

# GISBORNE

As one of the country's most remote regions with challenging social and economic conditions, the government has recognised this with increased investment in recent years to improve access to social and economic opportunities and to help diversify the economy.

Our main investment focus in Gisborne is to support and enable delivery of the government's regional development package. We will also respond to the region's relatively poor safety record by focusing on improving safety on the road network.

This has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020–2030*. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across the region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads

We will also focus on driver behaviour change, particularly alcohol or drug impairment and speeding. More widely, our activities in the region include ensuring key tourism and freight routes are safe and resilient.

## **IMPACT OF COVID-19**

We don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19, given the relative resilience of the Gisborne economy. The 10-year outlook remains largely unchanged. However, maintaining safe and reliable connections to Eastland Port and to Hawke's Bay and Bay of Plenty remain critical to supporting the region's economic recovery.

## CONTEXT TO OUR PROPOSED INVESTMENT

### Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Gisborne's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years we're looking to invest \$20m in the Gisborne region, making 81km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by nearly 2%.

### Better freight connections

With a limited rail network and an economy dominated by primary production and tourism, Gisborne relies heavily on SH2 and SH35 to access key regional destinations, including Eastland Port and tourism sites, together with wider markets, ports and distribution hubs across the North Island. The geography of the region means these routes have significant resilience challenges, particularly through the Waiōeka Gorge on SH2.

Over the next three years we'll continue to investigate options to improve safety and resilience on SH2 and SH35, as part of the government's Regional Economic Development and Provincial Growth Fund programmes. This work will complement investment planned by Waka Kotahi to investigate safer passing opportunities on SH35, together with ongoing investment in state highway operations, maintenance, and renewals programmes to support safe and reliable journeys across the network.

### Better travel options and climate change

Gisborne has a limited number of public transport services and around 90% of trips to work are by private vehicle. Over recent years, central and local government partners have invested in a number of initiatives to improve travel choice and encourage the uptake of walking, cycling and public transport.

We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles. This includes continuing to investigate options to improve cycling facilities in the SH35 corridor, in and around Wainui. We will also continue to work with partners to progress the feasibility study for a Napier to Gisborne Cycleway, as part of the government's Regional Economic Development programme.

We also expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our regional partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

## Working together

We will continue to work closely with our key partners in Gisborne to:

- ensure the integrated planning of land use, networks and corridors
- supporting delivery of, and complementary projects to, the regional development and provincial growth fund activities in the Gisborne region. This will include looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- investigate innovative ways to progress the Eastland Port Access and Waiōeka Gorge (covered under Bay of Plenty) programmes
- work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and customer travel choices. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means.

