



Submissions by Topic and Issue for: Long Term Plan 2021-2031

Regional Transport Committee – Wednesday 12 May 2021

Submitter and Submission to be heard in order of schedule.

Time	Submission ID	Submitter
09:00 AM	326	Federated Farmers of New Zealand Gisborne-Wairoa Province - Toby Williams
09:10 AM	325	Gisborne Cycle and Walkway Trust - Jason Neil Lines
09:20 AM	319	Gisborne Rail Action Group - Gillian Ward
09:30 AM	344	Te Rimu Trust – Richard Clarke
09:40 AM	351	Allan Hall
09:50 AM	349	NZ Walking Access Commission – Nicola Henderson
10:00 AM	240	Bessie Macey

Submissions to the Regional Land Transport Plan being heard.

326 Federated Farmers of New Zealand Gisborne-Wairoa Province - Toby WILLIAMS

10. Federated Farmers recommends that Council:

- address chronic underinvestment in rural roads.
- identify forestry freight impacts as safety and resilience issues in the draft RLTP.
- increase the forestry differential AND take preventative measures such as restricting forestry truck road use during winter months.
- retain safety priority investment area 6: Visual improvement on rural roads.
- identify design and maintenance as priority investment areas in the draft RLTP.
- identify access to driver license testing in rural areas as safety and equitable access issue.
- investigate ways of providing equitable transport options for rural communities, including on demand responsive services.
- continue to provide access and parking in the town centre for rural people, larger farm vehicles and trailer use.
- acknowledge the limitations of the Gisborne-Wairoa rail line, especially for livestock and perishable goods.
- consider the access requirements of the regional airport and aerodromes to help improve regional resilience and connectivity.
- address climate change related fire risk in Transport Priority 2 as a resilient road networks

is essential for emergency services and for evacuation routes for residents and stock.

DRAFT REGIONAL LAND TRANSPORT PLAN

Federated Farmers commends the Council on its use of plain English and the engaging way it has drafted the RLTP.

The land transport network is a key part of the economic and social well-being of farming and rural communities. Rural representation on these issues is vital as the rural voice is often subsumed by the demands of more densely populated urban areas. While Federated Farmers represents the views of farmers, we acknowledge that rural roads are access conduits for a huge range of users including tourists, local and international. They provide access to social, cultural, and environmental opportunities not available in urban areas.

Local Roads

Federated Farmers recommends that discussions around levels of service, and the prioritization of roading, are more cognisant of the large (and myriad) contribution farmers pay toward roading and the importance of farming to the economy.

Roading is a large annual expense for farmers. Farms contribute to the National Land Transport Fund, directly through petrol taxes and road user charges, and indirectly through road freight costs. This means that farmers and heavy vehicles that service farms are already contributing to the central Government funding pool in relation to their level of use. Councils then rely on heavily on land and capital value-based rating for



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local road maintenance and upgrades.

Given these funding contributions, farmers have a legitimate expectation that their local roads receive commensurate investment, or at least maintenance that allows for safe and reliable access. Our members do not consider that Council is meeting this expectation in many parts of rural Gisborne. We are disappointed, to say the least, that Council is proposing to let some sealed roads revert to metal over the next 10 years. Those affected might well wonder why they bother paying their rates.

Gisborne is affected by tropical cyclones. It also has hilly topography and highly erodible soils. All of this means that its road network is susceptible to disruption from severe weather events. Rural communities need safe roads to remain resilient, especially during natural disasters. The region is still suffering from years of under investment in road maintenance and budget blow outs to fix damage caused by the forestry industry. Rather than cutting back on core maintenance, the Council should be looked to better manage road usage by the forestry sector.

Transport Priority 1 - Road Safety

Federated Farmers supports the zero-reduction target in Government's 2020-2030 Road Safety Strategy. The Regional Vision detailing a 40% reduction by 2030 is consistent with that. However, the safety section of the draft RLTP makes for particularly sober reading. As discussed earlier, the draft RLTP notes that the 'unforgiving roading infrastructure (meandering alignments, narrowness, unsealed roads, limited safety infrastructure, condition and maintenance), is causing unacceptable levels of death and serious injury'.¹⁸

Our members support visibility improvement on rural roads - site benching and hazardous tree removal and pavement widening (we assume this means seal widening) being a priority investment area. However, we believe poor layout/design and maintenance should also be identified as a priority area.

Our members have long expressed concern about truck speed, load sizes, driver inexperience and winter road use. We are disappointed that these issues are not identified as a road safety issue in the draft RLTP. Council expects conflicts between vulnerable road users and heavy vehicles to increase along with freight volumes. It also states that perceptions of these safety risks discourage active modes of transport. (19 Draft Regional Land Transport Plan, pg. 35.) Federated Farmers considers that addressing heavy freight impacts is essential to meeting safety, reliability and access targets in the draft RLTP.

Driver licence testing needs to be affordable and accessible in rural communities. Changes in licence testing requirements in 2012, removed testing services in many towns. This has done little to improve safety, rather it has created delays and access inequities for rural people. In rural areas young people are reliant on private vehicles to access employment and other opportunities. Federated Farmers would like to see driver licence testing re-introduced into more rural centres as part of the strategy to improve safety. We ask Council to identify this as an issue in the Draft RLTP and advocate to central government for change to the current process.

Federated Farmers recommends that Council:

- address chronic underinvesting in rural roads.
- identify forestry freight impacts as safety and resilience issues in the draft RLTP.
- retain safety priority investment area 6: Visual improvement on rural roads.
- Identify design and maintenance as priority investment areas.
- identify access to driver license testing in rural areas as an educational safety issue.

Transport Priority 2 - Reliability and Resilience

Federated Farmers is concerned about the reliability and resilience of the land transport network. Gisborne's hilly topography, highly erodible soils and frequent wet weather events make many roads vulnerable to slips and road closures. Even the main arterial routes into the region are vulnerable. Closures on SHW2, especially the Waioeka gorge between Gisborne and Opoitiki cause significant delays as vehicles must use SHW5 or SHW35. Parts of SHW35 are vulnerable to coastal erosion and sea level rise. Both our Hawkes Bay and Gisborne members consider the inland route to the Hawkes Bay over the Wharerata range, unsafe i.e., windy, narrow, lacking safety infrastructure and heavily used for freight.

The draft RLTP notes that 54% of the region's roads are unsealed making them "especially vulnerable" to wear and tear from heavy freight vehicles. Gisborne's roads were not designed for current, never mind projected heavy vehicle use and volume. The Draft RLTP notes that an astonishing 69% of the road maintenance and renewal budget for 2019/20 was forecast to be spent on forestry roads. (20 Draft Regional Land Transport plan, pg. 31.0)

While we commend the Council for undertaking an impact assessment of the region's forestry industry, and for increasing the forestry differential. As discussed earlier, this is not enough. Federated Farmers want to see preventative measure puts in place, like restricting forestry road use over winter/wet months. The draft RLTP already provides the safety rationale for this and such measures would have popular support. ATTN: see original submission for pictures page 22 - Photo taken on Waimata Road in 2020 after Truck drove the local farmer off the road.

