Te Mahere Waka Whenua o Te Tairāwhiti 2021-2031

Te Tairāwhiti Regional Land Transport Plan 2021-2031

Tō tātau tūhononga waka whenua, ngā tauwhāinga me ngā whakaarotau matua kei mua hei whakahaumi

Our transport network, the challenges we face, and our priorities for future investment

Contents

Executive Summary **4**

Introduction **5**

Our region **6**

Our People 7

Our Land 7

Our transport system **9**

Roads 9

Waka haere 10

Active transport 10

Public transport services 10

Rail 11

Sea 11

Air 12

Policy context **13**

Core statutes 13

Other national policy context 13

Regional policy context 15

Drivers for change **17**

COVID-19 Impact and recovery 17

Financial constraints 17

Climate change 18

Demographic changes 19

Freight demands 20

Strategic Framework **22**

Te Tairāwhiti Transport Investment Priorities **24**

Transport priority 1: Safety **25**

Transport priority 2: Reliability and Resilience **28**

Transport priority 3: Access Challenges **32**

Proposed Regional Land Transport Activities **36**

Committed activities 36

All proposed activities 38

Regionally significant activities 47

Inter-regionally significant activities 49

Ten year summary 51
Appendix 1: Monitoring Framework 53
Appendix 2: Evidence and maps 57
Safety 57
Te Marutau 57
Reliability and Resilience 60
Access challenges 61
Appendix 3: Significance policies 66
Significant activities for regional prioritisation 66
Significant variations to the RLTP 67
Appendix 4: Assessment of RLTP compliance with the LTMA 69
Appendix 5: Glossary 71

Whakarāpopoto Matua

Executive Summary

Te Tairāwhiti Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges we face, and the priorities for future investment.

As one of the country's most remote regions, our land transport system is essential for connecting us to the rest of the country and to each other. Our vision for this plan, is that our communities and businesses are connected to each other and to our markets by a safe, sustainable and resilient transport network.

Te Tairāwhiti's unique geography, geology and social and economic environment presents many challenges to providing and maintaining the large land transport network for our region. Predicted changes to climate, demographics and freight volumes will also impact how we manage our roads and the levels of service they have to provide.

The three priority investment areas we have identified for this RLTP to help us achieve our vision are:

- Safety - Investment in safety infrastructure interventions for high risk areas, speed management and safety promotion programmes targeted at reducing deaths and serious injuries.
- Reliability and resilience - Target investment in projects that enable growth and improve travel time reliability and resilience
- Access - Planning and investment in programmes and infrastructure targeted at providing and promoting transport choice

This plan has been developed in partnership with Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and the Regional Transport Committee (RTC).

In developing the RLTP, we have been guided by the strategic direction provided through the Ministry of Transport's Transport Outcomes Framework and the Government Policy Statement of Land Transport 2021, Waka Kotahi guidance and our regional plans and strategies.

Introduction

Te Tairāwhiti Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges we face, and the priorities for future investment. The plan sets out:

- the context in which the transport system operates
- the vision and strategic objectives for the transport system
- the priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- a prioritised regional programme of transport activities.

This RLTP was developed by Gisborne Regional Transport Committee (RTC). The RTC is a joint committee of Gisborne District Council (Council) and Waka Kotahi New Zealand Transport Agency (Waka Kotahi). Developing the RLTP is the primary role of the RTC and is a requirement under the Land Transport Management Act 2003.

A number of statutes and policy documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. Figure 1 illustrates the strategic relationships between this plan and other relevant legislation, government policies and plans.

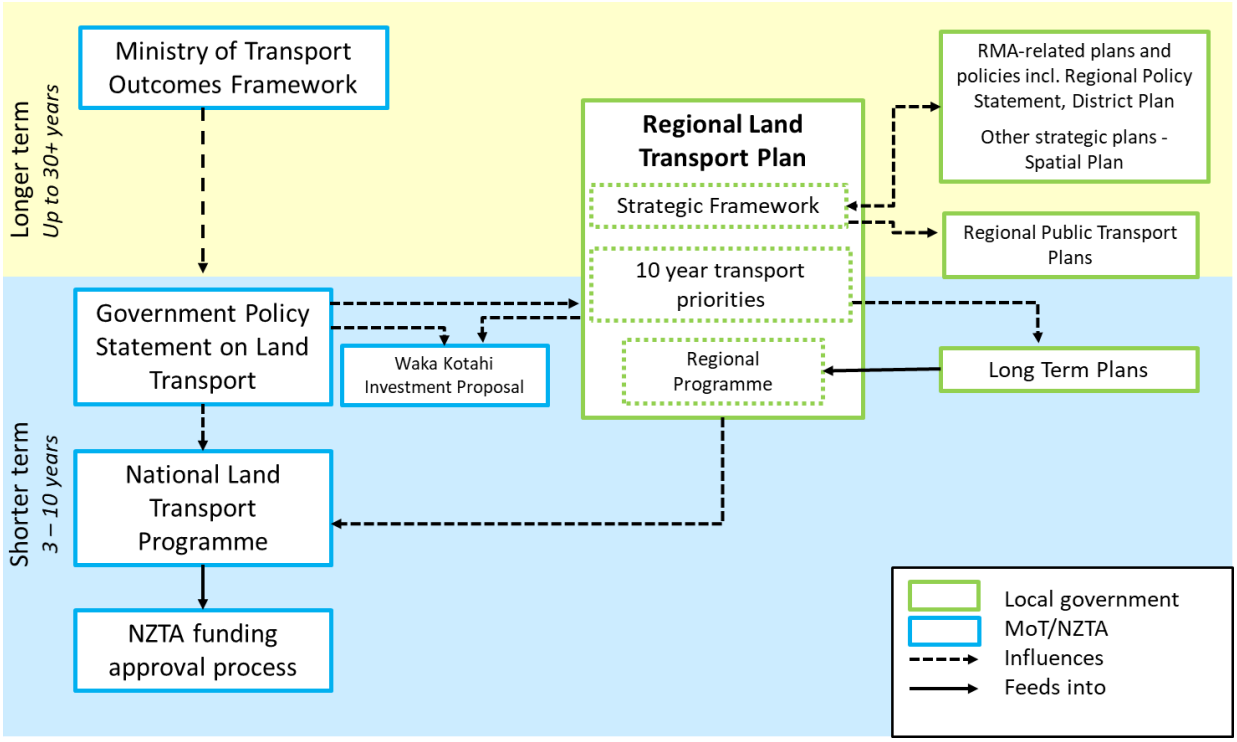

Figure 1 Strategic policy framework for Regional Land Transport Plans

Our region


Tairāwhiti, he tirohanga atu
Tairāwhiti at a glance
Our population
49,300
People
1% National population
Ruatoria
Tokomaru
24% Rural townships
Tolaga
Te Karaka
76% Gisborne city
Population increase
49,300
50,243
53,213
54,833
55,813
2020
2021
2031
2041
2051
Weekly personal income
$113 less
than national median
Hawke's Bay and Gisborne $498
Nationally $611
Conversation in Te Reo Māori
17% Can
4x National percentage
Our ethnicities
58.1% European
52.9% Māori
4.5% Pacific
2.8% Asian
2.2% Other
Nationally 17% Māori
(Some people may identify as more than one ethnicity)
Land use
Total land area 8,386km²
Other 36%
Forestry 20%
Agriculture 42%
Cropping 2%
Log volumes projections
2021 3.6m³
2026 3.9m³
2031 3.5m³
2036 2.1m³
2041 2.3m³
2046 4.5m³

Ō tātau tāngata

Our People

Te Tairāwhiti (Gisborne region) is one of the country's most remote regions and home to approximately 49,300 people, 1% of New Zealand's population[1]. The region covers a land area of 8,350 square kilometres in the eastern corner of the North Island. This is approximately 3% of New Zealand's total land area.

The region is sparsely populated and relatively isolated, with long distances between settlements. The majority of people (76%) live in Gisborne city[1]. The remainder of people live in rural coastal and inland townships, connected by SH35, and SH2. Maintaining our roading network is essential for connecting people to essential services and to each other.

There is a general trend that suggests populations are continuing to decrease across the rural townships[2]. Over time, population decrease has led to the closure of local businesses and the vibrancy of the town centres of the rural townships diminishing.

However, each township has a distinct local identity with strong and passionate community champions, rich cultural heritage values, landscape values and many tourist attractions. Almost 53% of people in Te Tairāwhiti identify as Māori, compared to 16.5% nationally.

The region has a high percentage of people under 15 (23.7% versus 19.6% nationally), and over 65 (15.5% versus 15.2%)[3] compared to national age distribution. Providing infrastructure appropriate for an ageing population and having the ratepayer base to pay for it will be an ongoing issue for our region.

Te Whenua

Our Land

Te Tairāwhiti has a hilly to mountainous interior, with fertile low-lying river plains and coastal flats. Its geographical location, topography and geology, with the hill country prone to erosion and subsidence, creates a challenging environment for providing affordable infrastructure.

The region has varied land types with 71% of the region classified as steep hill country. Our gentle rolling land is very fertile - the Poverty Bay Flats is the single largest area of high-quality fertile soils in New Zealand[4].

Agriculture has been the most important industry in the Te Tairāwhiti region since earliest settlement. However, agriculture has diversified over the years and now forestry, viticulture, horticulture and industries such as food processing are becoming increasingly important.

Of the 835,000 hectares of land in the region, 42% is used for pastoral farming. Exotic forest covers around 20% of the district. Much of the forestry was planted as part of erosion protection schemes after Cyclone Bola in 1988. Many of these forests are now being harvested. Responding to the growth in forestry continues to be a challenge for our roading network.

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[1] Statistics New Zealand, 2019, cited in Thomas Consulting. (2020). *Gisborne District Council Growth Forecasts.*

[2] Thomas Consulting. (2020). *Gisborne District Council Growth Forecasts.*

[3] Statistics New Zealand. (n.d.) . *Gisborne Region: Population and dwellings* (2018 Census data). Retrieved from https://www.stats.govt.nz/tools/2018-census-place-summaries/gisborne-district#population-and-dwellings

[4] Gisborne District Council. (2020). *Our Land and Soil: Tō Tātau Whenua, One Hoki.* Gisborne: Gisborne District Council.

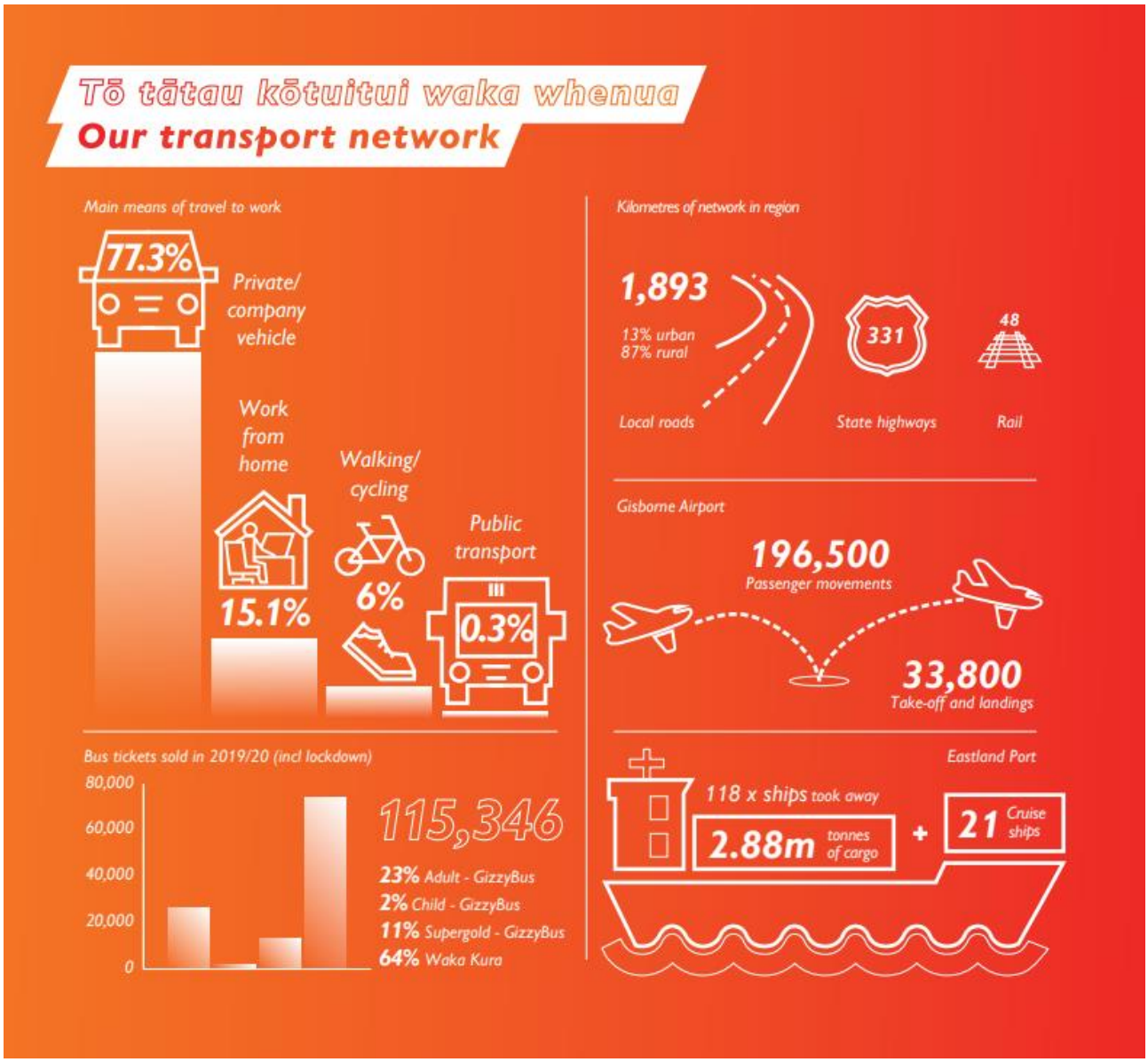
The Poverty Bay Flats provide the largest area in the region for horticulture and cropping. There has been a 110% increase in irrigated high-value crops such as apples, kiwifruit and persimmons planted on the Poverty Bay Flats over the last ten years[5].

