

# Land Transport and Parking

## Why we do it

To ensure that people and goods can move safely and efficiently around the district by a variety of means.

**This section contains key elements of the Regional Land Transport Programme (RLTP) which was consulted on at the same time as the draft 2009-2019 Ten Year Plan.**

## What we do

Implement the district's Regional Transport Strategy (RTS) and RLTP by:

- ▶ managing all of the district's roads (with the exception of state highways). This includes the maintenance of sealed and unsealed roads, bridges, streetlights, footpaths, road marking, traffic signals, signs, street cleaning, walkways and cycleways, roadside mowing and vegetation control
- ▶ providing and managing on and off-street parking infrastructure in the Gisborne CBD
- ▶ contributing to Gisborne city's public transport services by providing a bus service system, mobility assistance for the disabled and the maintenance of bus shelters and stops
- ▶ promoting alternatives to private passenger vehicles and providing education about road safety
- ▶ advocating for New Zealand Transport Agency (NZTA) and other central government funding to support key transport infrastructure projects in the region.

## Community Outcomes

This activity contributes to the following community outcomes:



Connected  
Tairāwhiti



Safe  
Tairāwhiti



Healthy  
Tairāwhiti



Prosperous  
Tairāwhiti

## Where we are now

### Land Transport

Much of the district's roading network is very basic, narrow and winding, with nearly 60% unsealed. The smoothness of the sealed roading is currently rated as average.

Demand for the roads continues to be driven by primary production but is being influenced by changing land use ie, from pastoral to forestry.

Gisborne's roading network is an increasingly expensive system to maintain. Factors causing this include:

- ▶ the isolated, rural nature of much of the district, and its difficult topography.
- ▶ unstable terrain and highly vulnerable soils combined with regular high intensity rainfall events
- ▶ scarcity and high costs of roading materials, especially aggregates.

The district is generally characterised by low traffic volumes. One exception to this is the increasing number of heavy vehicles as a result of forestry harvesting.

Congestion, except at some locations at particular periods, is rarely an issue, and even then is generally of short duration. In general the capacity of the system is adequate and capacity and performance is not an issue.

Ongoing development of the network is expected to be incremental and relatively slow. Some additions to the network have occurred through sub-division development, particularly over the last two to three years.

Opportunities exist to place more emphasis on 'travel demand' management including improving walking and cycling opportunities and better integrating the district's transport and land use planning.

In addition, one of the priorities in the Regional Land Transport Programme, is to improve the connectivity of road and rail transport modes to coastal shipping and international transportation (Port and Airport).

Day-to-day management of Council's Land Transport and Parking activities is carried out by the Council's Engineering and Works and Environment and Policy Departments respectively. Roading maintenance and passenger transport is delivered through competitively tendered contracts. Parking control activities are undertaken by council staff.

### Parking in the CBD

Business has a vested interest in parking availability. Currently there are 1,000 carparks available during business hours.

Council manages car parking through:

- ▶ parking restrictions –time restrictions on parking within the CBD
- ▶ parking meters – users pay \$0.50 to \$1.00 per hour depending on location.

However, more emphasis has recently been placed on increasing access for the disabled community.

## Where we want to be

### Land Transport

New and existing roads are designed and maintained as corridors that fulfil the needs of all users and the planned function of the roads.

All of the Council's sealed roads have been maintained to an average (but acceptable) ride quality, with the exception of those sections of roads where reversion to unsealed is considered the most economically acceptable option.

The benefits of the Regional Development Roding projects are realised, with increasing efficiencies at the port and additional mills constructed.

Road safety statistics show a reduction in crashes and no fatalities within Gisborne city.

In Gisborne city, the number of commuter trips by public transport, walking or cycling continues to increase. Footpaths, walkways, cycleways and lanes are linked, pleasant and safe to use.

Opportunities regarding the NZTA GAP Pilot Project are commissioned and integrate all modes of transport and travel within Gisborne for a safer and more accessible city.

## How we plan to get there

### Land Transport

**Strategies** ■ Implement the strategies and roading projects within the RTS. The strategy will achieve the fundamental core benefits being:

- ▶ economic development
- ▶ environmental sustainability
- ▶ safety and personal security
- ▶ public health
- ▶ access and mobility
- ▶ cultural interests.