Logging truck accident, November 2020. Source: Gisborne Herald

Discussions about climate change route security and resilience need to include increased fire risk. Climate change is increasing fire risk in most regions, particularly on forestry, un-grazed crown land and lifestyle blocks. Reliable road networks are necessary to provide access for



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emergency services and evacuation routes for residents and stock. Councils must factor fire risk into planning decisions and work strategically with Fire Emergency NZ to strategically establish fire breaks in at risk locations and firefighting water supplies.

Federated Farmers is pleased to see the importance of air travel acknowledged in the draft Regional Land Transport Plan. Regional airports and aerodromes have proven vital for community resilience in other parts of the country. For example, Whakatāne (Whakaari/White Island), Kaikoura (Earthquake) and Timaru (floods). They also support agricultural aircraft operations. We recommend Council consider the access requirements of aerodromes to help improve regional resilience and connectivity.

Federated Farmers recommends that Council:

- increase the forestry differential AND restrict road use for winter harvesting.
- consider the access requirements of the regional airport and aerodromes to help improve regional resilience and connectivity.
- factors fire risk into planning decisions and works strategically with Fire Emergency NZ to establish fire breaks in at risk locations and firefighting water supplies.

Transport Priority 3 - Access Challenges

Transport alternatives for most rural people are non-existent, expensive, or impractical. Rural people must often travel long distances, along poorly designed and maintained roads, carrying large loads. Electric farm (suitable) vehicles are not yet available or cost effective.

Unfortunately, there is little in the Draft RLTP that is likely reduce the car dependency of rural communities.

Federated Farmers appreciates that Gisborne's size and low population density make it a difficult region to provide access options and modal choice. Providing equitable transport is vital for the health, economic and social vitality of rural communities. However, it is likely to require targeted and demand responsive services, possibly co-funding/leveraging existing community transport initiatives.

Federated Farmers is unsure how realistic this statement in the draft RLTP is: "Primary producers will benefit through greater confidence of routing and delivery times and the ability to utilise alternative modes of transport to trucks." (21 Draft Regional Land Transport Plan, pg. 34.) Trucks would still be required to transport goods to the rail or port. From an agricultural perspective, animal welfare and food safety requirements mean road transportation is preferred over rail for livestock and perishable goods. We note that most of the rail heads and sidings that would have enabled livestock to be loaded onto trains have been removed.

Federated Farmers supported the feasibility study into the reinstatement of the Gisborne to Wairoa rail line, because moving freight by rail (and ship) could improve road safety (especially over the Wharerata range) reduce road maintenance costs and congestion. We also generally agree that rail should play a greater role in freight movement of non-perishable goods in some regions, without compromising investment in local roads.

However, there are significant obstacles to overcome before we consider that re-opening the Gisborne-Wairoa rail line would be a good value proposition. Like SHW2, it is susceptible to damage from severe weather events. The recently re-opened Wairoa to Napier line has been impacted by resilience and reliability issues. When the Gisborne-Wairoa railway was in operation it was poorly utilised. The Council would need strategies to encourage passenger and freight rail usage.

Finally, most towns in New Zealand were established to support the agricultural sector. Urban design policies aiming to reduce travel time/demand, improve modal choice and public transport uptake, must also consider the needs of the farming hinterlands and support businesses (vets, retailers, accountants, supermarkets, doctors, dentists etc.). This means continuing to provide access and parking for rural people, larger farm vehicles and trailers.

Federated Farmers recommends that Council:

- investigate ways for providing equitable transport options for rural communities, including on demand responsive services.
- continue to provide access and parking in the town centre for rural people, larger farm vehicles and trailer use.
- acknowledge the limitations of the Gisborne-Wairoa rail line.

325 Gisborne Cycle and Walkway Trust - Jason NEIL LINES

GCWT wants to be an effective Investment partner and assist the Council and contribute in achieving the RLTP objectives, aligning more of a partnership and open collaboration with Council & Waka Kotahi to develop a network plan that would make use of shared resources. Waka Kotahi have identified the need to have a walking and cycling strategic plan to be able to meet the necessary requirements to make informed decisions around distribution of the NZTA prioritisation funding for Walking and Cycling.

To achieve development of shared trails, it is reliant on stakeholders, external grants and where possible the Waka Kotahi funding support, and to strengthen that proposition a strategic cycle and walking network plan needs to be established in the 2021-2024 Tairāwhiti RLTP 3 year cycle

Recommendations:

Strategic Framework Walking and cycling options directly support the strategic outcomes of inclusive access, healthy and safe people, and environmental sustainability as well as the strategic objectives of safety, access and environmental outcomes. While we note that the low rating



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base for the region means that the local share for transport funding is limited, the cost : benefit ratio for strategic walking & cycling investment is significantly higher than that for general roading investment, is likely to attract other funding (for example local tourism and economic development stimulus funding) and should therefore be included in the RLTP. The GCWT recommends that the GDC bring forward the Walking and Cycle network plan to 2021/2022, and in partnership with the GCWT co-design this strategy that can then be implemented and spade ready should other funding avenues become available in addition to any local commitment.

The GCWT also recommends that GDC contribute and support the work that has started in partnership with the NZ Walking Access Commission and GCWT, working with the regions communities and various stakeholders on a tracks and trails strategy that will complement the Cycle Network plan. 1. NZ National Cycleways cost benefit ratio was evaluated as 1:3.55 - or a BCR of 3.55 in Nga Haerenga NZ Cycle Trail Evaluation Report 2016 compared with the BCRs between 1.1 - 1.6 for the SH2/SH35 roading programme outlined in the Waka Kotahi Connecting Tairāwhiti Programme Business Case 2018 Planning for our Future A regional overview of Tairāwhiti Region describes the significance of people, the land, the transport system, active transport etc. The report describes how the Council has expanded the urban walking and cycling network. Council has also committed to prioritising its cycleway programme for commuters, especially where it creates safe access for school children. Improving cycle links and creating safe cycling routes are key priorities in developing the cycle network. The Urban walking and cycleway network indicates the work is focussed on Gisborne City. This is important work - and especially in the light of cycle safety and capability investment (e.g. Bikes in Schools) made in recent years. Now is the time to invest in a cycling and walking future for the current generation of Turanganui a kiwa tamariki. The GCWT strongly recommends the Taruheru River walking and cycleway project to receive local share funding from GDC to get this long awaited project underway. The GCWT has resources to assist with this project's feasibility study to ensure continuation to completion. The GCWT also recommends that the work happens early in the RLTP, to maximise the benefits for climate change mitigation, population health and wellbeing and resilience. Resilience in our Regions Our Uawa community has experienced long term inconvenience over the last few years due to the forestry slash which, as a community, has impacted their livelihood for several years and the community needs a walkway and Cycleway to support the community wellbeing and bring connection to the community. We heard the overwhelming desire from the community for a need in a walking and cycling network that will have a far reaching impact to a community in need. Health and wellbeing are at the forefront with access to all being a major factor for this community. The local school has 100 bikes in the "bikes in school" program and yet they still need to be transported by bus to their wharf due to the safety issues with the high forestry trucking. The network plan has been established along with feasibility study and will provide a 8.74km trail that will connect the town to the Tolaga Bay Wharf and campground, and it strengthens connections to the Uawa River and Coast. It also ties in attractions and amenities making it a compelling journey that will appeal to multiple audiences. The GCWT recommends GDC support by way of local share and other aspects where possible the implementation and full development of stage 1 and 2 of the Uawa cycle/walkway project safely connecting their community on both sides of the SH35 Tolaga bay bridge. Stage 1 & 2 - Total Project Cost \$684,000 (Includes Local Share required of \$282,560.00) excludes feasibility clip-on outcome on Tolaga Bay Wharf conducted by Waka Kotahi.