Te Tairāwhiti is subject to a wide range of natural hazards that can threaten the security and resilience of our roading network. The roading network is particularly susceptible to weather events. Periodic remnants of decaying tropical cyclones and storms can cause high rainfall, winds and high seas. These events can result in flooding, coastal flooding by the sea, coastal erosion and landslides.

[5] Gisborne District Council. (2020). *Our Land and Soil: Tō Tātau Whenua, One Hoki.* Gisborne: Gisborne District Council.

Tō tātau pūnaha waka whenua

Our transport system



Roads

Ngā Rori

Gisborne city and Tairāwhiti as a region are both relatively isolated from the rest of the North Island. We rely heavily on two state highway corridors to connect within the region as well as to neighbouring regions and the rest of the country. SH2 provides the only viable road connection to the south, while SH2 and SH35 connect Te Tairāwhiti to the Bay of Plenty. Almost half of kilometres travelled in the region are on state highways[6].

[6] Waka Kotahi. (2020). *Arataki Version 2-Gisborne Regional Summary 2021-2031*. Wellington: Waka Kotahi.

Council is responsible for 85% (1,893km) of the region's total roading network, of which 13% of the Council's network is urban and 87% is rural, with 46% sealed and 54% unsealed. Our primary industries are heavily reliant on land transport for the majority of produce and supply movement.

Council receives a subsidy from Waka Kotahi through the National Land Transport Fund (NLTF) to enable ratepayers to afford the provision and maintenance of our local road network. The Funding Assistance Rate (FAR) is currently 68% for Te Tairāwhiti but will reduce to 66% by 2021. This means that for every dollar we spend on an approved activity on our local roads, the NLTF contributes 68 cents and Council contributes 32 cents. Most of Council's local share comes from ratepayers. Some projects will also require external funding or grants to complete.

Travel in Te Tairāwhiti is dominated by private vehicle trips with over 90% of work trips undertaken by private vehicle in 2018. Although, a higher percentage of residents work from home (15.1%) than the rest of New Zealand (11.9%)[7].

The key areas of growing pressure on the transport network include rapid growth in freight, particularly export log volumes to the port and other sites, and growing traffic volumes on key urban routes.

Waka haere

Active transport

Journey to work statistics indicate that the number of trips undertaken using active modes are declining (11.7% 2001 to 7.1% 2018).

Figure 2: Wainui to Kaiti cycleway opening

Council and Waka Kotahi have continued to expand the urban walking and cycling network including the clip-on separated path over the Gladstone Road Bridge. Construction is also under way to link the Wainui to Kaiti cycleway to the Inner Harbour via Crawford Road.

Council has committed to prioritising its cycleway programme for commuters, especially where it creates safe access for school children. Improving our cycle links and creating safe cycling routes are key priorities in developing our cycle network. This is particularly important for Kaiti secondary school students, who must travel across the city to where all four secondary schools are clustered.

See Figure 16 Urban walking and cycleway current and proposed future network, page 62.

Ngā ratonga waka tūmatanui

Public transport services

Te Tairāwhiti has a limited number of public transport services, targeting accessibility rather than journeys to work. Gisborne city has two urban bus routes (GizzyBus) operating from the city centre on Bright Street and nine school bus services (Waka Kura).

[7] Statistics New Zealand. (n.d.) . *Gisborne Region: Transport* (2018 Census data). Retrieved from https://www.stats.govt.nz/tools/2018-census-place-summaries/gisborne-district#transport

Together with the Total Mobility Scheme for people with disabilities, these services are provided under contract and are subsidised by Waka Kotahi and Council. There are no public transport services linking our regional townships, which rely on private vehicles or volunteer services.

Our Regional Public Transport Plan 2021-2027 provides more information on our current public transport services and our plans for public transport over the next three years.

Rerewhenua

Rail

The Gisborne to Napier portion of the Palmerston North-Gisborne Line (PNGL), a secondary main line, was completed in 1942 and primarily operated a freight movement function. However, the line was closed in 2012 following several large washouts north of Wairoa, resulting in significant damage to rail infrastructure.

Figure 3: Waipaoa River rail bridge

In early 2018, KiwiRail reopened the section of line between Wairoa and Napier with support from the Regional Infrastructure Growth fund. The Wairoa to Gisborne section of the track has recently been leased for tourism activities. The section between Gisborne and Muriwai is used for steam train excursions.

The BERL report Tūranga ki Wairoa Rail – feasibility study into the reinstatement of rail line, was released in December 2019. The report concluded that from an engineering perspective, it is feasible to reinstate the rail line to a level that would be more resilient to damaging weather events.

While reinstatement of the Gisborne to Wairoa rail line was not included in the New Zealand Rail Plan 2021-24, we will continue to advocate for the project's inclusion in later years.

Waka Moana

Sea

Forestry is a major driver for freight movements from harvest areas across the region to Eastland Port. Because of the significant increases in logging volumes to the port and the effects of heavy vehicles on the roading network, there has been interest in exploring other freight modes. This includes expanding capacity for the existing Eastland Port.

Eastland Port exported 2,890,730 tonnes of cargo during the 2019/20 financial year, equating to over 100,000 full truck movements. With projected growing volumes of logs, kiwifruit and apples from the region the port's current role as a regional bulk export port is likely to change in coming years to support growing container export volume via coastal shipping to both Napier and Tauranga.

Eastland Port is currently undertaking their 'Twin Berth' development which involves repair and maintenance of ageing port structures, more space to store logs and other cargo, stronger wharves to handle logs, and space to park two 200m long ships at the port at the same time.

Waka Rererangi

Air

Te Tairāwhiti is relatively isolated from other population hubs and efficient air travel is vital to our local economy. Reliable air connections provide businesses with opportunities to expand and grow, residents with vital links to whanau and friends, and bring more visitors to the region.

Gisborne Airport is a regional airport located 4.2 km from the city centre. It includes a sealed and night-capable runway, as well as three grass runways suitable for light aircraft. The airport is owned by Council and operated by the Eastland Group by lease agreement.

A $12.5 million airport redevelopment project was completed in November 2020. Year on year growth and increasing passenger numbers confirmed the need for a new airport terminal. Now, strong air transport links to the rest of New Zealand are more essential than ever, to support the region's recovery after COVID-19 and promote ongoing economic development.

The redevelopment was co-funded by the Provincial Growth Fund, Eastland Group Ltd and the Eastland Community Trust[8].

There are also regional air strips at Ruatoria and Te Araroa which are currently undergoing development. Funding from the Provincial Growth Fund's Whenua Maori allocation has been granted for an aerodrome at Ruatoria. The aerodrome in Te Araroa will be a joint venture between Te Rimu Trust and Eastland Group.

The regional airstrip developments will improve access for medical flights and during civil defence emergencies, when roads may be blocked, in addition to providing tourism and business activities.

[8] Now named Trust Tairāwhiti

Policy context

Ngā ture matua

Core statutes

Land Transport Management Act (LTMA) 2003 - the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

In order to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi, the LTMA also provides principles and requirements that are intended to facilitate participation by Māori in land transport decision-making processes.

An assessment of RLTP compliance with the LTMA, including an outline of the engagement undertaken, is provided in Appendix 4, page **Error! Bookmark not defined.**.

Resource Management Act (RMA) 1991 which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans.

Land use planning can have a significant influence on travel choice and transport network demand. The Gisborne Regional Transport Committee must take the Regional Policy Statement (included in the Tairāwhiti Resource Management Plan) into account when developing the RLTP.

Local Government Act (LGA) 2002 guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

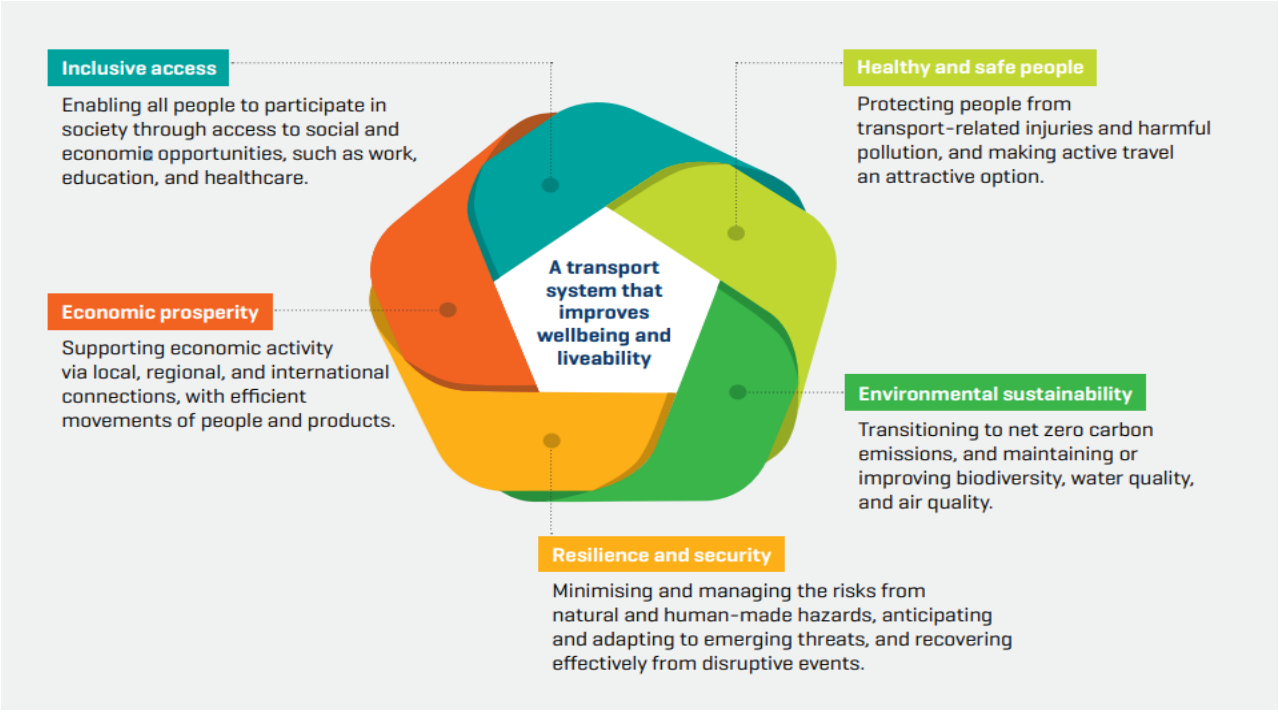
Climate Change Response Act 2002, which was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this RLTP.

Ētahi atu horopaki kaupapa ā-motu

Other national policy context

Transport Outcomes Framework

This framework takes a strategic, long-term, and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. The five outcomes are:

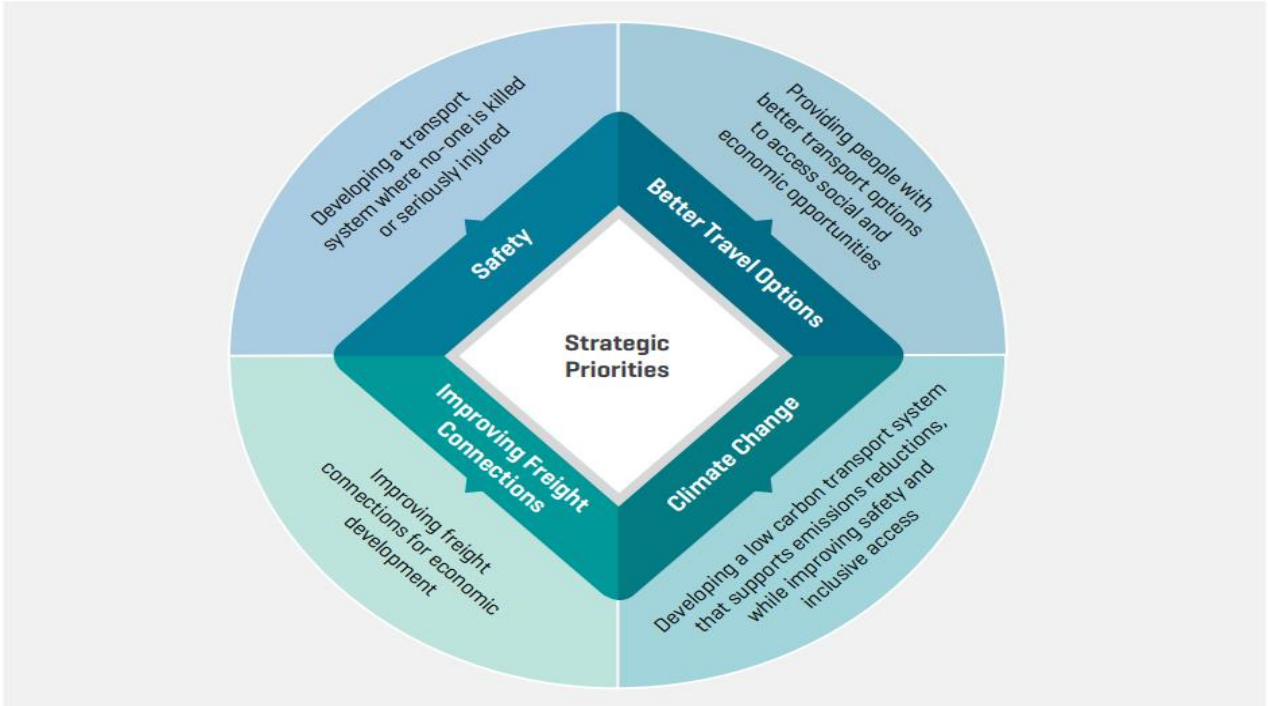


The RLTP has integrated these outcomes as the foundation of its strategic framework, to align with this enduring long term direction.

