

Subject: Annual Plan 2010/11 Activity Report - Land Transport and Parking

Prepared by: Dave Hadfield (Land Transport Manager)

Meeting Date: 5/6 May 2010

Report to COUNCIL for decision

SUMMARY

Thirty-four submissions to the draft 2010/11 Annual Plan contained comments relating to the Land Transport and Parking activity. Detailed officer responses and recommendations to these submissions are attached. The issues covered by these submissions were grouped into the following areas:

- Footpath and Access Crossings
- Cycleways and Walkways
- Public Transport
- Road Safety
- East Coast Roding.

Many of the issues are addressed under existing Council policies, or are in the Ten Year Plan as major projects or already included in roading maintenance contracts. In some instances the submitters were informed that their requests were unlikely to proceed due to higher priorities in other areas or they were contrary to existing Council policies.

After reviewing the submissions, the major overarching issues/themes were cycleways and walkways. While support for the projects was remaining strong from a local perspective, at this time our projects were unable to obtain funding from the New Zealand Transport Agency.

The walking and cycling projects are still left in the Ten Year Plan as circumstances for funding can change; also the next round of funding applications for these projects will commence in 18 months time. In the interim, staff can still continue with the resource consent applications.

RECOMMENDATIONS

That the Council

- 1. receives the report**
- 2. approves the officer responses contained in Attachment 1 - Land Transport and Parking activity submissions and responses**
- 3. make no change to the draft Annual Plan 2010/11 in relation to this activity.**

Dave Hadfield
Activity Manager

Peter Higgs
Engineering and Works Manager

1. BACKGROUND

The submissions received were categorised into the following five topics:

- footpath and access crossings
- public transport
- road safety
- East Coast roading
- cycleways and walkways

The submissions are discussed and reviewed below with the recommendation that the submissions themselves will not compel a change to the draft annual plan.

2. DISCUSSION AND OPTIONS

2.1 Footpaths and Access Crossings

The general theme was the condition of the old slurry seal footpaths within the city.

The Council has carried out condition ratings of the footpaths and presented this to the Operations Committee in June 2009 (EW09/268). Over the next three years the outer CBD areas will be targeted for replacement. For example, areas along Customhouse Street and Palmerston Road are programmed for completion.

2.2 Public Transport

Many of the submitters asked for changes to the existing bus service. The Gisborne District Council has just completed its Regional Public Transport Plan and copies of the plan will be sent to them.

2.3 Road Safety

The main themes were increasing safety for cyclists and improved access for members of our community with disabilities. To address these issues:

- An education campaign called "Share the Road" is about to be launched to reduce cycling accidents around roundabouts. The education campaign was the result of feedback from the Gisborne Cycling Advisory Group and backed up from cycling crash accidents from the New Zealand Transport Agency.
- The Disability Advisory Group listed roads around Gisborne that raised issues with their members. A member of the roading team will attend future meetings to discuss this, and maybe suggest a similar template to the Gisborne Cycling Advisory Group.

2.4 East Coast Roothing

The common theme was the request for roading seal extensions, unfortunately the requests are unlikely to proceed for the following reasons:

- The roads are unlikely to qualify for subsidised funding as they have very low traffic volumes.
- Some of the suggested roads have major slumping and erosion issues which need and are being resolved first, i.e. East Cape Road. For instance, the regional development programme has spent over \$1.0M near the bluffs.

- While other projects are being completed in their area, for instance, new bridges and the regional development roading projects. It is better to inform the submitters now than raise expectations.
- At future Annual Plan meetings it is suggested that roading staff should attend the rural meetings to clarify and resolve some of these issues.

2.5 Cycleways and Walkways

The majority of submissions raised issues with cycleways and walkways.

Topics included:

- Cycling Safety – these will be addressed with the “Share the Road” campaign.
- The Old Motu Coach Trail – this project is being managed by Council’s Environment & Planning Department and is a work in progress.
- Waikanae-Midway Walkways – an appeal has been lodged with the Environment Court. Engineering & Works and Environment & Planning staff are waiting until the appeal process ends. The next stage is likely to be mediation. With this in mind there is still strong support from the general community for this project.
- Cycleway projects in general – general consensus in support of these projects.
- After reviewing the submissions there are no reasons to alter the Annual Plan.