319 Gisborne Rail Action Group - Gillian WARD

However, we wish to highlight an important opportunity for our region that is not recognised in the draft Plan:

Reinstatement of the Gisborne to Wairoa (Turanga ki Wairoa) rail line.

Draft Te Tairāwhiti Regional Land Transport Plan, Strategic Framework

Regional Land Transport Plan - 30-year vision:

Reinstatement of the rail is needed to provide these aspects of a transport network for Te Tairāwhiti.

Economic performance:

Rail freight is cheaper than road freight. The option of rail freight will give confidence to horticultural and other businesses to invest in Te Tairāwhiti. It may also make the difference between the processed wood industry being commercially viable or not.

Te Tairāwhiti Transport Investment Priorities

Transport priority 1: Safety

Reinstatement of the rail line would improve safety on SH2 south to Napier with fewer trucks carrying freight and it would assist towards the "Road to Zero" programme goals. Fewer trucks would reduce the damage to the road, which creates hazards, increases maintenance costs, and increases wear and tear on trucks.

Transport priority 2: Reliability and Resilience:

The draft Climate Change Commission's report notes

Transport priority 3: Access Challenges:

Freight movement, The BERL Turanga ki Wairoa Rail, Kaiaponi Farms, LeaderBrand, Coxco, and Four Seasons would benefit. In 2011 the rail line was modernised to make it compatible with the new configuration of the 40 ft containers. Then in early 2012 Weatherell Transport ran three trains per week, each with 16 - 20x 40 ft hi-cube chilled containers on railway wagons, from Gisborne to Napier Port. Kaiaponi Farms and Four

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Seasons managers particularly have noted the current expansion.

The Gisborne Rail Action Group welcomes the advocacy from Gisborne District Council for the rail re-instatement project through the GDC submission to the draft NZ Rail Plan, and the statements in the draft Te Tairāwhiti Regional Land Transport Plan. The BERL Turanga ki Wairoa Rail - Feasibility study concluded that, "There are numerous environmental, social, cultural, and economic wellbeing advantages in favour of the reinstatement".

344 Te Rimu Trust - Richard CLARKE

Te Rimu Trust is an Ahu Whenua Trust that owns and manages 240 hectares of land next to and encompassing the Karakatuwhero River, Te Araroa. We support the inclusion of coastal shipping - utanga moana as an activity category in the Regional Land Transport Plan (Regional LTP). Due to the specifics of our region's freight task and our isolated geography, there are opportunities for Tairāwhiti to look at beneficial coastal shipping activities (as defined Section 5, Land Transport Management Act 2003 (LTMA)). Coastal shipping could help our region with:

- managing demand pressure on our State highway network,
- reducing road safety risks from fewer truck trips,
- reducing negative environmental impacts,
- providing additional transport resilience and option value,
- improving intra-regional and inter-regional connectivity, and
- promoting regional development.

In the Regional LTP Te Rimu Trust would support more specificity on potential coastal shipping activities, including our proposals being added to the activities that Gisborne District Council would advance over the upcoming LTP period (2021 - 2031). Doing this would allow a stronger alignment with the Government's transport policy direction set out in the Government Policy Statement on Land Transport 2021/22-2030/31 (GPS 2021) and put into effect by Waka Kotahi - NZ Transport Agency.

Improving freight connections to enable economic development is identified as one of the four key strategic priorities within the GPS. We recommend the Council considers including in the LTP the potential for not just large-scale bulk and containerised coastal shipping activities, but also funded activities for:

- coastal barging - feasibility studies (research and business case development),
- coastal barging - built infrastructure (capital costs), and
- coastal barging - operations (operational costs).

We believe, and can support with detailed analysis, that such investments in coastal barging would help give effect to the GPS 2021 objective to have coastal shipping "play its part and move more freight on the blue highway" (p.4). We would like our proposal for a coastal barging facility at Te Araroa (near the mouth of the Karakatuwhero River) and for barging operations for coastal freight to be considered as an alternative to roading. This may require further research and business case development to meet Council and Waka Kotahi requirements.

Developing Alternatives to Road

In the north eastern catchment of the Gisborne District there are large volumes of forestry coming online for harvest over the next ten years (peaking from 2026-2035). The logical destination to realise the full value of these logs is in international markets, via the port at Gisborne. Currently the only feasible option for moving these logs is using road transport onto State Highway 35 (SH35), through Gisborne and trucked onto the port.

Te Rimu Trust has been examining the possibility of barging logs from either Hicks Bay or at Te Araroa, with the later now our preference. There is potential for some wood harvests from Opotiki District to also use the terminal and a barge and tug service, rather than using road transport to Tauranga.

Benefits from Coastal Barging

The movement of freight by road transport is vital for the function of the New Zealand economy. However, freight owners are faced with few choices where there are feasible alternatives to using trucks. This is due to the investment required to establish alternative solutions. Alternative freight movement solutions, like the coastal barging terminal and barging operations we are proposing, can provide substantial net public benefits through:

Reducing negative externalities (costs borne by others) such as:

- o road safety risk from additional truck movements (with that risk amplified on SH35 due to its high to medium levels of personal risk),
- o greenhouse gas and other harmful emissions (notably net CO₂ emitted throughout the journey and suspended particulate matter (soot) and carbon monoxide (CO) in populated areas, notably Gisborne - which can negatively impact on public health),
- o road and highway maintenance costs (with increased heavy vehicle movements a main factor in pavement deterioration at a cost of up to \$3.00 per kilometre of truck travel per return trip - depending on the road foundation condition which on much of SH35 is vulnerable to truck movements),



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o congestion and travel delays for other road users (with slower speeds trucks can create queues in traffic, particularly on hills creating travel time delays and driver frustration for other road users), and

o liveability impacts (increasing frequency of trucks along SH35 and through Gisborne will have negative impacts such as noise, vibration, individual and collective loss of amenity value for residents and businesses along the route).