Key components of the RTS yet to be developed include:

- ▶ the development and implementation a Travel Demand Management Strategy
- ▶ the preparation of a Regional Passenger Transport Plan.

The RTS will be fully reviewed in 2011.

**Maintenance** ■ Increase Council's budget for roading maintenance, renewal and replacement to enable the current level of road surface quality to be maintained.

Also investigate whether savings can be materialised from existing road maintenance contracts and review the roading network.

### Key Projects

- ▶ Continue to maintain the roading network at an appropriate level to ensure access for the rural community.
- ▶ Continue the Regional Development Roding Project to ensure forestry access is achieved.
- ▶ Continue to extend and enhance the district's network of cycle lanes, footpaths and walkways.
- ▶ Maximise opportunities to integrate land-use and transport planning to ensure appropriate land-use activities and traffic effects are considered.

### Parking in the CBD

Over the next three years no major parking activities are planned in the CBD. The CBD's pay and display parking machines are programmed to be upgraded in Year 5.

### Significant negative effects

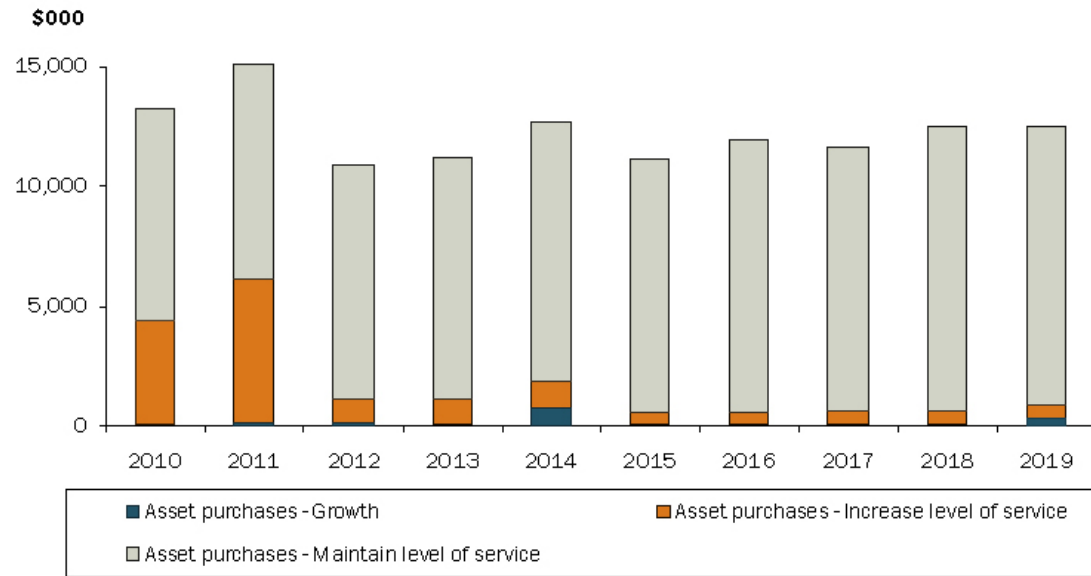
Significant negative effects from vehicles using the roads and the roading network itself include traffic hazards and accidents, dust, noise, emissions and other amenity effects, and environmental effects. The following mitigation measures have been identified:

Traffic hazards and accidents	Reduced by safety projects, road safety coordination, crash studies, as well as signage, pavement marking and safety structures (eg, guard rails).
Noise, emissions and other amenity effects	Are relatively confined and isolated in their effects. Dust as a product of the large proportion (60%) of unsealed roads is more widespread, but is a significant nuisance only at particular locations eg, isolated dwellings or groups of dwellings. Council's preferred remedy to dust is sealing, and has many sections of road sealed for this reason. Cost and the usual inability to obtain financial assistance restricts the amount of such work that Council can do, although some work is proposed in the New Capital Programme.
Roding maintenance activities	Do not generally have major environmental effects, especially compared to natural impacts that occur in the highly unstable terrain of the district. Disposal of surplus material, silt and debris after a heavy rainfall event can have undesirable effects, though this is often done in locations and after occurrences which have already highly degraded the natural environment. Council (through its contractors) utilises disposal sites for which the necessary consents are obtained. Significant construction works will usually be done under a resource consent.
Run-off of stormwater from the road surface containing contaminants from vehicles	This is more of an issue in urban environments. Except for Gisborne city, the district does not have extensively urbanised areas, and even Gisborne city is not so urbanised that it has been seen to be a major environmental concern.

