

National Land Transport Programme 2009-12

Gisborne



What has been happening in Gisborne

There has been significant activity in Gisborne over the first 18 months of the 2009-2012 NLTP, with good progress across the majority of the NLTP programme.

This includes continuing construction on the five-year SH35 Tolaga to Gisborne seal widening programme, together with project completion on the SH35 Busby Hill Realignment, SH2 Dymock Road Curve, and curve improvements north of Makarika Road on SH35. The detailed design phase for the SH2 Pilmer and Farmer Road intersection is also on track, with land negotiations continuing.

However, there have been delays and deferrals on some of the smaller state highway projects. This includes the SH2 Gisborne Stock Effluent Facility, which is currently under review due to property issues. The Kopuaroa Hill and Gudgeons Hill realignments on SH35 are also under review, as initial investigations have indicated the projects would not align with national funding priorities.

Looking forward, investigations into the SH35 North Tolaga seal widening project are due to commence in 2011/12, with construction starts also scheduled for SH35 Panikau Hill and Wallis Hill slow vehicle bays.

All maintenance, operations and renewal budgets for the state highway and local roading networks are fully committed, with the balance of the programme on track for delivery by the end of the current NLTP period.

Other achievements and highlights

- The Gisborne District Procurement Strategy has been endorsed.
- Investigations into the Motu Bridge replacement are on track to start in 2011/12.
- Currently in tender evaluation process for construction on the Kopuaroa No. 3 Bridge replacement.

Investment signals

The availability of funding from the NLTP is tight and will remain so into the next NLTP. This pressure on funding means that only high-priority state highway and local road projects will be considered for investment, and close scrutiny of proposed programmes is expected to ensure outcomes will be delivered and best value for money is achieved.

It is critically important for the NZTA to be informed by approved organisations as early as possible about any funded projects or group allocations that are not likely to proceed as planned over the next 18 months, or any maintenance/renewal allocations that will not be used, so that funds can be reallocated to other high-priority projects.

Looking forward, the NZTA should be in a position to provide early investment signals to approved organisations in the first half of 2011 to inform development of their 2012-15 regional land transport programmes.



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Total	\$21.8m
Spent/committed	\$12.1m
Planned	\$9.7m

Of the regionally distributed funds available to Gisborne to 2015, approximately \$9.7m remain. In the absence of a large, high-priority project in the region, the NZTA is planning to allocate this to all state highway and local road activities, possibly including minor improvements, to best utilise the remaining funds by 2015.