2.5.1 Funding

When the national land transport programme was announced last year, our walking and cycling projects failed to meet the new funding profiles. Report EW09/481 to the Operations Committee discussed these implications. Other attempts to obtain funding through the “Model Communities” applications were also unsuccessful.

In the Ten Year Plan, walking and cycling projects were commissioned for 2010/2011 and 2011/2012. Though the projects are unable to be funded at this point in time, they still should be left in the plan for the following reasons:

- In the event that there are calls to fast track projects from the New Zealand Transport Agency. For example in February 2010, the NZTA announced that \$40M was available for additional sealing projects due to delays in other areas.
- From a political perspective this demonstrates that there is tension between what the Gisborne community want through the LTCCP process and what is currently being funded from a national level.
- One submitter suggested that the Council approach the Eastland Community Trust to pay for the walking and cycling projects. This was not supported as there are greater advantages for the community by obtaining external funding from the government.
- The next round of roading funding will begin in 18 months time where Council can reapply for national funding. In the interim Council staff will progress with resource consents for these projects.

3. SIGNIFICANCE

The recommendations are not significant in terms of Council’s significance policy.

4. CONSULTATION

After reviewing the submissions a process improvement for future Annual Plan meetings is the inclusion of a roading member, especially for the rural meetings. Many of the issues raised could be resolved at this time.

5. COMMUNITY OUTCOMES

The Ten Year plan states the Land Transport and Parking activities contributes to the following outcomes:

- Connected Tairāwhiti
- Safe Tairāwhiti
- Prosperous Tairāwhiti
- Healthy Tairāwhiti

6. LEVELS OF SERVICE

The recommendation will not affect the levels of service for this activity.

7. FINANCIAL

The recommendations are in keeping with the Ten Year Plan capital expenditure programme. However our walking and cycling projects are dependant on obtaining government funding as advertised in the Ten Year Plan.

8. LEGAL

There are no significant legal implications associated with these recommendations.

9. POLICY

There is no policy implications associated with these recommendations.

10. OTHER CONSIDERATIONS

None.

11. APPENDICES

None.

Summary and Response by Issue

For: Annual Plan 2010/11 - LAND TRANSPORT and PARKING

Issue	Submitter
Cycle & Walkways	
3	Mackay, Heather Gordon
More cycleways would be good - lots of logging trucks are not good for cyclists.	
<i>Officers Response: Walking and Cycling Projects are provided in the Ten Year Plan but are subject to obtaining subsidy assistance from the New Zealand Transport Agency. Unfortunately our projects were not successful when the 2009-2012 National Land Transport Programme was announced. However, we will reapply in the next 2012-2015 Regional Land Transport programme and/or when the next call for expressions of interest for walking and cycling model communities. The Gisborne District Council is about to start an education campaign called "Share the Road". This is to encourage motorists to take into consideration vulnerable road users. Officer Recommendation: That there be no change to the draft Annual Plan.</i>	
4	Bramwell, Pamela Isobella
Love the idea of cycle and walkways around Motu and city. Very much in favour of Waikanae/Midway extension to make the beach more accessible for people. Would like more of the reserves along Salisbury Road to be opened up for parking and picnicking.	
<i>Officers Response: This was included in the Gisborne District Council's Ten Year Plan but the Waikanae/Midway project is dependant on obtaining funding from the New Zealand Transport Agency. Our applications were unsuccessful when the 2009-2012 National Land Transport programme was announced. However, Council will reapply for funding during the 2012-2015 Regional Land Transport programme and/or the next round of funding for walking and cycling model communities is announced. Council does open some reserves along Salisbury Road to accommodate the holiday parking period. This request can be investigated further but it will have to be deferred until 2012/13 as there are other pressing parking issues in the city i.e. the former St Marys site and Customhouse Street/Wainui Road. Officer Recommendation: That no change be made to the draft annual plan. That the item be referred to the next committee for further consideration.</i>	
5	Redgrave, Lorraine Allison
New walk and cycleways should be held over until things improve as there is a recession on. Does not approve of a track along Waikanae Beach as the present grassed area is sufficient and more natural - most people seem to prefer to walk along the sand there.	
<i>Officers Response: New walkway and cycleway projects were included in the Ten Year Plan after consultation with the wider community. During the resource consent process for this project disability groups expressed their support for a hard surface along this area to accommodate mobility scooters and with those with walking impairments. Officers Recommendation: That there be no change to the draft Annual Plan.</i>	
11	Schollum, Norma Muriel
Does not like the plans to spend money on walk and cycleways when the general footpaths are a disgrace in older residential areas.	
<i>Officer Response: The Gisborne District Councils Ten Year Plan has on average \$60k for maintenance and \$150k for footpath replacements each year. Over the last 6 years, many of the old slurry seal footpaths are being replaced in residential areas. It is anticipated that the bulk of these will be replaced within 5 years. There is also an ongoing footpath grinding programme which removes tripping hazards and while the footpaths may look old they are still safe to walk over. The walk and cycleway projects are popular requests with the Ten Year Plan and attract subsidies whereas the footpath projects are solely rate payer funded. Officer Recommendation: That no change be made to the draft Annual Plan.</i>	
16	Brown, William Malcolm
Concerned at lack of costing given for Motu cycle/walkway.	