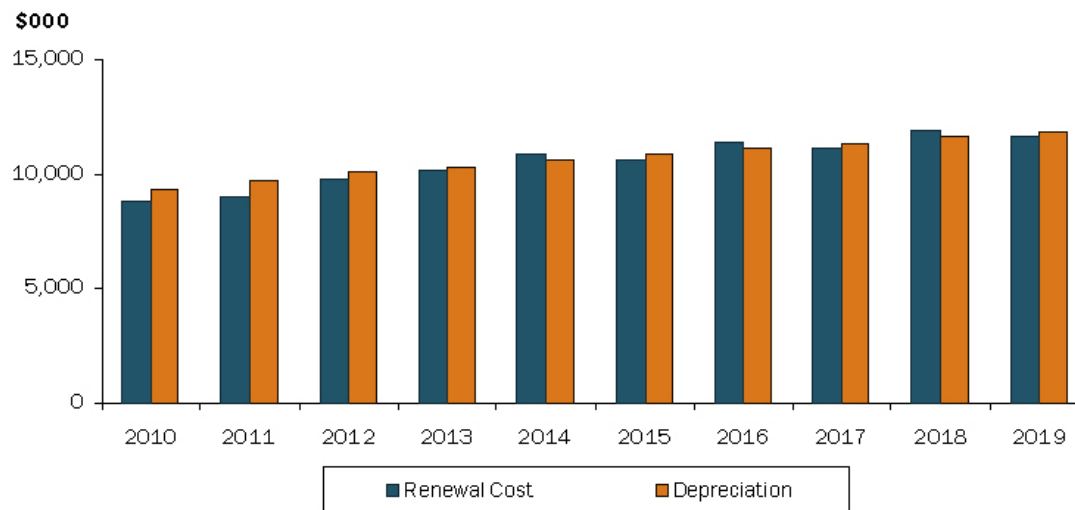
## Summary of Forecasted Financial Performance for the 10 Years 2010 to 2019

