

AGENDA/KAUPAPA



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MEMBERSHIP: Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson.NZ Transport Agency Director
Regional Relationships (Central North Island) Linda Stewart.

REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee

DATE: Wednesday 30 July 2025

TIME: 1:00PM

AT: Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne

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Regional Transport

Reports to:	Council
Chairperson:	Cr Ani Pahuru-Huriwai
Deputy Chairperson:	Cr Teddy Thompson
Membership:	As specified in the Land Transport Management Act 2003: Four Councillors – Cr Debbie Gregory, Cr Rob Telfer and Cr Teddy Thompson One NZ Transport Agency representative
Quorum:	Three
Meeting Frequency:	Four times a year

Purpose

Under s 106 of the Land Transport Management Act 2003, the purpose of the committee is to:

- To prepare a regional land transport plan, or any variation to the plan, for the approval of the Council.
- To provide the Council with any advice and assistance the Council may request in relation to its transport responsibilities.

Terms of Reference

- Facilitate the overall aim of achieving an integrated, safe, responsive and sustainable transport system in the region that satisfies, as far as practicable, the objectives of the Land Transport Act 1998 and the Land Transport Management Act 2003.
- Oversee, prepare and monitor:
 - Regional Land Transport Plan (RLTP)
 - Regional Public Transport Plan
 - Regional Land Transport Programme or variations.
- To approve submissions to external bodies on policy documents likely to influence the content of the RLTP.
- Co-ordinate applications for regionally distributed funding.
- Facilitate the objectives of economic development, safety and personal security, public health, access and mobility, cultural interests and environmental sustainability.
- To adopt a policy that determines significance in respect of variations made to the regional land transport plan and the activities that are included in the regional land transport plan.

Power to Act

- To make all decisions necessary to fulfil the role and scope of the Committee, subject to the limitations imposed.
- To appoint advisors to assist the Committee.

Power to Recommend

- To Council and/or any Council committee as it deems appropriate.

Special Notes

The Committee has no delegated authority.

- **The NZ Transport Agency:** The Land Transport Management Act 2003 requires a NZ Transport Agency representative to be appointed by the Council as a member of the Regional Transport Committee. The NZTA representative has full voting rights on every matter before the Committee.

The Council has provided the NZ Transport Agency member the ability to appoint another person to act as the NZ Transport Agency representative in the event the NZ Transport Agency member cannot attend a Committee meeting. The delegate has full voting rights.

The NZ Transport Agency member may abstain from voting on issues that they consider have political repercussions.

3.1. Confirmation of non-confidential Minutes 28 May 2025

MINUTES

Draft & Unconfirmed



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MEMBERSHIP: Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson. NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

MINUTES of the REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee

Held in Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne on Wednesday 28 May 2025 at 1:00PM.

PRESENT:

Daniel Thompson (Chair), Debbie Gregory, Ani Pahuru-Huriwai, Rob Telfer, Linda Stewart NZ Transport Agency Director Regional Relationships (Central North Island).

IN ATTENDANCE:

Colin Alder, Chief Executive Nedine Thatcher Swann, Director Lifelines Tim Barry, Director Sustainable Futures Jocelyne Allen, New Zealand Transport Regional Manager System Designer Lisa Malde, Acting Democracy & Support Services Manager Teremoana Kingi and Governance Advisor Sally Ryan.

The meeting commenced with a karakia.

Secretarial Note: Cr Pahuru-Huriwai attended the meeting via audio visual link.

Secretarial Note: The meeting was chaired by Deputy Chairman Cr Thompson.

1. Apologies

There were no apologies.

2. Declarations of Interest

There were no interests declared.

3. Confirmation of non-confidential Minutes

3.1. Confirmation of non-confidential Minutes 5 March 2025

MOVED by Cr Telfer, seconded by Cr Gregory

That the Minutes of 5 March 2025 be accepted.

CARRIED

3.2. Action Register

- Item 10.0: Director Community Lifelines, Tim Barry, noted that this action is complete and the letter of support for the Equestrian Community on vulnerable road users has been sent.
- Item 6.1: Tim Barry noted that Council has reached out to Rhythm and Vines but has not yet received a response. Staff are currently corresponding with Hawke's Bay Regional Council and Ōpōtiki District Council. Council is seeking to endorse the safety stops initiative and provide confidence to Ōpōtiki District Council to proceed, using funding from the Road Safety Action Plan and Community Road Safety Funds.
- Tim Barry noted that correspondence from Rhythm and Vines may still be received closer to the event date.
- Item 11.2: Staff noted that the "fix it" app will be replaced with the antenno app when it is goes live.
- Item 10.0: Director Community Lifelines spoke to the follow-up meeting with the Waipiro Bay community and noted that a further meeting is scheduled for 5 June. The proposed road repairs are being supported through iwi community funding and have been endorsed by the Ngāti Porou Board. The works to reopen the Waipiro Bay community road are currently being scoped and promoted.

3.3. Governance Work Plan

Noted.

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

6.1 Reade Nikora Regional Liaison Lead, School Transport - School Transport Assistance

School Transport Regional Liaison Lead, Reade Nikora, and Group Manager, James Meffan, spoke to the Ministry of Education School Transport presentation with key points including:

- School Transport Assistance is aimed to operate where distance or other factors may be a barrier to attending schools.
- As opposed to other means of government funded transport, School Transport is funded via the Vote Education funding grant. Spending under this grant is restricted exclusively to eligible students.
- This appropriation is 100% ring fenced to the work they do and is required to be spent within policy settings. This means they operate on a straightforward function and there is no ability to transfer any of the funding elsewhere.
- School Transport operate 39 daily school bus routes within Tairāwhiti, which caters mostly to the region's rural communities. These bus routes cater to 1,234 Students in the region.

- Students must meet all of the following criteria to be eligible for funding assistance:
 1. Attending the closest state or state-integrated school where they can enrol.
 2. Live more than a certain distance from school: 3.2kms for years 1-8 & 4.8kms for years 9-13.
 3. There are no other public transport options available.
- These settings are designed to ensure effective and efficient use of resources and to maintain the integrity of local schooling networks across New Zealand.
- The Ministry of Education undertake continuous work across the country to reassess existing routes to ensure they are delivering according to policy. Families move and student numbers change, so routes are reviewed through nationwide patronage audits. Additionally, Schools can also request a route review.
- From an educational perspective, the goal is to provide good transport options. New Zealand's transport system has broad coverage, and the school transport programme is designed to operate in areas where public transport cannot expand to meet demand.
- The Ministry of Education works collaboratively with public transport agencies to ensure joined-up service delivery and improved coverage. This presentation is an invitation to continue working collaboratively and to raise any questions or concerns. The Ministry of Education is looking for the opportunity to become attuned to what this region's specific needs or concerns are.
- Reade Nikora noted that the Ministry of Education is open to further discussions to understand local impacts before decisions are made and encourages ongoing discussion to ensure the programme aligns with community needs.

Questions of clarification included:

- James Meffan noted that Te Kura Kaupapa Māori are funded differently from direct resourcing schools. While direct resourcing schools receive funding based on mapped routes for eligible students (based on distance), Māori-medium schools are funded on a per capita basis. Instead of mapping routes, they assess how many eligible students there are and then apply a rate which differentiates on a rural and urban basis. They would then provide funding directly to the school, giving them flexibility on how it is used, as long as eligible students are supported.
- Notes that Schools often support ineligible students using their transport funding, provided the needs of eligible students are already met. This flexibility is built into both funding models.
- The origin of school transport dates back to 1924, when the Department of Education introduced bus services in response to the consolidation of a dispersed rural school network. For reasons of efficiency, smaller schools were merged into larger area schools. However, concerns arose that students might begin missing out on education due to the increased distance. To address this, the Ministry began providing school bus services to ensure continued access to education for rural students.
- The intent was to overcome physical barriers to education access in an era when most families didn't own vehicles. Despite changes in transport and road safety since then, the criteria remains unchanged to manage fiscal risk.

- While today's families are more likely to have access to vehicles and road conditions have changed (e.g. increased traffic and reduced pedestrian safety), the criteria still serves as a cap on the Ministry of Education's liability. Removing the distance criteria could increase demand by 20–30%, which would require significantly more funding.
- Noted that changes to criteria or policy direction must come from a formal review by the Ministry of Education or the Government. Until such direction is given, current parameters remain in place.
- While it may appear that some exceptions exist, the rules are applied strictly. Some local bus operators may vary routes or offer paid arrangements, but the Ministry enforces consistency.
- Parents retain the right to choose their child's school, but the Ministry of Education only provides transport assistance to the closest state or state-integrated school with available enrolment. This approach ensures effective use of public resources, even if families prefer alternative schools.
- The current system does not cover preschool or early childhood education transport. Any inclusion of these would require a system-wide policy review initiated by the Ministry of Education or Central Government.
- Road safety has significantly changed, particularly in rural areas. While parents can negotiate with private bus operators, the Ministry's responsibility is limited to pick-up and drop-off points, not the walk between home and the bus. Families are responsible for assessing and managing safety for that part of the journey.

7. Extraordinary Business

There was no extraordinary business.

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

There was no adjourned business.

10. Reports of the Chief Executive and Staff for INFORMATION

10.1. 25-133 2024 25 Quarter Three Regional Land Transport Plan Progress Update

Asset Planning Manager, Tina Middlemiss, spoke to the report and answered questions of clarification including:

- Staff noted that road condition factors are not currently incorporated into NZTAs Communities at risk register which reports on death and serious crash statistics. NZ Transport Agency (NZTA) Director of Regional Relationships (Central North Island), Linda Stewart, clarified that Producing this level of analysis would require a lot of technical work and may be limited by privacy constraints as a lot of this information would be contained within a police report.

