|  |
| --- |
| **Note to Editors:**  The Tairāwhiti Roading Package consists of four components:   1. Two-year physical works programme totalling $33.90 million 2. Funding support for emergency repairs up to $4.80 million 3. Delivery of a five year pipeline consisting of $3.90 million for investigations and up to $108.1 million for implementation (totalling $112.00 million), with construction scheduled to commence at year three (2020/21) 4. Resource support up to $1.00 million. |

**Physical works**

|  |  |
| --- | --- |
| **Project** | **Description** |
| Improved local road level of service (resurfacing, strengthening, drainage, corner easing etc) | Improved level of service on the current road condition on journeys with significant freight movements. These are proactive maintenance-focused improvements that seek to provide a minimum level of service in line with future economic activity whilst improving access to key destinations identified by local communities. |
| Route security State Highway 35 | Resilience improvements targeted at route security and network availability issues on State Highway 35. |
| Heavy Industrial Zone Upgrade  (focus on MacDonald, Dunstan and Aerodrome Roads) | Improvements to surface condition and level of service in response to current and future demands associated with intensified economic activity. Improvements include strengthening and widening the road to support increasing freight volumes. |
| Rakaiatane Road Upgrade (road to Eastland Port) | Strengthening the road to support increasing freight volumes and responding to current and future demands associated with intensified economic activity. |
| East Cape Road sealing the first 1.6km | Sealing 1.6km to provide a consistent level of service between existing sealed sections of East Cape Road to support improved access for the community. |
| Route security (focus on local roads) | Resilience improvements targeted at structural issues that could be progressed now. |
| 50 MAX improvements | Local network efficiency improvements through enabling 50MAX bridge capability on economically active corridors within the region (including local road network). |
| Makokomuku single lane bridge replacement | Responding to the ongoing maintenance, resilience and inefficiencies associated with two single lane bridges and one dual lane bridge. |
| Full High Productivity Motor Vehicle (HPMV) access - Napier to Gisborne | State highway bridges and culverts upgraded to support HPMV. |
| Full High Productivity Motor Vehicle (HPMV) access - Gisborne to Opotiki | State highway bridges and culverts upgraded to support HPMV. |

**Five year pipeline**

|  |  |
| --- | --- |
| **Project** | **Description** |
| Route Security: Tiniroto Road | Resilience improvements targeted at route security and network availability issues on Tiniroto Road to deliver improved access to isolated communities and improved inter-regional resilience providing a more reliable alternative route. |
| The Kings Road/Harper Road local road upgrade | Efficiency improvements and reducing conflicts between community and commercial activities within the region. |
| Passing Opportunities | Passing opportunities:  SH2 Gisborne to Opotiki  SH2 Gisborne to Napier  SH35. |
| Route Security: State Highway 35 | Resilience improvements targeted at route security and network availability issues on SH35. |
| Route Security: East Cape. | Resilience improvements targeted at route security and network availability issues on East Cape Road (local road) which delivers improved access to isolated communities and enhanced tourism opportunity. |
| Waikare Gorge | Realignment. |