

AGENDA



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MEMBERSHIP: Pat Seymour (Chair), Bill Burdett, Andy Cranston and Kerry Worsnop.NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

Community Advisors: Francis (Matt) Broderick, Andrew Gaddum, Campbell Gilmour, Colene Herbert, Jason Lines, Ingrid Meister, Barney Tupara and Steve Weatherell

REGIONAL TRANSPORT Committee

DATE: Thursday 3 March 2022

TIME: 1:00PM

AT: Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne

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Regional Transport

Reports to:	Council
Chairperson:	Cr Pat Seymour
Deputy Chairperson:	Cr Bill Burdett
Membership:	As specified in the Land Transport Management Act 2003 Four Councillors One NZ Transport Agency representative
Quorum:	Three
Meeting Frequency:	Four times a year

Purpose

To prepare a regional land transport plan, or any variation to the plan, for the approval of the Council.

To provide the Council with any advice and assistance the Council may request in relation to its transport responsibilities. (Section 106 Land Transport Management Act 2003)

Terms of Reference

- Facilitate the overall aim of achieving an integrated, safe, responsive and sustainable transport system in the region that satisfies, as far as practicable, the objectives of the Land Transport Act 1998 and the Land Transport Management Act 2003.
- Oversee, prepare and monitor:
 - Regional Land Transport Plan (RLTP)
 - Regional Public Transport Plan
 - Regional Land Transport Programme or variations.
- To approve submissions to external bodies on policy documents likely to influence the content of the RLTP.
- Co-ordinate applications for regionally distributed funding.
- Facilitate the objectives of economic development, safety and personal security, public health, access and mobility, cultural interests and environmental sustainability.

Power to Act

- To make all decisions necessary to fulfil the role and scope of the Committee, subject to the limitations imposed.
- To appoint non-voting advisory members to assist the Committee.

Power to Recommend

- To Council and/or any standing committee as it deems appropriate.

Special Notes

The Committee has no delegated authority.

The NZ Transport Agency: The Land Transport Management Act 2003 regulates an automatic NZ Transport Agency membership on the Regional Transport Committee. They have voting rights on:

- The Regional Land Transport Plan
- The Regional Land Transport Programme
- The Regional Public Transport Plan
- Allocation of Regionally Distributed Funds
- All reports presented to the Committee.

The Committee has provided the NZ Transport Agency member the ability to nominate a delegate in the event the NZ Transport Agency member cannot attend a Committee meeting. The delegate has full voting rights. The NZ Transport Agency member may abstain from voting on issues that they consider have political repercussions.

3.1. Confirmation of non-confidential Minutes 23 September 2021

MINUTES



P O Box 747, Gisborne, Ph 867 2049 Fax 867 8076
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MEMBERSHIP: Pat Seymour (Chair), Bill Burdett, Andy Cranston and Kerry Worsnop.
NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.
Community Advisors: Francis (Matt) Broderick, Andrew Gaddum, Campbell Gilmour, Colene Herbert, Barney Tupara and Steve Weatherell

MINUTES of the REGIONAL TRANSPORT Committee

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Thursday 23 September 2021 at 1:00PM.

PRESENT:

Cr Pat Seymour (Chair), Cr Bill Burdett, Cr Andy Cranston and Cr Kerry Worsnop.
NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.
Community Advisors: Barney Tupara, Colene Herbert and Steve Weatherell.

IN ATTENDANCE:

Director Lifelines David Wilson, Chief of Strategy & Science Jo Noble, Regional Manager System Design Waka Kotahi Sarah Downs, Regional Manager Infrastructure Delivery Waka Kotahi Lonnie Dalzell, Her Worship the Mayor Rehette Stoltz, Democracy & Support Services Manager Heather Kohn and Committee Secretary Jill Simpson.

The meeting opened with a karakia.

1. Apologies

The Chair welcomed the Community Advisors to the meeting and asked that Linda introduce the team from Waka Kotahi.

Linda Stewart thanked the Chair for the warm welcome and introduced Sarah Downs Regional Manager System Design and Lonnie Dalzell Regional Manager Infrastructure Delivery to the Committee.

Sarah's role involves funding, investment and planning for transport system outcomes. Sarah will have a direct role with the Council around the development of the next Regional Land Transport Plan leading into the Long Term Plan funding.

Lonnie's role involves looking after the delivery of the capital projects. The wider central north island region delivers approximately \$230m worth of capital projects each year with a large aspect in the Gisborne region.

MOVED by Cr Burdett, seconded by Cr Worsnop

That the apologies from Campbell Gilmour be sustained.

CARRIED

2. Declarations of Interest

There were no interests declared.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of non-confidential Minutes 3 June 2021

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Minutes of 3 June 2021 be accepted.

CARRIED

Item 13.1 Engine Breaking: The petition that was brought to Council specifically referred to the State Highway between The Jolly Stockman and the Waipaoa River Bridge. It was asked if Waka Kotahi could provide signage in response to the petition.

Busby's Hill: The design will be finalised within the next 2 weeks followed by the resource consent being lodged. Construction will begin in the summer construction season and will be part of the SH2 and SH35 Passing Opportunities Project.

Weeds on State Highway 2: Cr Seymour asked that the scope of the programme for weed spraying on State Highways be forwarded to the Committee. Waka Kotahi are aware of the concerns raised specifically around Argentinian Pampass grass and work, in conjunction with Council staff, on the management and spraying plan. During 2020 spraying was carried out on the Pampass grass from Gisborne to north of Tolaga Bay. Going forward the plan is to look for any regrowth. Spraying will continue from Mangatuna to Tokomaru Bay along with Te Karaka on State Highway 2.

3.2 Action Sheet

Makorori Beach Safety Issues and Beach Degradation: Director Lifelines David Wilson outlined to the Committee that there are a number of issues the team are working through in order for the bollards to be installed. An existing resource consent is held by the Motorcycle Club, so the designs need to be tweaked to allow the Club to continue to operate. Following this a resource consent will be lodged which will need to be approved by both Waka Kotahi and Council. This should be completed by 30 November. Looking to install the bollards between March and April 2022.

3.3 Governance Work Plan

Noted.

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

There were no public input or petitions

7. Extraordinary Business

There was no extraordinary business.

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

There was no adjourned business.

10. Reports of the Chief Executive and Staff for DECISION

10.1 21-191 Kaiti School Bus Initiative

Discussion points included:

- The idea is a good one, but the financial aspect is a concern for ratepayers.
- Te Runanganui o Ngati Porou could be another iwi group involved in discussions moving forward.
- This fits squarely with the Ministry of Education.
- Fits well with our placemaking ideals for our city.
- Encourage staff to look at the Community Environment Fund which funds projects between \$10k - \$300k and this initiative fits with their criteria.
- Council contributes to getting disabled children to school.
- It should be a collaborative approach and there is a fine line to be drawn between the responsibility of whanau to get their children to school and government assistance.
- Continue to support the fund at \$40k per year.
- Is not included in our Long Term Plan.
- Should be a collaborative approach with other groups within the region or Trust Tairāwhiti.
- There is a bigger picture than just getting our children to school. It has an impact on pedestrians, the number of people driving their children to school, congestion, climate change aims etc. From a strategic point of view, this offers opportunities for collaboration.
- More of a broad comment is that reference to tangata whenua in reports almost seems to be a box ticking exercise. Moving forward to the establishment of Maori Wards, the issue of Maori engagement will be a lot more integrated.

Following further discussion, Linda Stewart advised that the funding of school buses sits with the Ministry of Education. The Fare Policy offers guidance from Waka Kotahi for Regional Councils. It is a simple resource that can be applied and adapted for aiding decision-making around fare policies, systems and structures. This Policy is being reviewed. There is an opportunity for the Regional Transport Committee to be proactive in how it approaches the Ministry of Education. It has been recognised that what works for Metropolitan areas does not necessarily work for regional, provincial, rural and remote communities.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Regional Transport Committee amends the recommendation:

1. Recommends that Council:
 - a. Explores with other parties in the region funding the extension of the Kaiti School Bus initiative across all school children.