Government Policy Statement on Land Transport

The LTMA requires the Minister of Transport to issue the Government Policy Statement on Land Transport (GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. RLTPs must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding.

The current GPS strategic priorities are:



The RLTP has taken account of the current GPS direction and priorities, particularly in relation to the identification of its short – medium term transport investment priorities and regional programme.

Road to Zero – NZ Road Safety Strategy 2020 - 2030

Road to Zero articulates government's vision of 'a New Zealand where no one is killed or seriously injured in road crashes'. It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and, system management.

This RLTP includes a headline target that is aligned with the Road to Zero target of a 40 percent reduction in deaths and serious injuries by 2030 at a regional level.

New Zealand Energy Efficiency and Conservation Strategy (NZEECS) 2017-2022

Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy. The contribution of public transport (fleet and use) and efficient freight movement are recognised in the strategy and this has been taken into account in developing the policies and priorities in the RLTP as required by LTMA.

Arataki

Arataki is Waka Kotahi's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. Arataki outlines the context for change and the levers Waka Kotahi will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. The key regional step changes identified for Te Tairāwhiti are Support Regional Development (medium priority) and Tackle Climate Change (medium priority).

Other national plans which provide important context for this RLTP include:

- the Waka Kotahi's **National Mode Shift Plan** - sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.
- the Ministry of Transport's **New Zealand Rail Plan** - outlines the Government's long-term vision and priorities for New Zealand's national rail network, both freight and passenger networks.

Ngā horopaki kaupapa ā-rohe

Regional policy context

Gisborne Regional Public Transport Plan (RPTP)

A Regional Public Transport Plan is required under the LTMA and provides a mechanism for planning and engaging on the design and operation of the public transport network. The RPTP is being reviewed in line with the RLTP and seeks to provide an efficient, accessible and financially sustainable public transport network that supports the needs and wellbeing of our communities.

Tairāwhiti Resource Management Plan

The Tairāwhiti Resource Management Plan covers all Gisborne District Council's resource management plans, including the regional policy statement, regional coastal plan, regional plan and district plan.

Gisborne District Council 2021-2031 Long Term Plan (LTP)

The LTP outlines the activities and services Council is planning to provide over the next 10 years and how we will pay for them. The LTP includes Council's Financial Strategy and Infrastructure Strategy. The amount of land transport funding available from rates is set through the LTP, prioritised alongside all of Council's activities.

Tairāwhiti 2050

Our spatial plan, Tairāwhiti 2050, was adopted in January 2020. It sets out the aspirations for our region over the next 30 years including: Our communities and businesses are connected to each other and to our markets by a safe, efficient and integrated transport network. Walking, cycling and public transport are preferred choices.

Ngā kaiarataki panoni

Drivers for change

Te Whakapānga me te whakaora mai COVID-19

COVID-19 Impact and recovery

Significant levels of uncertainty remain regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term.

Although Te Tairāwhiti's economy had been lagging behind the national average pre-COVID-19, we may be better positioned than most to ride out the impacts of the pandemic because of the scale of the primary production, healthcare and social assistance, manufacturing and education sectors. These sectors are expected to recover in line with, or above, business as usual in the longer-term[9].

Tairāwhiti Rau Tipu Rau Ora is our region's COVID-19 Pandemic Response and Recovery Plan. The purpose of Rau Tipu Rau Ora is to not simply restore the good things we had before COVID-19, but to future proof, and re-establish an even better region with a whole-of-wellbeing approach.

The plan recognises the importance of transport in regional resilience and getting our economy moving and includes the priority action: Invest in the airport, SH35 and local roads, and shipping infrastructure to provide improved network optimisation and resilience for tourism and trade.

The $23.755m Tairāwhiti Economic Support Package Redeployment Programme was established to help local workers affected by the impact of COVID-19. While initially aimed to assist displaced forestry workers, the scope was broadened to include all affected.

The redeployment programme is funded through the Ministry of Business, Innovation and Employment, administered by the Provincial Development Unit and managed by Gisborne District Council. The mahi includes environmental work across the rohe and roading projects; the re-metalling of unsealed roads throughout the region and the clearance of hazardous trees from local routes.

It's a huge collaborative effort among so many, including key agencies, iwi and business partners, who are all very focussed on ensuring the 200-odd workers on the Programme gain new skills, qualifications and exposure to the opportunity for meaningful, long-term employment.

Ngā herenga ahumoni

Financial constraints

It is expensive to build and maintain roads in Te Tairāwhiti due to our relative isolation and poor quality subbase and surface materials.

Council's roading budgets in the past have been set by ratepayer affordability rather than the actual cost of asset maintenance. Subsequently, the programme focus has been geared towards reactive rather than preventative works which has reduced levels of customer service.

[9] Waka Kotahi. (2020). *Arataki Version 2-Gisborne Regional Summary 2021-2031*. Retrieved from https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-gisborne-august-2020.pdf

In order to maintain our existing network and respond to growth pressures, Council will need to focus on increasing non-rate payer funding. This could be through grants/subsidies, partnerships and external funding arrangements.

Central government funding through the Provincial Growth Fund (PGF) has allowed us to make up for some recent funding shortfall. The PGF funding is targeted at regional economic development, in regions with challenges in; high unemployment, lower productivity, skilled worker gaps, and general economic struggles.

The Gisborne Integrated Transport Priority Plan was developed under the Tairāwhiti Economic Action Plan and put forward a number of projects to assist regional development. A total of $64.2m was approved for Council's local roading programme. Works included the upgrade of Gisborne city's central business district, the Waimata Valley Road seal extension, the Rakaiatane Road upgrade and the completion of more than $15m of resilience works across the rural network.

The PGF programme will end 30 June 2021, with only the 50max bridge upgrades and Local Road Route Security projects continuing into the RLTP 2021-2031.

Ngā rerekētanga āhuarangi

Climate change

Climate change will impact how we plan and manage all our infrastructure activities. NIWA has produced a climate change implications report for Te Tairāwhiti and Hawke's Bay. The report focusses on the impacts of both a high emissions (business as usual) and mid-range emissions (stabilisation) pathway on the climate, river flows and key economic sectors.

Climate change trends expected for Te Tairāwhiti include:

- Warmer average temperatures (an increase of 0.5-1.0°C by 2040) and a greater number of heatwave days when temperatures exceed 25°C for three or more consecutive days
- Generally, a small decrease in average rainfall across the district; but with local and seasonal variations in the level of change projected
- Eastern Te Tairāwhiti is projected to experience some of the largest increases in Potential Evapotranspiration Deficit (drought conditions measure) in the country by 2090
- Potential increase in storm intensity (wind extremes and rainfall)
- A sea level rise of 0.4m is projected to occur at either 2090 under the stabilisation pathway or 2060 under the business-as-usual pathway.

Many of these trends will exacerbate existing natural hazard threats.

Some areas of our transport system are at risk from sea level rise or will need upgrading to cope with more extreme weather events. It is predicted that there will be an increase in areas that require repairs or replacement following more intense storms. This will have ongoing cost implications for both capital and operational expenditure, and, in some situations, the viability of infrastructure may be threatened.

How we design, build and operate our infrastructure can support climate change mitigation and adaptation. For example, some construction materials and methods have a larger carbon footprint that others, and where we locate new infrastructure can affect how vulnerable it is to climate change impacts. One of our priorities is to invest in infrastructure that is able to adapt to change.

The NIWA report will form part of the evidence base for Council's climate change response including a regional climate change risk assessment, the Tairāwhiti Resource Management Plan review and asset adaptation planning.

The first national climate change risk[10] assessment will inform the development of a national adaptation plan, which will be released by August 2022.

Council in conjunction with Trust Tairāwhiti have completed a regional emissions profile and together with other regional organisations are developing a regional emissions reduction plan. Council has also completed its own emissions inventory in preparation for an emissions reduction plan.

Ngā rerekētanga ā-iwi

Demographic changes

Te Tairāwhiti has experienced population growth since 2018, and the population is set to increase by over 6,000 in the next 30 years[11].

Growth is not likely to be evenly spread across the region, with some rural areas likely to experience further decline consistent with the trend of urbanisation. This may affect the viability of Council services in rural areas, impacting on the wellbeing of those communities.

The most significant increase is in the over 65 age group and this is set to continue. An ageing population has implications for transport provision including:

- Ongoing financial sustainability where the rating base is comprised of an increasing number of retired ratepayers (including their ability to pay rates).
- The types of services and infrastructure an ageing population will need (such as accessibility and recreational needs), how this contrasts with the needs of other population groups, and delivery options

[10] Released in August 2020. Available from https://www.mfe.govt.nz/climate-change/assessing-climate-change-risk

[11] Based on the medium growth forecast in: Thomas Consulting. (2020). *Development Contributions Policy: Growth Forecasts.*

The National Policy Statement for Urban Development 2020 requires the provision of sufficient capacity in our infrastructure networks to meet the diverse demands of our communities over the short, medium and long-term.

We need to make sure that people can get around the city and to schools, work and other destinations safely and in a way that supports our commitment to climate change mitigation.

The region will need a well-integrated and well-designed land use and transport system to ensure we are providing appropriate infrastructure to support growth and demographic changes. Tairāwhiti 2050, our spatial plan, mapped out the aspirations for our region. The Tairāwhiti Resource Management Plan review will carry these aspirations through to our resource management planning.

Emerging technologies, such as on-demand public transport, could provide a feasible shared transport option to improve access to services both in Gisborne city and more remote rural areas.

Ngā tonotono utanga

Freight demands

Forestry is the largest industry in Te Tairāwhiti and still growing. Eastland Port exports, predominantly logs, have increased from around 1 million tonnes in 2010 to around 3 million in 2019 (Figure 4). There has also been an associated increase in heavy vehicle traffic movements.

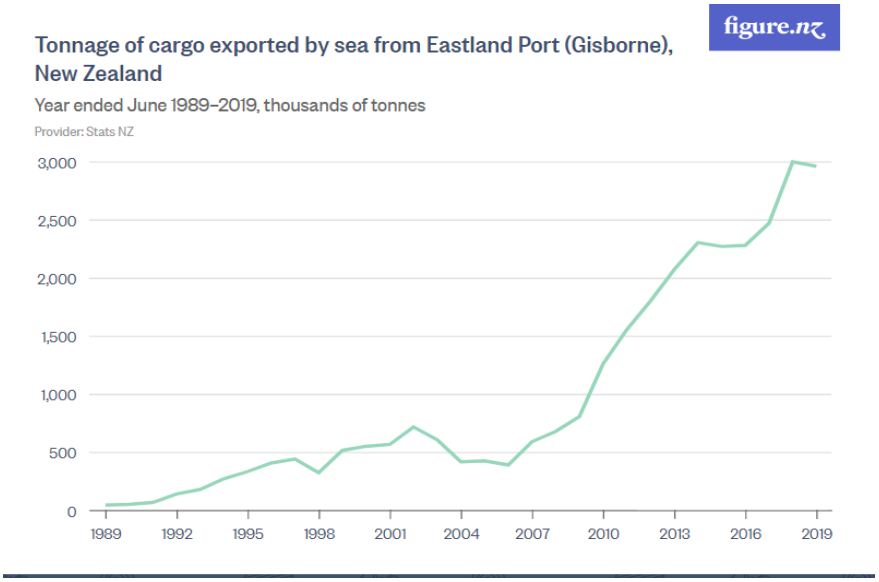


Figure 4 Exports from Eastland Port

A 2019 review estimates that the total harvest will average about 3.50 – 3.90 million cubic metres per year between 2019 and 2028, providing infrastructure meets demands and there is a competitive market. A slight decrease is projected between until 2034-2043, before harvest volumes rise to new record levels[12].

Maintenance costs per kilometre for the last 5 years on all road classifications have increased 15-55% per kilometre. The increase in expenditure has not resulted in an increased or maintained

[12] FORME (2019). *Regional Log Availability Report.*

customer levels of service. Routes that have seen significant increases in traffic volumes continue to deteriorate faster than they were designed to.

There has also been a 110% increase in high-value permanent crops such as modern apples, kiwifruit and persimmons, over the last ten years. These "high-value" crops are displacing lower value crops which do not require irrigation, such as grapes and older apple varieties. However, irrigation is a major constraint to current levels of use, as well as future growth. Due to growth constraints around horticulture crops, it is expected that the majority of freight increases will come from forestry harvests.

Responding to the increasing freight load on our roads will be a key issue for our region. The main focus will be on preventative asset management practices to ensure the overall network sustainable within maintenance budgets. Bridge upgrades to increase the network's 50max capacity aims to reduce total truck numbers. Council is also proposing to introduce heavy freight restrictions on parts of the urban network.