- Improving the regional transport system through:
 - o enhanced regional and community resilience (by providing a viable alternative to SH35 as the key lifeline route to and from the northern part of Gisborne District in the event of lost connectivity from significant natural disasters - such as severe storm, seismic or tsunami events),
 - o increased option value (a barge terminal at Te Araroa could provide anchorage for existing or additional local fishing boats either routinely or incidentally, and
 - o regional development stimulus (a terminal could also be a significant step in developing an aquaculture industry for the area - diversifying and strengthening the local economy).

Majority of Benefits Experienced on SH35

The initial assessment of the coastal barging proposal could provide benefits, from reduced negative externalities, in the order of just over \$4 million p.a. (assuming log harvests of 350,000 M3 over 24 years). This represents a reduction of around 100 million kilometres of avoided truck travel along SH35 and through Gisborne (or around 1.466 million km p.a.).

Most benefits are generated from avoided truck travel on SH35, meaning our proposed activities should be regarded as primarily State highway activities. These benefits only consider the 24-year period until 2040 involving a single generation log harvest. A 40-year analysis period would likely see significantly higher cost savings.

Alignment with Government Transport Policy Objectives

In the GPS 2021, which becomes operative in July, the Government is looking for an increased use of coastal shipping (which includes barging operations (Sec.5 LTMA)) as a mechanism to deliver the following benefits:

- environmental sustainability,
- healthy and safe people, and
- economic development.

To give effect to this intent, the Government has established a Coastal Shipping Activity Class with \$30-45 million available from the National Land Transport Fund (NLTF) over three years. The stated intent of the funding is to provide for a transition to a more mode-neutral freight system, which provides cargo-owners with greater transport choices. The GPS includes increased coastal shipping as a specific indicator of success in the National Land Transport Programme (NLTP). The Araroa barging proposal is strongly aligned to this intent.

Eligibility for NLTF Investment

While Waka Kotahi has indicated that the framework for the Coastal Shipping Activity Class is not yet available, the GPS 2021 identifies that it will work to:

"Improve mode choice for moving freight by coastal shipping, through investing in infrastructure, support to domestic start-ups and relevant research." (p.21).

We expect that Waka Kotahi's funding procedures will, therefore, align with this. This covers our proposed activities for inclusion in the Regional LTP which include:

- coastal barging - feasibility studies (research and business case development),
- coastal barging - supporting built infrastructure, including roads (capital costs), and
- coastal barging - operations (operational costs).

We ask that these proposed activities be included in the Council's Regional LTP and be considered for investment. If progressed in a timely manner, our proposed coastal barging activities could be in operation towards the end of the GPS time period and provide a positive impact on the freight indicators set for Waka Kotahi as it gives effect to Government policy.

Delivery Timeframe

Our proposals are currently well advanced in the concept development stage, with the potential to move quickly to be shovel-ready with approval from the community, Council and with funding support. We look forward to working with the Gisborne District Council, our local community, Waka Kotahi and other potential investment partners to progress our proposals to improve our region's transport system - so it can lift up the health and wellbeing of all our people.

351 Hall, Allan John

1. I support the programme for cycle/walkways throughout the city
2. There is a need for vehicles and cyclists to be separated for safety. In particular the aim should be to construct more cycle/walkways to all schools. There will not be another High School in Kaiti and so particularly, Kaiti students need to travel the full length of the city to get to school.



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3. I support the extension of the cycle/walkway along Rutene Road, Iranui Road and beyond. This includes the walkway at the Hinaki/Rutene corner. The cessation of vehicles entering Rutene Road from Hinaki would increase safety for other road users and pedestrians. As an alternative vehicles can use either De Latour Road roundabout or the Harris Street/Rutene Road corner.

4. There is movement both in NZ and overseas to increase the amount of cycle/walkways both for environmental and health reasons. Climate Change requires a decrease in motor vehicle use and an increase in alternative modes of transport that are environmentally friendly. I look forward to making an oral submission to support this

349 NZ WALKING ACCESS COMMISSION - Nicola Henderson

The New Zealand Walking Access Commission Ara Hikoī Aotearoa is the Crown agency responsible for providing leadership on outdoor access issues. Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access. The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the Walking Access Act 2008.

Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling connectivity both for recreation and for commuting to local destinations such as schools, places of work and shops. Support for the draft plan

We note this draft RLTP has been developed in partnership with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and the Regional Transport Committee (RTC) and sets out the current state of the region's transport network, and the challenges and priorities for future investment.

Within the context of providing and maintaining the large land transport network for the region with predicted changes to climate, demographics and freight volumes, the Commission supports the broad approach of the draft RLTP with an emphasis on multi-modal transport and encouraging active transport.

The Commission notes the draft plan has been guided by the strategic direction provided through the Ministry of Transport's Transport Outcomes Framework and the Government Policy Statement on Land Transport 2021, Waka Kotahi guidance and Tairāwhiti regional plans and strategies. The three priority investment areas identified for this RLTP to help achieve the vision are safety, reliability & resilience, and access. Strategic objectives include these three priority investment areas and also include economic and environmental outcomes. The Commission supports the integration of walking and cycling to encourage people to use alternative modes of transport within each of these priority areas. This will contribute to achieving the strategic objectives and proposed measures and indicators, according to the Ministry of Transport Outcomes Framework.

In the policy context, transport choice is a theme. The core statutes include expectations to achieve broad outcomes like an integrated, safe, and sustainable land transport system (Land Transport Management Act (LTMA) 2003), land use planning and its influence on travel choice (Resource Management Act (RMA) 1991) and reduced net carbon emissions (Climate Change Response Act 2002), all of which cycling/walking can contribute to.

The Transport Outcomes Framework takes a strategic and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. Alternative transport modes including cycling/walking will contribute to achieving the 5 outcomes and are particularly relevant to the goals of 'Inclusive access, healthy and safe people and environmental sustainability'. A mode shift towards alternative transport also aligns with the Government Policy Statement on Land Transport (GPS) priorities for expenditure including safety, better transport options and climate change. Mode shift to walking and cycling supports the objectives of:

- o The Road to Zero safety strategy,
- o NZ Energy Efficiency and Conservation Strategy and
- o Arataki

Arataki is the Waka Kotahi framework setting out step changes for achieving land transport objectives at national and regional level. For Te Tairāwhiti, Regional development and climate change have been identified as key shifts.

Within the regional policy context, the District Plan and GDC Long Term Plan identify where and how resources will be applied and Tairāwhiti 2050 includes walking, cycling and public transport as preferred choices, balanced with the response to financial constraints, climate change, demographic changes and freight demands.

Our submission is focussed on how improved walking and cycling provisions within the RLTP will help achieve the vision of safety, reliability &



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resilience, and access; as well as contribute to climate change objectives.