CARRIED

11. Reports of the Chief Executive and Staff for INFORMATION

11.1 21-214 2021-24 National Land Transport Programme - Final Decision Implications

Director Lifelines David Wilson advised that Council is working with Waka Kotahi regarding the pending funding for the Taruheru River Project and clarified that there was \$4.65m declined and this was because Council did not have the local share for that funding. When local share funding becomes available this will be lodged again with Waka Kotahi.

Points of clarification included:

- In some Township Planning upgrades funding has been approved for pathways.
- There is provisional funding from Waka Kotahi for works that are known in the roading corridor.
- There is funding where it is known that certain infrastructure is needed to be upgraded as part of the township upgrades.
- The Township Plans have been done in draft since 2011. These were taken back to the communities to see if the priorities remain the same for those communities. We need to ensure we have the funding pool available to draw down on for works in the roading corridor.
- A Project Plan for the delivery of cycleways including the Taruheru will be made available at the next Regional Transport meeting.

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

11.2 21-158 Regional Land Transport Plan 2020/21 Monitoring Report

Chief of Strategy & Science Jo Noble attended and spoke to the report.

Discussion points included:

- Acknowledge staff for the comprehensive report.
- The \$2.3m spent on the Inner Harbour Development was for the implementation of the works and the upgrade in that area.
- The data contained in the report is used in a number of different ways including interacting with the community on how to keep our whanau safe.
- The information is used to influence what we do in our community.
- The reasons for the significant underspend on Wharves maintenance will be brought back to the Committee.

MOVED by Cr Burdett, seconded by Cr Cranston

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

11.3 21-181 Road Safety Update

David introduced Lauriel Chase to the Committee. Questions of clarification included:

- The report from Tairāwhiti REAP has been received showing a 100% pass rate from the last intake.
- Whakamanahia programme is a Council initiative.
- The work around lowering the speed limit across the region involves educating people on the reasons for dropping the speed limit including keeping people safe and ensuring drivers pay attention while behind the wheel.

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

11.4 21-200 Waka Kotahi NZ Transport Agency - Regional Update

Linda Stewart presented and questions of clarification included:

- The Road to Zero Annual Monitoring Report 2020 will be emailed to Council for distribution to the Committee.

- The Eastland Port Access was not funded in the current Regional Land Transport Programme. It was not considered a high priority as no new information had been received since 2017. There is programme business case funding available for the Tairāwhiti region and consideration needs to be given as to whether this could be used for the Eastland Port Access. Andrew Gaddum commented that access was meant to be completed when the Port access road was put in approximately 10 years previous. Waka Kotahi had been waiting on updated data. A commitment was made by Waka Kotahi to move forward on this project. A collective view on this project should be completed prior to the Regional Transport Committee meeting on 2 December.
- Through the Land Transport Planning Process, Councils and Regional Transport Committees are able to put forward regionally significant projects which then proceed to the national bucket of funding. These are then prioritised based on the investment priority management framework. Keeping the projects in the Regional Land Transport Plan ensures there is discussion on a regular basis as to whether the project needs to be brought forward. The Committee was assured that moving forward, these projects and issues that arise will be dealt with in a different way.
- Weightings are sometimes irrelevant in terms of the national prioritisation.
- Muriwai community have been advocating for a long time for a speed limit drop outside their local school.

Secretarial Note: Cr Worsnop left the meeting at 2.50pm.

- Work can commence on the erosion at Turihaua once the resource consent is approved.
- Information on Koporoa Hill which is down to one lane will be brought back to the next meeting.
- The Waka Kotahi team would like to work collaboratively with Council on the resilience of our network given such things as climate change, storm events and the type of geology etc.
- A Business Case done a few years ago which received PGF funding was on resilience on State Highway 35. As a result of that some activities on resilience have commenced.
- A significant project that received funding is State Highway 2 and the Waioeka Gorge which will allow freight traffic between the Bay of Plenty and Tairāwhiti to travel more safely.

Mayor Rehette Stoltz acknowledged Linda and thanked her for proactively reaching out to her, our Chief Executive and Cr Seymour and in keeping us informed - it doesn't go unnoticed.

MOVED by Cr Burdett, seconded by Cr Cranston

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

The Chair raised the issue of the debris left on the road reserve following pruning of the Phoenix Palms and Pohutakawas on State Highway 35 Wainui and asked if the Phoenix Palms could be removed permanently. Downers undertake tree pruning and trimming and their debris is taken away and that is for the purpose of ensuring the road is maintained and it is safe. Collaborative community engagement with landowners should occur because of those private individuals who choose to dispose of their waste in a less than appropriate way. There is no funding for removing the trees permanently as they are not hazardous.

There is a passing opportunity planned for the hill south of Tokomaru Bay and will be completed by the end of 2022 along with one on Busby's Hill, Gudgeons Hill and just past Hicks Bay.

The request from the cycling community to have a Community Advisor sit on the Regional Transport Committee was publicly advertised, however due to COVID-19 lockdowns the interviews have not been held. Two people expressed an interest.

12. Close of Meeting

There being no further business, the meeting concluded at 3.06pm with a karakia.

Pat Seymour

CHAIR

3.2. Action Sheet

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
23/09/21	11.4	21-200 Waka Kotahi NZ Transport Agency - Regional Update	Completed	The Committee to be provided with further information on Koporoa Hill which is now down to one lane.	Dave Hadfield	8/02/2022 Dave Hadfield Discussions required with Waka Kotahi and Council staff that actions from the Committee are delegated to the appropriate organisations	17/11/21
02/12/21	11.1	21-267 2021 RLTP Quarter One Monitoring	In progress	Provide information to the Committee on the 2021/2022 Summer Campaign being launched 1 December 2021.	Lauriel Chase	8/02/2022 Lauriel Chase An update will be included in the Road Safety report.	15/02/22
02/12/21	13.1	Additional Action Items	Completed	Item 13.1 Engine Breaking: The Petition that was bought to Council specifically referred to the State Highway between The Jolly Stockman and the Waipaoa River Bridge. Updates to be provided to the petitioners.	Dave Hadfield	8/02/2022 Dave Hadfield Discussions required with Waka Kotahi and Council staff that actions from the Committee are delegated to the appropriate organisations	08/02/22

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
02/12/21	13.2	Additional Action Item	Completed	Township Plans: An update will be provided to the Regional Transport Committee.	Jasmine Leach, Joanna Noble, Lillian Ward	<p>10/02/2022 Joanna Noble</p> <p>Email update provided to RTC. In summary:</p> <p>Procurement underway for package of work for Te Araroa, Tikitiki and Rangitukia - from a transport perspective this includes:</p> <ul style="list-style-type: none"> • Te Araroa: new concrete kerb, channel and footpath from the new Te Araroa Playground Entrance to Rata Street • Te Araroa: concrete footpath along foreshore to skate bowl. • Tikitiki: Re-concrete the footpath in front of Waiapu RSA with Poppy Motif Pattern if budget allows • Tikitiki: On Road/Footpath Safety Upgrades Te Araroa Road from Waiapu RSA to Waiapu Autos Garage • Rangitukia: A footpath from the entrance of Maraehara Road Papakainga driveway to a point on Rangitukia Road • Rangitukia: Safety barrier on the corner of Maraehara and Rangitukia Roads • Rangitukia: A street light on Maraehara Road <p>A future project will be to explore installing a safer crossing to connect the new Te Araroa playground to the skate bowl and beachfront.</p>	11/02/22

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
						<p>Wharekahika/Ruatorea Exploring opportunities for speed calming and footpaths in Wharekahika/Hicks Bay and Ruatorea.</p> <p>There is a strong and willing interest from all Ngāti Porou communities to work in partnership with key agencies and organisations to plan and implement walkways and cycles ways. Covid restrictions have curtailed face to face meetings.</p> <p>Tirototo No on-road treatments planned</p> <p>Muriwai Exploring footpath options and working closely with Journey's to consider options and funding availability widening Waieri Road.</p>	

10. Reports of the Chief Executive and Staff for INFORMATION



22-41

Title: 22-41 2021-2031 RLTP 2021/22 Quarter 2 Monitoring Report

Section: Strategy

Prepared by: Charlotte Knight - Principal Advisor

Meeting Date: Thursday 3 March 2022

Legal: No

Financial: No

Significance: **Low**

Report to REGIONAL TRANSPORT Committee for information

PURPOSE

The purpose of this report is to provide an update on the progress against the 2021–2031 Regional Land Transport Plan programme of works and performance measures.