- Linda Stewart also clarified that changes under Setting of Speed Limits Rule must be completed by (not on) 1 July 2025. NZTA is awaiting confirmation of when the reversion to the previous speed limit will take place, which is expected in June. The 2024 Rule provides explicit guidance on what is permitted, with decisions based on the official classification of the road, not subject to interpretation by Central Government or NZTA.
- The results of the two sections that went out for consultation are expected to be released in June 2025. Unlike the auto-reversal sections, the consultation process for these areas included consideration of community and road user sentiment, as well as factors such as development, environmental impacts, and crash history along those sections of the road.
- Staff noted that while the Makorori to Pouawa section was listed for auto reversal, it was consulted on after pressure was put on the minister of transport to do so, however, it only considered community and road user sentiment and not any of the other factors mentioned above.
- When Council questioned this staff were informed this was due to the 2024 rule requirements. Staff observed crash figures on that section of state highway 35 had significantly reduced since the 80km/hr had been in place since 2020. Compared to the previous 5 years there were 3 less fatal and 3 less serious crash injuries with only 43% of crashes which according to cost analysis on crashes, amounts to \$19m of cost savings.
- Linda Stewart noted that NZTA can reconsider these future speed reviews under the 2024 rule but does depend on the road classification and would need to consult for 6 weeks and do a cost benefit analysis on any changes identified.
- Linda Stewart clarified that Council does not have direct input into the content of national road safety advertising, as this is guided by the Government Policy Statement (GPS) on land transport. The GPS establishes a consistent national focus aligned with police enforcement priorities, specifically restraints, impairment, distraction, and speeding, which NZTA continues to follow. She also noted that while Council has discretion in allocating its own road safety funds, there are limitations on how these funds can be used for advertising purposes.
- Staff noted that historic data is based on a 5-year rolling average which is updated annually to monitor trends.

MOVED by Cr Gregory, seconded by Cr Telfer

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe:

1. Notes the contents of this report.

CARRIED

Secretarial Note: The meeting adjourned at 2:00pm for afternoon tea and reconvened at 2:10pm.

10.2. 25-136 Heavy Vehicle Route Update

Asset Planning Manager, Tina Middlemiss, spoke to the report and answered questions of clarification including:

- Director Sustainable Futures, Jocelyne Allen, noted that the potential redirection of heavy traffic from Ormond Road to Awapuni Road is being considered as part of the Future Development Strategy (FDS) implementation which includes the master planning for various areas around the city. This work also incorporates the Regional Land Transport Plan, and findings from all communities represented across this forum have been taken into consideration.
- Additionally, staff noted that meetings with the Journeys Team are scheduled to further progress this work.
- Staff noted that the Network Operation Plan has evolved into the proposed transport model that Council is seeking funding for from NZTA. NZTA has indicated that Council should embark on progressing this transport model to support works on the Ports twin-berth expansion and works for the Wainui Road/ Hirini Street intersection.
- Linda Stewart added that further data and modelling are still required to add any strategic weight to investment into the Wainui Road/ Hirini Street intersection. This work was not prioritised for funding in the 2024-2027 NLTP, so Council would need to build a broader strategic case from a development and freight efficiency perspective.

MOVED by Cr Gregory, seconded by Cr Telfer

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe:

1. Notes the contents of this report.

CARRIED

10.3. 25-138 New Zealand Transport Agency Waka Kotahi May 2025 Regional Update

NZ Transport Agency Director Regional Relationships (Central North Island), Linda Stewart, spoke to the presentation and answered questions of clarification including:

- No change was made to the trigger for emergency works and the corresponding Funding Assistance Rate (FAR) post review of the policy. Linda Stewart noted that Cyclone recovery under North Island Weather Events (NIWE) is treated differently, and this applies a bespoke FAR that is higher than the standard emergency works funding.
- Linda Stewart noted that NZTA, by way of the nature of the National Land Transport Fund and the amount of pressure it is under, will need to consider whether it needs to review the emergency works funding process for the 2027-2030 NLTP period. The NZTA Board has not indicated whether it will consider unique regional factors; however, it would be appropriate to review this again depending on how much funds come through.

- The setting of standard FAR takes into account a number of factors which provide allowance for regional specificity. The emergency works fund enables councils to receive individualised Funding Assistance Rates (FARs) that reflect the complexity of their situation, with the possibility of additional support. This allows NZTA to accommodate differences in repair requirements and consider socio-demographic and network-specific needs.
- Linda Stewart clarified that variable school speed limits are under the remit of each relevant Road Controlling Authority (RCA). The permissible speed range is outlined in setting of speed limits 2024 rule and will depend on how a road is classified.

MOVED by Cr Gregory, seconded by Cr Telfer

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe:

1. Notes the contents of this report.

CARRIED

11. Close of Meeting

There being no further business, the meeting concluded with a karakia at 2:47 pm.

Daniel Thompson

DEPUTY CHAIR

3.2. Action Register

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
28-05-25	10.2	25-136 Heavy Vehicle Route Update	In progress	Staff to provide information on the appropriate next steps to initiate further engagement with Ngāti Oneone regarding the Ports twin-berth expansion.	Gene Takurua, Te Ao Mihiata Paenga-Morgan		4-11-25

3.3. Governance Work Plan

2025 Regional Transport						Meeting Dates			
HUB	Activity	Name of agenda item	Purpose	Report type	Owner	5-Mar	28-May	30-Jul	26-Nov
Sustainable Futures	Strategic Planning	25-133 Q3 RLTP Monitoring Report		Information (I)	Tina Middlemiss				
Community Lifelines	Journeys	Update on 2024 Rule Changes to Setting of Speed Limits		Information (I)	Tina Middlemiss				
Sustainable Futures	Strategic Planning	25-136 Heavy Vehicle Route Update		Information (I)	Tina Middlemiss				
Community Lifelines	Journeys	25-36 2024-2025 Quarter Two RLTP progress Update		Information (I)	Tina Middlemiss				
Sustainable Futures	Strategic Planning	25-37 New Zealand Transport Agency Waka Kotahi March 2025 Regional Update		Information (I)	Tina Middlemiss				
Sustainable Futures	Strategic Planning	Annual (Y1 – 2024/25) RLTP Monitoring Report		Information (I)	Tina Middlemiss				
Sustainable Futures	Strategic Planning	Lower North Island Freight Case for Change		Information (I)	Tina Middlemiss				
Sustainable Futures	Strategic Planning	Q1 (Y2 - 2025/26) RLTP Monitoring Report		Information (I)	Tina Middlemiss				

10. Reports of the Chief Executive and Staff for INFORMATION



25-182

Title: 25-182 2024 -2025 Regional Land Transport Plan Annual Monitoring Report

Section: Journeys Infrastructure
Strategic Planning

Prepared by: Tina Middlemiss - Senior Transport Planner

Meeting Date: Wednesday 30 July 2025

Legal: No

Financial: No

Significance: **Low**

Report to REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE for information

PURPOSE - TE TAKE

The purpose of this report is to present the annual monitoring results for the 2024-2034 Regional Land Transport Plan (RLTP) for Year One (2024/25 financial year).

SUMMARY - HE WHAKARĀPOPOTOTANGA

The Journeys team and New Zealand Transport Agency Waka Kotahi (NZTA) have been busy rolling out the transport work programme, which has included the continuation of significant recovery works.

The RLTP commits to providing a monitoring report for each financial year. Under the RLTP, the monitoring framework is based on the Ministry of Transport's National Transport Outcomes Framework. This report complements other project and performance information that the Journeys team presents in separate Council reports and meetings. The Committee's last quarterly report was for Quarter Three to this committee on 28 May ([Report 25-133](#)). There is no separate Quarter Four report.

The Annual Report (**Attachment 1**) includes information for the Committee on:

- Overview of the plan.
- Progress on activity programme.
- Progress against the 2021 RLTP performance measures.

Recovery work due to emergency events continues to place pressure on the delivery of the programmed 2024-25 work however despite this progress has been made during the period in restoring, improving and planning the resilience of our roading network. This work will continue over the next two years, as outlined in Council's 2024-2027 Three-Year Plan.

This report is heavily focused on local roading activities and performance measures. NZTA also provides separate State Highways reporting and various other regular updates.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe:

- 1. Notes the contents of this report.**

Authorised by:

Jocelyne Allen - Director Sustainable Futures

Tim Barry - Director Lifelines

Keywords: Journeys, roading, performance measures, regional land transport plan, RLTP, NZTA, monitoring report

BACKGROUND - HE WHAKAMĀRAMA

1. Under section 13 of the Land Transport Management Act 2003 (LTMA), regional transport committees on behalf of regional councils must prepare Regional Land Transport Plans (RLTP) every six years. These plans must be reviewed every three years (section 18CA of the LTMA).
2. Te Tairāwhiti RLTP 2024-2034 was adopted by Council on 28 November 2024 ([Report 24-340](#)). The RLTP is the primary document guiding integrated land transport planning and investment within the region. It sets out the strategic direction for land transport in the region, identifies the regional priorities for the next ten years, and outlines the proposed land transport activities for both state highways and local roads for the next six years.

Monitoring Framework

3. Section 16 of the LTMA prescribes the form and content of Regional Land Transport Plans. Section 16(6)(e) requires inclusion of measures that will be used to monitor the performance of the activities and a description of how monitoring will be undertaken to assess implementation.
4. The RLTP commits to regular monitoring being undertaken to assess implementation of the RLTP. The monitoring framework set out in the RLTP includes targets for each activity for the period of the RLTP. Some targets can be reported against more frequently than others due to the frequency of data collation and/or publication. Council holds some of the data for the performance indicators but also needs to source data elsewhere.
5. RLTP monitoring will be reported annually to the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee (the Committee) following the end of each financial year. In addition to the Annual Report, each quarter the Committee will receive an update that provides information on how the region is tracking against the activity programme and performance indicators.
6. NZTA provides the Committee with a separate report.

DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

7. The Annual monitoring report (**Attachment 1**) has the following parts:
 - **Overview of progress** – a high-level view of Council projects and investment under the three Transport Priorities in the RLTP (community resilience and asset management, system safety, and transport choice and inclusive access).
 - **Performance indicators reporting** – updates on the status of key performance indicators (KPIs) where Council collects data annually and/or quarterly and where external data is available. The targets for measures are for the period of the RLTP, they are not annual targets.

8. The monitoring report complements reports the Committee, Council and other committees have received. While this report presents status updates against each performance measure, future iterations should include commentary on overall trends (e.g., improving, stable, or declining) and whether we are on track to meet RLTP targets by 2027. This will provide clearer visibility on the effectiveness of our investments and programmes in addressing core priorities such as safety, asset resilience, and access equity. Some relevant reports since the last Regional Transport Committee [28 May 2025](#) to Council and other committees that may be of interest are shown in the table below.

Report Reference	Meeting	Report Title
25-149	Finance and Performance Committee 4 June 2025	2025/26 Annual Plan - approval of final capital Investment Programme.
25-137	Finance and Performance Committee 4 June 2025	Financial Report 30 April 2025 - 2024/25 budgets and spend.
25-155	Finance and Performance Committee 4 June 2025	Pre-Election Report 2025 - roading challenges and responses, recovery and other projects. Highlights in 24/25 for roading.
25-130	Operations 5 June 2025	Operations – Infrastructure Update (attachments 8 & 9 includes regular Local Roding Network Operations and Infrastructure updates).
25-146	Operations 5 June 2025	Transport Rebuild East Coast (TREC) Update.
25-140	Audit and Risk 18 June 2025	Waka Kotahi Investment Audit 2024.
25-147	Audit and Risk 18 June 2025	Council Strategic Risk Management.
25-111	Council 26 June 2025	2025/26 Annual Plan.
25-168	Council 26 June 2025	Strategic Roding Network Resilience Programme Business Case (SRNR PBC) Approval for submission to NZTA.
25-135	Council 26 June 2025	Chief Executive Activity Report – June 2025 (for updates on Speed Management, external funding and SRNR PBC).

9. Where REG (Road Efficiency Group) or NZTA/Waka Kotahi benchmarking data is available, future reports should include reference to how Gisborne's performance compares to similar-sized regions or national averages. This would provide useful context for interpreting progress and identifying best practice.

Annual Monitoring Report

10. **Attachment 1** is the Annual Monitoring Report for RLTP activities for the period 1 July 2024 to 30 June 2025. The Report includes information for the Committee on:
- Overview of the plan.
 - Progress on activity programme.
 - Progress against the 2024 RLTP performance measures.

Ministerial Reporting

11. The Ministry of Transport requires monitoring of the progress on expectations of the Government Policy Statement (GPS) for Land Transport and in accordance with the NZTA initial [Performance and Efficiency Plan](#). Particularly, new measures are required to track improvements to the performance of Temporary Traffic Management (TTM) and fixing 'potholes'.
12. **Attachment 2** RCA Insights: Road Maintenance Delivery – Pavement Resurfacing for July 2025 is a report produced by the Road Efficiency Group (REG) for road controlling authorities (RCAs) to monitor road maintenance delivery performance data against ministerial expectations for improving potholes.
13. The Government has set expectations that councils will review activity management plans during 2024-27 to improve long-term road maintenance outcomes by increasing the annual rehabilitation of local roads towards 2% and resurfacing towards 9%.

ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process: Low Significance

This Report: Low Significance

14. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TREATY COMPASS ANALYSIS

Kāwanatanga

15. The current monitoring framework does not consider the diverse functions, roles, and responsibilities of mana whenua.

Rangatiratanga

16. The current monitoring framework does not measure or consider mana whenua visions for rangatiratanga.

Oritetanga

17. The current monitoring framework does not break down results or targets to address areas where there are inequities.

Whakapono

18. The current monitoring framework does not measure or consider how Council acknowledges or empowers the application of tikanga and kawa. Future monitoring reports should seek to include indicators that reflect mana whenua outcomes—such as marae or papakāinga access, rangatahi transport pathways, or road safety near wāhi tapu—and ensure these are developed in partnership with iwi and hapū.

TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

19. There has been no engagement with tangata whenua in preparing the monitoring report.

COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

20. There has been no engagement with the community in preparing the monitoring report.

CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

21. Climate change impacts and implications will be addressed as appropriate for each project.
22. Transport-generated emissions are reported on under the Environmental Sustainability performance indicators in the monitoring report.

CONSIDERATIONS - HEI WHAKAARO

Financial/Budget

23. are no financial implications associated with this monitoring report.

Legal

24. Any statutory legal obligations will be addressed as appropriate for each project. There are no legal implications associated with this monitoring report.

POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE

25. This monitoring report is consistent with the 2024–2027 RLTP. More information about the framework is under 'Background' above.

RISKS - NGĀ TŪRARU

26. Any risks will be addressed as appropriate for each project. It is recommended that future monitoring reports include a brief summary of system-level risks, such as funding constraints, workforce availability, or severe weather impacts, that may affect the timely delivery of RLTP priorities.

NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
26 November 2025	Quarter One (2025/26) monitoring report.	This monitoring report will be based on the 2024 RLTP monitoring framework.

ATTACHMENTS - NGĀ TĀPIRITANGA

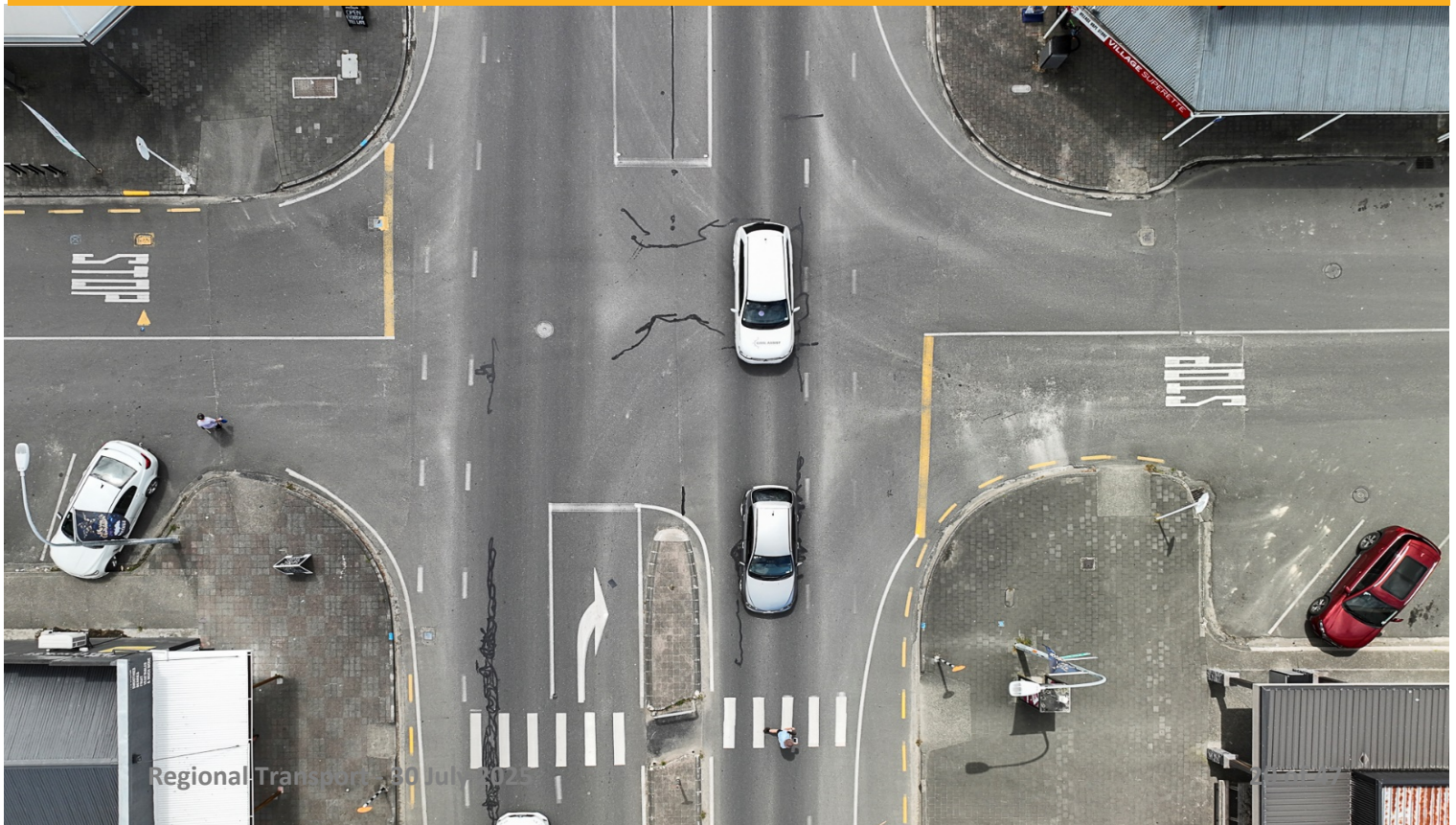
1. Attachment 1 - RLTP Annual 2024 25 monitoring report [25-182.1 - 19 pages]
2. Attachment 2 - RCA Insights Gisborne District Council [25-182.2 - 1 page]



Te Mahere Waka Whenua o Te Tairāwhiti

Te Tairāwhiti Regional Land Transport Plan

Monitoring report for 1 Jul 2024 - 30 Jun 2025



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He Whakatakinga Introduction

Background

The 2024-34 Regional Land Transport Plan (RLTP) for Te Tairāwhiti is the primary document guiding integrated land transport planning and investment in our beautiful region, vibrant places, and amazing people. The land transport system connects places where people live, to destinations they need to access; whilst also linking wealth generating business to ports, airports, other regions of New Zealand and the rest of the world.