Recommendations

The Region and Transport chapters (ref page 6, Draft RLTP)

A regional overview of Te Tairāwhiti describes the people, the land, the transport system, active transport etc. The report describes how the Council has expanded the urban walking and cycling network. Council has also committed to prioritising its cycleway programme for commuters, especially where it creates safe access for school children. Improving cycle links and creating safe cycling routes are key priorities in developing the cycle network. The Urban walking and cycleway network indicates the work is focussed on Gisborne City. This is important work - and especially in the light of cycle safety and capability investment (e.g. Bikes in Schools) made in recent years. Now is the time to invest in a cycling and walking future for the current generation of Turanganui tamariki.

The Commission strongly supports the urban walking and cycleway programmes and recommends that the work happens early in the RLTP, to maximise the benefits for climate change mitigation, population health and wellbeing and resilience.

Further, across the region and in rural Tairāwhiti, economic development benefits from modest investment in cycle trails are well understood. Once again, there is reasonable expectation that external funding is a viable mechanism for achieving a network of connecting trails in the east coast, due to strong cost:benefit ratio of that type of investment proven elsewhere. For example, in 2016 the National Cycleways Trail evaluation report by Waka Kotahi showed a benefit ratio of 3.55 over the new network of cycleways developed across the country. We urge the Transport committee to give serious consideration to the regional development opportunities that would arise from a network of tracks and trails; specifically using the RLTP to provide a framework, enabling the development of tracks and trails using parts of the transport network.

The Commission recommends the cycle/walkway network concept is expanded through a tracks and trails strategy to benefit other communities throughout Te Tairāwhiti.

Strategic Framework (ref page 22, Draft RLTP).

Walking and cycling options directly support the strategic outcomes of inclusive access, healthy and safe people, and environmental sustainability as well as the strategic objectives of safety, access and environmental outcomes. We note that safe active travel will be encouraged and supported through endorsement of a Walking and Cycling Plan.

The Commission is working with the Gisborne Cycle and Walkway Trust (GCWT) developing a strategic approach to tracks and trails for Tairāwhiti - which is timely for inclusion in the RLTP. While we note that the low rating base for the region means that the local share for transport funding is limited, the cost/benefit ratio for strategic walking & cycling investment is significantly higher than that for general roading investment, and is likely to attract other funding (for example local tourism and economic development stimulus funding). Strategic walking and cycling investment should therefore be included in the RLTP.

The Commission recommends that the RLTP includes provision for Waka Kotahi and GDC to support the work of the Gisborne Cycle and Walkway Trust, local communities and the NZ Walking Access Commission to create a tracks and trails strategy for Te Tairāwhiti.

Tairāwhiti Transport Investment Priorities (ref page 24, Draft RLTP)

Safety, reliability & resilience and access challenges have been identified in that order of priority. Active travel modes including cycling and walking can positively contribute to both safety and access and provide a more realistic choice of travel mode. The Gisborne Cycle and Walkway Trust has been identified as a key investment partner to improve active mode share.

As above: the Commission recommends that the RLTP includes investment in active transport for communities throughout Tairāwhiti by expansion of the Walking & Cycling Network plan through a regional tracks and trails strategy.

The Commission recommends that it is both practical and cost effective to include facilities for cycling/walking at the design stage of strategic intersection and rural road improvement projects and bridge upgrades for the High Productivity Motor Vehicles including 50Max vehicles.

Proposed Regional Land Transport Activities (ref page 38 Draft RLTP)

We support the inclusion of cycle/walk options in regionally significant activities.

As above: The Commission recommends a budget allowance for assessing, and constructing where necessary, cycle/walk options with all new roading work

Inter-regionally Significant Activities (ref page 51 Draft RLTP)

Specific projects include bridge strengthening on the road between Gisborne and Opotiki and other roads throughout the region. While a key driver of this work is the increased loading carried on larger trucks, there is an opportunity to incorporate walking and cycle access facilities while retrofitting bridges, thus removing a significant access barrier for future active mode users.

As above: The Commission recommends a budget allowance for assessment and construction of cycle/walk options with all new and retrofit



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bridging work

Ten-year summary (ref page 53 Draft RLTP)

In the draft plan \$200,000 per annum is allowed for cycle/walk Low Cost/Low Risk class of activity on State Highways. We question whether this is a realistic budget when mode-shift towards active transport has the potential to make such a positive contribution to achieving the inclusivity, health, environment, and resilience goals outlined in the plan, and the tracks and trails opportunities for improving access likely include significant sections of State Highways.

The Commission recommends the \$200,000 annual budget for Low Cost / Low Risk State Highway walking & cycling projects is reviewed and increased

Utilising existing transport land resources for active recreation

Tairāwhiti has a substantial network of unformed legal roads managed by Gisborne District Council. It is important that council retains these unformed legal roads as they have significant value. In some locations, they could provide the opportunity to develop alternative off-road routes which allow people to cycle and walk safely. To help achieve the objectives in the plan the Commission recommends that GDC develops access-friendly policies on managing and retaining unformed legal roads. We have expertise in each of these areas and would be happy to help the council develop policies where they do not have them. We can provide examples that other councils have adopted.

The Commission recommends budget be allocated to investigation and consultation on key walking and cycling network connectivity along unformed legal roads, in collaboration with the Gisborne Cycle & Walkway Trust and other stakeholders

Tackling Climate Change

While the draft RLTP includes the strategic objective of A transport system which supports low-carbon travel and communities and has minimal impact on the environment, it falls short on the pace and scale of necessary transport changes signalled in the Climate Change Commission's recent draft report on measures necessary to reduce Greenhouse Gas Emissions.

Specifically, the Commission envisages an Aotearoa where cities and towns are created around people and supported by low emissions transport that is accessible to everyone equally and where urban form encourages cycling and walking, alongside efficient, affordable and interconnected public transport networks.

Their report advises that the mode-share of the total distance travelled by NZ households by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030 (ref p.58). To put it bluntly, Te Tairāwhiti will not meet the 2030 target at the current rate of investment in walking & cycling. While it is acknowledged that the RLTP cannot by itself bring about the policy objectives related to reducing land transport emissions, it is of great concern that the draft RLTP does not engage on any real progress towards region-wide activity to support the mode shift until 2024 (see page 46; Tairāwhiti Walk & Cycle Network shown in table of proposed RLTP activities).

The Commission recommends budget be allocated across 2021-2022 for preparation of a comprehensive active transport (walk & cycle) business case for the region.

The business case should involve active input from local communities into how best to transition the greatest possible mode-share from private motor vehicles to active modes. The Gisborne Cycle and Walkway Trust is a key strategic partner for this work.

The Commission recommends budget be allocated at the start of the RLTP 2021 to support the Key strategic partner Gisborne Cycle & Walkway Trust to produce a strategic Tracks and Trails Plan.

This will assist the identification of strategic active transport and recreation connections, and progress preparations for a comprehensive walk & cycle business case for Te Tairāwhiti region by 2023.

