9	0.9	1.0	1.0	9.3
Sub-total	13.4	13.2	14.2	14.8	15.5	16.2	16.9	17.6	18.4	19.2	159.4
<b>Improvements</b>											
Minor Safety Projects	0.9	1.0	1.1	1.1	1.1	1.2	1.3	1.3	1.4	1.4	11.7
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	1.8	0.3	0.3	5.1	2.6	1.8	0.6	4.2	2.1	0.9	19.7
Property Purchase	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	2.3
Walking & Cycling	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub-total	2.8	1.5	1.6	6.5	4.0	3.2	2.1	5.8	3.8	2.6	33.7
<b>Total</b>	<b>16.3</b>	<b>14.6</b>	<b>15.8</b>	<b>21.3</b>	<b>19.5</b>	<b>19.4</b>	<b>19.0</b>	<b>23.4</b>	<b>22.2</b>	<b>21.8</b>	<b>193.1</b>

Note: regional distribution funding for state highways forecast to be \$12M over 10 years