Summary and Response by Issue

For: Annual Plan 2010/11 - LAND TRANSPORT and PARKING

Issue	Submitter
<p><i>Officer Response: The Motu Cycle trail is part of the national cycleway project and is still in the planning phase. Gisborne District Council was accepted to the second phase where more detail planning is now required. The project involves the Gisborne District Council, Opotoki District Council and the Department of Conservation. For it to be adopted as a final national cycleway contender, confirmed costs from all three parties have to be defined. As there is still a lot of planning to be undertaken it will not affect the draft Annual Plan. Officer Recommendation: That no change be made to the draft Annual Plan.</i></p>	
19	Wilson, James
<p>The walk/cycleway from Reads Quay to Waikanae has been a big success. I see lots of people using it from early till dark. Would like to see it extended to Midway at least as it is a drawcard to visitors. We need to encourage more cycling and to make our roads safer for cycling. Cycleways should extend around roundabouts - as in some European cities. This avoids cyclists swerving into the traffic.</p> <p><i>Officer Response: In the Ten Year Plan, the Midway/Waikanae cycleway was listed as a major project but was dependant on receiving funding assistance from the New Zealand Transport Agency. Gisborne District Council was not successful when the 2009-2012 National Land Transport programme was announced. However, Council will reapply when the next round of roading funding becomes available in 2012-2015 through the Regional Land Transport programme and/or walking and cycling model communities. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
20	Molly Evans
<p>The beachfront walkway to Midway should go ahead. It is much needed by the whole community. Homeowners do not own the land, Council does, therefore they should consider the best use for all the people.</p> <p><i>Officer Response: The project was listed in Gisborne District Councils Ten Year Plan, however it is dependant on receiving funding assistance from the New Zealand Transport Agency. Unfortunately our walking and cycling projects were unsuccessful when the National Land Transport 2009-2012 programme was announced but we will apply at the next funding round in 2012-2015 through the Regional Land Transport programme and/or when the next round of expressions of interest are announced for the walking and cycling model communities. In the interim resource consents for the project have been applied for this project. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
22	Short, Tania Eruatua
<p>Cycle and walkways are not very safe for cyclists. It would be ideal to improve health and the environment by getting the community to park cars and ride to work. Prioritising Wainui cycleway and slowing the traffic between Okitu and the city should be a focus.</p> <p><i>Officer Response: The Gisborne District Council is about to start an education campaign in the next two months called "Share the Road". The focus is to remind drivers of vulnerable road users like cyclists. While the focus between Okitu and the city is important at this stage we are targeting areas where there are historic problems like roundabouts. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
24	Hamon, Janis Marion
<p>The network of walking and cycleways is key to promoting the towns identity.</p> <p><i>Officer Response: Projects included in the Gisborne District Council's "Ten Year Plan". The construction of cycleways is dependant on subsidy assistance from the New Zealand Transport Agency unfortunately the Council's projects were not successful when the 2009-2012 roading programme was announced. However Council will apply during the next funding programme in 2012-2015 during the regional land transport programme and or when the next expressions of interest for walking and cycling model communities are announced. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
25	Proctor, Ian George
<p>Likes all plans that maintain or improve on any cycling and walking activities, but at a minimal cost.</p>	