The land transport system is made up of many assets - including paths, walkways, cycle trails, bus shelters, railway lines, roads, intersections, vehicle parks, traffic signals, signs, crossings, bridges, drainage gullies, road markings and lighting. All these assets work together and enable people to live their lives and businesses to grow, using the oldest methods of travel – walking and horseback - and vehicles such as cycles, scooters, wheelchairs, buses, cars, vans, and trucks.

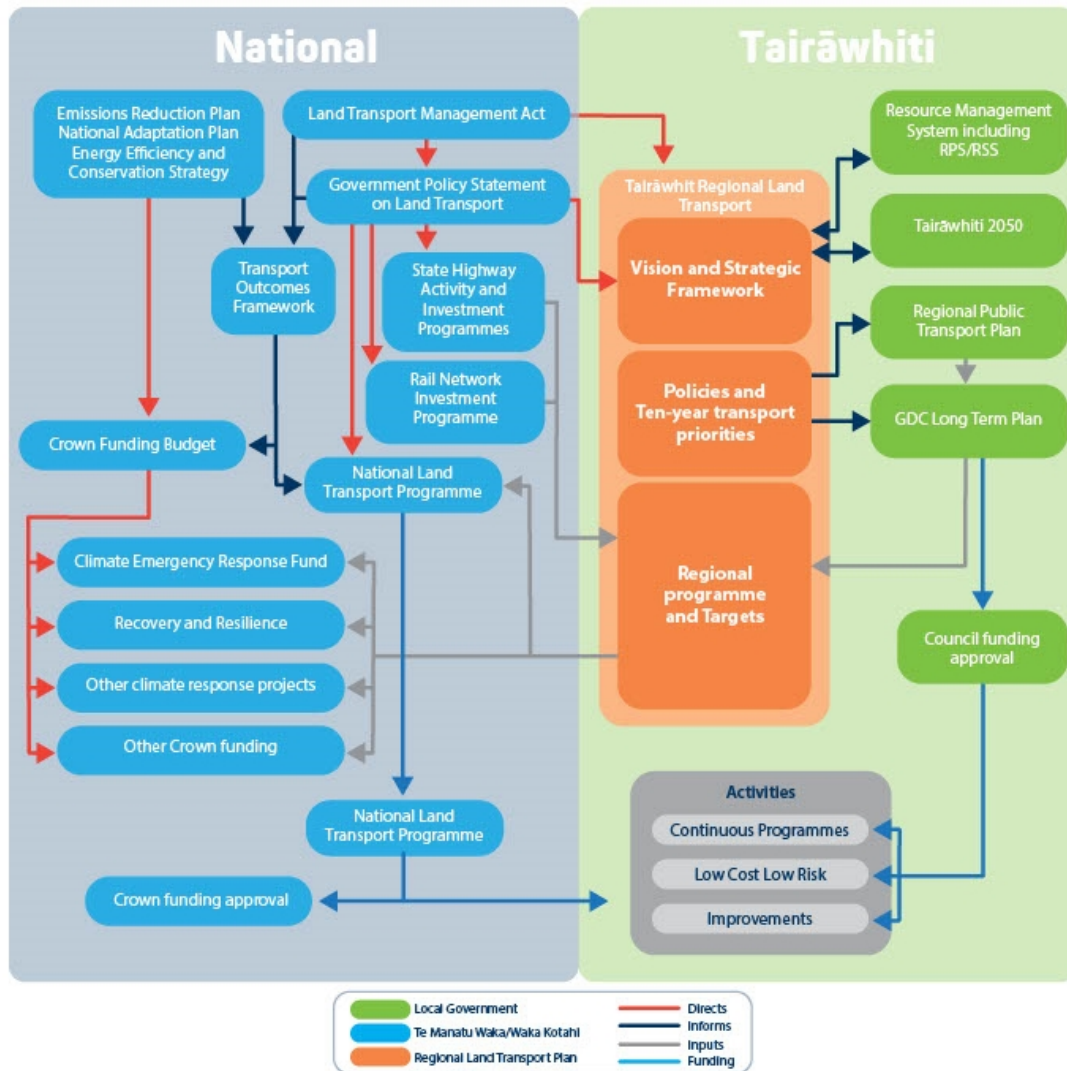
The three investment priorities for this RLTP are:

1. **Community resilience and asset management** (which is the region's highest priority with a weighting of **55%**): Investment in long term multi-modal asset renewal and improvement will enable the region's transport network to meet demand for freight, provide greater travel choice, promote equitable access, withstand future severe weather (and other) events, and provide safe and accessible travel choices to all members of the community and businesses.
2. **Road and community safety (25%)**: Investment in coordinated safety infrastructure, education, enforcement, and encouragement to reduce and eventually eliminate deaths and serious injuries for all transport system users, but especially Māori who are over-represented in the statistics
3. **Transport choice and accessibility (20%)**: Investment in public / shared transport solutions and low carbon alternatives to current fossil fuel vehicles, to enable people to access economic, education, and social opportunities without having to own a vehicle.

Wider Policy Context

Policy environment

The RLTP sits within a complex and dynamic policy environment, which is summarised in Figure 1:



Te Anga Aroturuki Monitoring

Transport Priority 1: Community Resilience and Asset Management

Priority Investment Area	Update on work programme status
1.1 Improve Customer Level of Service for Local Paths, Walkways, Roads, and Bridges	The Strategic Roding Network Resilience Programme Business Case (PBC) has reviewed levels of service and provided framework options that deliver resilience over 30 years with community engagement, prioritisation and implementation through the next 3 yearly cycle of asset management plans and RLTP in 2027.
1.2: Lifecycle Planning and Tackling the Asset Maintenance Backlog	The Government has set expectations that councils will review activity management plans during 2024-27 to improve long-term road maintenance outcomes by increasing the annual rehabilitation of local roads towards 2% and resurfacing towards 9%. Refer RCA Insights July 2025 report for GDC road maintenance delivery performance data Attachment 2
1.3: Recovery and resilience investment to improve highway availability and reliability	Tairāwhiti Recovery NZTA updates for State Highways are provided here: TREC Pānui – June 2025 Ongoing recovery progress for local roads are shared on Councils website under Our Recovery for Roads and Bridges and Tiniroto Road and update reports to Operations committee here: Operations Infrastructure - 5 June 2025 Resilience projects have National Resilience funding of \$3m for local roads including Hill Road, Tauwhareparae (@ 9.4km mark) and Wheatstone road drainage.
1.4: Plan and Deliver Resilient Community Active and Shared Transport Networks	A new Bus Contract (starting 1 June 2025) was awarded to incumbent operator – GO BUS GISBORNE with a new base network of three cross-city routes running on an hourly frequency. Waka Kura service has been optimised from nine down to six routes with bus capacity sizes increasing. In conjunction with our new bus contract, fare increases will be implemented to reflect ministerial expectations for local councils to increase Private Share. The National Ticketing Solution has been delayed for Gisborne through to Sept 2026 at the earliest. Walking and cycling funding from NLTP significantly reduced, projects on hold or rescoping.

Transport Priority 2: System Safety

Investment Priority	Update on work programme status
2.1: Deliver Road Infrastructure Safety Upgrades, Targeting High Risk Areas	No funding was received for local road safety improvements, work on hold. Our region is rated at highest risk for road safety. A copy of the November Communities at Risk Register was appended to the previous quarter 3 monitoring report.
2.2: Implement HGV Routes in Gisborne City	Transport model and Interregional Connectivity activities have received 'probable' funding in NLTP to study effects on network for improvement options and wider cross regional transport options. An update report was presented at the previous RTC.
2.3: Improve Intersections and Crossings for Active Mode Users	No funding for local road walking and cycling improvements, work on hold. Interrelations exist with the above mentioned activities.
2.4: Implement Targeted Speed Limit Changes	2024 Rule's mandatory speed limit reversals for State Highways have been implemented. School variable speed limits in progress.
2.5: Increase Education and Training Across All User Groups, Especially Those Who Are Over-represented in the Statistics	Safety education and promotion funding from NLTP reduced by two thirds. New resourcing is required to begin this work. Our region is rated at highest risk for road safety. A copy of the November 2024 Communities at Risk Register is appended to the previous quarter 3 monitoring report. Road safety advertising is now only led nationally by NZTA.

Transport Priority 3: Transport Choice and Inclusive Access

Investment Priority	Update on work programme status
3.1: Implement New Gisborne Urban Bus Network	New bus contract awarded (refer item 1.4 above)
3.2: Delivery of Bus Stop Access Upgrades and Infrastructure Improvements	Some bus stop upgrades funded. Scope reduced to funding levels.
3.3: Investigate Inter-urban Bus Links	East Coast Connectivity - Inter-regional PBC with HBRC has received 'probable' funding from NLTP. Scope of work in progress to unlock this funding.
3.4: Implement Local Community Transport Solutions	No funding from NLTP for low-cost low risk public transport infrastructure or service improvements.
3.5: Implement Zero Emission Buses	Decarbonising buses is not in scope due to lack of funding.
3.6: Implement Gisborne city and	\$310k funding has been approved in NLTP for Townships for year one only. Footpaths and other road safety infrastructure is

Investment Priority	Update on work programme status
Township Active Mode Networks	reported on elsewhere separately by the Township team (refer Council report 20 June 2025 CEO Activity Update pages 27-29). The City Centre Revitalisation Programme Update was presented at Operations committee 10 April 2025 in the Environment and Communities Agenda. NZTA has indicated 'possible' funding for supporting further investigations into this work.
3.7: Undertake Workplace, School, and Community Travel Planning	No funding from NLTP for low-cost low risk for these walking and cycling projects however a survey on staff travel is being carried out by Sustainable Futures Hub Climate Change Team.

