



KEY TRANSPORT ISSUES

Transit, along with local and central government are working together to achieve a sustainable land transport system in new ways.

Transit will work closely with regional and district councils to ensure that any substantial upgrading in the next 10 to 20 years is properly considered and planned, in order to relieve congestion and support regional growth strategies. This requires agreement on amendments to road and public transport plans and shared funding responsibilities for both local and national infrastructure and services.

Planning activities such as Gisborne's Regional Land Transport Strategy, Long-Term Council Community Plans, and Transit's State Highway Forecast all help in this process.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for Gisborne include:

- › Road safety
- › Forestry traffic is expected to maintain the current levels around 2.5 to 3.0 million tonnes a year. Harvesting rates are predicted to stay at this level for the next 20 years. This will require a good transportation system
- › Route security and efficiency on SH2, particularly to the north via Waioeka Gorge and to the south via Matahorua Gorge, and on SH35 along the Waiapu River
- › Tourist traffic.

How we plan to address these key issues

SH2 in the Gisborne region runs through a variety of terrain, including plains, coastal sections and river gorges in mountainous country. Terrain around SH35 is also varied, comprising a narrow coastal margin of rocky bays and headlands on the north coast and a mixture of this and largely pastoral hill country on the east coast.

Land use around SH2 is primarily dairying, horticulture, conservation, recreation activity and exotic forestry. The principal land use around SH35 is dairy and pastoral farming, with small commercial, residential, tourism and fishing activities interspersed along the highway.

The two main shipping ports for the region are in Tauranga and Gisborne. Although a smaller port at Gisborne, has a throughput of 500,000 tonnes a year which consists primarily of logs for export.

A small rural realignment project is planned for SH2, and on SH35 seal widening and a number of slow vehicle bays are planned.

Large improvement projects (with construction costs of more than \$3.4M) have been indicated for 10 years, while projects with construction costs of less than \$3.4M are proposed over the next three years and are shown in the table. The locations of Gisborne projects in the 10-year State Highway Forecast are shown on the map.

Road Safety – Secure and Efficient Transport Corridors

Transit plans to continue improving the safety and efficiency of state highways. A number of large, medium and smaller activities have been proposed, including a programme of seal widening on SH35 that will be staged and consist largely of projects north and south of Tolaga Bay. Further work on the management or removal of roadside hazards will continue.

Stock Effluent

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, Transit intends to review the North Island stock effluent strategy to identify an appropriate site for the Gisborne region.

Passing Opportunities

The alignment of SH35 north of Gisborne restricts opportunities for passing, leading to driver frustration and accidents. Two slow vehicle bay projects have been identified on SH35 for progress.

Maintenance and Operations

The safe operation of the state highway network is a key function for Transit. Processes are in place to manage traffic efficiently, provide consistent and reliable information for road users, undertake maintenance work on the highway in the safest and least disruptive way, monitor locations where crashes occur and, where appropriate, take corrective action.

The state highway network is a \$15 billion transport infrastructure asset that demands sophisticated and effective management. Transit has systems in place to do this, ranging from infrastructure and traffic databases to natural features inventories, long-term deterioration modelling tools, and annual condition data collection supported by advanced contract delivery methods and regular performance reporting.

Further, improvements to the way traffic is managed at incidents and in congested urban areas are being investigated and implemented.

Maintenance activities make up a large proportion of the forecast expenditure in the Gisborne region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Resurface 57km and reconstruct 15km of highway to improve the ride comfort level and meet national state highway targets
- › Improve the level of service provided on subsidence sites on SH35 by undertaking the first stage of a programme to improve the stability of such sites more quickly and reliably
- › Widen the carriageway to target seal widths as part of maintenance activities, when appropriate and affordable
- › Provide a more forgiving roadside environment to reduce the severity of accidents
- › Continue to focus on low skid resistance sites to maintain the high standard of surface friction performance achieved to date
- › Improve safety and prevent road blockages on areas of the state highway with a high incidence of rock falls
- › Improve our response to ice on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas
- › Ensure roads are able to stay open in storm events
- › Improve roadside drainage facilities
- › Continue with improvements in traffic management at incidents on the network.