240 Elisabeth Bessie Ngahina Pare MACEY

My name is Bessie Macey. I have resided in Uawa, Tolaga Bay for 35 years. We raised our family here and I am a direct descendant of Hauiti.

Purpose of my Submission:

To request that the proposed Uawa Cycle/ Walkway Trail be included in the RLTP.

Uawa Cycle/Walkway Trail.

This is a community led proposal for a low impact, sustainable cycle/walkway trail that can be ridden or walked in its entirety or sectional, providing a range of user experience.

It will provide our community with a safe connection from the Tolaga Bay Wharf, beach and Motor Camp to the Tolaga Bay Area School, township and surrounding area taking in the Uawa River and Tatarahake Beach along the way.

The Cycle /Walkway ties together key attractions and amenities including the maunga Tifirangi, Opoutama Cooks Cove Walkway, Kaitawa Estuary, Hauiti Marae and Te Mihaia Anglican Church, Reynolds Hall, Tatarahake Beach freedom camping area, the Surf Club, Public and RSA Cemeteries, Sports Club, Memorial Gates, Medical Centre, boat launching sites, cafes, eateries public toilets and more.

Trail Route.

From the Tolaga Bay Wharf the trail will traverse private farmland owned by Hauiti Incorporation. This is the only section of the trail to cross private land. This 'off road' section will skirt the Kaitawa Estuary to Hauiti Road. There will be footbridges at either end of this section. (Currently we are forced to use our cars or walk along State Highway 35).

This route will provide a safe passage avoiding State Highway 35 and will provide historical and scenic points of interest along the way.

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The trail will cross the Uawa River Bridge via a clip on foot bridge on the eastern side, leading on to Monkhouse Street and Tolaga Bay township.

This section of the trail from the Wharf to Monkhouse Street is known as 'phase 1'.

'Phase 2' will commence along Monkhouse street to the Tolaga Bay Area School, turning onto Pahura Rd then skirting the school boundary and north side of the Uawa River. It will continue on to run parallel with Fernaeux Street and Tatarahake Beach.

From there the trail follows Forster Street to the Sports/Rugby Grounds, along to the Memorial Gates where it crosses State HWay 35 on to Banks Street, following Uawa Parade, alongside the Uawa River and continuing on to rejoin at Monkhouse Street.

From start to finish, the trail is approximately 8.2 km in length.

Who will benefit?

The trail will be accessible 24/7 and 365 days of the year. Therefore and foremost, the Tolaga Bay community will gain the greatest benefits from the Uawa Cycle/Walkway Trail.

The Trail will be accessible to all age groups and cover a range of physical abilities, from mothers with prams and infants, school children, adults, Kaumatua, either walking or on mobility scooters, through to sport athletes who may choose to make use of the trail as part of their training circuit.

The Cycle /Walkway Trail is seen as a game changer regarding the physical, mental and spiritual health and wellbeing of our community.

Getting people out of their cars, (thereby reducing CO2 emissions,) enjoying the great outdoors, helping to keep our community active and connected within a safe passage. We see this as a strategy to improve health outcomes for everyone.

As we traverse the trail, a great sense of pride will be felt. We will be reminded of the scenic beauty of our area and read of the historical events that have taken place, encapsulating both our Maori and Pakeha history.

Locals and others may be inspired to start small business enterprises in conjunction with the trail.

Likewise, we look forward to sharing these benefits and the beauty of our region with our manuhiri, those returning 'home' or, simply visiting Tolaga Bay for the first time. We are convinced this attraction will encourage them to return to Tolaga Bay again and again.

Progress to date.

As mentioned, we have worked in partnership with the Gisborne Cycle and Walkway Trust and the Trails Manager Jason Line, whose involvement has been invaluable.

Meetings have been held with the Hauiti Incorporation Management Committee and they are kept informed of progress.

Residents have been informed of the proposed Cycle Walkway and a community hui is planned for the near future.

Roam Consulting Ltd have provided a feasibility report for the Uawa Cycle /Walkway Trail which includes route maps, cost for development and maintenance.

Width of trail: 2.5-3.0m with 98% of the trail being 0-2 degree gradient.

Compacted top course aggregate.

Access of the trail ie: close to the roads, will mean a cheaper trail build. Recommendations include using local contractors, suppliers and businesses as well volunteer labour to build and maintain the trail. This is an opportunity to reduce costs.

The report identifies best practise management and maintenance. Ongoing maintenance is expected to be minimal (outside of major weather events) mainly involving management of vegetation ie spray regime.

Letter of advice in terms of Resource Consents from the Planning Staff of the GDC.

Correspondence with Richard Bayley, senior Projects Manager with NZTA stating a review from NZTA

Walking and Cycling Team identified the Uawa Cycle/Walkway Trail clip on for the Uawa River Bridge to be within the top 10 low cost, low risk project category ("being a project that is relatively straight forward to implement".) NZTA are presently seeking funding in the 20- 2021 financial year for investigation and design work.

Letters of support for the Uawa Cycle/Walkway Trail include the Tolaga Bay Area School, Medical Centre, Te Whare Hauora o Te Aitanga a Hauiti, Te Rawheoro Marae, Hauiti Marae, Te Aitanga a Hauiti Centre of Excellence, Tolaga Bay Youth Group, Tolaga Bay Sports Club, our ward councillor Pat Seymour as well as local residents.

Total cost for the trail (including Wayfinding signage) as at August 2020 is \$538,795.00 (not including the Uawa River Bridge clip on).

Costings are based on generic pricing structures that are used for cycle and walkway trails around New Zealand.

Severe weather events in recent years has caused flooding and as a result, forestry debris has littered our beautiful river and beaches. This has taken a toll on community morale.

We would like to see work begin on phase 2 as soon as possible.

We welcome and encourage organisations to work alongside us on this wonderful initiative to help bring about a healthier, resilient, vibrant and proud community by taking our Uawa Cycle/ Walkway from dream to reality.



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Submissions to the Regional Land Transport Plan not being heard.

341 TRUST TAIRAWHITI - Gavin MURPHY

The Trust acknowledges the challenges that the region faces with a significant reliance upon roads to convey people and goods. That means some balancing of expenditure and projects is inevitable. Our feedback is upon two key topics:

- Cycling and walking networks, and
- Freight and heavy goods movements.

The Trust applauds the Spatial Plan 2050 in setting out desired outcomes and targets for a carbon neutral region, where everyone has access to transport to get where they need to go, and which is pedestrian and cycle friendly (for all users) such that 40% of Gisborne city residents walk or cycle to work and 80% of our children walk or cycle to school, and heavy vehicle movements to/from the region, have significantly reduced. Given the region's walking and cycling ambitions, the Trust seeks further certainty on investment in walking and cycling facilities that support healthy communities and contribute to regional tourism while de carbonising transport.

The Trust supports greater transparency around the extent to which previous walking and cycling network strategies and plans (eg. LTP and RLTP) have been/ will be implemented under the proposed funding commitments. The Trust considers there is now a need to prioritise the development of a detailed Walking and Cycling Network Implementation Plan that better guides the prioritisation and timing of the various walking and cycling projects that have been identified.