KPIs and Targets

The targets are based on the five transport outcomes in the national Ministry of Transport framework (more information [here](#)). The following tables set out the KPIs and targets:

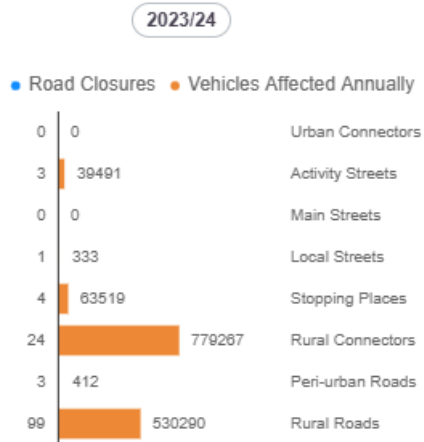


Objective: Resilience and Security

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Availability of the network	Availability of the road network for use (open to BAU levels of service traffic)	Number of local road closures where traffic was not able to pass in at least one direction	Closures recorded in the RAMM database	434 recorded closures (2022-23)	40 recorded closures (2027)	134 (2023/24). Refer Transport Insights graphs below.
Surface condition of Local Roads and State Highways experienced by car drivers	Average quality of ride on a sealed local road network, measured by smooth travel exposure	Percentage of the sealed road network has a roughness index of less than 150, based on the National Association of Australian State Roading Authorities (NAASRA) methodology	Road condition surveys / inspections Department of Internal Affairs (DIA) Non-Financial Performance Measures	81% with a roughness of index less than 150 (NAASRA) (2021/22)	80% with a roughness of index less than 150 (NAASRA) (maintained every year until 2033-34)	85 th percentile is 140 (2024). Refer Transport Insights graphs below.



No. road closures vs no. vehicles affected (ONF)



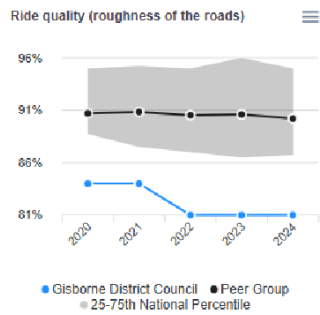
Road Condition

Amenity and Road Condition

-1.1% Ride Quality (STE) as at 2023/24

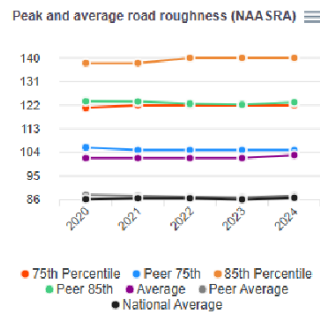
Amenity (Sealed Roads)

2023/24



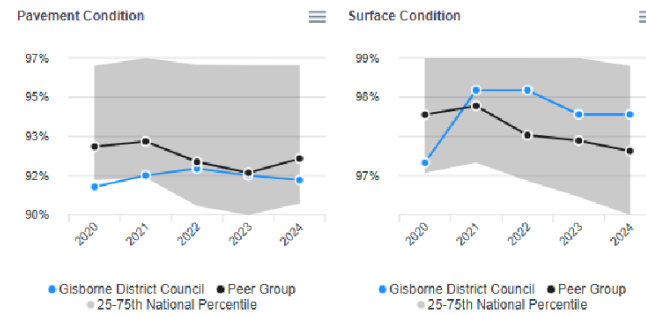
Road Roughness (Sealed Roads)

2023/24



Road Condition (Sealed Roads)

2023/24

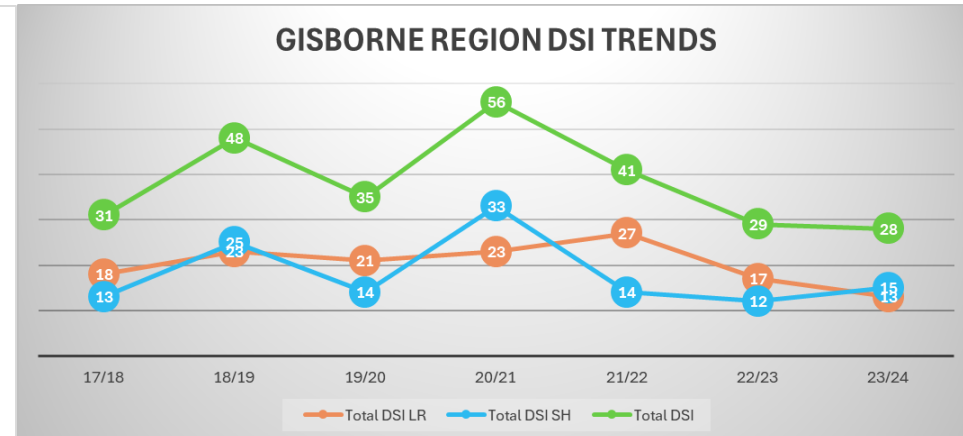
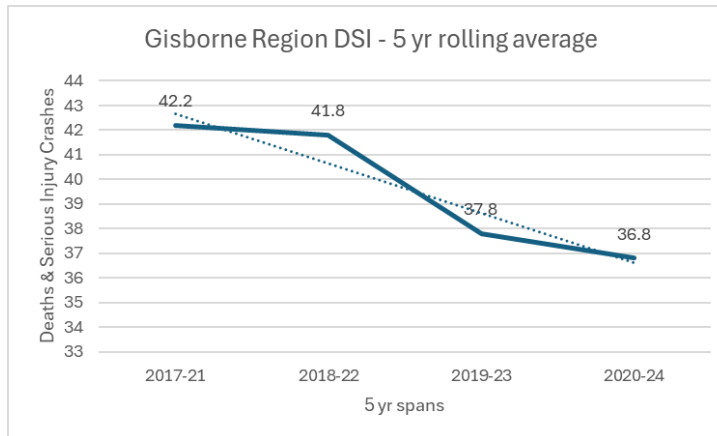


Source: Road Efficiency Group Te Ringa Maimoa Transport Insights. [Transport Insights - Road Efficiency Group Te Ringa Maimoa](#)



Objective: Healthy and Safe People

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Safety of people using the transport system	Number of Deaths and Serious Injuries (DSI)	Five-year rolling average of the total number of DSIs across the region, counting back from the target year	NZTA Crash Analysis System (CAS)	41.8 total DSI (2018-22 rolling average)	29.16 total DSI (2026-30 rolling average)	36.8 total DSI (2020-2024 rolling average)



Regional safety statistics continue to fall along with those nationally, however, Gisborne has risen to score highest in more of the [Communities at risk register 2024](#) categories (refer previous quarter 3 report). Road Safety initiatives have seen a significant reduction in investment from central government. NZTA Evidence Pack ([Transport Insights](#)) states: "If there is no significant investment (beyond that already committed), crash density and the number of deaths and serious injuries (DSI) are projected to increase by 2048. Projections are unavailable for other strategic measures for safety but indicate Gisborne currently performs poorly for this outcome on those strategic measures"



Objective: Economic Prosperity

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Use of designated freight routes	Volume and percentage of traffic on State Highways which comprises Heavy Goods Vehicles	Annual Average Daily Traffic (AADT) for heavy vehicles on State Highways, expressed as a percentage of total AADT.	NZTA traffic counts	To be calculated	To be calculated	SH2(MakarakaN) 2,568(inc.23%HV) SH2(Manutuke): 3,963(inc.11%HV) SH35(AwapuniE) 7,115(inc.10%HV) SH35(Okitu): 5,266(inc.6%HV) Hirini st: 4,726(inc.17%HV) (2023/4)

Note: There is limited freight data for the region. AADT figures were sourced from RAMM which can be based on estimates.

Lower North Island Freight – Case for Change

A group of lower north island regional councils has formed from the Transport Special Interest Group to develop an agreed inter-regional approach to understanding freight movement through the Lower North Island and to the top of the South Island which has been identified as a priority for the next RLTP period. Greater Wellington, Taranaki, Horizons and Hawkes Bay regional councils and Gisborne District Council transport planning officers are working together to identify common issues across the regions and what a common approach to addressing these might be.

Key findings from this work include:

- Limited data availability that inhibits effective planning with run-on effects for economic growth and productivity;



- Poor strategic use of infrastructure and investment;
- New Zealand's unique combination of challenging geography coupled with a relatively small population that challenge resilience and efficiency in the freight sector;
- Current technologies mean that the freight sector is unlikely to meet the carbon zero goal by 2050; and
- There are opportunities for the regions in the Lower North Island to work with national agencies to develop effective long-term approaches with the freight sector that would lead to a more productive sector with reduced negative impacts.

Officers have identified that developing common policies and investment objectives for freight across the Lower North Island as the best next step towards improving overall transport outcomes. Currently there is appetite and support from NZTA to agree a consistent pan-regional freight objective in the RLTPs. Further details will be made available in due course.