Figure 5: Waerenga-O-Kuri Quarry, Tiniroto Road

Strategic Framework

The strategic framework for Te Tairāwhiti is underpinned by and aligned with the Ministry of Transport's Outcomes Framework

Ministry of Transport's Outcomes Framework

The purpose of the transport system is to improve people's wellbeing, and the liveability of places

Outcomes

Inclusive access	Healthy and safe people	Environmental sustainability	Resilience and security	Economic prosperity

Regional Land Transport Plan – 30-year vision

Our communities and businesses are connected to each other and to our markets by a safe, sustainable and resilient transport network

Strategic objectives	Policies
Safety A transport system that is healthy and safe for all users, with no deaths or serious injuries.	• Road safety interventions will follow the road to zero approach • Safe active travel will be encouraged and supported through endorsement of a Walking and Cycling Plan • Heavy vehicle routes avoid conflicts with vulnerable road users
Resilience A land transport network that is resilient to changes in climate, land use and demand	• Viable route alternatives are available to avoid route closures • Identify and progressively address network resilience concerns through network upgrades • Develop a risk-based approach to manage natural hazards and climate change adaptation • Ensure that new and existing transport infrastructure is resilient to natural hazards and climate change through location, design and construction.
Access Everyone has access to transport to get where they need to go	• Key services in Gisborne city should be accessible by a choice of transport modes • Opportunities to support mobile services to remote communities will be explored • Continue planning and building walkway and cycleway infrastructure for access to services • Transport infrastructure will be progressively improved to promote universal access

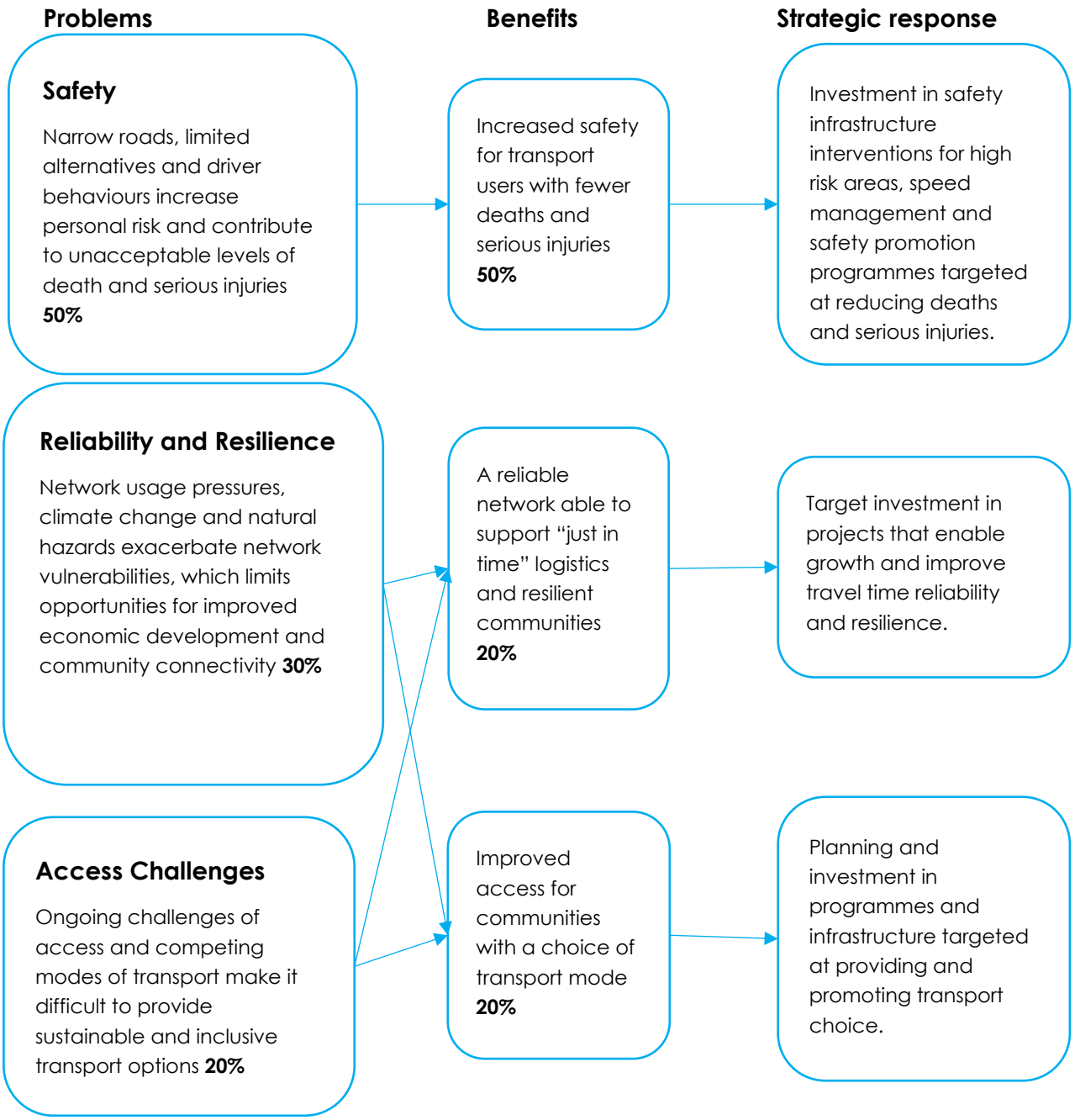
	• Gisborne city form will be compact and walkable, supporting universal access in line with accessibility guidance
Economic performance A transport system that enables the efficient and reliable movement of people and goods to, from and throughout the region	• Upgrade key freight routes to accommodate 50max vehicles • Explore the potential for and support the development of rail and coastal shipping as alternatives to road freight • Ensure cost and benefit links between primary industry and road maintenance are clearly understood
Environmental outcomes A transport system which supports low-carbon travel and communities and has minimal impact on the environment	• Opportunities to support active and public transport modes will be explored • Procurement processes shall encourage emission saving measures. • Develop guidance to minimise environmental impacts of road construction and maintenance • The Tairāwhiti Resource Management Plan supports compact city development and active travel • Travel to schools is supported through appropriate infrastructure providing safe routes for active modes.

Ngā Take Matua Whakahaumi Waka Whenua o Tē Tairāwhiti

Te Tairāwhiti Transport Investment Priorities

Achieving the strategic objectives for the region requires consideration of the challenges to achieving them. These have been summarised as three problems, along with the benefits associated with solving the problems, and the strategic response necessary to achieve them.

The problem statements have been developed using the Investment Logic Mapping (ILM) process, in alignment with Waka Kotahi's business case approach. Each problem and benefit is ranked with a percentage, demonstrating what is considered to be the largest problem/benefit (with all the percentages adding up to 100%).



Take matua waka whenua 1: Te Marutau

Transport priority 1: Safety

Problem	Benefits
Narrow roads, limited alternatives and driver behaviours increase personal risk and contribute to unacceptable levels of death and serious injuries. Weighting: 50%	Increased safety for transport users with fewer deaths and serious injuries.

The case for investment

The underlying problems are:

The majority (85%) of Te Tairāwhiti roads are rural. Existing rural roading infrastructure typically features meandering alignments with narrow seal, and high-speed limits. There are limited alternative routes which forces all road users to share infrastructure and can create conflicts between different road users. The road alignments, construction and road space are unforgiving with out-of-context curves and limited safety infrastructure, meaning that a mistake may often cause fatalities or serious injuries.

In Gisborne city, increasing demand for port services has meant an increase in heavy vehicles through mixed use city streets. Therefore, heavy vehicles are in conflict with vulnerable road users. 50Max vehicles are also being supported on the state highways and many local roads which means fewer, but bigger and heavier vehicles.

The region's crash data reflects a large proportion of high-risk driver behaviour, with an over representation of non-compliant driver licensing and drug and alcohol related crashes. Limited skills, impaired abilities and unforgiving roading infrastructure, particularly in rural areas combines to increase personal risk leading to unacceptable levels of deaths and serious injuries.

What we hope to achieve by solving the problems:

The number of fatal and serious crashes occurring in the district will decrease. Roads throughout the district are improved so that the infrastructure is more intuitive and forgiving to the road user. Speed limits appropriately reflect the environment through which a road passes. Crashes due to driver error are lessened through behavioural change.

All road users, including active modes, are able to use the road network with confidence, as the risk of death and serious injury is removed. This will have health and environmental benefits through increased uptake of active modes.

Public transport, as the safest mode of travel also plays a role in reducing risk of harm. The Ministry of Transport's Transport Outcomes Framework recognises the interrelationships between outcomes.

Who will benefit?

All road users will benefit as deaths and serious injuries reduce, resulting in fewer hospital stays and increased safety perceptions. There will also be efficiency benefits to all road users, including freight operators, with fewer disruptions caused by crashes. There will be health and environmental benefits long term as there is increased take up of active modes of transport and a consequent decrease in greenhouse gas emissions.

Strategic Fit

The creation of a safer network is a strategic objective for Te Tairāwhiti RLTP and supports the GPS safety priority, the commitment or Road to Zero, and Transport Outcomes Framework outcome for healthy and safe people.

Summary of evidence

Per capita the region performs poorly across safety outcomes and has increased personal and collective risk. The region has 1.5% of national death or serious injury crashes but only 1% of the national population[13].

The Communities at Risk Register[14] identifies Te Tairāwhiti as having personal risk more than 1 standard deviation above the mean for all deaths and serious injuries. This means a crash is more likely to occur here than elsewhere in the country. The safety risk areas with a high national prioritisation for this region are:

- Rural road loss of control and/or head on (speed zones >70km/hr)
- Cyclist involved
- Alcohol and/or Drugs
- Speed - Driving faster than conditions allow

Further analysis of crashes show poor compliance behaviour and high risk driving activities (see Table 6: Crash cause analysis in Te Tairāwhiti. page 58)

Alcohol was noted as a factor in 17.8% of crashes, as opposed to only 13.3% nationally, and cases where the driver was unlicensed are also higher than nationally. Seatbelt wearing compliance is also poor, with a high proportion of crashes where casualties were thrown from the vehicle compared to the national average.

Suitability of infrastructure

Road condition, geometric features and loss of control crashes are also over-represented in the crash statistics. The condition and maintenance of roads, the presence of unsealed roads, and the narrowness of the road may be causal factors.

Waka Kotahi's State Highway Geometric Design manual recommends a minimum road width of 6.5m for a two-lane rural road. In Te Tairāwhiti, 67% of the road network has a carriageway less than 6.5m wide. A narrow road width increases the likelihood of run-off road crashes and head-on collisions. Vulnerable road users are also forced to share limited roadspace with all other road users, increasing the likelihood of crashes.

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[13] Waka Kotahi. (2020). *Arataki Version 2-Gisborne Regional Summary 2021-2031*. Retrieved from https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-gisborne-august-2020.pdf

[14] Waka Kotahi. (2019). *Communities at risk register*. Retrieved from https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf

Rough road surfaces can reduce tyre to road friction, impacting safety. The level of roughness expected varies by location (Urban/ Rural) and traffic volumes. Currently there are no roads in the region exceeding the nationally set NAASRA (road smoothness measure). However, 33% of the sealed network has exceeded the design life and now requires investigation. The majority of Council and Waka Kotahi land transport budgets for Te Tairāwhiti goes to maintenance and renewals.

Te Tairāwhiti also has a medium risk rating for urban intersections on the Communities at Risk Register. High risk intersections have been identified and improvements proposed in the Gisborne Intersection Review – Option Investigation Report[15].

Speed management

Speed increases both the likelihood of crashes and the severity of crashes when they happen. In rural Te Tairāwhiti, the majority of roads have a 100kph speed limit, however the mean operating speeds tend to be a lot lower.

The current speed limits do not adequately reflect the specific features of the rural road network or the collective and personal risk ratings of the corridor.

Waka Kotahi's Speed Management Framework 2020 includes an Infrastructure Risk Rating which considers alignment, width, roadside hazards, land use and traffic volumes. The majority of the Te Tairāwhiti's roads are classified in either high, or medium high risk categories.

Based on the risk rating, Waka Kotahi have identified safe and appropriate speeds for the region (see figure 8: Safe and appropriate speeds Te Tairāwhiti region, page 59). The majority of the region's roads would benefit from speed limit reductions that better reflect risks. Waka Kotahi has already reduced speed limits along parts of SH35 in 2020 and further changes along this route are proposed.

Local road speed limits are currently being reviewed in line with the Tackling Unsafe Speeds programme and public consultation on proposed changes will occur in 2021.

Key investment partners

- Waka Kotahi (infrastructure provider & co-funder)
- NZ Police (enforcement)
- Road safety advisory group

Priority investment areas

1. State Highway Road to Zero improvements
2. Speed Management Plan development and implementation
3. Implementing the Gisborne Intersection Review Option Investigation Report – low cost/low risk safety improvements to intersections
4. School safety improvements – traffic calming measures
5. Road safety education programmes
6. Visibility improvement on rural roads – site benching, hazardous tree removal and pavement widening

Other priority implementation areas

[15] WSP. (2020). *Gisborne Intersection Review – Option Investigation Report.*

1. Work alongside NZ Police as part of a Road to Zero approach, through education and enforcement.

Take matua waka whenua 2: Te Whirinakitanga me te Manawaroa

Transport priority 2: Reliability and Resilience

Problem	Benefits
Network usage pressures, climate change and natural hazards exacerbate network vulnerabilities, which limits opportunities for improved economic development and community connectivity. Weighting: 30%	Improved access for communities with a choice of transport mode. A reliable network able to support "just in time" logistics and resilient communities.

The case for investment

The underlying problems are:

Our roads are vital for connecting communities to services and to each other. Roads also are the only option for moving freight and linking Eastland Port and Gisborne Airport.

The existing roading infrastructure is ageing, with maintenance not keeping pace with growth in use. In addition, soils in the region are of poor quality and erodible, resulting in vulnerabilities to slips. Climate change projections are for more frequent extreme weather events causing slips and erosion.

There has been rapid growth in freight volumes into and out of the region, especially logs which are primarily directed to Eastland Port for export. Heavy vehicles carrying freight cause wear and tear on the roading network, particularly on rural infrastructure which is already suffering through historical under-investment in maintenance.

There is a high proportion of unsealed roads in the district (53% of the region's total roading network) which are especially vulnerable to wear and tear.

The impact of these issues is more frequent maintenance problems, causing road closures and diversions which impose costs and delays on users. With limited alternative routes, the ability to maintain supply chains, particularly of perishable goods, is threatened by road closures. This undermines the economic potential of the region. Road closures also impact communities, cutting off access to essential services.

Poor road quality also increases safety risks and creates extra wear and tear on vehicles.

What we hope to achieve by solving the problems:

Economic development in the region is not limited by the roading infrastructure. Exports and imports are supported through appropriately maintained intra- and inter-regional connections which offer a choice of mode including low-carbon alternatives (e.g. rail and coastal shipping).