	2010 \$000	2011 \$000	2012 \$000	2013 \$000	2014 \$000	2015 \$000	2016 \$000	2017 \$000	2018 \$000	2019 \$000
<b>LAND TRANSPORT &amp; PARKING</b>										
<b>OPERATIONS</b>										
<b>Operating Revenue</b>										
Activity revenue	-1,223	-1,263	-1,292	-1,323	-1,351	-1,381	-1,413	-1,445	-1,480	-1,516
Grants and subsidies	-7,876	-8,077	-8,303	-8,463	-8,650	-8,871	-9,035	-9,245	-9,499	-9,671
Other revenue	0	0	0	0	0	0	0	0	0	0
<b>Total Operating Revenue</b>	<b>-9,099</b>	<b>-9,340</b>	<b>-9,595</b>	<b>-9,786</b>	<b>-10,001</b>	<b>-10,252</b>	<b>-10,448</b>	<b>-10,690</b>	<b>-10,979</b>	<b>-11,187</b>
<b>Operating Expenditure</b>										
Depreciation	9,317	9,670	10,073	10,302	10,570	10,886	11,065	11,302	11,587	11,856
Interest	195	215	233	245	256	263	266	269	270	275
Operating costs	12,382	12,878	13,338	13,631	13,984	14,333	14,632	14,991	15,395	15,706
<b>Total Operating Expenditure</b>	<b>21,894</b>	<b>22,763</b>	<b>23,644</b>	<b>24,178</b>	<b>24,810</b>	<b>25,482</b>	<b>25,963</b>	<b>26,562</b>	<b>27,252</b>	<b>27,837</b>
<b>Net Internal Charges/(Recoveries)</b>	<b>1,186</b>	<b>1,235</b>	<b>1,322</b>	<b>1,506</b>	<b>1,587</b>	<b>1,640</b>	<b>1,809</b>	<b>1,978</b>	<b>2,354</b>	<b>2,596</b>
<b>Net Cost of Service</b>	<b>13,981</b>	<b>14,658</b>	<b>15,371</b>	<b>15,898</b>	<b>16,396</b>	<b>16,870</b>	<b>17,324</b>	<b>17,850</b>	<b>18,627</b>	<b>19,246</b>
<b>Funded by:</b>										
Rates income	-8,121	-8,553	-8,732	-9,126	-9,342	-9,537	-9,870	-10,266	-11,246	-11,825
Transfers to/(from) reserves	0	0	0	0	0	0	0	0	0	0
Depreciation not funded	-5,860	-6,105	-6,387	-6,520	-6,676	-6,828	-6,949	-7,079	-7,255	-7,421
(Increase)/decrease in deficits carried forward	0	0	-252	-252	-378	-505	-505	-505	-126	0
<b>TOTAL OPERATIONS FUNDING</b>	<b>-13,981</b>	<b>-14,658</b>	<b>-15,371</b>	<b>-15,898</b>	<b>-16,396</b>	<b>-16,870</b>	<b>-17,324</b>	<b>-17,850</b>	<b>-18,627</b>	<b>-19,246</b>
<b>CAPITAL</b>										
<b>Capital Outgoings</b>										
Asset purchases - Growth	68	139	143	74	715	77	79	81	83	304
Asset purchases - Increase level of service	4,371	5,994	991	1,052	1,130	504	515	528	540	552
Asset purchases - Maintain level of service	8,776	8,993	9,735	10,094	10,884	10,550	11,374	11,053	11,924	11,634
Total asset purchases	13,215	15,126	10,868	11,219	12,729	11,131	11,969	11,662	12,547	12,490
Loan repayments	273	292	311	330	351	371	392	414	436	407
<b>Total Capital Outgoings</b>	<b>13,488</b>	<b>15,418</b>	<b>11,179</b>	<b>11,549</b>	<b>13,080</b>	<b>11,502</b>	<b>12,361</b>	<b>12,076</b>	<b>12,983</b>	<b>12,897</b>
<b>Funded by:</b>										
Rates income	0	0	0	0	0	0	0	0	0	0
Development contribution income	-152	-152	-28	-28	-28	-28	-28	-20	-20	-20
Transfers to/(from) development contribution reserve	134	90	-35	8	-632	7	6	-2	-3	-218
Capital grants and donations	-9,243	-10,766	-6,467	-6,726	-7,212	-6,534	-7,027	-6,845	-7,367	-7,162
Other capital revenue	0	0	0	0	0	0	0	0	0	0
Loan funding	-506	-611	-503	-499	-499	-422	-432	-442	-452	-535
Transfer from depreciation reserve	-3,720	-3,979	-4,145	-4,304	-4,645	-4,525	-4,881	-4,767	-5,141	-4,962
Transfer to/(from) other reserves	-1	0	-1	0	-64	0	1	0	0	0
<b>TOTAL CAPITAL FUNDING</b>	<b>-13,488</b>	<b>-15,418</b>	<b>-11,179</b>	<b>-11,549</b>	<b>-13,080</b>	<b>-11,502</b>	<b>-12,361</b>	<b>-12,076</b>	<b>-12,983</b>	<b>-12,897</b>