Summary and Response by Issue

For: Annual Plan 2010/11 - LAND TRANSPORT and PARKING

Issue	Submitter
<p><i>Officer Response: Walking and cycling projects are dependant on receiving subsidy from the NZTA, the Gisborne projects were not successful when the 2009-2012 national land transport programme was announced. However Council will reapply during the next round of funding in 2012-2015 regional land transport programme and or next round of walking and cycling model communities funding. Officer Recommendation: That there be no changes to the draft Annual Plan.</i></p>	
26	Larkins, Darren Peter
<p>Do not give up on external funding for Motu cycleway.</p> <p><i>Officer Response: The Motu Cycle trail is part of the national cycleway project and is still in the planning phase. Gisborne District Council was accepted to the second phase where more detail planning is now required. The project involves the Gisborne District Council, Opotoki District Council and the Department of Conservation. For it to be adopted as a final national cycleway contender, confirmed costs from all three parties have to be defined. As there is still a lot of planning to be undertaken it will not affect the draft Annual Plan. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p> <p>Likes walkways and cycleways, as they are a priority for tourism and visitors.</p> <p><i>Officer Response: Walking and cycling projects are dependant on receiving subsidy from the NZTA, the Gisborne projects were not successful when the 2009-2012 national land transport programme was announced. However Council will reapply during the next round of funding in 2012-2015 regional land transport programme and or next round of walking and cycling model communities funding. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
27	Tony Barnby
<p>Waste of money putting a paved walkway at the back of Salisbury Road. Walkers don't need it, nor do modern mobility scooters. Use the money to extend the walkway past Roebuck Road bridge. If necessary use gravel on Salisbury Road area.</p> <p><i>Officer Response: Included as a project in the Ten Year Plan. During the resource consent process a hard surface area received support from disability groups. Roebuck Road option is also part of the Walking and Cycling Strategy. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
28	Ruifrok, Helayna May
<p>Likes the plans for upgrading walkways and cycleways. There should be consideration of putting a footpath all the way over Barkers Hill in Whataupoko. The Valley Road side has no footpath and it makes it very dangerous for runners and walkers, as they have to be on the road. This is a major safety issue as its a popular route for runners and children. I would like my young children to be able to walk to school when they are old enough but would not be comfortable allowing that with the present situation. A footpath would also connect the Shelley/Valley Road communities with the rest of Whataupoko, which would be good for health and vitality of the community.</p> <p><i>Officer Response: A good idea. Current footpath philosophy is to replace dangerous footpaths, for instance, the old slurry seals within the city like Palmerston Road and Customhouse Street. This process will take about another 5 years to complete and then Council can investigate valid suggestions like Barkers Hill. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
36	Revington, Ross
<p>Supports continuing walkway to Botanical Gardens and constructing cycleway to Wainui.</p> <p><i>Officer Response: Walking and cycling projects are dependent on receiving subsidy from the NZTA. The Gisborne projects were not successful when the 2009-2012 national land transport programme was announced. However Council will reapply during the next round of funding in the 2012-2015 regional land transport programme and/or next round of walking and cycling model communities funding. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
47	Creative Tairawhiti