Objective: Environmental Sustainability

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Emissions caused by transport	Greenhouse Gas (GHG) emissions from land transport	Total annual emissions of all GHGs (kilotonnes CO ₂ e) from the following Stats NZ categories: <ul style="list-style-type: none"> • Road, rail, water transport and transport services. • Household. 	Stats NZ GDC GHG monitoring	97 kilotonnes CO ₂ e (2021 total)	72 kilotonnes CO₂e (by 2030) Net zero (by 2050)	250 kilotonnes CO ₂ e (2023-24) <ul style="list-style-type: none"> • 11.91 residential transport • 238.87 non-residential transport Figures supplied by GDC Climate Change team



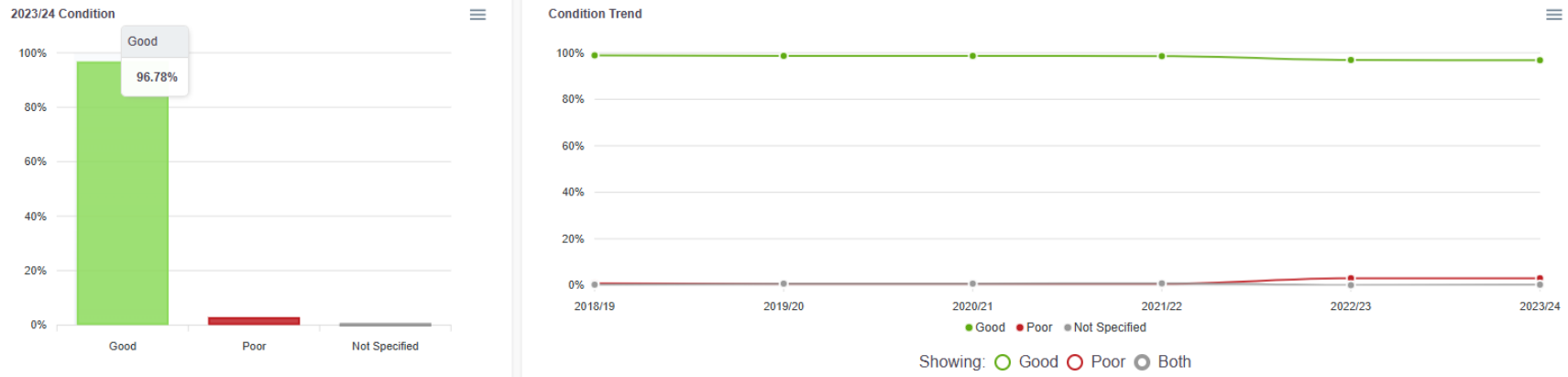
Objective: Inclusive Access

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Increased patronage on bus services	Number of people travelling on the Gizzybus urban and Waka Kura school services	Number of passengers boarding buses (individual single journeys) for all time periods	Bee Card Bus ticket machines	123,343 single public transport boardings (2022/23 total)	135,677 single public transport boardings (2024-25) 296,974 single public transport boardings (2030-31)	130,194 single public transport boardings (2024-25 total)
Surface condition of footpaths	Average condition of urban footpath constructed of asphalt or concrete	Percentage of footpaths that fall within the service standard for the condition of footpaths that is set out in the Engineering Code of Practice (ECOP)	Department of Internal Affairs (DIA) Non-Financial Performance Measures	86.5% within the service standard (2022/23)	90% within the service standard (maintained every year until 2033-34)	96.78% (2023/24) Refer Transport Insights graphs below.
Mode share of active travel for journeys to school	Mode share of walking and cycling	Percentage of students ¹ who travel more than three days per week to school by walking and cycling	Surveys within schools	Not applicable	>25% (2027)	14% (2023 census) Refer available data sources below.

¹ At schools who are part of the survey programme being launched in 2024



Footpath Condition: [Transport Insights - Road Efficiency Group Te Ringa Maimoa](#)



Mode Share: due to significant reduction in investment from central government staff have been unable to source some data. Some mode share data was able to be sourced via other means:

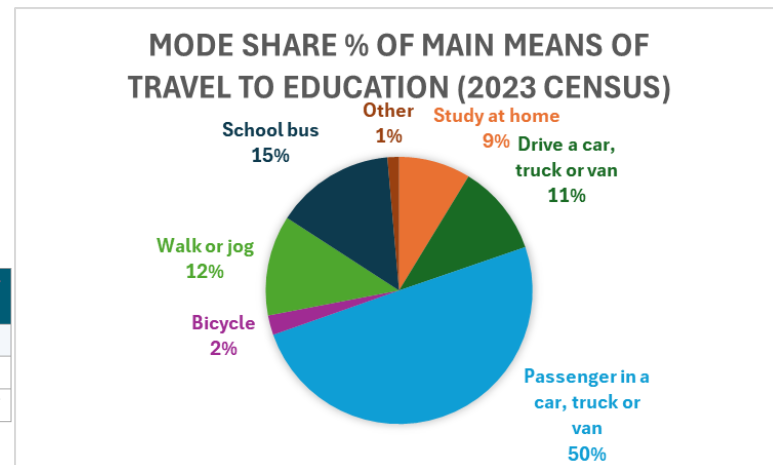
2018 and 2023 Census provides the following regional data:

Main means of travel to education, age, and gender for the census usually resident population who are studying, (RC, TALB, SA2, Health), 2018 and 2023 Censuses

Area: Gisborne Region • Age: Total - age • Gender: Total - gender

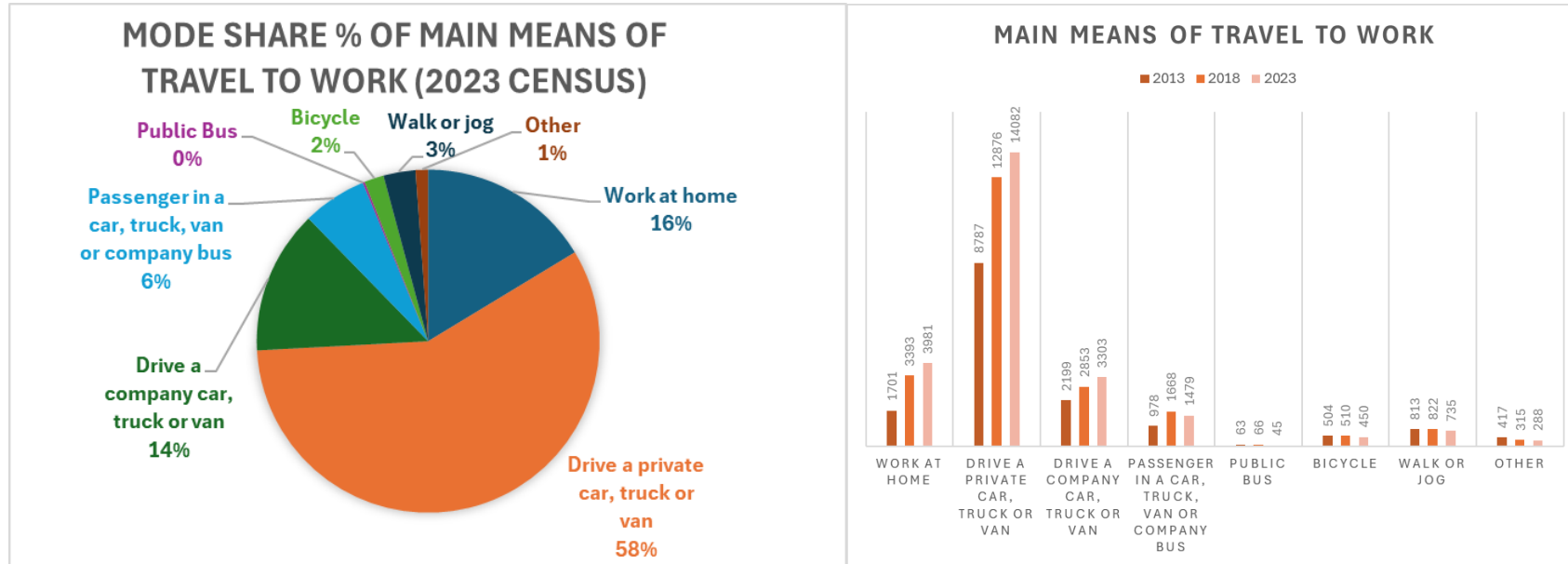
Main means of travel to education	Study at home	Drive a car, truck or van	Passenger in a car, truck or van	Bicycle	Walk or jog	School bus	Other
Census year							
2018	711	1,227	5,514	441	2,055	1,875	201
2023	1,098	1,389	6,282	300	1,530	1,821	177

Main means of travel to education, age, and gender for the census usually resident population who are studying, (RC, TALB, SA2, Health), 2018 and 2023 Censuses





[Aotearoa Data Explorer • Main means of travel to education, age, and gender for the census usually resident population who are studying, \(RC, TALB, SA2, Health\), 2018 and 2023 Censuses](#)



[Aotearoa Data Explorer • Main means of travel to work, total personal income, age, and gender for the employed census usually resident population count aged 15 years and over, \(RC, TALB, SA2, Health\), 2013, 2018, and 2023 Censuses](#)

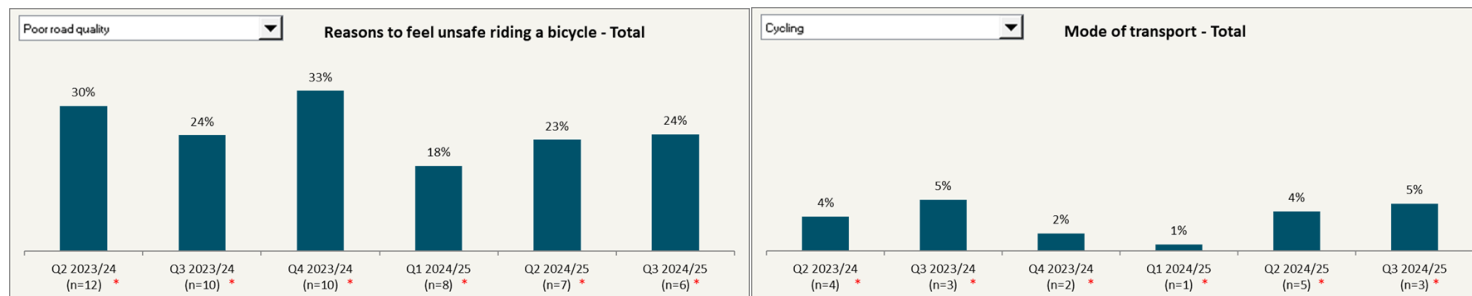
The following mode share information has been provided in the NZTA Evidence Pack ([Transport Insights](#)) and states that “Mode share data, that is main means of travel to work and education, is sourced from census 2023 outputs produced by Stats NZ.”