## GISBORNE

**34,533**

Urban area population

**93%**

Of journeys to work by private motorised vehicle

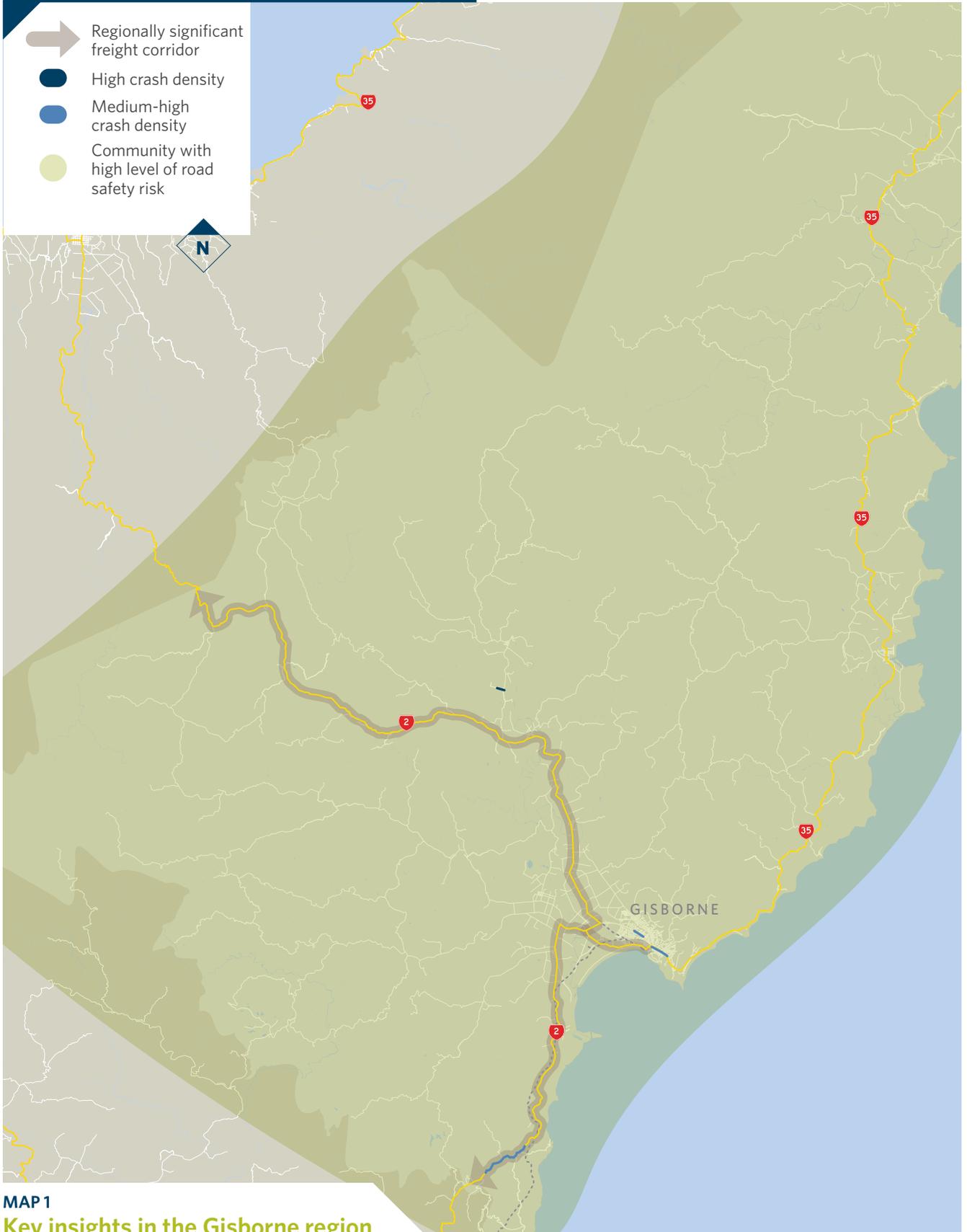
**57%**

Jobs accessible within 45 mins by private motorised vehicle

**42%**

Jobs accessible within 45 mins by the next best mode (cycling)

- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- Community with high level of road safety risk



MAP 1

Key insights in the Gisborne region

Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

**TABLE 1**

**Our strategic responses to GPS priorities in the Gisborne region**

<b>ID</b>	<b>STRATEGIC RESPONSE</b>	<b>PRIMARY GPS PRIORITY</b>	<b>DELIVERY PATHWAY</b>
SR1	Continue to operate reliable freight connections along SH2	IFC	Regional maintenance, operations and Renewals
SR2	Safety interventions targeting high-risk intersections, and run-off road crashes on high-risk rural roads. This includes high-volume roads with high collective and personal risk	Safety	Assessed by location and activity class through NLTP process
SR3	Separated facilities for existing walking and cycling infrastructure across the urban area of Gisborne where there is significant use	Safety	Assessed by location and activity class through NLTP process
SR4	Targeted road policing and behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seat belts and speeding across the whole region	Safety	Assessed by location and activity class through NLTP process
SR5	Speed management to provide safe and appropriate speeds on high-risk rural roads. Targeted use of safety cameras to reduce speeding	Safety	Assessed by location and activity class through NLTP process
SR6	Growing walking and cycling networks to provide access into and within the central city from surrounding suburbs and enabling safe journeys to schools	BTO	Assessed by location and activity class through NLTP process
SR7	Improved public transport services, with a focus on supporting access to essential services for non-drivers such as SuperGold and school bus services	BTO	Assessed by location and activity class through NLTP process
SR8	Tairāwhiti Rooding Package	BTO	Provincial Growth Fund