The Trust also considers that more work is required on the future direction of freight movements in the region, supporting economic resilience and prosperity, and more positive environmental and social outcomes. We are aware of the significant investment that has gone into horticulture and wood processing in the region and the impending freight volumes, as well as the Port's plans to offer coastal shipping containerisation options to the region's customers. These plans are priorities in the TEAP. We seek assurances that the LTP and RLTP adequately reflect on these significant drivers of transport movements and consider appropriate transport planning to account for these.

Outcomes sought:

- Enhanced recognition of the significant social, environmental, and economic benefit that a coordinated network of walkways/cycleways can deliver for the region.
- Clarity and additional priority placed on exploring/securing funding sources, noting the apparent lack of GDC funding for local cycleway projects in the RLTP.
- Funds allocated for a strategic study examining:
 - a. Options for integrating truck flows with the Eastland Port more effectively, or the potential use of the rail corridor for freight of goods to the Port (utilising electric trucks, for example).
 - b. Planning around the existing and proposed inland freight hubs to enhance the flow of heavy vehicles and freight.

76 Christine BRUNNER

Logging trucks not only damage our roads they drive through residential areas, which is not acceptable. Noise pollution can make people sick! (Mental health etc). Trucks must not drive through residential areas!

77 Markus Norman BRUNNER

Logging trucks driving through residential areas are a big problem! Noise pollution makes people sick too!

246 Tina MIDDLEMISS

RLTP - council should commit local share to plan walking and cycling network projects, not just rely on external funding.

251 Ngahuia NGATA - Te Whare Hauora o Te Aitanga a Hauiti

This letter is to express Te Whare Hauora o Te Aitanga a Hauiti's commitment and active support to establish an Oawa to Wharf cycle and walkway, a kaupapa we call Pou TO Pou.

Cycleways and walkways are a growing part of our Tairawhiti economic infrastructure, enabling us, and visitors, to experience our own place, in a way that deepens connection to the land and its story.

Oawa Talaga Bay is part of that network; it is home to the Cooks Cove walkway, and the Tatarahake track. The addition of the, Oawa to Wharf cycle and walkway, would link those two existing walkways, and give our Hauiti Oawa story, and visitor experience, the context, and completeness it is worthy of.

Unfortunately, one of the negative impacts of Forestry has been a decrease (to almost nil) of people walking and cycling the Main Road to the Wharf. It is no longer a safe or enjoyable experience. An off-the-Main-Road cycle and walkway will enable safer walking and cycling access to the Wharf (and Tifirangi). A clip-on, wide enough for cycling onto the bridge, will ensure a safer way over the bridge.



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Up until ten years ago, cycling and walking to climb Titirangi first thing in the morning had become normal practice for a considerable number of locals wanting not only to improve their health and wellbeing, but also wanting to reconnect to their whenua and whakapapa. Pou TO Pou will encourage people to take time to see and experience the whenua and what it offers for cultural wellbeing.

Accordingly, we expect people's appreciation for the whenua will increase and motivate us to be better stewards.

As a health and wellbeing provider based in Oawa Talaga Bay, we will support initiatives that improve the health and wellbeing of people and our place. Pou TO Pou aligns well with Manawa Taki, our Stay Fit, Keep Well workstream.

We offer our full support for this kaupapa and trust you will keep us informed of progress. Please contact me if you need further information.

276 Ross REVINGTON

When is GDC going to show leadership in dealing with logging traffic

290 Tui TAKARANGI

Our homes are constantly impacted by vibrations from the many forestry trucks that race along Ormond Road to get to the port. GDC can assist home owners. Vibration damage to the piles is just one serious matter. Your Civil Defence plan is improved when we do not have thousands of logs sitting at the port. The logs would become the greatest danger to the city if we were to have a tsunami. The logs would be torpedoed into the portside buildings. There would be glass shattered throughout the city from the damage that the logs would do to everything.

Ridiculous to have the long line of trucks, full with logs, hugging Kaiti hill, awaiting the opportunity to unload at the port. Our closest beach is impacted. This whole activity should be smarter, safer. Suggest moving the log dump out and train in to ships.

324 NZ Kiwifruit Growers Inc (NZKGI) - Sarah CAMERON

Under the preferred option, council are suggesting that some sealed roads with minor traffic flows will be reverted back to unsealed due to budget restraints. What minor is has not been defined. Data from the draft regional land transport plan (RLTP) shows that 53% of rural roads are unsealed however the roads marked for unsealing have not been identified. Airborne dust created from unsealed roads can cause health issues as well as deposit unwanted particles on kiwifruit. The fruit does not get washed as they are picked without a stalk attached and if the picking wound gets wet, the fruit will rot. NZKGI would not support unsealing of roads where kiwifruit orchards are situated or on rural roads in general.

The RLTP states that a crash is more likely to occur in the region than any other with rural roads being one of the safety risk areas. The condition and maintenance of roads, the presence of unsealed roads and the narrowness of the road being safety risk factors. As 85% of the regions roads are rural, NZKGI supports additional investment in sealing rural roads due to rural infrastructure suffering through historical under investment in maintenance (page 29 RLTP).

NZKGI supports the \$5.57m roading option over the next three years. The roading network is a key part of the industry's supply chain and having safe, well maintained roads that are resilient is vital. NZKGI makes further comment on roading in the draft RLTP submission.

329 Manaaki Tairāwhiti - Yvette KINSELLA

28. Connecting people to each other and to the places they need to go is a crucial part of social wellbeing.

We support Council seeking to at least maintain existing passenger transport services. As the Plan identifies, many of the public transport users have limited access to alternative transport.

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29. Alongside the comments made above related to housing, we have some additional feedback for Council around its transport plans

30. We recognise the challenges that Council faces in providing a transport system in Tairāwhiti with its extensive land area and multiple hazard risks. We support the focus of the investment priorities on safety (50%), reliability and resilience (30%) and access (20%).

31. Given the major safety challenges on our roads, we are surprised that the budget for road safety promotion is so low at \$4.6m or just 0.6% of the total road transport spend of \$753m. As your document points out, 17.8% of crashes have alcohol and/or drugs as a factor and 15.9% have inappropriate speed. These two factors combined at between 21.7% and 33.7% contribute significantly to road crashes - at the high end as much as do issues %1 with inappropriate road curvature (32.9%) and cannot be addressed with engineering solutions. In the interests of community safety, we ask that Council increase the expenditure on road safety promotion to at least double the resourcing spent on this.

32. The Plan identifies that the surface quality of roads in the region (measured by the Pavement Integrity Index) has worsened significantly on rural roads while it has improved on urban roads. We congratulate Council on making improvements in the city road network. However, it is not clear from the level of detail in the Plan how the issues with rural road quality will begin to be addressed over the course of the LTP.