## Total Capital Projects



## Depreciation v Renewal Capital Projects



## Capital Expenditure Programme

Description	LOS	Total Cost	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grant Funding	NZTA Funding	Dev Cont Funding	Loan & Reserve Funding
<b>LAND TRANSPORT and PARKING</b>																
Pay and Display	INC	62,920					62,920									100%
Pavement Maintenance - Renewals	MAINT	10,692,605	953,250	980,894	1,009,492	1,033,323	1,057,154	1,080,032	1,104,817	1,131,508	1,158,198	1,183,937		59%		41%
Drainage Renewals	MAINT	6,454,066	565,000	581,950	599,409	627,771	642,249	656,149	671,206	687,421	703,637	719,274		59%		41%
Bridge/Structure Maintenance - Renewals	MAINT	5,534,281	750,000		1,000,000		1,204,929		1,259,254		1,320,098			59%		41%
T Funds - Various Walking & Cycling (previously R Funds)	INC	3,471,217	215,248	1,255,600	250,600	233,331	238,713	243,878	249,475	255,502	261,529	267,341		85%		15%
Bridge Capital Renewals	MAINT	3,214,426		500,000		633,327		661,955		693,505		725,639		59%		41%
Maintenance Chipseals	MAINT	28,232,758	2,190,000	2,244,750	2,300,868	2,866,635	2,932,751	2,996,219	3,064,976	3,139,022	3,213,068	3,284,469		59%		41%
Thin Asphaltic Concrete	MAINT	2,377,240		239,422	246,403	252,220	258,037	263,621	269,670	276,185	282,700	288,982		59%		41%
Transport Studies - Walking and Cycling	INC	456,678	50,000	51,450	52,942	40,310	41,240	42,132	43,098	44,140	45,181	46,185		59%		41%
Footpath Replacement	MAINT	1,637,682	146,000	150,234	154,614	158,264	161,914	165,418	169,214	173,302	177,390	181,332				100%
Road - Periodic Overlay / Strengthening	MAINT	34,175,052	3,045,932	3,137,310	3,231,429	3,301,790	3,377,939	3,451,041	3,530,235	3,615,521	3,700,807	3,783,048		59%		41%
Minor Safety Projects	MAINT/GROW	12,762,142	1,137,750	1,170,743	1,204,878	1,233,322	1,261,765	1,289,072	1,318,651	1,350,511	1,382,366	1,413,084		69%	1.64%	29.36%
Regional - Road Upgrading	INC	6,898,600	3,400,000	3,498,600										100%		
Preventative Maintenance	MAINT	632,358	56,380	58,010	59,700	61,110	62,519	63,872	65,338	66,917	68,495	70,017		59%		41%
Taruheru Subdivision Road Links	GROW	639,671					639,671								100%	
Taruheru Subdivision Road Links	MAINT/GROW	287,834										287,834			74.79%	25.21%
Urban Street Improvements	INC	321,928	28,700	29,532	30,393	31,112	31,828	32,517	33,263	34,067	34,871	35,645				100%
Walkway-Waikanae Beach Walkway, Waikanae Stream to Stanley/Awapuni Road Intersection	INC	1,043,000	513,500	529,500										75%		25%
Walkway-Taruheru River Walkway, Botanical Gardens to Campion Road	INC	1,132,500				558,500	574,000						10%	75%		15%

Description	LOS	Total Cost	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Grant Funding	NZTA Funding	Dev Cont Funding	Loan & Reserve Funding
<b>LAND TRANSPORT and PARKING</b>																
Walkway-Taruheru River Walkway-Bright Street to Botanical Gardens	INC/GROW	1,073,000		529,500	543,500									75%	8.03%	16.97%
Walkway-Accessible Links to Titirangi	INC	22,070			10,870	11,200										100%
Non-Assisted Rooding (non-subsidised)	INC	1,833,138	163,425	168,164	173,067	177,153	181,238	185,161	189,410	193,985	198,561	202,974				100%
<b>Totals:</b>		<b>122,955,166</b>	<b>13,215,185</b>	<b>15,125,659</b>	<b>10,868,165</b>	<b>11,219,368</b>	<b>12,728,867</b>	<b>11,131,067</b>	<b>11,968,607</b>	<b>11,661,586</b>	<b>12,546,901</b>	<b>12,489,761</b>				

## Asset management

Key assets as at 31 May 2008:

Roads (km)	
- sealed	793
- unsealed	1,062
Total	1,855
Footpaths (km)	219
Bridges and large culverts (No.)	383
Street lights (No.)	3,546
Signs (No.)	4,513
Bus shelters (No.)	9
Traffic signals (No.)	2
Public Parking Spaces CBD (No.)	
- free unlimited time	230
- free time limited	260
- paying	671
Total	1,161
Estimated distance travelled on roading network each year (million kms)	218
Depreciated replacement value including land (\$bn)	\$1.137

This activity has a comprehensive asset/ activity management plan which is the key tool for ensuring that capital funding and existing assets are used as efficiently and effectively as possible.