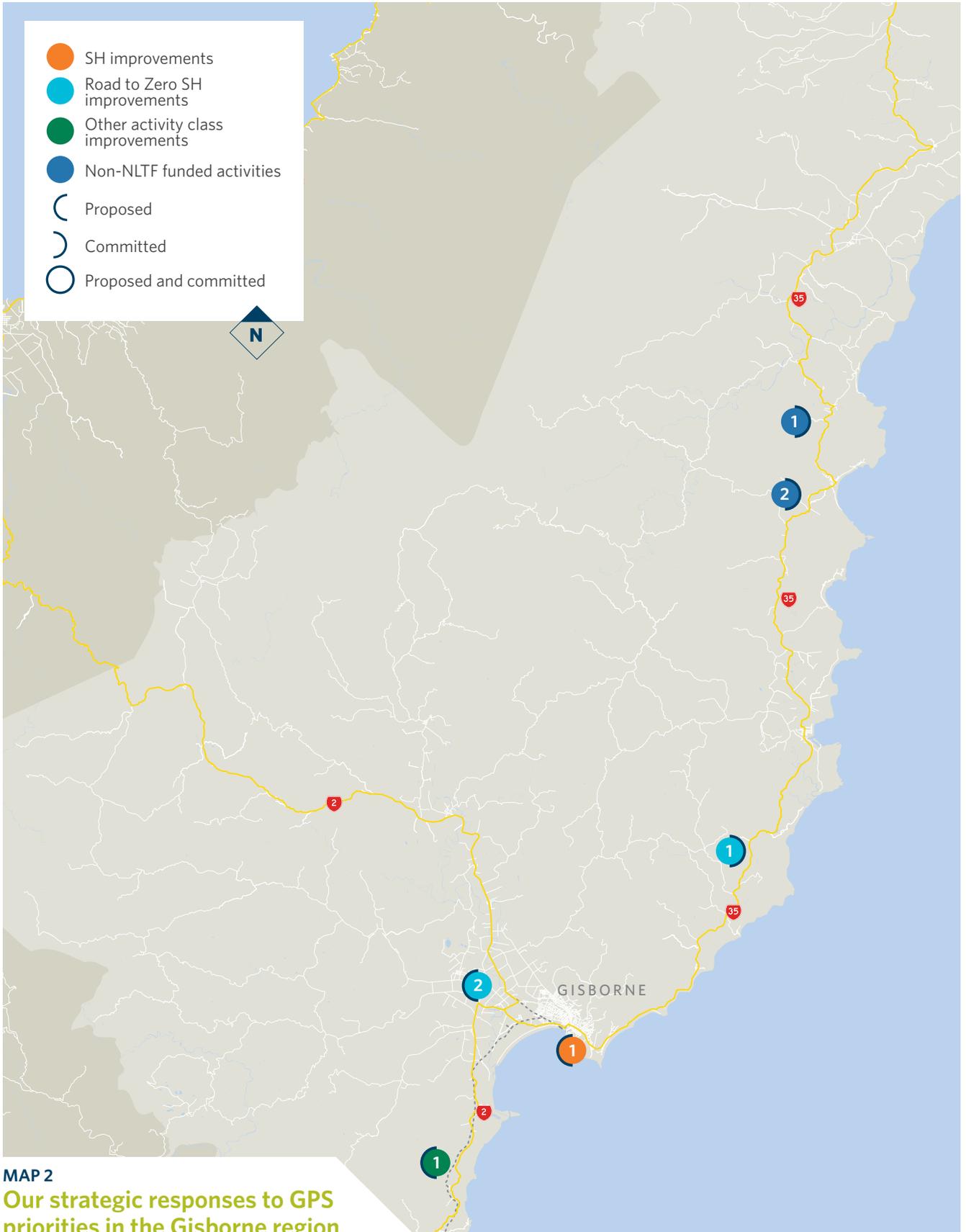


TABLE 2

## Proposed state highway programme for Gisborne region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
<b>Committed state highway improvement activities*</b>								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$
* Commitments made under the 2018 GPS, contributions as shown.								
<b>Proposed state highway improvement activities</b>								
1	Eastland Port Access	SHI	NLTF	BTO	DBC	IMP		\$
<b>Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)</b>								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH35 Wharf Road to Sirrah Street	R2Z	NLTF	Safety			IMP	\$\$
2	SH2 and Saleyards Road intersection	R2Z	NLTF	Safety	IMP			\$
<b>Proposed walking and cycling activities</b>								
1	Napier to Gisborne Cycleway feasibility study	WC	NLTF	BTO	DBC	PRE	IMP	\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
<b>Proposed investment management activities</b>								
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$
<b>Committed non-NLTF funded activities</b>								
1	SH35 and Connecting Routes – resilience	-	PGF	CC	IMP			\$
2	SH35 and Connecting Routes – passing opportunities	-	PGF	BTO	PRE, IMP, PTY			\$\$