More just-in-time delivery becomes viable, allowing growth in industry. Alternative routes are available and unavoidable road closures are quickly reinstated. Remote communities are not severed from services by the effects of damaged roads or climate change.

The effects of climate change are currently managed through appropriate and targeted risk-based maintenance. Council's climate change planning programme will include a regional climate change risk assessment and adaptation planning with the community to determine appropriate responses for infrastructure over time. These responses could include appropriate maintenance, resilient design and managed retreat.

Who will benefit?

Businesses in the region, particularly primary producers, will benefit through greater reliability and reduced delivery times and costs. We can expect to see growth in employment in the region as businesses recognise the favourable environment to work in.

Road users and communities will benefit through reduced travel time delays and diversions from road closures. Ratepayers will also benefit as we adapt our transport network to climate change, ongoing maintenance costs will reduce.

The choice of transport mode, particularly for businesses, will allow increased take up of low-carbon transport and consequent environmental benefits through reductions in greenhouse gas emissions.

Strategic fit

Improving the reliability and resilience of our roading network is in line with the GPS strategic priorities of improving freight connections, better travel options and climate change as improving connectivity will support primary productivity, community access and will promote low-carbon transport options.

This investment priority also links to the RLTP objectives; A transport system that enables the efficient and reliable movement of people and goods to, from and throughout the region; and A land transport network that is resilient to changes in climate, land use and demand.

Summary of evidence

Te Tairāwhiti Soil Structure

The soils in Te Tairāwhiti are highly erodible. Up to 26% of the land is considered to be susceptible to severe soil erosion, compared with only 8% of land in New Zealand as a whole[16]. This means that the risk of slippage affecting roads is higher than in other areas, resulting in regular road closures, impacts on the structural integrity of pavements, and increased maintenance costs. Areas which have been stabilised through forestry plantings are also more vulnerable to slippage after harvesting, which can result in network closures after heavy rain.

Freight impact on the network

Access and low volume roads together account for nearly 80% of the roading network, of which a high proportion are unsealed. The forestry load on these lower classification roads is high with 67% of forestry originating on access or low volume roads.

Forestry roads consume the bulk of the funding that is available for roads. In 2019/20, 69% of the road maintenance and on-road renewals budget was forecast to be spent on forestry

[16] Connecting Tairāwhiti Programme Business Case (2018)

roads. It is important to note that many of these rural roads also provide critical access to farms and households.

The vast majority of logs are directed to Eastland Port for export. Logs make up 99.4% of total exports. The volumes of cargo exported from Eastland Port have increased significantly over the last ten years. Log harvest volumes are projected to increase as outlined on page 17.

The recorded Pavement Integrity Index shows a notable deterioration on rural roads since 2015, which represent 87% of the network. This deterioration increases the risk of closures on the network.

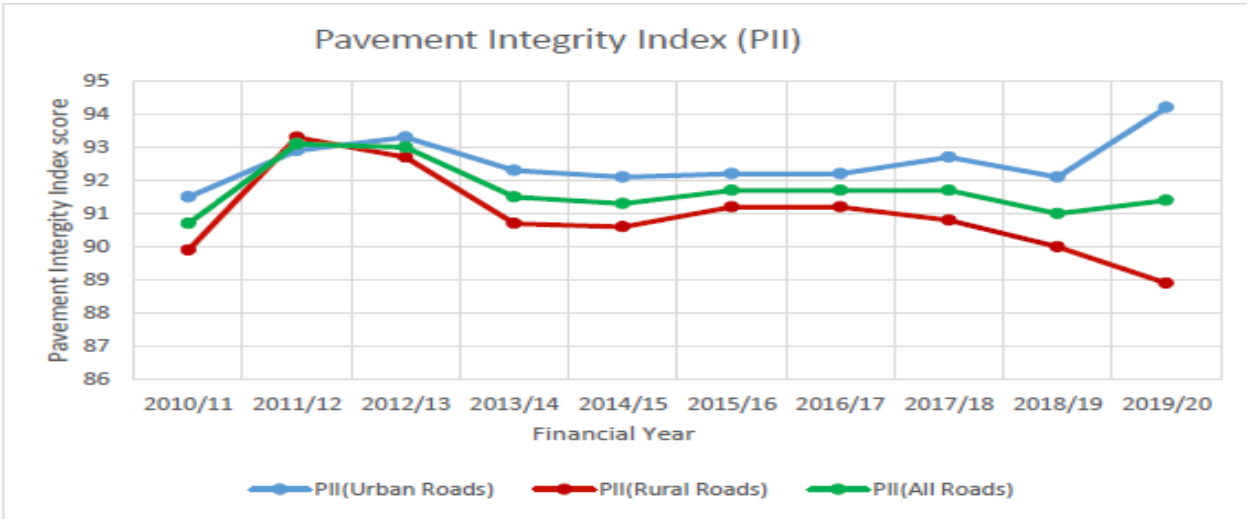

Figure 6 Pavement Integrity Index (2010-2020)

The state highway network across the region has been upgraded to support High Productivity Motor Vehicles including 50Max vehicles. However, parts of the local road network remains constrained by the capacity of bridges (see Figure 14 High Productivity Motor Vehicle and 50 Max network map, page 60). The business case to provide for 50Max vehicles has been approved and bridge upgrades are being prioritised based on forestry harvest plans.

Impact of closures

Given the erodibility of the soils and hilly topography, certain sections of the network in and around Te Tairāwhiti are particularly susceptible to slips and incidents.

Incidents occurring outside of the region, for example, closures in the Waioeka Gorge between Te Tairāwhiti and Opotiki can also mean significant detours which can affect supply chains.

Lack of alternative routes create significant detour times. This contributes to high closure impact costs across the region. In 2013 analysis of road closure costs amounted to $35,000 per day between Gisborne city and Opotiki, $67,000 between Gisborne city and Napier and $93,000 on SH35.[17]

The poor quality of roads in the district, the high likelihood of closures, and long detour routes all contribute to the cost of doing business. The Eastland Wood Council estimated that the cost of fuel and tyres for logging trucks when operating in Te Tairāwhiti was 38% higher than Bay of Plenty[18].

[17] Opus. (2013). *Gisborne and Hawke's Bay – Route Security Study.*

[18] Eastland Wood Council (2017). *Roads in Crisis Report*.

Agriculture is the second biggest contributor to the region's economy after forestry at 10.4%. For businesses delivering perishable goods, reliability of travel times are a significant factor in business viability and growth, and these considerations, particularly likelihood of closures will affect decisions to locate in the region.

Road connectivity is vital for our communities. Road closures can cut off access to essential services, employment and education and isolate communities from whanau and friends.

Climate Change

As outlined on page 18, climate change is likely to increase the incidence of storm events and may result in sea level rise, adding to reliability and resilience problems on the network.

The NIWA Tairawhiti-Hawkes Bay Climate Change Projections and Implications Report estimates that there are 370km of road exposed to flood hazard in the region. There are also 55km of road exposed to sea-level rise at the 1.5m increment (see Table 7: Tairāwhiti infrastructure exposed to 1%AEP storm tide events across 0-1.5m of sea level rise, page 61).

Key investment partners

- Waka Kotahi
- Forestry industry
- Eastland Port

Priority investment areas

1. Regional road maintenance and renewals
2. Local Road Route Security programme
3. 50max Bridge upgrades
4. Eastland Port Access
5. Te Tairāwhiti Coastal Shipping Investigation project

Other priority implementation areas

1. Regional climate change risk assessment
2. Asset adaptation planning
3. Update procurement processes to include climate change considerations

Figure 7: Mangaoporo Bridge No1

Take matua waka whenua 3: Ngā Tauwhāinga Aheinga

Transport priority 3: Access Challenges

Problem	Benefits
Ongoing challenges of access and competing modes of transport make it difficult to provide sustainable and inclusive transport options. Weighting: 20%	Improved access for communities with a choice of transport mode. A reliable network able to support "just in time" logistics and resilient communities.

The case for investment

The underlying problems are:

There are few alternatives to use of the private car, particularly in remote and rural areas where population densities are low and there is no public transport. Distances are often too long for active travel, and narrow carriageways mean that active travellers are uncomfortable sharing the limited road width with other traffic.

Low car ownership relative to the rest of the country undermines this dependence on cars. The absence of alternatives marginalises those who do not own a car, cannot drive or cannot afford to drive and makes it difficult for them to access core services. Te Tairāwhiti has a relatively high percentage of people with disabilities and the population is ageing which means that the number of people that are unable to drive is likely to increase.

In many cases there are no alternatives to the use of trucks for freight haulage, resulting in a dependence on the roading network and limited opportunities to reduce transport emissions. The closure of the rail link between Gisborne city and Napier means that potential for non-road freight and passenger travel outside of the region is limited to road, air and sea transport. For many export products, road haulage will remain the most viable option.

What we hope to achieve by solving the problems:

Communities, businesses and individuals will have options for how and where they travel. Vulnerable members of the community can travel with confidence and have the ability to use low-carbon and active modes of travel to get around. Freight transport and vulnerable road users such as cyclists and pedestrians have identified routes which allow travel without fear of harm or delay. Everyone can access services and facilities with ease.

Who will benefit?

Communities will benefit through improved access options including the ability to confidently use active modes and have access to public transport services, even in remote regions. This will lead to physical and mental health benefits through reduced levels of isolation and increased active mode use.

Primary producers will benefit through greater confidence of routing and delivery times and the ability to utilise alternative modes of transport to trucks.

Vulnerable road users, including motorcyclists, pedestrians, cyclists, micro-mobility users and those with mobility impairments will have the ability and confidence to access services.

Reduced emissions from transport with the increased take up of low-carbon transport options will benefit all.

Strategic fit

Resolving the access challenges faced in Te Tairāwhiti supports the GPS strategic priority Better Travel Options. The priority aims to improve the ability of people to access services and facilities, create liveable cities and towns, and support the integration of different parts of the transport system. It will also support the Climate Change strategic priority by providing alternative options for low carbon travel and thereby facilitating mode shift.

Quality transport infrastructure which provides access will not only support economic development but will also be safer.

Summary of evidence

Infrastructure suitability

In urban areas, road widths are typically generous, though side friction from parking and driveways, heavy vehicles and the need to navigate and cross busy roads can be a deterrent to active modes.

The current and proposed future cycle network in Gisborne city is illustrated in Figure 16 Urban walking and cycleway current and proposed future network (page 62). The current network does not integrate well with residential areas. Targeted improvements in urban areas can alleviate challenging conflict points for pedestrians and cyclists, particularly around intersections.

Conflicts with freight routes

Conflicts between vulnerable road users and heavy vehicles will become more significant in the future with the projected increase in freight volumes. The perception of safety risks arising from heavy vehicle conflicts discourages active mode use in the city, particularly with new and unfamiliar cyclists/micro mobility users.

Public transport

There has been an overall pattern of steady decline in urban bus patronage over recent years, particularly for the adult user group (see Figure 15 Urban bus patronage 2012/13 – 2019/20, page 61). In 2020, the impact of the COVID-19 pandemic meant that the urban bus service was disrupted for significant periods.

The decline in revenue undermines the farebox recovery the services are able to achieve. In 2018 the farebox recovery was only 20% of the cost of service, well below our target from the previous Regional Public Transport Plan of 40%[19].

In rural Te Tairāwhiti, there are no alternatives to private transport which leaves those without cars or access to volunteer services, cut off and vulnerable.

Given high operating costs, and low population density, viable public transport in the region is problematic. There is an opportunity to explore alternative models of public transport utilising on-demand technologies.

[19] Baxter, B. (2018). *Gisborne City Bus Service Review*.

Access to services

Access to services can be challenging in the rural areas of the region. Access maps show that the drive time to the hospital, a GP or the supermarket is more than 60 minutes for much of the region (see Figure 17 Driving times to GPs and Figure 18 Driving times to supermarkets, page 63). The lack of alternative routes and transport infrastructure being prone to slips means that those in rural areas risk being cut off from healthcare and vital supplies if roads close. Within Gisborne city, access to primary schools is plausible on foot for much of the city, although for parts of the city students would have to walk for more than 30 minutes to access schools, and would require safe walking infrastructure.

Car ownership and disability rates

Car ownership in Te Tairāwhiti in 2018 was the equal lowest (with Wellington) in the country, at 0.68 light vehicles per capita[20]. This is significantly lower than the Bay of Plenty and Hawke's Bay Regions at 0.92 and 0.8 light vehicles per capita respectively.

Access to a car varies across the region and in different parts of the city. For most of the region around 5% of the households do not have access to a car, however northern areas of the coast have 10-15% of households without a motor vehicle. This may be problematic for a rural area with no public transport alternatives and an ageing population.