SUMMARY

October to December 2021 was the second quarter under the newly adopted Te Tairāwhiti Regional Land Transport Plan 2021–2031 (2021 RLTP). Under the 2021 RLTP, a new monitoring framework was established based on the Ministry of Transport's National Transport Outcomes Framework.

This report provides an update to the Committee on Council's progress against the activity programme and performance measures (where data is available) for the period 1 October to 31 December. Waka Kotahi NZ Transport Agency (Waka Kotahi) will present a separate update report on their activities at the meeting.

Attachment 1 includes information for the Committee about:

- Overall Council expenditure and delivery
- Update on work happening in:
 - Investment management
 - Road to Zero
 - Public Transport
 - Local road improvement
 - Walking and cycling
- Progress against the 2021 RLTP performance measures.

This report complements other project and performance information that the Journeys team present in separate Council reports and meetings.

The Committee will receive a report with updated information on Quarter 3 progress at the next Committee meeting.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Regional Transport Committee:

- 1. Notes the contents of this report.**

Authorised by:

Joanna Noble - Chief of Strategy & Science

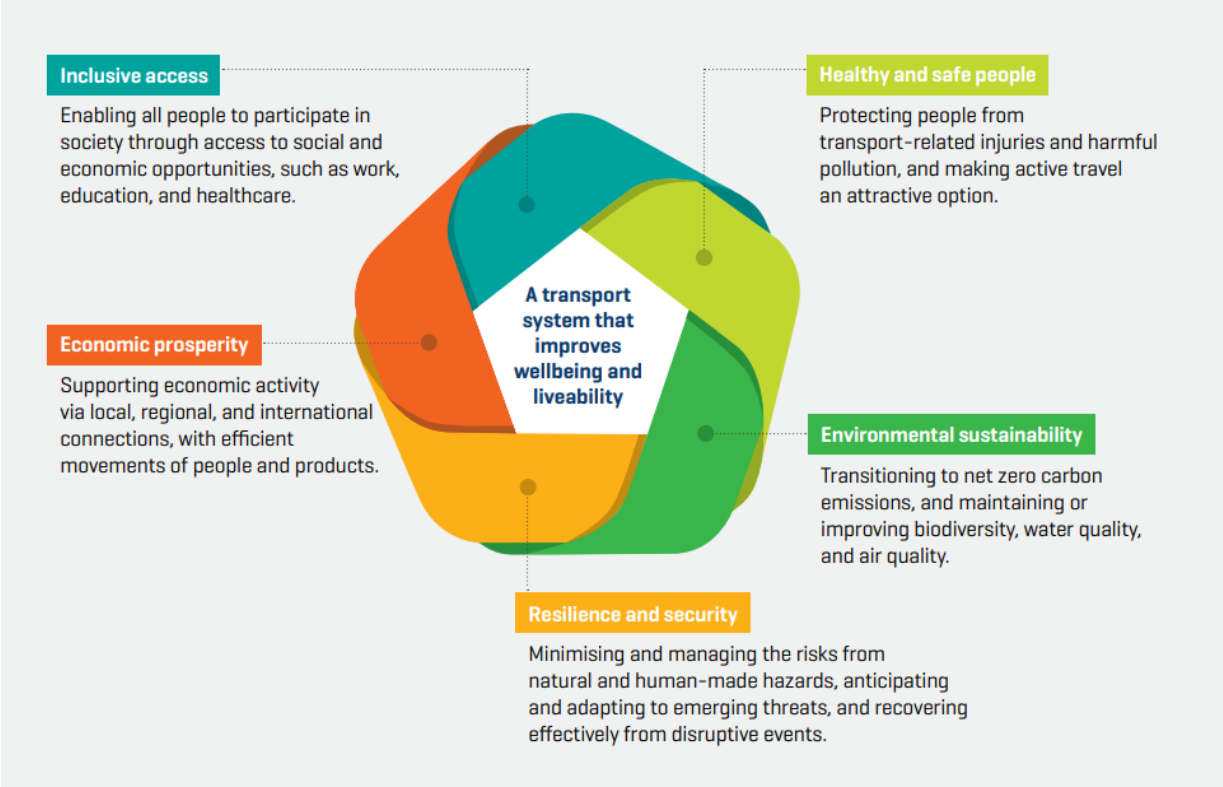
Keywords: regional land transport plan, performance monitoring, road safety, update

BACKGROUND

- 1. Under the Land Transport Management Act (LTMA, Part 2, s13) Regional Transport Committees, on behalf of the Regional Council, must prepare a Regional Land Transport Plan (RLTP) every six years and review it every three years.
- 2. Te Tairāwhiti Regional Land Transport Plan 2021–2031 (2021 RLTP) was adopted by Council on 30 June 2021 (**Report 21-69**). It represents the combined intentions of Waka Kotahi NZ Transport Agency (Waka Kotahi) and Council. It sets out the strategic direction for land transport in the region, identifies the regional priorities for the next ten years and outlines the proposed land transport activities for both state highways and local roads for the next six years.
- 3. Under the LTMA, s16 outlines the form and content of the plan. It must include “measures that will be used to monitor the performance of the activities” and “a description of how monitoring will be undertaken to assess implementation of the regional land transport plan”.

New monitoring framework

- 4. With the adoption of the 2021 RLTP (**Reports 21-69** and **21-110**), there is a new monitoring framework for staff to report against. “Regular monitoring will be undertaken to assess implementation of the RLTP in accordance with section 16(6)(e) of the LTMA. RLTP monitoring will be reported annually to the Regional Transport Committee following the end of each financial year. The monitoring report will include a progress report on the activity programme and performance indicator monitoring”.
- 5. The new framework is structured on the National Transport Outcomes Framework which were established to identify how the transport system supports and can improve intergenerational wellbeing and liveability outcomes.



6. The monitoring framework includes a target for the period of the RLTP. Some targets can be reported against more frequently than others due to the frequency of data collation and/or publication. Council holds some of the data for the performance indicators but also needs to source data elsewhere.
7. The Committee receives an annual report following the end of the financial year, including a progress update on the RLTP activity programme and performance indicators. Each quarter the committee will receive an update that provides information on how the region is tracking against the activity programme and performance indicators. Waka Kotahi will continue to provide their regional update as a separate report.
8. This reporting complements other reports Council receive, such as the quarterly reports and Annual Report. Council's Quarter 2 report was presented to the Finance & Performance Committee on 16 February ([Report 22-33](#)).
9. There were no transport reports to the 17 February Operations Committee.

Resident Satisfaction Survey (RSS)

10. The current RSS methodology targets 100 respondents per quarter; combined this is around 400 respondents to make up the annual result. As noted in the Q1 monitoring report the RSS results for Q1 reported in the framework had less than half the sample size for respondents for one of the measures (43).
11. The total Q1 RSS sample size was 100 and the Q2 RSS sample size was 102. The numbers for each question vary depending on who has answered the question – respondents can say 'don't know' and are then excluded from the results for that metric. For some questions, this can result in smaller sample sizes in any given quarter depending on the respondents. The annual result will be more statistically robust, have a smaller margin of error and greater confidence in the results.
12. As an example, the 'safety of riding a bike' question will often have a smaller sample because often only respondents who are riding a bike on the roads would answer that question. This is one of the metrics used in the RLTP monitoring.