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Issue	Submitter
<p>The proposed cycle and walkways, although difficult to pay for without Land Transport Authority funding, is still a worthy project. A walkway/cycleway project, which includes public art, represents an opportunity to instil pride of place and to add to the creation of a successful and confident city with the potential to affect our community on social, cultural, environmental and economic levels.</p> <p><i>Officer Response: Walking and cycling projects are dependent on receiving subsidy from the NZTA. The Gisborne projects were not successful when the 2009-2012 national land transport programme was announced. However Council will reapply during the next round of funding in the 2012-2015 regional land transport programme and/or next round of walking and cycling model communities funding. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
53	Caddie, Manu Stuart
<p>Council should be considering public transport and alternative transport possibilities and acting now to ensure they are implemented when required in the future, especially as the price of oil is forecast to increase dramatically. We support the vision of a city linked by green corridors connecting neighbourhoods with heritage/leisure destinations. We support efforts to educate and encourage road users to share the road and think of road safety at all times. We encourage council to keep working with CAG to identify priority activities. We recommend council monitor the number of cycles in school bike racks over a 3 year period and work with CAG to identify barriers to cycling and implement actions to increase the frequency and number of student cycling trips. We draw attention to proposals for cycleways on Gladstone Road bridge and the possibility of a boardwalk along Taruheru river from Lytton Road to the CBD and request staff establish a cost estimate for both projects. We ask council to work with Gisborne Cycling and Walkways Trust to approach ECT and Eastern and Central Community Trust for funding to complete the Wainui cycleway. We suggest a review of the priorities of the Walking and Cycling Strategy and new sources of funding for major projects and suggest this be included in the annual GDC work plan.</p> <p><i>Officer Response: The Gisborne Regional Public Transport Plan was recently adopted by Council which highlights changes to Council run public transport and especially the total mobility and supergold card schemes. A copy of the plan will be sent to the submitters. Council will continue to work with the Cycling Advisory Group to investigate and improve cycling numbers. Initiatives such as monitoring cycling numbers at schools and the identification of barriers can be actioned as an outcome of the group and a recommendation to Council is not required. While not dismissing the options of looking at alternative funding options like ECT and Central Community Trust, approaches to alternative funding needs to be reviewed by Gisborne District Council from a global perspective and not just for roading projects. There may be other Council projects like the Navigation Project, redevelopment of Inner Harbour, Community House project and proposed Theatre upgrades which also may be vying for funding from these providers and have a better chance of success. While there is disappointment that our walking and cycling projects were not included within the 2009-2012 national land transport programme, we will reapply for our projects in the next regional land transport programme funding round for 2012-2015. While not successful in our walking and cycling model communities funding application we will also reapply when expressions of interest are called for again in 2012-2015. The walking and cycling strategy does require a review, roading resources are allocated to several projects over the next 12-16 months including GDC infrastructure review, Waiapu Landfill consent, bridge asset management plan, implementing new bus routes and NZTA accident study along Wainui Road / Customhouse Street. While this could be out sourced it is preferred that internal roading resources be allocated to this project and that a review of the Walking & Cycling Strategy be undertaken in 2012-2013. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
62	Cynthia Dobson
<p>Maintains that the hearing regarding the construction of the Waikanae walkway was held at an unsatisfactory time just before Christmas when everyone was busy and the consultants were not organised. The idea of a walkway along the Waikanae beach reserve sounds great, but in practice will be a disaster. The suggested width is more like that of a road. Sand storms, strong southerly gales and the mood of the sea have not been considered. The beach is already busy with joggers and walkers who are happy with the natural environment as it is. The river paths look fantastic and are a great asset. The sea is completely different and erosion and sand sweeping in will be a major concern. The native lizards living there will be negatively affected. Why ruin a beautiful site that nature has given us, as getting to the beach will be a major exercise. Broken glass on the path will be a nightmare. The cost for the walkway will be ongoing and the council do not have a good record for maintenance.</p> <p><i>Officer Response: The Waikanae/Midway resource consent is now before the Environment Court and it is not appropriate to discuss the issues mentioned until an outcome is known. However the submitter did raise similar concerns at the December Hearing. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	