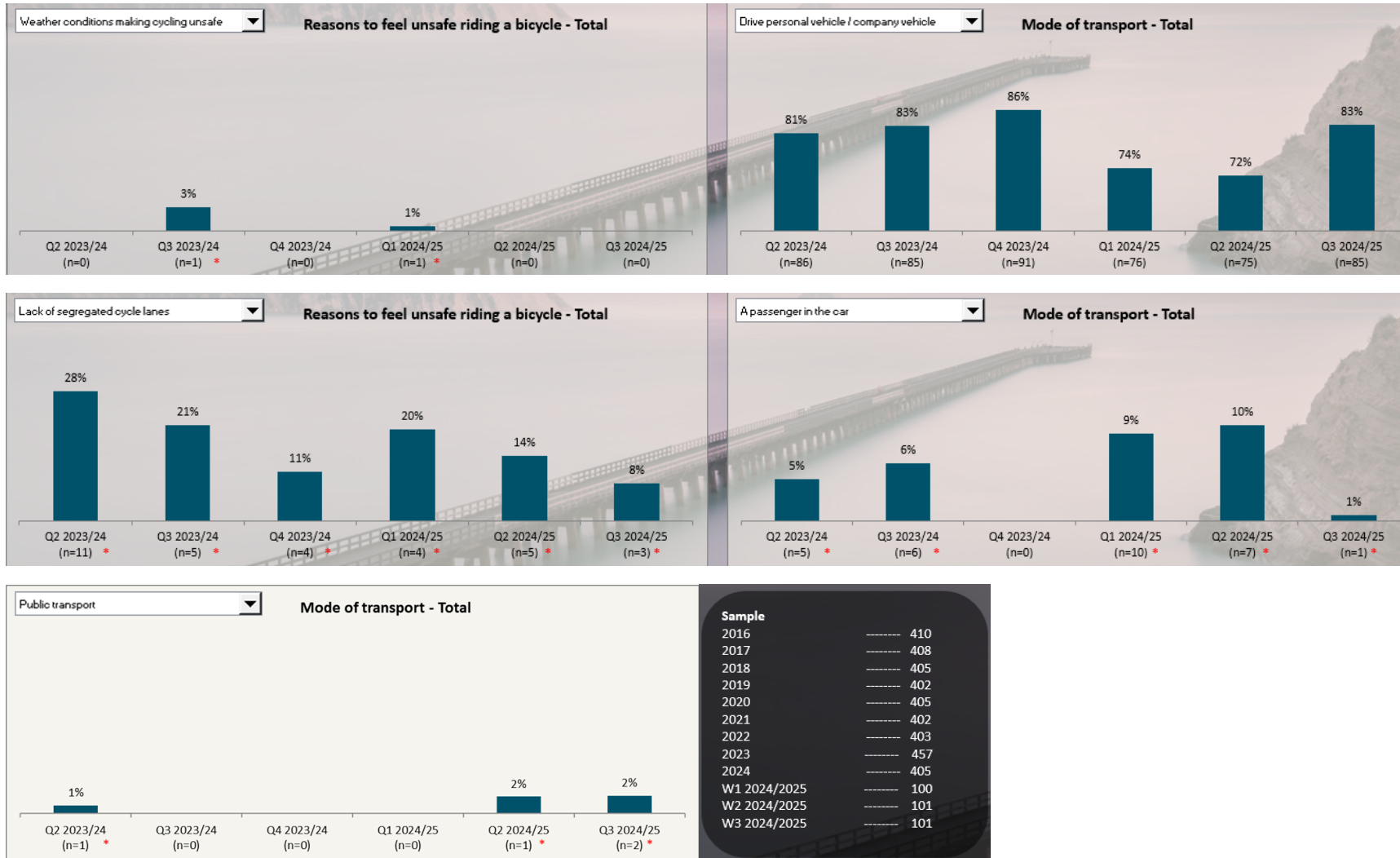
Region	%Car	%PT	%Cycle	%Peds
05 – Gisborne	89.78%	0.43%	2.54%	7.25%

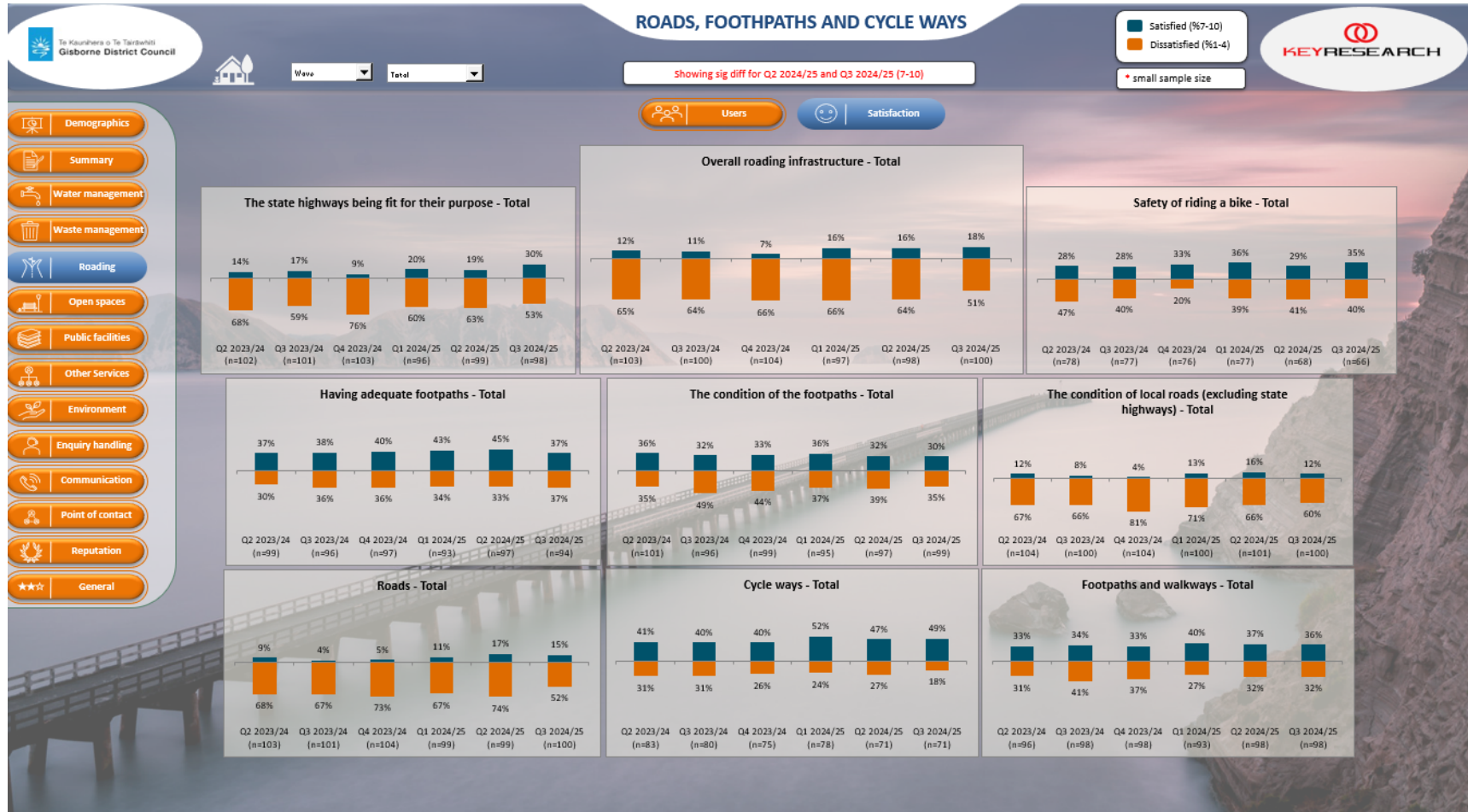
[Aotearoa Data Explorer](#)



Council's customer satisfaction survey also provides 2024/25 the following mode share data:







Methodology: A statistically robust survey conducted by telephone. A total of n=100 interviews are targeted within each quarter and reported quarterly to Finance and performance committee. Data collection is managed to quota targets by ethnicity, age and ward. Post data collection of the sample has been weighted so it is aligned with known population distributions as contained in the Census 2023



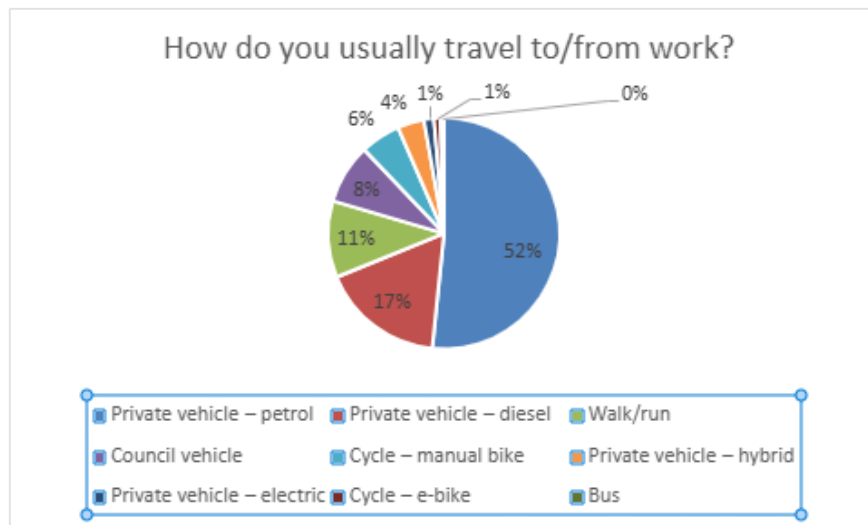
Climate Change Team Survey 2023/24

Earlier this year the climate change team ran a council staff survey and got a total of 220 responses, almost half of all staff. The data is currently being used to help estimate our greenhouse gas emissions to look at ways we can reduce emissions across the organisation. These actions will form Council's Emissions Reduction Plan.