DISCUSSION and OPTIONS

Updates from Quarter 1

13. At the previous committee meeting information was requested on the following:
 - a) The process to change the target of a measure in the 2021 RLTP
 - b) The estimated date when non-quarterly information will be updated (noted in relevant places in **Attachment 1**, the timing is still to be confirmed for some of the measures)
 - c) Context of the Council's resident satisfaction survey (see Background for information)
 - d) Progress of emergency works to be included in future monitoring reports

14. The Committee could resolve to amend the target of a measure in the 2021 RLTP. The Committee would need to be satisfied that the planned projects and associated projects set in the 2021 RLTP would be sufficient to achieve the target. If they are not sufficient to achieve a proposed new target, then the Committee may wish to either pursue a variation to meet the new target or to keep the current target and work on a new target and programme of work to achieve it as part of the 2024 RLTP process.
15. Any amendment to the 2021 RLTP (including a target) would need to be assessed against the **Significance Policy** to determine whether the formal variation process would be required.

Quarter 2 report

16. The quarterly report (**Attachment 1**) has the following parts:
 - a) **Overview of progress to date** – this is a high-level view of Council projects and budget. Waka Kotahi will continue to provide their regional update as a separate report. This includes project highlights and an update on road safety activities that were previously separate reports.
 - b) **Performance indicators reporting** – updates on the status of indicators where Council collects data quarterly, and where external data is available.
17. **Attachment 1** includes an update on emergency works being progressed by Council. Emergency works sit outside of the RLTP programme, however Council's budget information does include the emergency works revenue and expenditure. For the annual report a more detailed financial overview against projects will be provided, like the previous annual report (**Report 21-158**).
18. This quarter has been focused on continuing or starting projects. Council still has a couple of projects (Taruhuru walk/cycleway) awaiting funding confirmation in the region's funding bid to the National Land Transport Fund (**Report 21-214**).
19. Projects are on track as planned in the 2021 RLTP. Performance against indicators varies. The targets set are for the duration of the 2021 RLTP and we are only six months post-adoption. No large leaps towards target were planned or expected in this timeframe.
20. Full implementation of the activities included in the RLTP is how we intend to achieve the targets. The next quarter should reflect a busy construction season due to carried over works, new planned work, and progressing additional emergency works following on from the November 2021 flooding and February 2022 weather event. As noted in **Attachment 1** there is some significant work on asphalt across the city that will cause traffic delays and disruption.

Barriers for delivery

21. Overall progress for delivering projects is on track, however COVID-19 and weather events continue to impact aspects of programme delivery and performance.
22. The region's large building programme is another source of competition for materials and labour. As more development progresses past the planning stage this competition will increase.

23. The cost of doing business is putting pressure on budgets. This includes inflation (non-construction specific), construction index inflation, increases to minimum wage, increased material costs, traffic management, and health and safety.

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: **Low** Significance

This Report: **Low** Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: **Low** Significance

This Report: **Low** Significance

Inconsistency with Council's current strategy and policy

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on all or a large part of the Gisborne district

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on individuals or specific communities

Overall Process: **Low** Significance

This Report: **Low** Significance

The level or history of public interest in the matter or issue

Overall Process: **Low** Significance

This Report: **Low** Significance

24. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MĀORI ENGAGEMENT

25. There has been no engagement with tangata whenua in preparing this monitoring report.

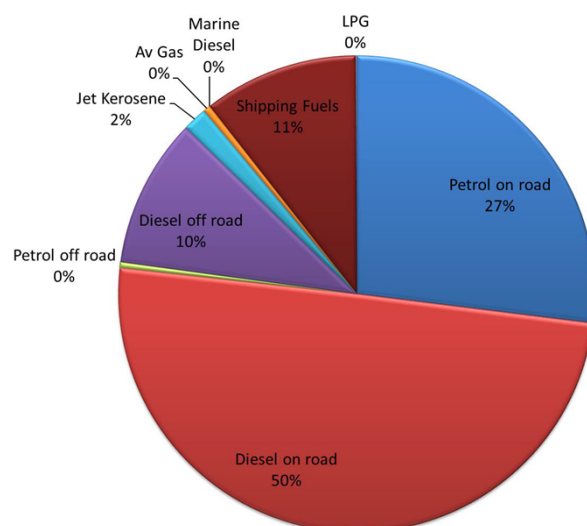
COMMUNITY ENGAGEMENT

26. There has been no community engagement in preparing this monitoring report.

CLIMATE CHANGE – Impacts / Implications

27. Climate change impacts and implications will be addressed as appropriate for each project.
28. Under 'Environmental Sustainability' transport generated emissions and electric vehicle uptake are being monitored and reported on.

29. Transport is the second highest emissions category for the region behind agriculture (11% of total emissions in 2018/19). This was an estimated 232,647 tCO₂e in the inventory commissioned by Council ([Report 20-134](#)). A breakdown of what this is made up of is outlined in the graph below.



30. The Government has consulted on the proposed direction for the National Emissions Reduction Plan¹. Transport is one of the key transition sectors with a focus on “*changing the way we travel, improving our passenger vehicles and promoting a more efficient freight system*”.

31. This plan builds on the Climate Change Commission’s advice and the information and feedback on the Ministry of Transport’s May 2021 discussion document *Hikina te Kohupara – Kia mauri ora ai te iwi – Transport Emissions: Pathways to Net Zero by 2050*. The document identified potential pathways and opportunities to phase out emissions across the transport system. Council provided feedback through the Regional Sector Transport Special Interest Group (TSIG).

32. The three focus areas for reducing emissions are:

- a) Reducing reliance on cars and supporting people to walk, cycle and use public transport
- b) Rapidly adopting low-emission vehicles and fuels
- c) Beginning work now to decarbonise heavy transport and freight.

33. There will be requirements for Council and/or Waka Kotahi under these focus areas once the final plan is adopted. The levers that will be used include regulatory system, investment and funding, economic incentives, leading by example and setting expectations, partnerships, and behaviour change tools.

¹ Consultation closed 24 November.

More information about the consultation: <https://consult.environment.govt.nz/climate/emissions-reduction-plan/>

34. The role of local government in this transition was recognised in the consultation document as a *“major role in planning and funding transport and urban development at a regional and local level. Bold decisions and strong collaboration with central government will be needed to ensure a joined-up approach to decrease emissions.”*
35. Further information about the plan will be shared with the Committee as it becomes available. The Government intends to publish the first Emissions Reduction Plan setting out policies and strategies for meeting emissions budgets by 31 May 2022 – this aligns with the timing on Budget 2022.

CONSIDERATIONS

Financial/Budget

36. There are no financial implications associated with this monitoring report.

Legal

37. Any statutory legal obligations will be addressed as appropriate for each project. There are no legal implications associated with this monitoring report.

POLICY and PLANNING IMPLICATIONS

38. This monitoring report is consistent with the 2021–2031 RLTP. More information about the framework is under ‘Background’.

RISKS

39. Any risks will be addressed as appropriate for each project.

NEXT STEPS

Date	Action/Milestone	Comments
May 2022	Quarter 3 Monitoring Report	
September 2022	Annual Monitoring Report	
March 2023 (TBC)	2022-23 Quarter 1 Monitoring Report	

ATTACHMENTS

1. Attachment 1 - 2021 RLTP Quarter 2 2021/22 Monitoring Report [**22-41.1** - 14 pages]

2021-2031 Regional Land Transport Plan Quarterly Report

This report covers the period from 1 October 2021 to 31 December 2021.

Progress to date overview

Status of Projects	Total spend to date ¹
On track	CapEx \$12.1m OpEx \$17.7m

COVID-19 restrictions ranged from Level 2 to red light and orange light settings during this period. During this period projects were able proceed as planned; however, some impact was still noticed in bus patronage numbers.

During this period several projects were procured to market. Planning is underway for asphalt works across the city in the next quarter, including nightworks to reduce traffic disruption. The image below illustrates the number of different sites across the city.