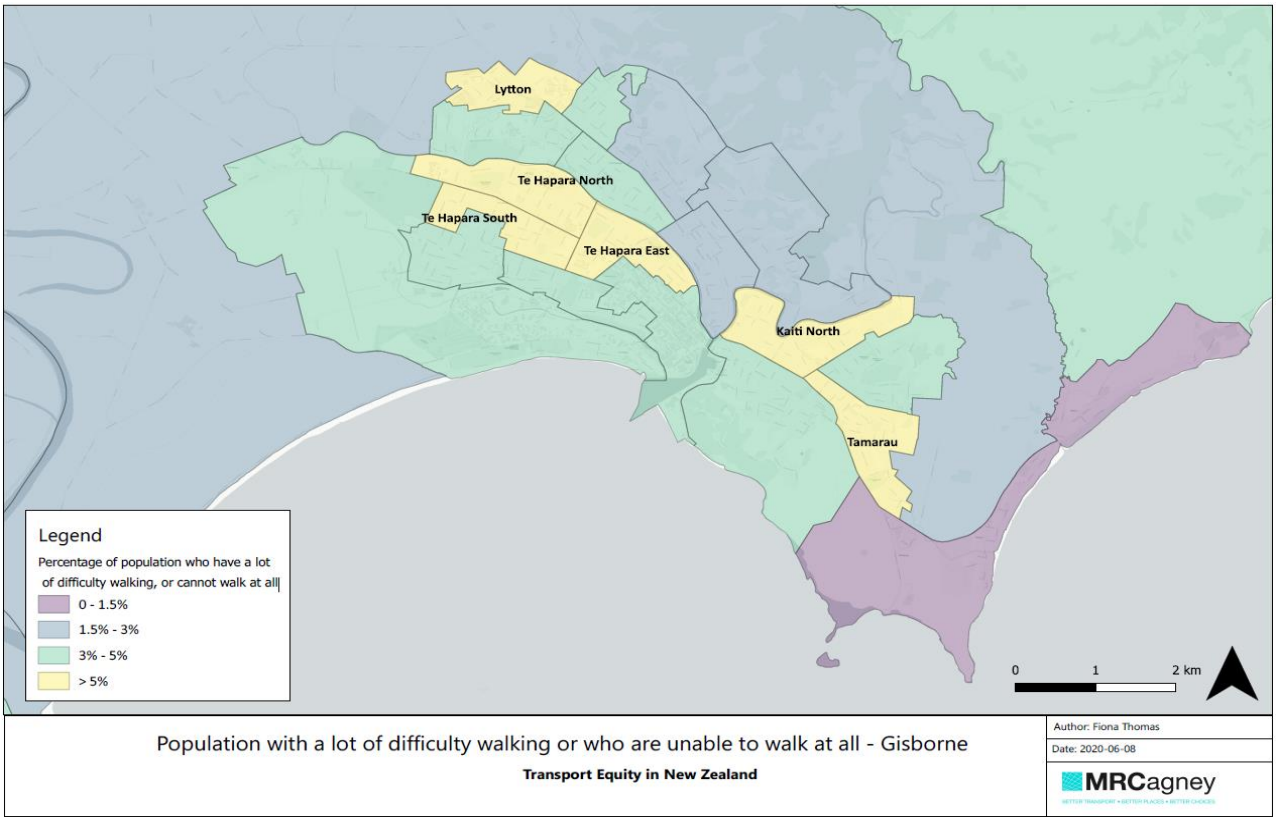

Figure 8: Percentage of Population of Gisborne city who have difficulty walking

Figure 8 identifies that in Gisborne city, up to 5% of the population of certain parts of the city have physical difficulty walking. This section of society is likely to be dependent on motorised transport

[20] Ministry of Transport (n.d.) *Vehicle ownership per capita by region*. Retrieved from https://www.transport.govt.nz/mot-resources/transport-dashboard/2-road-transport/rd027-vehicle-ownership-per-capita/d028-vehicle-ownership-per-capita-by-region/

to access services and given the low car ownership in parts of the city, may be dependent on public transport.

Regional Mode Share

Alternative mode use to private vehicles is relatively low in Te Tairāwhiti. Cyclist, pedestrian, public transport and motorcyclist trips were limited, with no more than 3% for the region, with a mode share of 94% driving (including passengers)[21].

Travel to work data from 2018 shows 15% of people work from home compared to around 11% nationally. Of those travelling to work, active mode share was around 9% and negligible amounts of bus commuting. Car driver or passenger mode share is around 93%[22].

Alternative mode use is more common for travel to high schools. A survey of school travel undertaken by participating Te Tairāwhiti Enviroschools during 2020 showed an active mode split of 16%, and bus mode split of 22%. Safer crossings and intersections were identified by 22% of respondents as a key change that would motivate them to use active modes.

Key investment partners

- Waka Kotahi
- Gisborne Cycle and Walkway Trust
- Trust Tairāwhiti

Priority investment areas

1. Taruheru River Walking and Cycling
2. Public Transport Strategic Network Review
3. Te Tairāwhiti Walking & Cycling Network plan
4. Campion to Makaraka Cycleway
5. Urban intersection improvements
6. Low Cost Low Risk walking and cycling improvements

Other priority implementation areas

Engineering Code of Practice review – incorporating universal access policy

[21] Ministry of Transport. (2018). , *Household Travel Survey 2015-2018*. Retrieved from https://www.transport.govt.nz/statistics-and-insights/household-travel/

[22] Statistics New Zealand. (n.d.) . *Gisborne Region: Transport* (2018 Census data). Retrieved from https://www.stats.govt.nz/tools/2018-census-place-summaries/gisborne-district#transport

Proposed Regional Land Transport Activities

Council and Waka Kotahi have assembled a programme of activities which will contribute to achieving our regional transport objectives. Business case principles have been used to develop activities and programmes.

A key purpose of the RLTP is to present the activities that are seeking funding through the National Land Transport Programme (NLTP). Waka Kotahi must be satisfied that proposals are consistent with the GPS. All activities in the NLTP funding bid are assessed by Waka Kotahi through the Investment Prioritisation Method. The Investment Prioritisation Method assesses activities based on three factors: alignment with the Government Policy Statement (GPS), scheduling (whether it is critical to other projects) and efficiency (benefit-cost ratio).

Committed activities

Ngā mahinga whakamana

Committed activities are projects that have already been approved through a previous NLTP, but will continue into the 2021-2024 NLTP.

Table 1-Committed activities

Local Roads - Gisborne District Council

Activity	Phase	Description	Duration	2021/22 cost	Total est cost	Status update
Tairāwhiti Package: 50 Max (PGF/NLTP)	Implementation	Gisborne 50 Max Programme - investing to improve the carrying capacity of local road bridges to support the forestry industry.	2019-21	$344,000	$960,000	Actual spend to date $773,672 (April 2021). 12 bridges have been assessed. Not all bridges require physical works enabling further bridges to be assessed.
Tairāwhiti Package: PGF Programme Office (PGF)	Implementation	Resource support (for staff costs) for GDC to support programme delivery.	2018-21	$240,000	$1,000,000	
Tairāwhiti Package: Route Security (PGF/NLTP)	Construction	Resilience Improvements targeted at structural issues that could be progressed now.	2020-21	$1,198,720	$2,140,000	Actual spend to date $1,212,108 (April 2021). Business case for repair of multiple sites across region completed, expenditure

						focussed on tree removal, culvert and drainage replacements on heavy freight routes
Emergency Works: June 2020	Construction	Emergency works related to heavy rainfall events across the region	2020-21	$5,614,700	$7,980,646	Actual spend to April 2021 is $3,575,792 – final bridge contracts awarded and contractors on site.
Tairāwhiti Package: Route Security (PGF/NLTP)	Construction	Resilience Improvements targeted at structural issues that could be progressed now.	2020-21	$2,457,500	$4,457,500	Contracts to be procured
Total				**$9,854,920**	**$16,538,146**	

State Highways - Waka Kotahi NZ Transport Agency

Activity	Phase	Description	Duration	Total est cost	Status update
SH2 HPMV Opotiki to Gisborne Boundary	Implementation	PGF funded Strengthening of six bridges between Opotiki and Gisborne to enable HPMV travel	2021-24	$4,000,000	Summer construction February 2021
SH35 and SH2 Connecting Tairāwhiti - resilience	Implementation	PGF funded	2021-24	$13,500,000	Professional services and physical works panels awarded and design progressing
SH2 Inter-regional connections (Waioeka Gorge)	Business case	Safety and resilience corridor work to improve key journey between Gisborne and Opotiki. NLTF funded	2021-22	$512,900	Detailed business case underway
Total				**$18,012,900**	

Te katoa a ngā mahinga whakatakoto

All proposed activities

This table includes all proposed regional land transport activities. Both state highway and local road activities are included, with activities split out into the GPS activity classes (the funding groups defined by the GPS).

Table 2-All proposed activities outlines the estimated costs for the first six years of this plan. The estimated total costs column is the total cost across the 10 years of the plan (2021-2031).

The funding sources column shows where funding is expected to come from. For most of the local road activities, funding is split between Council and the National Land Transport Fund (NLTF). Gisborne District Council receives a Funding Assistance Rate of 68% (decreasing to 66% by 2021) from the NLTF for most land transport activities. Some activities are eligible for a special FAR if it is considered a national priority, e.g. safety promotions receive 75% FAR. The funding sources are:

- NLTF: National Land Transport Fund – state highway activities are funded 100%, local road activities are funded at the specified FAR level.
- GDC: Gisborne District Council revenue – the majority of GDC revenue comes from rates. GDC revenue can also include Development Contributions and Fees and Charges
- PGF: Provincial Growth Fund
- Grants: External grants e.g. from charitable trusts
- External: External funding e.g. from industry groups or other government funding
- Revenue: Ticket sales, fees and charges

Table 2-All proposed activities

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
Investment Management	1	Regional Land Transport Planning	200,000	200,000	200,000	200,000	200,000	200,000	2,000,000	GDC/ NLTF	All
	3	Activity Management Planning	74,795	76,587	78,428	78,834	80,853	82,873	825,477	GDC/ NLTF	All

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	3	Healthy Waterways Plan	50,000	50,000	50,000				150,000	GDC/ NLTF	Environment
	3	PT network review	50,000	50,000					100,000	GDC/ NLTF	Access
	4	Waka Kotahi business case development		150,000	150,000				300,000	NLTF	All
TOTAL - Investment Management			**374,795**	**526,587**	**478,428**	**278,834**	**280,853**	**282,873**	**3,375,477**		
Road to Zero	23	SH - Road to Zero Low Cost Low Risk programme	550,000	550,000	550,000	110,000	110,000	110,000	3,593,000	NLTF	Safety
	23	SH35 Wharf Road to Sirrah Street							17,190,000	NLTF	Safety
	23	SH2 and Saleyards Road intersection	1,100,000	1,100,000	1,100,000				3,300,000	NLTF	Safety
	TOTAL - SH Road to Zero		1,650,000	1,650,000	1,650,000	110,000	110,000	110,000	24,083,000		
	432	Regional Road Safety Promotion	346,803	516,500	407,000	454,734	464,593	474,517	4,672,000	GDC/ NLTF	Safety
	341	LR - Speed Management Plan (LCLR)	250,000	270,000	300,000	80,000			900,000	NLTF	Safety
	341	LR - Intersection Improvements (LCLR)	275,000	325,000	250,000	300,000	300,000	300,000	3,150,000	NLTF	Safety

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	341	LR - School Safety Improvements (LCLR)	205,000	395,000	290,000	350,000	350,000	350,000	4,400,000	GDC/ NLTF	Safety
	TOTAL - LR Road to Zero		1,076,803	1,506,500	1,247,000	1,184,734	1,114,593	1,124,517	13,061,411		
TOTAL - Road to Zero			**2,726,803**	**3,156,500**	**2,897,000**	**1,294,734**	**1,224,593**	**1,234,517**	**2,726,803**		
Local road maintenance	111	Sealed pavement maintenance	2,700,000	2,783,700	2,867,130	2,950,290	3,035,880	3,123,900	30,889,350	GDC/NLTF	N/A
	112	Unsealed pavement maintenance	1,460,000	1,506,500	1,552,850	1,599,050	1,646,600	1,695,500	16,760,750	GDC/ NLTF	N/A
	113	Routine drainage maintenance	1,300,000	1,340,300	1,380,470	1,420,510	1,461,720	1,504,100	14,872,650	GDC/ NLTF	N/A
	113 b	Street Cleaning	220,000	226,820	233,618	240,394	247,368	254,540	2,516,910	GDC/ NLTF	N/A
	114	Structures maintenance	800,000	824,800	849,520	874,160	899,520	925,600	9,152,400	GDC/ NLTF	N/A
	124	Cycle path maintenance	70,000	72,170	74,333	76,489	78,708	80,990	800,835	GDC/ NLTF	N/A
	125	Footpath Maintenance	68,000	70,108	72,209	74,304	76,459	78,676	777,955	GDC/ NLTF	N/A
	140	Minor events	500,000	500,000	500,000	500,000	500,000	500,000	5,000,000	GDC/ NLTF	N/A
	TOTAL - Maintenance		**7,118,000**	**7,324,398**	**7,530,130**	**7,735,197**	**7,946,255**	**8,163,306**	**80,770,850**		

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	121	Environmental maintenance	2,000,000	2,062,000	2,123,800	2,185,400	2,248,800	2,314,000	22,881,000	GDC/ NLTF	N/A
	122	Network services maintenance	1,750,000	1,804,250	1,858,325	1,912,225	1,967,700	2,024,750	20,020,875	GDC/ NLTF	N/A
	123	Network operations	46,000	47,426	48,847	50,264	51,722	53,222	526,263	GDC/ NLTF	N/A
	131	Rail level crossing warning devices	0	93,821	0	99,436	0	105,287	528,073	GDC/ NLTF	N/A
	141	Emergency Works	7,100,000	2,062,000	2,123,800	2,185,400	2,248,800	2,314,000	22,881,000	GDC/ NLTF	N/A
	151	Network and asset management	2,450,000	2,525,950	2,601,655	2,677,115	2,754,780	2,834,650	28,029,225	GDC/ NLTF	N/A
	TOTAL - Operations		**13,346,000**	**8,595,447**	**8,756,427**	**9,109,840**	**9,271,802**	**9,645,909**	**94,866,436**		
	211	Unsealed road metalling	4,193,178	4,183,775	4,395,603	4,290,352	4,407,172	4,290,352	42,434,390	GDC/ NLTF	N/A
	212	Sealed road resurfacing	4,682,626	4,884,360	4,869,279	4,780,788	4,834,315	4,502,389	48,247,226	GDC/ NLTF	N/A
	213	Drainage renewals	1,174,088	1,184,602	1,195,368	1,248,912	1,248,912	1,248,912	12,902,562	GDC/ NLTF	N/A
	214	Sealed road pavement rehabilitation	2,248,671	2,323,039	2,399,192	3,292,200	3,292,200	3,292,200	31,913,162	GDC/ NLTF	N/A
	215	Structures component replacements	961,656	984,736	1,008,370	966,420	966,420	966,420	9,137,682	GDC/ NLTF	N/A