33. We support Council seeking to at least maintain existing passenger transport services. As the Plan identifies, many of the public transport users have limited access to alternative transport.

34. We ask that when Council undertakes its review of its public transport activities it pays careful attention to how it will engage with vulnerable



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communities including those who are not currently using public transport to understand the voices of these whanau and how their needs might be better met.

337 Tairāwhiti Community Arts Trust

Improve public transportation

348 John KAPE

Stop Subsidising the Forest Industry Road Repairs

- Roothing is Council's single biggest cost taking up more than 50% of its budget. These costs have risen dramatically in large part due to ongoing repairs and maintenance needed arising from logging truck damage to forest routes.
- In 2017 Council agreed to investigate introduction of log road levy. This has not been progressed.
- The rate payer continues to subsidise repair of the damage caused to local roads by the forestry industry by \$4 million - \$6 million per year. This subsidy reduces local services to the community and places on going additional rate pressure on others.
- These costs are likely to rise in the future and
- Requests Council stop subsidising:
 - o the forest industries road damage to local roads; and
 - o investigates and introduces from July 2023 a forestry road levy of \$1 per tonne for all plantation forests harvested and transported by road in the region
- Requests the Council shifts the cost of repairing the forest industries damage to local roads onto the industry that causes it
- Notes Council's forest route subsidy is effectively a fossil fuel subsidy and is inconsistent with its indicated climate change direction
- Notes this ongoing Council roading subsidy:
 - o increases the incentive to plant forests, convert farms and disadvantages other land uses;
 - o reduces services available to other ratepayers; and
 - o increases upward pressure on rates.
- Notes the forestry industry log revenue via the Port is more than \$300 million per year and rising quickly helped by rate and tax payer subsidy

Parts of the Proposed Rate Realignment is Welcome but it Doesn't address the Fundamental Issue of Underfunded Local Road Repairs and Maintenance

Supports Council's proposed increase to forestry rate differential shifting approximately \$570,000 of the industries but notes this is less than 15% of the annual cost of repairing the forest industry road damage being subsidised by the ratepayer.

- Notes in 2018 Council shifted the burden of increased forestry road repair costs onto:
 - o the city ratepayer with the city ratepayer paying an average 7% rate increase while most rural ratepayers received rate cuts; and
 - o onto the horticultural flats with an average rate increase of more than 10%.
- This submission welcomes that Council is realigning some of the inequity caused by the 2018 rate strike through the proposed rates strike.
- However notes the fundamental inequity of all ratepayers subsidising the cost of the forest industries damage to our rural roads has not been substantively addressed.
- Notes the horticultural industry faces a double whammy both 2018 and now again in 2021.

Investigate Alternative Revenue Options

- Acknowledges the fortunate circumstances that allowed Council 2018 - 2021 to secure more central Government funding for regional priorities for example roading, the pool and possibly housing infrastructure. However this largesse may not available in future as Government's priorities shift.
- Alternative revenue raising options to address infrastructure backlog and growth pressures is possibly Council's key challenge for the future. This LTP needs to signal bolder direction from Council and deal with these issues publicly and transparently.
- Requests inclusion of a new action in the LTP, reportedly quarterly to Council, to investigate alternative revenue raising options including user/benefiter fees across Council activities including roading, water, housing and resource management.
- Council's future budget needs to provide for growth eg roading and housing infrastructure. It needs better revenue raising options to ensure the costs fall where the benefit occurs eg forestry activities, housing development, and water users.
- Notes Government may not necessarily rescue the Councils roading budget for forestry in future.
- Notes NZTA continues to be slow to deliver on budgeted roading commitments

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Requests The Inner Kaiti Cycleway Funding be Reinstated

- The current LTP funded an active transport route connecting Kaiti schools to the city down Rutene Road
- This submission strongly opposes the shoddy public process that has seen Council renege on this commitment. It also opposes the lack of transparency in Council's behind closed doors decision making process on this. Effectively it has allowed a couple of car drivers and residents in the Iranui Rd area to block a community commitment for a healthy future city.
- Notes the decision making process on this is likely ultra vires and requests the commitment to the Kaiti cycleway be reinstated in the proposed LTP.
- If Councils wants to move away from this commitment it engage the community meaningfully and consults properly.
- Notes the Crawford road option cooked up behind closed doors does not meet the objectives of the previous agreed route.
- Requests Council moves away from making key decisions behind closed doors in workshops

Managing Future Residential Growth - No Large Subdivision on North side of the River until Future Growth Plan Agreed and Wainui Rd Traffic Implications are Mitigated

- Requests Council not approve any large subdivisions (greater than 20) on the north side of the river until a future growth plan is finalised and traffic implications on Wainui Rd and Rutene Rd is understood and mitigated
- Note congestion on Wainui Rd past Harris St is likely to emerge once the Hirini St roundabout to the Port is put in
- Notes Wainui Rd is quickly moving to capacity at peak times and that further large scale subdivision on this side will likely result in congestion on Wainui and Rutene Rd
- Requests to mitigate the lack of infrastructure capacity and likely congestion problems on this side if the river that future growth be concentrated on the south side of the river including Taruheru, Makaraka and CBD/inner city repurposing.

Submissions to the Regional Public Transport Plan not being heard.

347 KAINGA ORA - Brendon LIGGET

Kainga Ora's submission on the Draft Plans is informed by its statutory objectives and functions, as well as a wider perspective which seeks to enable a range of housing typologies to be delivered in appropriate locations and contribute to the provision of quality, affordable housing choices that meet the diverse needs of the community. Kainga Ora is interested in all issues that may affect the supply and affordability of housing and has a shared interest in the community as a key stakeholder, alongside local authorities.

Kainga Ora is generally supportive of the Draft Plans and notes that there are funding constraints to how Council addresses public transport. Kainga Ora seeks that the outcomes are prioritised against available funding and where important outcomes remain potentially unfunded the Council looks to explore other funding options to ensure that transport infrastructure is able to appropriately provide for and address demand into the future.

Kainga Ora generally supports the three key transport priorities, and in particular transport priority 3: Access in the Draft Plans. It is likely that there will continue to be access challenges given that Tairāwhiti is predominantly rural, limiting Council's ability to leverage economies of scale to efficiently provide transport infrastructure. In considering provision and upgrades to active and public modes of transport, Kainga Ora suggests that the focus should be on those geographic areas and projects that are likely to deliver the greatest public benefit per dollar spent.

Kainga Ora strongly supports the Strategic Network Review of public transport services in Gisborne, as suggested in the Draft Plans, and considers this should be a key priority for Council in the short-term.

Given that Council will be required to give effect to the objectives and policies of the National Policy Statement for Urban Development in the Tairāwhiti Resource Management Plan, the Council may need to review the priorities and any funding associated to provide for integrated planning and delivery of



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the transport system.

When undertaking the review of the Draft Plans, Kainga Ora expresses an interest to be engaged as a key stakeholder in this process going forward.