Despite some of the challenges to delivery, a lot of work has progressed in the last quarter. Some examples are shown in the photos that follow. The heavy metalling programme has been progressing and below is a photo at the 22km mark at Mata Road as an example of a finished piece of work.

¹ Includes works not covered under the RLTP such as emergency works.

Mata Road at the 22km mark



Council's first rainbow crossing was installed in the CBD:



Business as usual maintenance works across the network have been progressing. Below is an example of footpath maintenance undertaken on Patrick St.



Before



After

Photos of the Waipiro Rd stabilising works:



Waipiro Road stabilising prep work



Waipiro Road stabilising work ready for sealing



Waipiro Road stabilising work sealed



Operational Expenditure – Actual operational expenditure is \$1.2m higher than YTD budget due to expenditure related to the June/July 2020 event (\$1.2m), the June 2021 event (\$913k), and the 2018 event (\$102k). However, this expenditure is offset by \$1.3m budget savings under depreciation.

Capital Expenditure - Capital expenditure on track. Renewals, unbudgeted PGF works, and unbudgeted carryover for the Walking and Cycling intersection are over budget but offset by an underspend on PGF Route Security and rock works.

More information about Council's levels of service, projects and budgets can be found in the [2021 Quarter 2 Report](#).

Information about Waka Kotahi projects and progress against budgets will be delivered as part of their update report.

Emergency works update

Council is awaiting the outcome of claims to Waka Kotahi for emergency works in 2021.

Remedial drainage work is underway for the June 2020 sites. Designs are still needed for some of the retaining works but the sites with designs are going to tender late February.

East Cape Road work at the site pictured below (included June 2020 flood damage repair work) was completed in December.



Project highlights

INVESTMENT MANAGEMENT

Public Transport network review

The 2021 RTP highlighted the need for a public transport review and NLTF funding was approved for this work.

Tenders were received at the end of October and the contract awarded to Abley Limited – project due for completion January 2023. The project commenced in December with data collection and internal stakeholder information.

Healthy Waterways Plan

This project is roading's contribution to the integrated catchment management plans to review urban storm water implications. Initial discussions are underway.

Transport Efficiency Study

Scope of key intersections within the transport network have been confirmed for microsimulation traffic modelling. The type of modelling will allow for intersection safety upgrades and with input from other Council teams, it will be able to be utilised for other relevant work such as the Tairāwhiti Resource Management Plan review.

ROAD TO ZERO

Road safety team

Projects for the last quarter were:

Education

Ngā Ara Pai – Community Driver Mentor Training

- The Ngā Ara Pai contract for urban and rural was awarded to McInnes Driver Training Ltd. They have reported that they are able to reach the target of 70 learner licencing and could possibly increase the target in March.
- Some of the 70 restricted drivers will have to be carried over to 2022/2023 due to availability for driver tests.
- The contract for Ngā Ara Pai East Coast will not go ahead this financial year as the costs to deliver the programme exceeded the given budget. This contract be revisited in the next financial year.

Enforcements

Car Seat Restraints

- Turanga Health are currently unable to assist due to their commitment to the COVID-19 vaccination rollout.
- Training details for new technicians to be trained are currently being worked through with a car seat technician trainer who is based in Tauranga.
- Police are currently planning with Plunket and Te Aka Ora Charitable Trust to carry out car seat checks and assistance on the East Coast. Details for this are yet to be confirmed.

Summer Checkpoints

- The Hawke's Bay impairment prevention team travelled to Tairāwhiti over the New Year period to carry out breathe testing on travellers entering and exiting the region.
- Over the 6-day deployment a total of 2,067 breath tests were conducted, equating to an average of around 350 per day.
- 14 Excess Breath Alcohol readings were obtained of which seven were summonsed to court and seven issued infringement notices. This equates to one excess breath alcohol reading per 150 drivers. Police have indicated this is an improvement on previous years.
- Of the readings, most were in the high range with recidivist drivers making up most of the offenders. The highest reading was 1034 micrograms/litre breath.

Promotions

Summer Campaign 2021 / 2022

- This year's road safety summer campaign will be focused on alcohol.
- "It's our summer too. Drive sober" concept was focused on individual ownership of drivers over the summer. It was showing that consequences from choosing to drink and drive not only affect the individual who makes the decision but also the people around them. Police and St John were used as the faces of the campaign being first responders to the scene of a crash.
- The campaign was supported with the use of billboards, paper advertisement, radio ads and Facebook.
- The campaign itself reached over 30,000 people on Facebook with the use of sponsor ads to boost our post and message.



Back to School / Work Campaign 2022

- "It's our road too. Look out for us" is the road safety campaign that will run from February to March. The campaign was meant to start the first week of February to tie in with the return of school, however Waka Kotahi approval was not granted in time.
- The concept of the campaign is to remind road users to look out for one another no matter the style of transport and no matter the distance.
- Although the theme is around returning to school and work, it does share important generic road safety messaging around speed, restraints, fatigue, safe walking and cycling.
- The campaign will be supported with the use of billboards, radio ads, and will feature 7 individual videos and 2 main videos for Facebook. Billboards will be produced in te reo Māori and English.



Speed limit review

Communication and engagement planning is underway for the Speed Management Plan and a 3-year implementation plan. Consultation was originally planned for March / April 2022; however, the timing is dependent on the new Speed Setting Rule being approved. Currently, Ministry of Transport approval is expected in April with the rule coming into force late May. State highways are being consulted on separately with early engagement at the same time as our planned consultation and their formal consultation expected later in the year. Under the new rule the plan will require Waka Kotahi director approval before any new speeds can go into the new legal instrument, National Speed Limit Register, and be enforceable.

Without the rule in place a review/amendment to Council's Speed Limits Bylaw would be required to enable the proposed speed reductions to be consulted on and implemented. Government advice has been not to delay local government speed planning waiting for the rule; however, in order to deliver a bylaw review, additional work would need to be undertaken. Staff's initial assessment of the work needed for a bylaw review and time required to do so would put Council in a similar position if they waited for the rule to be approved.

Variable School signs

Variable schools speed signs have been installed at 5 of 6 planned locations, covering seven schools. Temporary speeds will be used around school start and end times. Te Karaka school's signs have been delayed due to shipping issues and will be installed next quarter.

School Improvements

School Safety improvements for this financial year are focused on Elgin School and Nelson Road Kura. Elgin School Safety improvements are being developed in conjunction with a Sport Gisborne project enhancing play spaces. Initial scope is likely to be insufficient to fund community and police requests, alternative funding options are being developed.

Kura design is complete, waiting on feedback from the preconstruction safety audit.

Use of a concreted drop in module for the raised table crossing is being considered, which will speed up the physical works stage and reduce traffic management impacts for the community.

Intersection Improvements

The Peel/Palmerston roundabout design to replace damaged traffic lights has been designed and consulted on with community stakeholders to support pedestrians and accessibility. Safety Audit is in progress and Council has recently awarded the contract. Raised pedestrian platforms / curtesy crossings are being standardised with a drop in module (as per above school improvements). Construction is expected in next quarter, including removal of a London Plane tree.

Other urban intersection improvements have been aligned with the BAU sealed road rehabilitation programme. Design and consultation are in progress for Stanley/Gladstone roundabout and Derby/Palmerston roundabout. Standardised courtesy crossings are included.

Traffic Calming

Work is progressing on locations identified from resident petitions. The Stout St design has been amended to align with use of raised pedestrian platforms (drop in models) elsewhere and is currently being priced. A speed radar has been installed on Stout St. A Reshaping streets funding application has been drafted in consultation with Waka Kotahi (due 22nd February) to help progress works in locations identified where community petitions have shown strong support (Stout St, Tyndall Rd, Waiomatatini Rd).

PUBLIC TRANSPORT

Regional Integrated Ticketing System (RITS) implementation is progressing. First RITS media release and engagement with four high schools occurred at the end of January. Equipment has been ordered for the 16 buses in the fleet and installs are now scheduled within the month of April to coincide with school holidays. Communication materials (such as flyers) for passengers are being produced to support implementing the system.