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	221	Environmental renewals	16,028	16,412	16,806	21,240	21,240	21,240	207,626	GDC/ NLTF	N/A
	222	Traffic services renewals	165,619	147,710	128,847	127,440	127,440	127,440	1,428,216	GDC/ NLTF	N/A
	225	Footpath renewals	235,072	240,713	84,031	91,472	62,567	64,256	2,016,079	GDC/ NLTF	N/A
	TOTAL - Renewals		**13,676,938**	**13,965,347**	**14,097,496**	**14,818,825**	**14,960,266**	**14,513,210**	**148,286,943**		
TOTAL - Local road maintenance			**34,140,938**	**29,885,192**	**30,384,053**	**31,663,862**	**32,178,323**	**32,322,425**	**323,924,229**		
Public Transport Services	511	Bus Services	674,500	693,968	713,373	732,716	752,623	773,096	7,649,635	GDC/ NLTF/ Revenue	Access
	517	Total Mobility Operations	56,100	57,839	59,573	61,300	63,079	64,908	641,813	GDC/ NLTF/ Revenue	Access
	519 521	Total Mobility Administration	12,000	12,372	12,743	13,112	13,493	13,884	137,285	GDC/ NLTF	Access
	524	Public Transport management	6,000	6,168	6,324				18,492	GDC/ NLTF	Access
	525	Public Transport mgmt. (RITS)	46,000	53,703	56,211	58,712	61,286	63,932	623,622	GDC/ NLTF	Access
TOTAL - Public Transport Services			**794,600**	**824,050**	**848,224**	**865,840**	**890,481**	**915,820**	**9,070,847**		

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
Public Transport Infrastructure	531	Public Transport Infrastructure Improvements	350,000						350,000	GDC/ NLTF	Access
	514	Public Transport Facilities Operations and Maintenance	5,000	5,155	5,310	5,464	5,622	5,785	57,204	GDC/ NLTF	Access
	534	Public transport facilities & infrastructure - renewals	30,000	30,000	30,000	30,798	30,798	30,798	229,831	GDC/ NLTF	Access
	532	Low cost/Low risk Improvements - Public Transport	30,000	30,000	30,000	30,798	30,798	30,798	229,831	GDC/ NLTF	Access
TOTAL - Public Transport Infrastructure			**415,000**	**65,155**	**65,310**	**67,060**	**67,218**	**67,381**	**866,866**		
Local road Improvement	324	50Max Bridge Upgrades	650,000	650,000	650,000	690,300	690,300	690,300	7,097,350	NLTF/PGF/ GDC	Economic
	324	Local Roads Route Security	3,746,220						3,746,220	NLTF/ PGF	Resilience
	324	East Cape Road	8,500,000						8,500,000	PGF	Resilience
	324	LED Street lights	250,000	250,000	250,000				750,000	GDC/ NLTF	Safety
	324	Childers Road Widening							378,600	GDC/ NLTF	Access

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	324	Waiapu Resilience							6,888,500	GDC/ NLTF	Resilience
	324	Taruheru Subdivision Improvements						106,200	1,668,150	GDC/ NLTF	Resilience
	324	Taruheru Nelson to Main Road Bridge							2,892,500	GDC/ NLTF	Access
	324	Taruheru Nelson to Main Road Link							1,619,800	GDC/ NLTF	Access
	341	Low cost/Low risk Improvements - Local Roads				486,340	486,340	486,340	4,587,129	GDC/ NLTF	Resilience
	357	Resilience Improvements	535,000	532,000	759,500	796,500	796,500	796,500	7,337,399	GDC/ NLTF	Resilience
	341	Townships	750,000	100,000	750,000	106,200	796,500	106,200	4,586,300	GDC/ NLTF	Economic
TOTAL - Local Road Improvements			**14,431,220**	**1,532,000**	**2,409,500**	**1,999,340**	**2,769,640**	**2,185,540**	**50,051,948**		
Walking and Cycling	452	Taruheru River Walking & Cycleway	365,569	1,602,761	2,188,303	3,265,809			7,422,442	NLTF/ Grants/ GDC	Access
	452	Tairāwhiti Walking and Cycling Network				1,900,000	1,900,000	1,900,000	5,699,999	NLTF/ Grants/	Access

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
	452	Campion to Makaraka Cycleway				500,000	3,700,000		4,200,000	NLTF/ Grants	Access
	341	Local Road - Walking and Cycling LC/LR with external grants	650,000	2,344,000	1,900,000				4,894,000	NLTF/ Grants/ GDC	Access
	341	Wanui to Waipaoa - Walking and Cycling LC/LR	800,000						800,000	NLTF/ Grants	Access
	341	Local Road - Walking and Cycling low cost low risk	650,000	440,000	405,000				1,495,000	GDC/ NLTF	Access
	WK	SH - Walking & Cycling Low Cost Low Risk	200,000	200,000	200,000	200,000	200,000	200,000	1,600,000	NLTF	Access
TOTAL - Walking and Cycling Improvements			**2,665,569**	**4,586,761**	**4,693,303**	**5,565,809**	**5,800,000**	**2,100,000**	**25,811,442**		
Coastal Shipping	N/A	Tairawhiti Coastal Shipping Study	99,000						99,000	External/ NLTF	Economic
TOTAL - Coastal Shipping			**99,000**	**0**	**0**	**0**	**0**	**0**	**99,000**		

			NLTP 2021-24			NLTP 2024-27					
Activity Class	**Work Category and Name**		**2021/22**	**2022/23**	**2023/24**	**2024/25**	**2025/26**	**2026/27**	**EST Total Cost (10yr)**	**Funding source**	**RLTP Objective**
Rail Network	N/A	Gisborne to Wairoa Rail							36,000,000	External	Economic
TOTAL - Rail Network			**0**	**0**	**0**	**0**	**0**	**0**	**36,000,000**		
State Highway Improvement	324	Eastland Port Access	154,761	1,582,500	263,750	2,110,000			4,111,011	NLTF	Economic
	324	SH Low Cost Low Risk programme	1,000,000	1,020,000	1,040,440	1,020,000	1,020,000	1,020,000	9,181,200	NLTF	Economic
	324	SH2 Inter-regional connections (Waioeka Gorge)	1,539,000	5,130,000	5,130,000	10,260,000			22,059,000	NLTF	Resilience
TOTAL - State Highway Improvements			**2,693,761**	**7,732,500**	**6,434,190**	**13,390,000**	**1,020,000**	**1,020,000**	**35,351,211**		
State Highway Maintenance	WK	Maintenance, operations and renewals	24,044,333	26,267,976	26,679,198	27,430,881	27,932,736	28,444,628	281,724,331	NLTF	All
TOTAL - State Highway maintenance			**24,044,333**	**24,453,087**	**24,868,789**	**24,366,165**	**25,873,488**	**26,390,958**	**281,724,331**		
Non-Assisted	N/A	Wharves Maintenance	102,200	105,368	108,526	111,674	114,914	118,245	1,169,218	GDC	Economic
	N/A	Carpark Maintenance	21,370	21,883	22,408	21,240	21,240	21,240	187,231	GDC	Economic
	N/A	CBD Furniture	20,424	21,000	21,535	22,072	22,628	23,183	229,821	GDC	Economic
TOTAL - Non-Assissted			**143,994**	**148,251**	**152,469**	**154,986**	**158,782**	**162,668**	**1,586,270**		

Ngā mahinga hiranga ā-rohe

Regionally significant activities

Section 16 (3)(d) of the LTMA requires significant activities to be ranked by priority. Regional prioritisation includes local road and state highway projects. Only activities scheduled for the first six years of the RLTP are included for prioritisation

The definition of a significant activity for prioritisation is provided in Appendix 3 on page 66. It includes only improvement activities that have an estimated total cost over $2 million. This means that the important maintenance, renewals and the Low Cost Low Risk improvement projects that contribute to our regional priorities are not included in this list.

When looking at this list, it also is important to note that different types of activities are funded from different funding "buckets" in the national programme. This means our walking and cycling projects do not compete for funding with our state highway or public transport projects, however they will be considered alongside other walking and cycling projects across New Zealand. This also means that the highest ranking projects may not necessarily be completed first.

Table 3-Regionally significant activities

Project	Owner	Description	Duration	Estimated Total Cost	Investment Priority	Priority Weight	Impact on priority (out of 5)	Overall Score (IP weight x contribution)	Total	Regional priority (RTC)	Waka Kotahi IPM priority
Taruheru River Walking and Cycling	GDC	Shared walking and cycling path along Taruheru River	2021/22 - 2024/25	$7,422,442	Safety	50%	5	2.5	4.1	1	5
					Reliability	30%	2	0.6			
					Access	20%	5	1			
Campion to Makaraka Cycleway	GDC	Separated cycleway linking Makaraka to the city	2024/25 - 225/26	$4,200,000	Safety	50%	5	2.5	4.1	1	6
					Reliability	30%	2	0.6			
					Access	20%	5	1			
Tairāwhiti Walking & Cycling Network	GDC	Develop and implement Tairāwhiti Walking & Cycling Network Plan	2021/22 - 2031/32	$6,520,630	Safety	50%	4	2	3.6	2	6
					Reliability	30%	2	0.6			
					Access	20%	5	1			
SH2 Inter-regional connections (Waioeka Gorge)	WK	Safety and resilience corridor work to improve key journey between Gisborne and Opotiki	2021/22 - 2026/27	$22,059,000	Safety	50%	4	2	3.4	3	4
					Reliability	30%	4	1.2			
					Access	20%	1	0.2			
Eastland Port Access	WK	Hirini Street intersection improvement	2021/22 - 2024/25	$5,150,000	Safety	50%	3	1.5	3.2	4	3
					Reliability	30%	5	1.5			
					Access	20%	1	0.2			
50 Max bridge upgrades	GDC	Continuation of the 50 Max bridge upgrade programme beyond 2024	2021/22 - 2031/32	$7,097,350	Safety	50%	2	1	2.9	5	1
					Reliability	30%	5	1.5			
					Access	20%	2	0.4			
SH02 & Saleyards Road IS SNP	WK	Safe System transformation of intersection	2024/25 - 2026/27	$3,300,000	Safety	50%	4	2	2.8	6	2
					Reliability	30%	2	0.6			
					Access	20%	1	0.2			

Ngā mahinga hiranga rohe ki te rohe

Inter-regionally significant activities

Section 16 (2)(d) of the LTMA requires the identification of any activities that have inter-regional significance. Inter-regional significance has been defined as activities that have an impact on inter-regional connectivity or require collaboration with other regions.

Table 4-Inter-regionally significant activities

Activity	Regions	Description	Key transport priority/ reason for significance	Duration	Estimated Total Cost
SH2 HPMV Ōpōtiki to Gisborne Boundary	Bay of Plenty, Gisborne	Committed - PGF funded. Strengthening of six bridges between Opotiki and Gisborne to enable HPMV travel	Resilience & reliability	2021/22 - 2023/24	$4.1M
SH2 Inter-Regional Connections (Waioeka Gorge)	Bay of Plenty, Gisborne	Corridor work to improve efficiency of the key journey between Gisborne and Opotiki by improving resilience and safety	Safety Resilience & reliability	2021/22 - 2023/24	$22M
SH2 Tahaenui Bridge	Hawke's Bay, Gisborne	NZ Upgrade Package. This project will upgrade the Tahaenui Bridge on SH2 between Wairoa and Gisborne to allow two-lane travel.	Resilience & reliability	2021/22 - 2023/24	$1.2M
SH2 Passing Opportunities	Hawke's Bay	Develop passing opportunities to improve efficiency of the key journey between Gisborne and Napier by improving resilience and safety	Safety Resilience & reliability	2021/22 - 2023/24	$18M (Crown)
SH2 Waikare Gorge	Hawke's Bay, Gisborne	A significant state highway realignment project (approximately 4km) between Napier and Wairoa that will pass over the deep Waikare Gorge	Resilience & reliability	2021/22 - 2023/24	$1.5M (Crown) $46M (NLTF)
SH35 Wharf Road to Sirrah Street- (Road to Zero)	Gisborne	As a first step in the safe system approach, a reduction in speed limit to the safe and appropriate speed will be considered with possible interventions to improve safety.	Safety	2024/25 – 2027/28	$17.1M

SH2 Opotiki to Gisborne (Road to Zero)	Bay of Plenty, Gisborne	As a first step in the safe system approach, a reduction in speed limit to the safe and appropriate speed will be considered with possible interventions to improve safety.	Safety	2024/25 – 2027/28	$2.7M
SH35 Wainui Road to Te Wakanui Road- (Road to Zero)	Bay of Plenty	As a first step in the safe system approach, a reduction in speed limit to the safe and appropriate speed will be considered with possible interventions to improve safety.	Safety	2026/27 - 2029/30	$8M

Ten year summary

Te whakarāpopototanga tekau tau

The ten year summary outlines the total expenditure, by GPS activity class, and revenue for both state highways and local roads over the RLTP 2021-2031 period.

