

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 is being consulted on at the same time as this Ten Year Plan (refer to the “Major Projects” section for more information).

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.

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 Rooding 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. Investigate the viability of a Regional Petrol tax to supplement income.

Key Projects

- ▶ Continue to maintain the roading network at an appropriate level to ensure access for the rural community.
- ▶ Continue the Regional Development Rooding 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

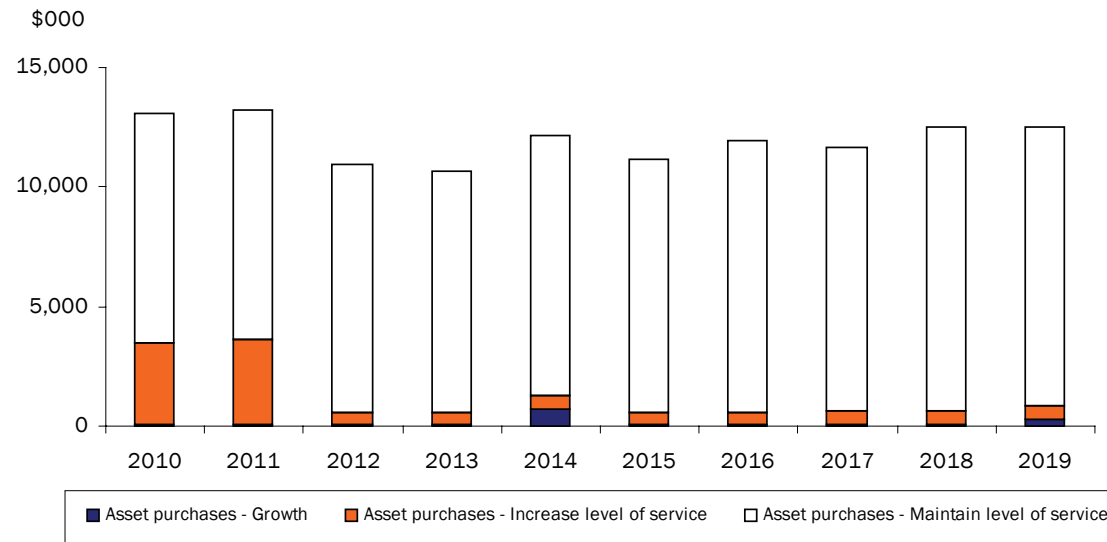
Significant negative effects from vehicles using the roads and the roading network itself include traffic hazards and accidents, dust, noise, emissions and other amenity effects, and environmental effects. The following mitigation measures have been identified:

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.
Rooding 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.

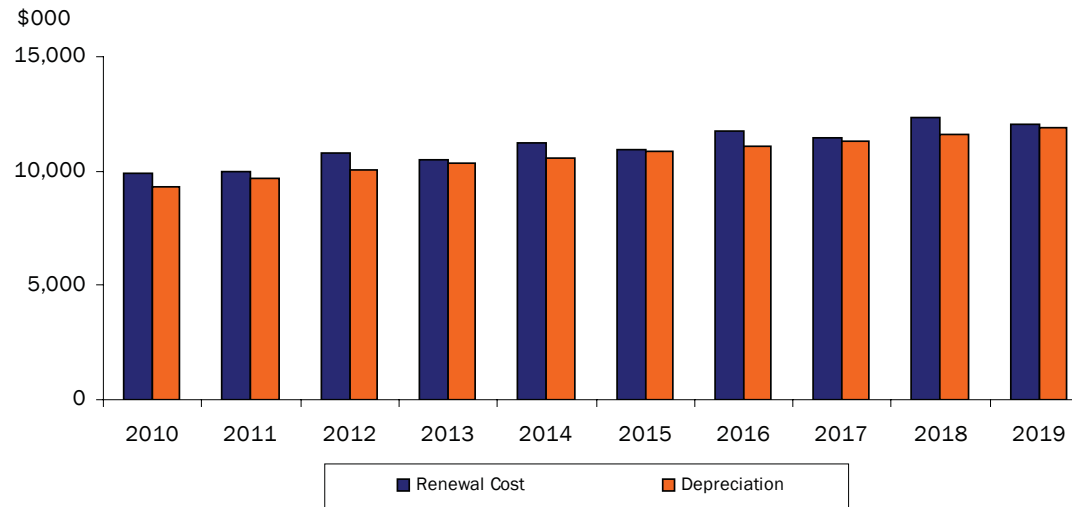
Summary of Forecasted Financial Performance for the 10 Years 2010 to 2019