LOCAL ROAD IMPROVEMENT

50Max

There are no updates for this quarter the 50 MAX PGF business case is being peer reviewed under Waka Kotahi funding guideline.

WALKING & CYCLING

Walking and cycling network

Waka Kotahi have approved the projects listed in the Low Cost Low Risk category for Walking & Cycling (LCLR W&C). Taruheru River path is classed as a significant improvement project (>\$2m) and requires further assessment by Waka Kotahi. Crawford Rd funding is carried over from previous years.

Cycle and walking projects included in Council's current annual plan budget include the Crawford Road Separated Cycleway, Titirangi Drive one-way system, Taruheru River Path, Uawa Trails and further investigations for the Walking and Cycling network.

- The **Crawford Road separated on-road cycleway** is complete and in use with the last component of the project, an improved ramp to the Dickson St footbridge, in its final stages.
- **Titirangi Drive one-way system** with a separated walking and cycling lane is the continuation of the Queens Drive on-way system over the Titirangi Reserve Maunga. The contract has been tendered. Staff are working with preferred tenderer to reduce schedule to fit budget.
- **Taruheru River Shared Path** requires an updated business case to progress further and secure Waka Kotahi funding. A point of entry was submitted on request from Waka Kotahi and a single stage business case (SSBC) has been initiated with Stantec. If successful, the SSBC will unlock Waka Kotahi funding.
- **Uawa Trails (Pou Tu Pou)** is a new off-road cycle network in Tolaga Bay which is community led (see information on the MOU below). Procurement documentation is in progress. This project is included in the Reshaping Streets funding application due 22nd Feb.
- The **Walking and Cycling network** study is in the initial planning phase.

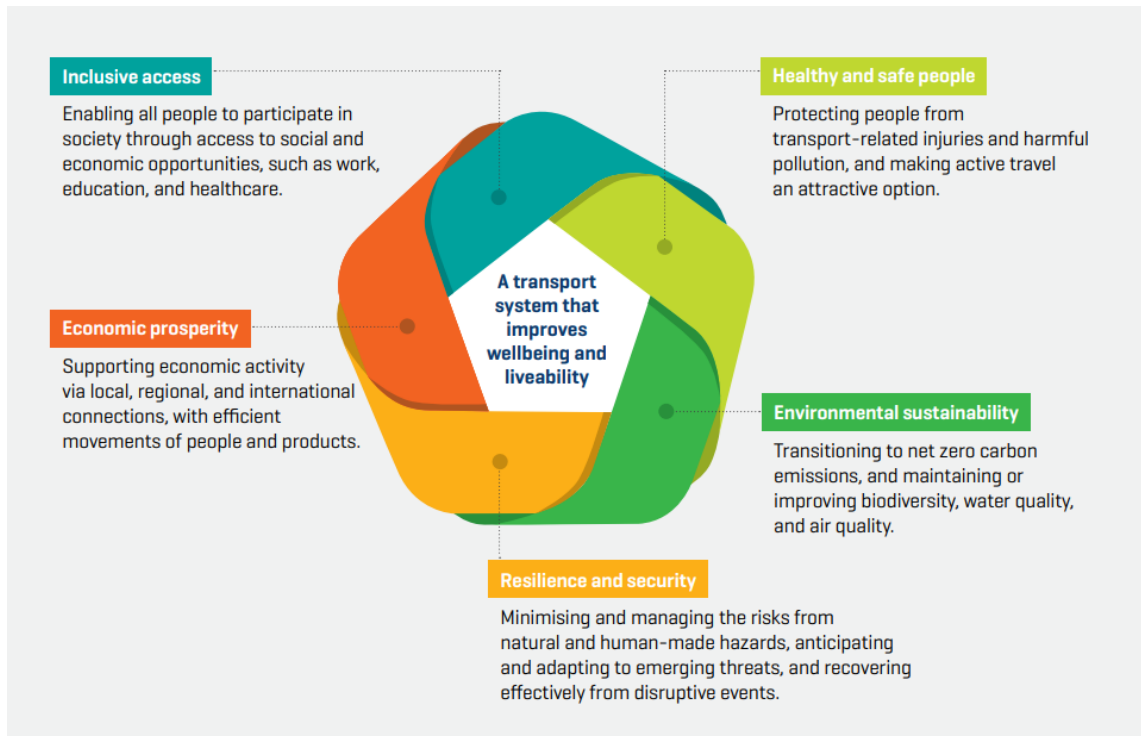
Minor improvement projects, Taruheru River path and Crawford Road separated cycleway projects are led by the Journeys Infrastructure team. Uawa Trails is community led by Jason Lines, Trail Manager for Tapuwae Tairāwhiti Trails with support from Journeys. Jason is also working on Regional Branding of Tapuwae Tairāwhiti Trails, the Regional Trails Strategy, and the Heartland trail with external funding. The W&C Network study is jointly led by the Journeys Infrastructure team and Tapuwae Tairāwhiti Trails.

A MOU for a Tairāwhiti Cycleway and Walkway Partnership between Council and the NZ Walking Access Commission, Trust Tairāwhiti and the Gisborne Cycle and Walkway Trust is still in progress. Other projects supported by this partnership but externally funded include:

- Regional Network Strategy is in initial stages with community connectors.
- The Regional Signage Strategy strategic framework is in progress. The Tapuwae Tairāwhiti Brand is complete, and an initial design concept has been provided for the Regional Signage. In principle acceptance of signage by council subject to the strategic framework being presented.
- Heartland Trail – Gisborne to Wairoa application is complete with letters of support from Wairoa and Gisborne District Councils and has been submitted to Waka Kotahi for inclusion as one of New Zealand Heartland Cycle Trails. [The New Zealand Cycle Trail Story | Ngā Haerenga New Zealand Cycle Trails \(nzcycletrail.com\)](https://www.nzcycletrail.com)

Transport Outcomes Framework

Our monitoring framework is structured around the National Transport Outcomes Framework established to identify how the transport system supports and can improve intergenerational wellbeing and liveability outcomes.



Outcome: HEALTHY AND SAFE PEOPLE				
Protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.				
Measure	Indicator	Starting measure	RLTP Target	Status
DSIs	A steadily decreasing annual total of deaths and serious injuries on Tairāwhiti Gisborne roads to 40% of the 2021 total by 2030.	Average 43 DSI per annum ²	Average 13 DSI per annum (2030 target)	Q1 1 Fatal 12 Serious Q2 0 Fatal 9 Serious
	Number of DSI where speed is a contributing factor is decreasing. Number of DSI where alcohol is a contributing factor is decreasing.	15 involving speed 16.6 involving alcohol ³	Decreasing	Q1 6 involving speed 6 involving alcohol Q2 3 involving alcohol
	Gisborne DSI as % national average at or below 2020 %.	1.5% national average	≤1.5% national average	No updated figure available
Cyclist and pedestrian DSIs	Number of pedestrians and cyclists killed and seriously injured is decreasing	Average 8 DSI crashes per year ²³	Decreasing	Q1 Pedestrian Crashes 0 Cyclist Crashes 2 Q2 Pedestrian Crashes 2 Cyclists Crashes 1
Participation in active travel to school	Percentage of students cycling, scooting & walking to secondary schools increases from 2020.	16% secondary school age children travel to school by active modes ⁴	>16%	Not completed yet
Walking and cycling cordon counts	Increasing number of people walking and cycling at key locations	Wainui Rd – 60 Riverside walkway - 71	Wainui Rd >60 Gladstone Rd >	Counts underway ⁵

² Period is 1 July 2015 to 30 June 2020

³ There can be multiple causes listed for crashes, so crashes may be counted for both speed and alcohol.

⁴ Tairāwhiti Enviroschools and Gisborne District Council. (2020). *Tairāwhiti Enviroschools Travel Survey*.

