



KEY TRANSPORT ISSUES

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

- › Road safety
- › Forestry traffic is expected to remain at current levels of around 800,000 in 2006 and rise to 2.5 to 3.0 million tonnes a year by 2009/10. Harvesting rates are predicted to stay at this level for the next 20 years, and 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 pastoral farming, 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 Napier and Gisborne and the linkage between the two ports on SH2 is strategically very important. Although a smaller port, Gisborne has a throughput of 500,000 tonnes a year, consisting 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.

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 for progress on SH35 north of Gisborne. The Passing and Overtaking Strategy study on SH2 between Gisborne and Napier has now been completed and identifies further improvements that can be made on this route. Work will be undertaken to implement a package of slow vehicle bay extensions and passing opportunity improvements.

Walking and Cycling

The Gisborne Walking and cycling strategy has been reviewed by Transit New Zealand. Two walking and cycling projects, Awapuni to McDonald Road and the Gisborne Wainui Cycleway, have been proposed for progress.

Strategic Studies

We are proposing to undertake strategic studies for each of the state highway corridors in the Gisborne region, to improve our long-term planning and assist good decision-making.

Maintenance and Operations

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 60km and reconstruct 16km of highway
- › Undertake the first stage of a programme to improve the stability of subsidence sites on SH35 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 standard of surface friction performance
- › Improve safety and prevent road blockages on sections of state highway with a high incidence of rock falls
- › Improve our response to ice and snow prone sections on state highways to reduce winter crash rates
- › Look for opportunities to reduce roadside noise in urban areas
- › Improve roadside drainage facilities
- › Continue to improve traffic management at incidents on the network.