	2010 \$000	2011 \$000	2012 \$000	2013 \$000	2014 \$000	2015 \$000	2016 \$000	2017 \$000	2018 \$000	2019 \$000
LAND TRANSPORT and PARKING										
OPERATIONS										
Operating Revenue										
Activity revenue	-1,223	-1,263	-1,292	-1,323	-1,351	-1,381	-1,412	-1,445	-1,480	-1,516
Grants and subsidies	-7,876	-8,077	-8,301	-8,464	-8,651	-8,867	-9,035	-9,245	-9,492	-9,671
Other revenue	0	0	0	0	0	0	0	0	0	0
Total Operating Revenue	-9,099	-9,340	-9,593	-9,787	-10,002	-10,248	-10,447	-10,690	-10,972	-11,187
Operating Expenditure										
Depreciation	9,317	9,691	10,077	10,337	10,593	10,897	11,076	11,313	11,598	11,867
Interest	191	197	203	209	214	217	221	223	224	229
Operating costs	12,388	12,850	13,304	13,597	13,914	14,258	14,560	14,916	15,311	15,626
Total Operating Expenditure	21,896	22,738	23,584	24,143	24,721	25,372	25,857	26,452	27,133	27,722
Net Internal Charges/Recoveries	1,178	1,244	1,340	1,525	1,607	1,661	1,828	2,002	2,376	2,620
Net Cost of Service	13,975	14,642	15,331	15,881	16,326	16,785	17,238	17,764	18,537	19,155
Funded by:										
Rates income	-8,115	-8,525	-8,696	-9,093	-9,260	-9,444	-9,780	-10,180	-11,161	-11,744
Transfers to/from reserves	0	0	0	0	0	0	0	0	0	0
Depreciation not funded	-5,860	-6,117	-6,383	-6,536	-6,688	-6,836	-6,953	-7,079	-7,250	-7,411
(Increase)/decrease in deficits carried forward	0	0	-252	-252	-378	-505	-505	-505	-126	0
Total Operations Funding	-13,975	-14,642	-15,331	-15,881	-16,326	-16,785	-17,238	-17,764	-18,537	-19,155
CAPITAL										
Capital outgoings										
Asset purchases - Growth	68	70	72	74	715	77	79	81	83	304
Asset purchases - Increase level of service	3,445	3,544	471	482	556	504	515	528	540	552
Asset purchases - Maintain level of service	9,581	9,582	10,393	10,094	10,884	10,550	11,375	11,053	11,924	11,634
Total Asset Purchases	13,094	13,196	10,936	10,650	12,155	11,131	11,969	11,662	12,547	12,490
Loan repayments	273	292	311	330	351	371	392	414	436	407
Total capital outgoings	13,367	13,488	11,247	10,980	12,506	11,502	12,361	12,076	12,983	12,897
Funded by:										
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	133	8	8	-632	7	6	-2	-3	-218
Capital grants and donations	-8,895	-8,989	-6,388	-6,218	-6,690	-6,499	-6,991	-6,809	-7,329	-7,124
Other capital revenue	0	0	0	0	0	0	0	0	0	0
Loan funding	-372	-383	-394	-403	-412	-421	-431	-441	-452	-534
Transfer from depreciation reserve	-4,082	-4,098	-4,446	-4,339	-4,680	-4,561	-4,918	-4,803	-5,179	-5,001
Transfer to/from other reserves	0	1	1	0	-64	0	1	-1	0	0
Total Capital Funding	-13,367	-13,488	-11,247	-10,980	-12,506	-11,502	-12,361	-12,076	-12,983	-12,897

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	LTNZ Funding	Dev Cont Funding	Loan & Reserve Funding
LAND TRANSPORT and PARKING															
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	6,496,045	579,126	595,919	613,293	627,771	642,249	656,149	671,206	687,421	703,637	719,274	59%		41%
Bridge/Structure Maintenance - Renewals	MAINT	6,021,385	1,086,500		1,150,604		1,204,929		1,259,254		1,320,098		59%		41%
R Funds - Various Walking & Cycling	INC	2,414,459	215,248	221,492	227,950	233,331	238,713	243,878	249,475	255,502	261,529	267,341	69%		31%
Bridge Capital Renewals	MAINT	3,315,618		601,192		633,327		661,955		693,505		725,639	59%		41%
Maintenance Chipseals	MAINT	29,663,357	2,644,500	2,721,191	2,800,526	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%
Walking & Cycling	INC	417,113	37,185	38,262	39,380	40,310	41,240	42,132	43,098	44,140	45,181	46,185	69%		31%
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	34,166,219	3,045,932	3,134,264	3,225,642	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	6,087,000	3,000,000	3,087,000									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%
Non-Assisted Roding (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%
Totals:		119,828,714	13,093,996	13,196,319	10,935,942	10,649,668	12,154,867	11,131,067	11,968,607	11,661,586	12,546,901	12,489,761			
Grand Total:		119,828,714	13,093,996	13,196,319	10,935,942	10,649,668	12,154,867	11,131,067	11,968,607	11,661,586	12,546,901	12,489,761			

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	
LOS (1) - Reliability and Responsiveness 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%			
LOS (2) - Quality and Quantity 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 Percentage of residents who are very/fairly satisfied with footpaths. Range of customers who rate the passenger transport system as excellent/very good.							
		67%	67%	Not Measured	67%	67%		
		59% (June 2008)	59%	Not Measured	59%	59%		
		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	Information is provided as part of RAMM services. Contract EW06/16.	
LOS (3) - Safety 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. The corresponding number of deaths plus hospitalisations. Total number of reported cycling and pedestrian injuries per annum.	Total 402 (NZTA - 2007)	390	378	366	355	Road Safety Action Plans which focus on engineering, enforcement and education.	
		127 (NZTA - 2007)	<54	<54	<54	<54		
		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	
LOS (4) - Core Value: 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.
		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.