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Issue	Submitter
65	Thorpe, Margaret Ann
<p>Unless government funding is fully available, the walking and cycleways should only be continued if there is a safety issue, until city ratepayers have paid for the wastewater improvements. The Waikanae to Stanley Road beachfront walkway should remain as a grass walkway only. If government subsidy becomes available Wainui cycleway could be looked at. Supports the cycleway alternative for school students put forward by Gillian Ward to the Gisborne Herald, which advocates for an extension of the cycleway with an underpass below the Rutene Road end of the Ormond-Rutene Road Bridge and then continue to the Gladstone Road bridge underpass (see submission in full).</p> <p><i>Officer Response: The walking and cycling projects are only viable if they obtain funding from the New Zealand Transport Agency whether they are the Waikanae to Stanley Road, Wainui (which is a state highway project) and/or Ormond-Rutene Road bridge. While Council was not successful when the 2009-2012 National Land Transport programme was announced, we will reapply during the 2012-2015 Regional Land Transport programme and/or when the next round of walking and cycling model communities is announced. The Waikanae to Stanley Road walkway resource consent is before the Environment Court and it is not appropriate to address these issues until the outcomes are known. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
71	Skuse, Rochelle
<p>Likes money being spent on walkways especially along town beach. This promote healthy exercise cycling and walking along one of our main attractions.</p> <p><i>Officer Response: Walking and cycling projects are dependant on receiving subsidy from the NZTA, the Gisborne projects were not successful when the 2009-2012 national land transport programme was announced. However Council will reapply during the next round of funding in 2012-2015 regional land transport programme and or next round of walking and cycling model communities funding. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p> <p>East Coast Rooding, Cycling & Walkway Projects</p>	
6	Ensor, Anthony John
<p>Submitter believes Lockwood Road in Anaura Bay should be sealed. The section when you turn right at the camping ground along to the marae is unsealed and causing a dust problem. A lot of traffic uses this road and it should be sealed.</p> <p><i>Officer Response: The road to Anaura Bay has been progressively sealed over the last few years. This road is a popular tourist site and was sealed to the camping ground and progressively to the Department of Conservation camping ground. While sympathetic to the submitters request to seal Lockwood Road, there are other higher priority roads in the District. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
72	Green, Ben
<p>Wishes for the sealing of Wheeler Street to occur as soon as possible.</p> <p><i>Officer Response: Wheeler Street is about 600 mtrs long and services three properties, the cost to seal this would be about \$60-\$75,000. The traffic volumes are not sufficient enough to receive subsidised funding and unfortunately this road is unlikely to be sealed. Council does seal roads in the District using a non subsidised system (\$160,000) where there is a public good factor. For the submitters information, Cemetery Road was the last road to be sealed in Te Puia (2 years ago). Where sealing improved access to the local cemetery and enhanced access on and off State Highway 35. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	
73	Tangohau, Maui Te Kotuku
<p>This submission is on behalf of the residents of Ranguiuia Road in Tolaga Bay, and contains a petition with 11 homeowners signatures. They request the sealing of Ranguiuia Road. There has been an increase in houses on the road from two to eight over the past 5 years. This has brought an increase of dust (especially during dry weather) which is regularly deposited on the houses, due to the increased traffic.</p>	

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Issue	Submitter
<i>Officer Response: The road was programmed for sealing during this financial year using the non subsidised category. The work will be completed before 30 June. Officer Recommendation: That there be no change to the draft Annual Plan.</i>	
Footpaths & Access Crossings	
10	Smith, Dale Elvie
Is the proposed Waikanae footbridge a public access bridge, or is it just for the school? What about the safety of the children crossing the railway line and of course the WA165? Interested in knowing how this footbridge is to be policed. <i>Officer Response: The Waikanae footbridge is planned for 2011. It will be for public use and a safety rail crossing (similar to Reads Quay) will be included. Officer Recommendation: That no change be made to the draft Annual Plan.</i>	
11	Schollum, Norma Muriel
Would like improved kerb and channelling on Oswald Street. <i>Officer Response: In 2007, kerb and channelling was installed along one side of Oswald Street from Hospital Hill to Patiti Street. This was to resolve historic road side and urban storm water flowing onto private properties during storm events. The work has resolved this, however the remaining open side drains along Oswald Street while not visually pleasing still function very effectively. There is no engineering reason to support this request and unfortunately the status quo will remain. Officer Recommendation: That no change be made to the draft Annual Plan.</i>	
27	Tony Barnby
Council should use a small motorised pavement washing machine early every morning to clean pavements. <i>Officer Response: Submission noted, it is assumed that the submitter is not satisfied with the existing level of service or methodology and is suggesting an alternative. This is more of an operation query than a draft annual plan process. Officer Recommendation: That there be no change to the draft Annual Plan.</i>	
31	Burrows, Hilary Roberta
Gisborne streets/footpaths are littered every week with broken glass from smashed bottles. Instant fine signs should be erected. <i>Officer Response: Unfortunately signs are unlikely to be an effective tool to curb this type of behaviour. We acknowledge the submission. Officer Recommendation: That there be no change to the draft Annual Plan.</i>	
71	Skuse, Rochelle
Does not like curbside spraying. Waste of wages and puts awful pollutants into rivers and waterways. We have planted natives in our ditches and they still get sprayed. This is ridiculous. The spray leaves big patches of dead grass, such an ugly look. Many other councils do not spray, you should follow Waitakere's lead. It is a waste of time and money. <i>Officer Response: Spraying is an emotive issue, spray used for kerbside spraying contract is "Roundup" which is an approved spray for this type of work. Land owners have the opportunity to have no spraying of their kerbside by their property. Ditches are primarily used for drainage and stormwater purposes and obstructions like trees, shrubs are unfortunately going to be sprayed. Waitakere does have a no spray policy but has to use more expensive options to treat vegetation control. Officer Recommendation: That there be no change to the draft Annual Plan.</i>	
Public Transport	
24	Hamon, Janis Marion