Out of interest, here are a few of the results:

- 69% of staff travel by private car (petrol and diesel).
- About 50% would, or maybe would, be willing to carpool with other people.

The most common reasons for not using sustainable transport were time constraints and the need to transport others.





Te Kaunihera o Te Tairāwhiti
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Road Efficiency Group

Te Ringa Maimoa

RCA INSIGHTS: ROAD MAINTENANCE DELIVERY - PAVEMENT RESURFACING

July 2025

Gisborne District Council

The Road Efficiency Group Te Ringa Maimoa (REG) is a collaborative partnership between NZ Transport Agency Waka Kotahi, Local Government NZ and all road controlling authorities (RCAs). REG's Transport Insights web portal includes a dashboard that shows how all New Zealand's road networks are performing across key areas such as road condition, safety, and overall transport programme and service delivery.

The Government has set expectations that councils will review activity management plans during 2024-27 to improve long-term road maintenance outcomes by increasing the annual rehabilitation of local roads towards 2% and resurfacing towards 9%. REG is providing insights from the Transport Insights web portal and other sources to councils to support effective decision making and deliver for our communities.

2021-24 NLTP Local Roads				
Metric (amounts in lane kms)	Your council	Your region	Your peer group	National
Sealed network length (lane km)	1,587	1,587	38,558	106,677
Achieved vs planned (lane km)	291 / 353 (82%)	291 / 353 (82%)	6,040 / 7,223 (84%)	15,319 / 18,193 (84%)
Planned annual average (% network)	7.4%	7.4%	6.2%	5.7%
Achieved annual average (% network)	6.1%	6.1%	5.2%	4.8%
Variance (% network)	-1.3%	-1.3%	-1.0%	-0.9%
Annual Plan targets achieved	67%	67%	49%	40%
Approved funding spent (% approved)	96%	96%	107%	116%
Expenditure (average per lane km)	\$47,636	\$47,636	\$36,052	\$48,837
2024-27 NLTP Local Roads				
Planned (lane km)	306	306	7,252	20,005
Planned annual average (% network)	6.4%	6.4%	6.2%	5.1%
Approved funding (Million)	\$15.3M	\$15.3M	\$289.1M	\$1,109.5M
Funding (average per lane km)	\$50,057	\$50,057	\$39,864	\$55,462

2024-27 NLTP EXPECTATIONS

It is expected RCAs will deliver resurfacing programmes in 2024-27 in accordance with approved funding for 2024-27 and RCAs will work with NZTA to determine an appropriately sized programme and level of service within available funding for the 2027-30 period.

NEXT STEPS

These RCA Insights have been sent to council chief executives, mayors and roading staff with the aim of sharing insights on your network's performance for a greater understanding of roading investment.

REG recommends council management connects with your roading team to understand this performance data, compare your data with peers and support roading improvement plans.

www.nzta.govt.nz/reg

www.transportinsights.nz

Title: 25-189 New Zealand Transport Agency Waka Kotahi July 2025
Regional Update

Section: Journeys Infrastructure
Strategic Planning

Prepared by: Tina Middlemiss - Senior Transport Planner

Meeting Date: Wednesday 30 July 2025

Legal: No

Financial: No

Significance: **Low**

Report to REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE for information

PURPOSE - TE TAKE

The purpose of this report is to introduce the New Zealand Transport Agency (NZTA) Waka Kotahi Regional update for June 2025.

SUMMARY - HE WHAKARĀPOPOTOTANGA

At the meeting, Linda Stewart (NZTA Waka Kotahi Director Regional Relationships – Central North Island) will provide an update to the Regional Transport Committee on NZTA activities to June 2025. A presentation will be given at the meeting. Attachment 1 is the detailed update provided by NZTA

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS - NGĀ TŪTOHUNGA

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe:

- 1. Notes the contents of this report.**

Authorised by:

Jocelyne Allen - Director Sustainable Futures

Tim Barry - Director Lifelines

Keywords: New Zealand Transport Agency, NZTA, Waka Kotahi

ATTACHMENTS - NGĀ TĀPIRITANGA

1. Attachment 1 - Detailed pack - RTC Gisborne - July 2025 - Final for council [25-189.1 - 6 pages]

Regional Transport Committee

Tairāwhiti – July 2025

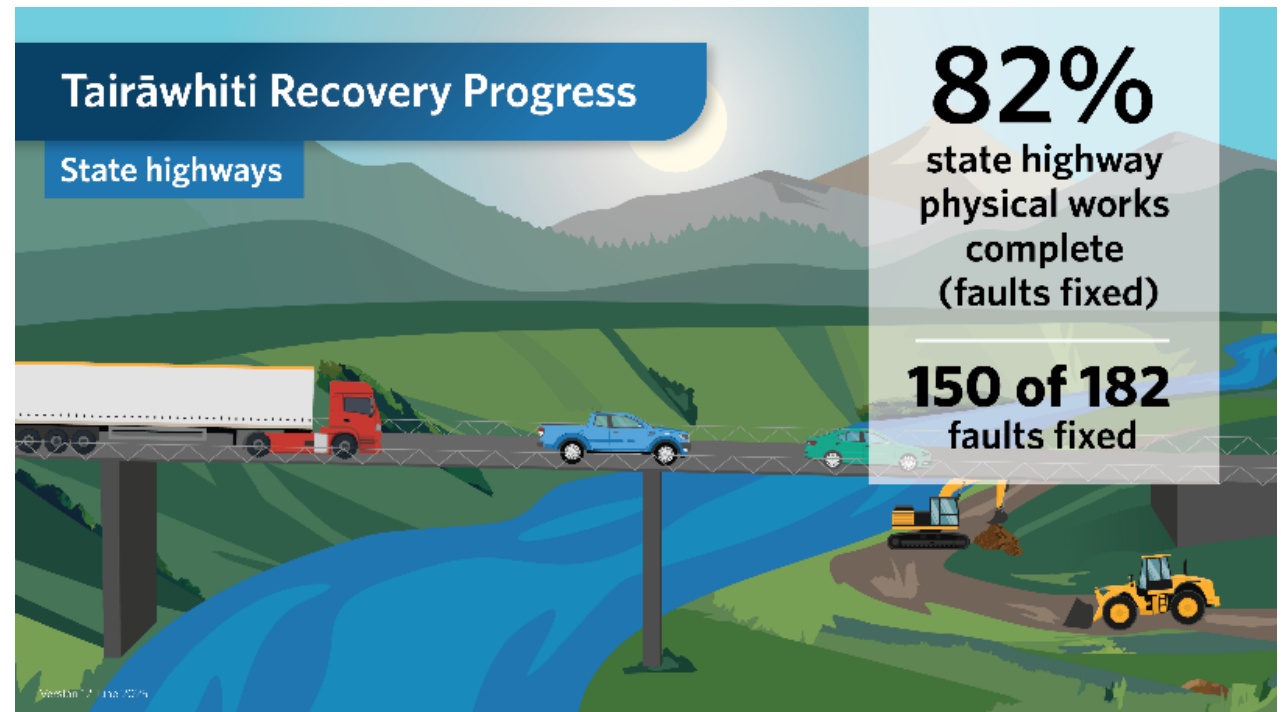
Note: The following slides are detailed updates to be taken away for further reading. The committee is welcome to ask questions relating to the information as required.



Te Kāwanatanga o Aotearoa
New Zealand Government

State Highway recovery update

- Funded recovery projects nearly complete.
- Focus on the large projects: Hikuwai Bridge, Mangahauini, Hakanui Straight (Nesbitt's Dip) and Rototahe.
- Site offices established near worksites (Hikuwai, Mangahauini, Hakanui, Ruatoria) to help manage fatigue and stay connected.
- Alliance will continue to evolve in line with programme delivery.



SH2 recovery



Underway

- Otoko Hill x2 sites (B – drainage, J – retaining wall repairs and drainage)
- Matawai Road overslip – willow wall.

In design

- Two further recovery sites to get underway
- Site M and K in July (see map).

Recently completed

- Rakauroa underslip – soil anchors and shotcrete.

SH35 update

Underway

- Kopuaroa Slip 1 (shotcrete, soil anchor repairs)
- Kopuaroa Slip 2 (buttress repairs)
- Tōrere underslip and overslip
- Paronga (D9) site (underslip repairs and drainage)
- Mangahauini gabion wall
- Kemps Hill (underslip repairs)
- Rotokautuku (Waiapu) Bridge (strengthening work)
- Makatote dropout #3.

In design

- Rokokautuku (Waiapu) Bridge revetment (scour protection)
- Makatote dropout #2.



Waikare Gorge realignment

- Currently working through the procurement process for the construction.
- The Design and Construct contract will be awarded via a tender process, expected to be early next year.
- Partnership with mana whenua is progressing.
- Once property agreements have been finalised, project on track to begin main on-site construction of the realignment next year.



Hei konā mai

NZ Transport Agency