⁵ These locations utilise traffic counts – which we have been unable to do due to Auckland COVID-19 restrictions. This survey is undertaken once per year.

Outcome: INCLUSIVE ACCESS				
Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.				
Measure	Indicator	Starting measure	RLTP Target	Status
Public transport patronage	The annual number of people boarding bus services – urban and school services is maintained at or above 2019/20 levels	GizzyBus 40,585 Waka Kura 73,834	GizzyBus >41,000 Waka Kura >80,000	Q2 ⁶ GizzyBus 5,683 Waka Kura 17,515
Accessibility to key services	A trend towards stable or improved accessibility to key services by each mode of transport	See RLTP Appendix 2 Accessibility indicators (pg 65)	Percentages ≥2020 levels	No updated information
Mode share of active travel and PT journeys	Mode share of all trip legs by Walking & cycling & PT is maintained or increasing as compared with 2019/20 data.	4.9% ⁷	≥5%	No updated information
Perception of cycling safety	Percentage of residents who feel that riding a bicycle is unsafe is decreasing.	26%	≥26%	Q1 35% ⁸ Q2 21% ⁹
Footpath condition	The percentage of footpaths within the district that fall within the level of service for the condition of footpaths that is set out in the Engineering Code of Practice	To be completed	To be determined	2021/22 86.45% (annual review)

Actions

The Walking and Cycling projects listed above are intended to help address the issue of cycle safety perception.

⁶ Q1: GizzyBus 2,494 Waka Kura 21,820.

⁷ Ministry of Transport Household Travel Survey 2015-18

⁸ This quarter result is from a sample of only 43 for this specific question.

⁹ This quarter result is from a sample of only 53 for this specific question.

Outcome: RESILIENCE AND SECURITY

Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

Measure	Indicator	Starting measure	RLTP Target	Status
Road network resilience	Annual average number and duration of resolved road closures on State Highways is decreasing.	33 closures from June 2017-May 2020 for a total of 223 hours. Average 10.6 incidents and 74 hours per annum	Average number of closures <11 per annum Average closure hours <74 hours per annum	Annual measurement
	Annual number and duration of resolved road closures on local roads is decreasing.	10 unplanned local road closures for 2019/20 Duration currently not measured	Total unplanned local road closures <10 per annum	Annual measurement – reported in Q4/annual monitoring report

Outcome: ECONOMIC PROSPERITY				
Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.				
Measure	Indicator	Starting measure	RLTP Target	Status
Spatial coverage freight	Proportion of local road network not available to heavy vehicles	13%	<13%	Annual measurement – reported in Q4/annual monitoring report
Freight Volumes carried on SH Network	Percentage of traffic that is heavy freight vehicles on state highways.	SH35 North of Tolaga Bay – 20.2% SH35 Awapuni Rd – 10% SH2 Ormond - 11.3% SH Whatatuna Bridge Manutuke – 11.9%	Trend data	No updated information for Q2 SH35 North of Tolaga Bay – 20.3% SH35 Awapuni Rd – 10% SH2 Ormond - 11.6% SH Whatatuna Bridge Manutuke – 12.4%
Customer satisfaction	The percentage of customers satisfied with condition of local roads in the district is improving	Urban 45% Rural 27%	Urban >45% Rural >27%	Q1 Overall 26% ¹⁰ Q2 Overall 33% ¹¹

¹⁰ This quarter result is from the sample of 100.

¹¹ This quarter result is from a sample of 100.

Outcome: ENVIRONMENTAL SUSTAINABILITY				
Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.				
Measure	Indicator	Starting measure	Target	Status
Transport emissions generated	Tonnes of CO2 equivalents emitted in Gisborne city	38,215.70 T/yr	≤38,000 T/yr	Annual measurement
Electric vehicle uptake	The number of EVs per 1000 population is growing for the Gisborne region	Pure electric - 0.838 Hybrid - 0.619 (2020)	Increasing	Q1 Total: 1.78 ¹² Q2 Total: 1.98 ¹³

¹² 92 light EVs as at end of September, estimated population 51,500 as at 30 June 2021.

¹³ 102 light EVs as at end of September, estimated population 51,500 as at 30 June 2021.

Title: 22-46 Regional Waka Kotahi Update March 2022
Section: Strategy
Prepared by: Charlotte Knight - Principal Advisor
Meeting Date: Thursday 3 March 2022

Legal: No

Financial: No

Significance: **Low**

Report to REGIONAL TRANSPORT Committee for information

PURPOSE

The purpose of this report is to introduce the Waka Kotahi New Zealand Transport Agency Regional update.

SUMMARY

At the meeting, Linda Stewart (Waka Kotahi New Zealand Transport Agency Director Regional Relationships – Central North Island) will provide an update to the Regional Transport Committee on Waka Kotahi activities over the last quarter.

A presentation will be given at the meeting. Attachment 1 is the detailed updates provided by Waka Kotahi.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Regional Transport Committee:

- 1. Notes the contents of this report.**

Authorised by:

Joanna Noble - Chief of Strategy & Science

Keywords: Waka Kotahi, NZTA, regional relationships, state highways

ATTACHMENTS

1. Attachment 1 - Waka Kotahi Gisborne RTC detailed updates March 2022 [22-46.1 - 9 pages]

Tairāwhiti updates

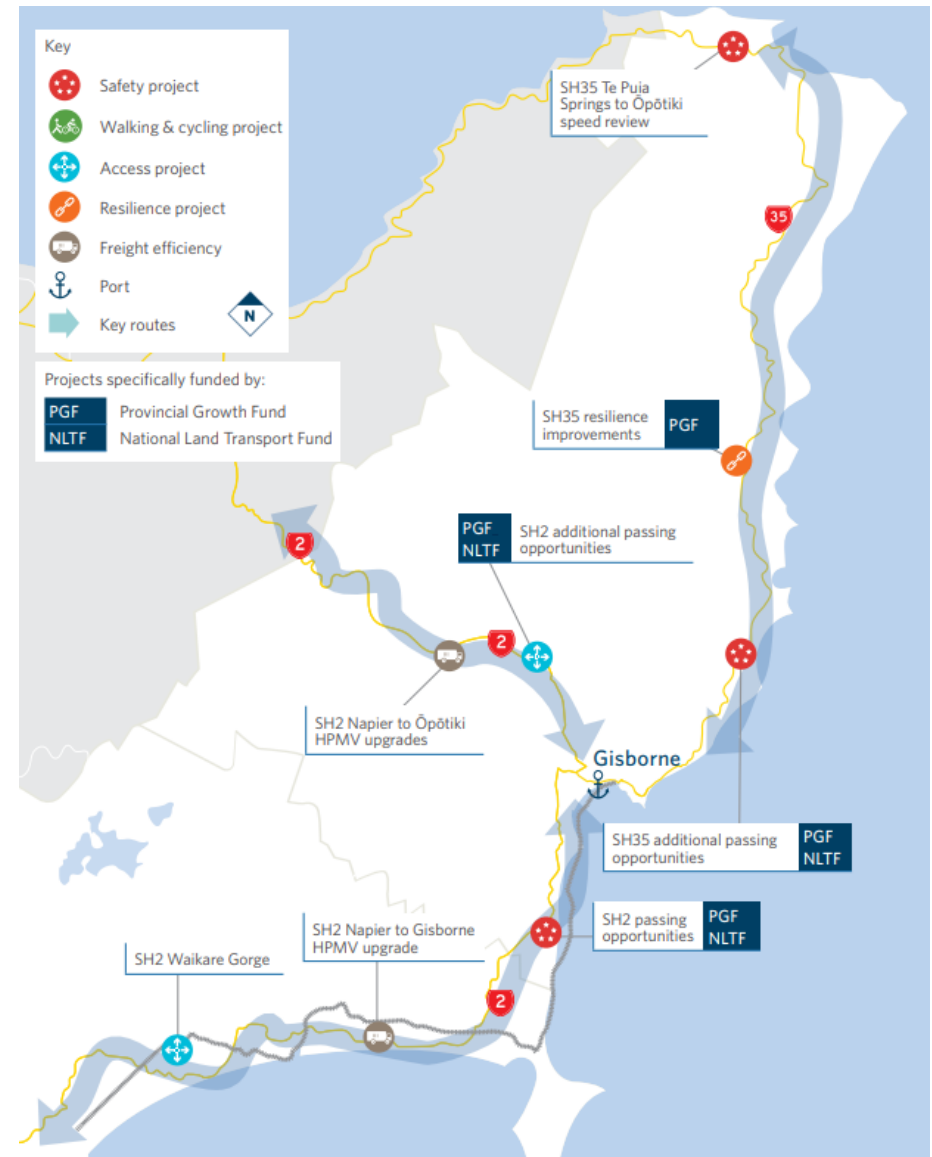
March 2022

Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.