Summary and Response by Issue

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Issue	Submitter
Public transport could be improved. Has consideration been given to smaller buses that could run more frequently in off-peak times. Birkenhead transport does this with its "ferry feeder" buses. <i>Officer Response:</i> Gisborne District Council has just completed the Gisborne Regional Public Transport Plan 2010 which highlights the service Council intends to provide and associated changes. A copy of the document will be sent to the submitter. <i>Officer Recommendation:</i> That there be no changes to the draft Annual Plan.	
65	Thorpe, Margaret Ann
Cannot agree that the GDC "expects" that the Gisborne-Napier train line is strategically important to the future development of the region, in the light of a Gisborne Herald article which quotes a member of the Regional Land Transport Committee as saying that it is NOT strategically important to the region's future development. Council should not be looking backward, instead they should be spending their resources on finding new and innovative ways of using this asset. For example the rail line could be used for cycling (see full submission). <i>Officer Response:</i> Council has just completed its Regional Public Transport Plan which will prioritise the direction of Council administered services like public transport, supergold card and total mobility. A copy of the plan will be sent to the submitter. A report from the Mayor was tabled at the last Regional Transport Committee in regards to the Gisborne to Napier Rail Line. It was recommended by the Committee that any regional decision about the future of rail link should wait until the outcomes of the New Zealand Rail network are announced by the Government in June/July 2010. <i>Officer Recommendation:</i> That there be no change to the draft Annual Plan.	
Regional Development Roding Programme	
44	Gisborne Chamber Of Commerce
With regards to land transport cuts, the Wellington contribution goes from \$57M to \$38M over the next 3 years. What are the priorities? <i>Officer Response:</i> The major cuts in the national land transport roading programme were in the State Highway roading maintenance budgets. The Operations Committee asked similar questions to the NZTA last year when the programme was announced. The NZTA believed that they would be undertaking a "holding pattern" for the network over the next 3 years. However, multi million dollar projects like Goldsmith's and Busby's realignment on State Highway 35 have proceeded, which were unexpected. <i>Officer Recommendation:</i> That there be no change to the draft Annual Plan.	
Road Safety	
30	Julie Hathaway
Gisborne should be made a more cycle friendly city by improving safety through educating road users, raising the licensing age to 18 and implementing zero alcohol tolerance. The best way to keep cyclists safe is a cycle lane. The Wainui stretch could have green cycles painted on the area beside the road as it exists now (this would not cost much). <i>Officer Response:</i> A "Share the Road" education programme is about to start in April to improve car/cycling behaviour especially at roundabouts. Many of the other issues have to be dealt at a national policy level. Difficult to comment on the Wainui section of road as this is a State Highway and not a local authority road, but the New Zealand Transport Agency is investigating these options. <i>Officer Recommendation:</i> That there be no change to the draft Annual Plan.	
35	Pardoe, Priscilla Anne
Requests that parking and signage regarding pedestrians be progressed in the annual plan. A meeting was held in August 2008 with Cr Sheldrake and Council employees whereby a plan was drawn up for Ballance Village. This plan needs to be reviewed and updated. The businesses of Ballance Village would welcome the opportunity to work with council towards making it easier and safer to cross the road, and investigate angle parking into the wide grass verges. Regular sweeping of curbs would be appreciated.	