## LAND TRANSPORT and PARKING

Levels of Service Statement	Performance Measure		Current Performance	Targets				Mechanism to Achieve Target
	Customer	Technical		Yr 1 2009-10	Yr 2 2010-11	Yr 3 2011-12	Yr 4-10 2012-18	
<b>LOS (1) - Reliability and Responsiveness</b>  The transportation network is reliable and travel times are predictable.	Percentage of Requests for Service resolved within target timeframes for the following:  ■ Road service defects ■ Streetlights ■ Parking in CBD  Percentage of customers who rate Requests for Service responses as excellent/good for: ■ Rooding ■ Parking in CBD							Ensure Rooding staff have 6 monthly Request for Service refresher courses.
			89% (2008)	89%	89%	89%	89%	
			86% (2008)	86%	86%	86%	86%	
			96% (2008)	96%	96%	96%	96%	
			91% (2008)	91%	91%	91%	91%	
			96% (2008)	96%	96%	96%	96%	
<b>LOS (2) - Quality and Quantity</b>  The transportation network and its facilities are up to date, in good condition and 'fit for purpose'.	Percentage of residents who are very/fairly satisfied with Council roads (excluding state highways):  ■ Urban residents ■ Rural residents							
			67%	67%	Not Measured	67%	67%	
			59% (June 2008)	59%	Not Measured	59%	59%	
	Percentage of residents who are very/fairly satisfied with footpaths.  Range of customers who rate the passenger transport system as excellent/very good.		68% (June 2008)	68%	Not Measured	68%	68%	Complete the next year works programme.
			80% (2008)	80%	80%	80%	80%	Complete a Passenger Transport Strategy as part of the Regional Transport Strategy.
			Smoothness within average range as below: <90 smooth 90 - 110 average >110 rough (NAASRA counts for sealed roads within Gisborne's urban area).	102 (2008)	Average range	Average range	Average range	Average range
<b>LOS (3) - Safety</b>  The transportation network is designed and managed for safe use with low crash and injury rates.		Total number of registered motor vehicle crashes per annum.	Total 402 (NZTA - 2007)	390	378	366	355	Road Safety Action Plans which focus on engineering, enforcement and education.
		The corresponding number of deaths plus hospitalisations.	127 (NZTA - 2007)	<54	<54	<54	<54	
		Total number of reported cycling and pedestrian injuries per annum.	20 (LTNZ - 2007)	16	13	11	9	Road Safety Action Plans which focus on engineering, enforcement and education.

## LAND TRANSPORT and PARKING

Levels of Service Statement	Performance Measure		Current Performance	Targets				Mechanism to Achieve Target
	Customer	Technical		Yr 1 2009-10	Yr 2 2010-11	Yr 3 2011-12	Yr 4-10 2012-18	
<b>LOS (4) - Core Value:</b> Accessibility and Affordability Transportation services balance the needs of all users.		The number of bus passengers per annum.	123,861 (2008)	126,090	128,359	130,669	133,021-148,047	Complete a Passenger Transport Strategy as part of the Regional Transport Strategy.
		The annual bus passenger kilometres travelled.	304,254 kms	309,730 kms	315,305 kms	320,980 kms	326,757-363,670 kms	
		The percentage of properties in the Gisborne urban area within 700 metres of a bus stop.	92% (2006)	92%	92%	92%	92%	
		The length in kilometres of the cycle network.	6.5 km (2008)	8.5 total km	10.5 total km	12.5 total km	13.5 total km	Regional Transport Strategy and Walking and Cycling Projects.
		Extensions to the existing walkway network.	Current length 5.4km (2008)	5.4km	5.9km	6.4km	6.9km	Capital works in accordance with Walking and Cycling Strategy.
		The availability of Council carparks within the CBD during business hours.	At least 1 in 20 (2008)	At least 1 in 20	At least 1 in 20	At least 1 in 20	At least 1 in 20	Outcomes of survey will determine if existing parking strategies are effective or require changes, pricing, time limits, capacity of parking provision.