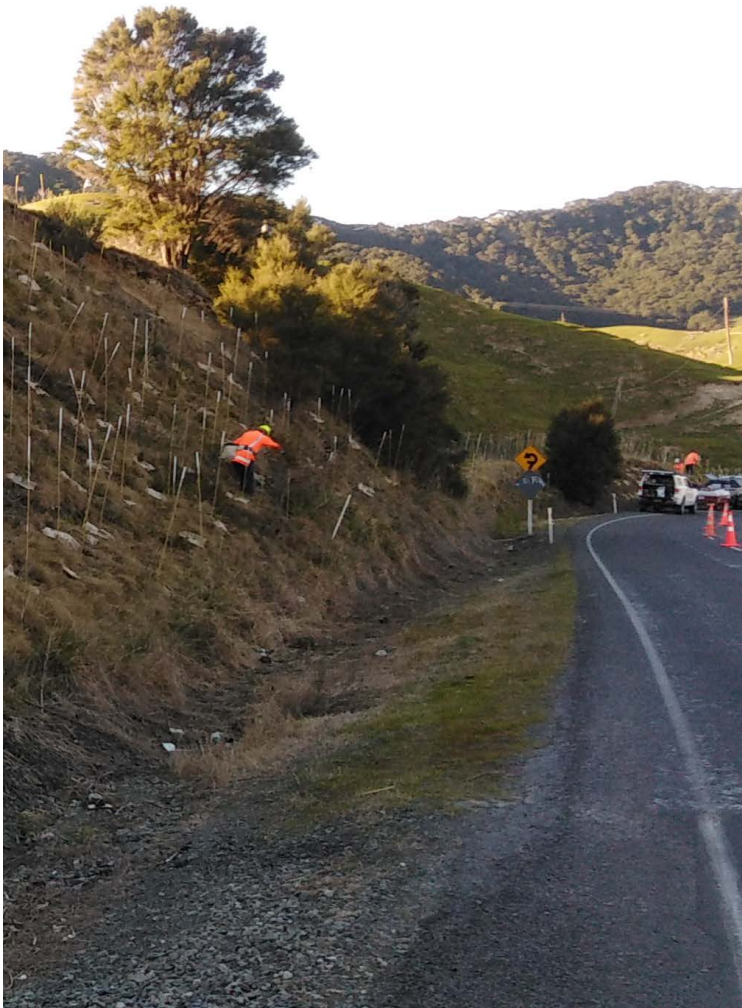


Key projects 2021-24

- SH35 Te Puia Springs to Ōpōtiki speed review
- SH35 resilience improvements
- SH35 Passing opportunities
- SH2 Napier to Ōpōtiki HPMV upgrades
- SH2 Waioeka Gorge Resilience
- SH2 Passing opportunities
- SH2 Tahaenui bridge widening
- SH2 Waikare Gorge



SH35 Resilience



- Five native re-vegetation sites complete, one more to go this winter.
- Project cost of \$13.5m.
- Turihaua point coastal erosion protection work to start in May 2022 once freedom campers move out.
- Kopuaroa Hill sites design and geotech investigation work ongoing.
- Additional geotech drilling at Te Puia springs subsidence site and Gudgeons Hill subsidence to be undertaken early-2022.
- Tatapouri slow vehicle bay extension due to start early March 2022.



SH2 Waioeka Gorge Update

- HPMV bridge strengthening on three out of the four remaining bridges through the Waioeka Gorge started in January.
- Strengthening work is progressing well and ahead of schedule.
- The preferred solutions to improve safety and resilience through the gorge will be recommended in a single stage business case which is on track for completion early this year.

Provincial Growth Fund – Tairāwhiti Transport Investment

Activity	Funding	Key date(s)	Progress	Commentary
SH2/35 Passing Opportunities	\$32.65m (PGF) \$2.83m (NLTF)	Completion of first 5 sites December 2021		<ul style="list-style-type: none"> Reduced number of sites will be delivered due to cost escalation and a fixed budget. 5 sites complete (Matahorua, Kotemaori, Wharerata, Tarewa, Maraenui) 3 further sites are with contractors for pricing with work about to start. (Tatapouri northbound, Waikoau Hill, Mohaka ascent). Interactive map online to provide information on sites either in construction or that are complete, https://www.nzta.govt.nz/projects/connecting-tairawhiti/project-map/
SH35 Resilience	\$13.5m (PGF)	June 2021 construction started		<ul style="list-style-type: none"> Reduced number of sites will be delivered due to cost escalation and a fixed budget. Focus will be on Busby's hill, Turihaua point, Kopuaroa, D9/Gudgeons. The design is currently being finalised for Busby's Hill resilience site. Consenting is also underway. Work is also expected to start on the Turihaua and Pouawa dropouts in May once the freedom camping season ends. 5 native revegetation sites completed As above, there is a GIS and interactive map available for more information
Waikare Gorge	\$5m (PGF) \$1m (NLTF)	June 2022		<ul style="list-style-type: none"> Business Case has been endorsed by the board, and pre-implementation and detailed geotechnical work is underway. The preferred alignment that has been taken through into the pre-implementation stage is the 'white alignment'.
SH2 Napier-Ōpōtiki HPMV Route	\$4m	Jan 2022 Start construction on 3rd bridge		<ul style="list-style-type: none"> Full SH2 route is open to HPMV traffic Work on 2 of the 6 bridges completed Remaining 4 bridges delayed due to covid but it started in January 2022. Construction limited to summer conditions due to climate in the Waioeka Gorge
SH35 Makokomuka safety realignment (business case)	\$2.5m (Funding is pending)			<ul style="list-style-type: none"> This project has been put on hold due to availability of funding, with the overallocation of the NLTP. The project remains on hold as a shovel ready project should funding become available.



Speed review SH2/35

- State Highway 2 (SH2) from the Tauranga Eastern Link roundabout at Paengaroa to Ōpōtiki in Eastern Bay of Plenty, SH2 from Ōpōtiki to Gisborne and SH35 from Ōpōtiki to Gisborne have been identified as high-risk state highways that can be made safer.
- They are within the top 10% of the roading network that, if speed management was put in place, we would get the greatest reduction in deaths and serious injuries.
- Early-2022 Waka Kotahi will start engaging on the speed limit review of these roads.

Gisborne asphalt programme – Nightworks

March – May

- Waka Kotahi and Gisborne District Council are working together to undertake extensive nightworks across the Gisborne roading network between mid-March and May 2022.
- SH35 Gladstone Road Bridge is a major component of the works and will include asphaltting and resurfacing of the bridge deck and replacement of the deck joints.
- On the local road network, the asphalt work will take place predominantly at Gisborne City roundabouts as well as a number of smaller maintenance patches.
- Communications include: media releases, advertising campaign, city-wide letter-drop, face-to-face stakeholder meetings, direct-email, project website.
- ***These essential works will proceed once resource consent is approved.***



Emergency Works update

- Reinstatement of Huia Hill dropout will take place in summer 2021/22
- New dropout SH35 north of Hicks Bay after the December 2021 rain event which is currently in the design and consenting phase.



Hei konā mai



New Zealand Government