Summary and Response by Issue

For: Annual Plan 2010/11 - LAND TRANSPORT and PARKING

Issue	Submitter
<p><i>Officer Response: Unfortunately roading planning resources are not available for another 12-18 months. Bridge asset management plans, inner harbour development, GDC Infrastructure Plan, and traffic analysis between Customhouse Street and Wainui Road in conjunction with the New Zealand Transport Agency have a higher priority. There are also several outstanding issues from the Ten Year Plan that also still require resolution and it is unlikely that any progress will be made on this issue until further roading resources become available in 2012/2013. Officer Recommendation: That the submission be referred to the Operations Committee for future deliberation and prioritisation.</i></p>	
<p>36</p> <p>Why is it so hard to get speed bumps on Gisborne roads?</p> <p><i>Officer Response: A copy of the Gisborne District Council Traffic Calming Measures Policy will be sent to the submitter. Officer Recommendation: That there be no change to the draft Annual Plan.</i></p>	<p>Revington, Ross</p>
<p>49</p> <p>This submission is made on behalf of concerned residents of Hospital Hill. Hillview Tce and Dianna Ave border on the council reservoir which is a magnet for unruly, noisy and dangerous behaviour by visitors in the early hours of the morning, thus creating safety concerns for residents. Vehicles park in lay-by off Hillview and occupants smash bottles, create nuisance and road safety hazards. Recommendations by residents include: 1. Chain and lock lay-by after 7pm 2. Gated entrance 3. Jim Osler's land development to be fenced by him 4. Police patrols more often 5. Road safety signs 6. Security cameras/security lighting 7. Speed humps 8. Traffic calming devices 9. Trespass signage on reservoir walls.</p> <p><i>Officer Response: Council has addressed road safety issues along Hospital Hill as a result of various requests for services (RFS) to Council over the past two years. Many of these issues could be resolved by the creation of a community watch programme. A couple of suggestions are: 1. Chain and lock lay-by after 7pm - The lay-by was created by the developer and the residents were aware of this when they brought the properties. However Council has started locking access to reserves and parks where we have had similar issues. Suggest that the residents establish a Community Watch programme, if this is not successful in deterring behaviour then maybe Council could revisit this particular item. At this stage it is proposed to leave the lay-by unchained. 2. Gated entrance - Not recommended as public roads are for public use, this will establish a precedent for other streets to ask for gates and then there are issues in regards to access for emergency vehicles. From a legal perspective locked gates are not allowed to be installed on public roads. 3. Jim Osler's land development to be fenced by him - Unsure of comments and relevance to Annual Plan Land Transport and Parking Activity. 4. Police patrols more often - Gisborne District Council is unable to request this, it is recommended that the residents contact the NZ Police with the objective of establishing a "Community Watch" programme. 5. Road safety signs - Council has placed additional road-marking and raised pavement markings on areas of concern, no further signage is warranted. 6. Security cameras / security lighting - Roding is unlikely to recommend this as lighting levels are sufficient for land transport purposes. It is recommended that the residents contact the NZ Police with the objective of establishing a "Community Watch" programme. 7. Speed humps - After a quick review of the Traffic Calming Measures Policy, it is unlikely that this area will reach the approval criteria for speed humps. 8. Traffic calming devices - The street does have a variety of traffic calming measures on Hospital Hill, the roundabout and different surfacing techniques (pavers). Further devices are not warranted. 9. Trespass signage on reservoir walls - This can be arranged and paid for from the 2010/11 water supply Operations and Maintenance budget. Officer Recommendations: That there be no change to the draft Annual Plan.</i></p>	<p>Worthington, John Lawrence</p>
<p>68</p> <p>Recommend that Council find a means of improving pedestrian safety on our main thoroughfares, e.g. Childers, Gladstone and Palmerston Roads. Recommend that Council highlight difficulties faced by impaired pedestrians at established crossings and roundabouts. Also recommends that Council find suitable solutions by consultation with the impaired community at the Disability Advisory Group.</p> <p><i>Officer Response: The submitters suggestions are acknowledged. Officer Recommendation: That there be no change to the draft Annual Plan. That a member of the roading team attend Disability Advisory Group meetings every 6 months. Topics to include the roads and issues suggested above and attendance will benefit both parties. A model similar to the Walking and Cycling Advisory Group could be used.</i></p>	<p>Gisborne District Council Disability Advisory Group</p>