Table 5-Ten year summary

Activity Class	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
Expenditure (by GPS Activity Class)										
Road to Zero (State Highway)	3,381,476	2,267,333	2,267,333	110,000	110,000	110,000	6,170,000	6,170,000	6,170,000	0
Road to Zero (Local Road)	1,076,803	1,506,500	1,247,000	1,184,734	1,114,593	1,124,517	1,385,061	1,396,137	1,407,561	1,479,094
Public Transport Services	794,600	824,050	848,224	865,840	890,481	915,820	941,937	968,753	996,347	1,024,795
Public Transport Infrastructure	415,000	65,155	65,310	67,060	67,218	67,381	73,059	6,126	34,071	6,486
Walking and Cycling Improvements (SH)	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	0	0
Walking and Cycling Improvements (LR)	2,465,569	4,386,761	4,493,303	5,665,809	5,600,000	1,900,000	0	0	0	0
Local Road Improvements	14,432,682	1,530,057	2,409,699	1,999,340	2,769,640	2,185,540	3,774,280	6,510,585	4,277,575	9,167,550
State Highway Improvements	3,530,399	4,143,407	4,036,675	2,803,769	704,013	718,093	732,455	747,104	762,046	777,287
Local Road Maintenance	34,140,938	29,885,192	30,384,053	31,663,862	32,178,323	32,322,425	32,799,992	34,251,607	34,669,215	36,728,623
State Highway Maintenance	25,863,628	24,453,087	24,868,789	24,366,165	25,873,488	26,390,958	26,918,777	27,457,153	28,006,296	28,566,422
Investment Management (LR)	320,000	323,384	273,808	221,614	222,158	222,702	223,284	223,906	224,546	225,188

Coastal Shipping	99,000	0	0	0	0	0	0	0	0	0
Rail Network	0	0	0	0	0	0	4,000,000	25,000,000	4,000,000	3,000,000
Total expenditure	$84,900,800	$69,584,926	$71,094,194	$69,148,193	$69,729,914	$66,157,436	$77,218,845	$102,931,371	$80,547,657	$80,975,445
Revenue for subsidised activities										
Approved Organisation Revenue (Rates, DCs)	6,646,817	11,162,032	11,860,252	11,985,833	12,407,420	12,270,051	13,327,188	14,741,419	14,147,167	16,534,790
NLTF Revenue (FAR 68-66%)	67,702,531	56,872,964	57,588,919	54,980,985	55,163,493	52,986,385	62,531,657	79,689,952	65,040,490	63,420,655
Other Revenue (grants, PGF)	10,551,452	1,549,931	1,645,023	2,181,375	2,159,000	901,000	1,360,000	8,500,000	1,360,000	1,020,000
Total revenue	$84,900,800	$69,584,926	$71,094,194	$69,148,193	$69,729,914	$66,157,436	$77,218,845	$102,931,371	$80,547,657	$80,975,445
Unsubsidised Activities										
Expenditure for Unsubsidised Activities										
Unsubsidised Operational Expenditure	122,624	126,368	130,061	133,746	137,542	141,428	145,457	149,618	153,899	158,296
Unsubsidised Capital Expenditure	21,370	21,883	22,408	22,428	22,428	22,428	23,561	0	35,341	0
Total expenditure	$143,994	$148,251	$152,469	$156,174	$159,970	$163,856	$169,018	$ 149,618	$189,240	$158,296
Revenue for Unsubsidised Activities										
Local Authority Revenue	128,178	131,230	134,350	135,100	138,560	142,021	145,482	149,199	153,173	157,274
Other Revenue	21,370	21,883	22,408	22,428	22,428	22,428	23,561	0	35,341	0
Total revenue	$149,548	$153,113	$156,758	$157,527	$160,988	$164,449	$169,043	$149,199	$188,514	$ 157,274

Appendix 1: Monitoring Framework

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.

Table 1 contains measures and indicators which are arranged according to the Ministry of Transport Outcomes Framework.

Outcome: HEALTHY AND SAFE PEOPLE					
Measure	**Indicator**	**Specifications**	**Data sources**	**Current**	**Target**
DSIs	A steadily decreasing annual total of deaths and serious injuries on Tairawhiti Gisborne roads to 40% of the 2021 total by 2030.	Region-wide, five year rolling annual average, all road related DSI crashes	Waka Kotahi Crash Analysis system (CAS)	Average 43 DSI per annum[23]	Average 13 DSI per annum (2030 target)
	Number of DSI where speed is a contributing factor is decreasing. Number of DSI where alcohol is a contributing factor is decreasing.	Region-wide, five year rolling annual average of DSI crashes	CAS	15 involving speed 16.6 involving alcohol[24]	Decreasing
	Gisborne DSI as % national average at or below 2020 %.	Annual region-wide DSI crashes as a % of national DSI crashes	CAS	1.5% national average	≤1.5% national average
Cyclist and pedestrian DSIs	Number of pedestrians and cyclists killed and seriously injured is decreasing	Region-wide, 5 year rolling annual average, all pedestrian and cycle DSI crashes.	CAS	Average 8 DSI crashes per year[23]	Decreasing
Participation in active travel to school	% of students cycling, scooting & walking to secondary schools increases from 2020 %.	Annual sample of students, mode of travel to school for secondary aged students.	Tairāwhiti Enviroschools Travel Survey	16% secondary school age children travel to school by	>16%

[23] Period is 1 July 2015 to 30 June 2020

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

				active modes[25]	
Walking and cycling cordon counts	Increasing number of people walking and cycling at key locations	Annual cordon counts, 7 day average total of people cycling.	Cordon counts. Wainui Rd walking/ cycleway and Riverside walkway near Pitt St.	Wainui Rd – 60 Riverside walkway - 71	Wainui Rd >60 Gladstone Rd >

Outcome: INCLUSIVE ACCESS					
Measure	**Indicator**	**Specifications**	**Data sources**	**Current**	**Target**
Public transport patronage	The annual number of people boarding bus services – urban and school services is maintained at or above 2019/20 levels	GoBus patronage data – annual boardings for GizzyBus and Waka Kura services	GoBus	GizzyBus 40,585 Waka Kura 73,834	GizzyBus >41,000 Waka Kura >80,000
Accessibility to key services	A trend towards stable or improved accessibility to key services by each mode of transport	Proportion of population living within travel threshold (15 minutes walking, 30 minutes cycling or 45 minutes by PT or car) of key social opportunities	Waka Kotahi Accessibility Model	See Appendix 2 Accessibility indicators (page 65)	Percentages ≥2020 levels
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.	Region-wide	Ministry of Transport Household Travel Survey	4.9%[26]	≥5%
Perception of cycling safety	Percentage of residents who feel that riding a bicycle is unsafe is decreasing.	Region-wide	Resident satisfaction survey	26%	≥26%

[25] Tairāwhiti Enviroschools and Gisborne District Council. (2020). *Tairāwhiti Enviroschools Travel Survey.*

[26] Ministry of Transport Household Travel Survey 2015-18

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	DIA mandatory measure	Footpath condition assessment	To be completed	To be determined

Outcome: Resilience and security					
Measure	**Indicator**	**Specifications**	**Data sources**	**Current**	**Target**
Road network resilience	Annual average number and duration of resolved road closures on State Highways is decreasing.	The duration & frequency of events that cause road closures and disruption on state highways (SH) within the region	Waka Kotahi[27]	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 number and duration of resolved road closures on local roads is decreasing.	Number and duration of unplanned road closures on local roads within the region	Contractor reporting (method tbc)	10 unplanned local road closures for 2019/20 Duration currently not measured	Total unplanned local road closures <10 per annum

Outcome: Economic prosperity					
Measure	**Indicator**	**Specifications**	**Data sources**	**Current**	**Target**
Spatial coverage freight	Proportion of local road network not available to heavy vehicles	High Productivity Motor Vehicle (HPMV) Class 1 network.	REG customer outcome reporting	13%	<13%

[27] State highway closures in Tairāwhiti (June 2017-May 2020).

Freight Volumes carried on SH Network	Percentage of traffic that is heavy freight vehicles on state highways.	Annual Average Daily Traffic (AADT) for heavy vehicles on state highways, expressed as a percentage of total AADT.	Waka Kotahi AADT monitoring	SH35 North of Tolaga Bay – 20.2% SH35 Awapuni Rd – 10% SH2 Ormond - 11.3% SH Whatatuna Bridge Manutuke – 11.9%	Trend data
Customer satisfaction	The percentage of customers satisfied with condition of local roads in the district is improving	Resident satisfaction survey – satisfaction with local roads, urban and rural	Resident satisfaction survey	Urban 45% Rural 27%	Urban >45% Rural >27%

Outcome: Environmental sustainability					
Measure	**Indicator**	**Specifications**	**Data sources**	**Current**	**Target**
Transport generated emissions	Tonnes of CO2 equivalents emitted in Gisborne city	CO_2 vehicle emissions tonnes per year in Gisborne city	Waka Kotahi Emissions Model (2019)	38,215.70 T/yr	≤38,000 T/yr
Electric vehicle uptake	The number of EVs per 1000 population is growing for the Gisborne region	The number of registrations in the region that are EV or hybrid per 1000 population.	Ministry of Transport – Monthly electric and hybrid light vehicle registrations	Pure electric - 0.838 Hybrid - 0.619 (2020)	Increasing

Āpitihanga 2: Ngā taunakitanga me ngā mapi

Appendix 2: Evidence and maps

Safety

Te Marutau

1. Deaths and serious injury crashes. Map shows the crashes by severity: minor, serious and fatal crashes (2013-2019).

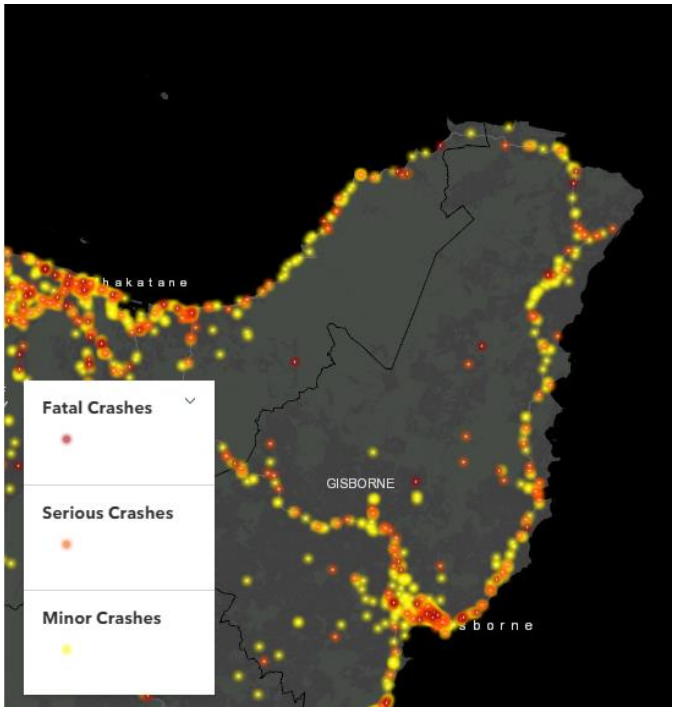

Figure 9 Death and serious injury crashes in the Tairāwhiti region (2013-2019)

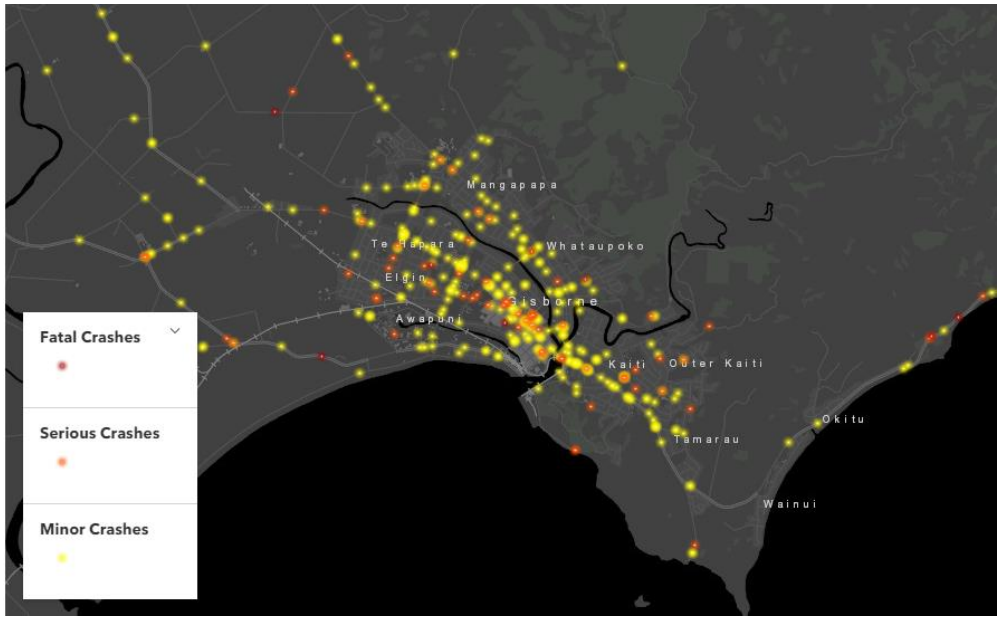

Figure 10 Death and serious injury crashes in Gisborne city (2013-2019)

2. Crash cause analysis. Further analysis of crashes in Te Tairāwhiti over the past 10 years has been completed using CAS outputs and is represented in Table 6 below. The features are compared with the national average and those of the neighbouring Bay of Plenty region in terms of percentages, which shows that most features are over-represented in Te Tairāwhiti.

Table 6 Crash cause analysis in the Tairāwhiti region (10 year period)

Feature		Crashes Te Tairāwhiti (10 year period)	% Te Tairāwhiti crashes	% Bay of Plenty crashes	National - % crashes	% Diff Te Tairāwhiti vs National	% Difference Te Tairāwhiti vs BOP
Total crashes		4169	100%	100%	100%	0%	0%
Driver Behaviour Features	Alcohol	741	17.8%	13.9%	13.3%	25.2%	21.8%
	Drugs	39	0.9%	1.4%	1.1%	-17.5%	-49.7%
	Inappropriate Speed	662	15.9%	16.8%	13.7%	13.9%	-5.9%
	Any showing off or intentional factors	126	3.0%	3.2%	2.8%	8.1%	-6.1%
	Casualty thrown from vehicle (No seatbelts worn)	12	0.3%	0.2%	0.1%	48.3%	41.1%
	Licence type (Never Licensed, wrong class, Learner)	306	7.3%	7.1%	5.8%	21.6%	3.1%
Environmental Features	Road Condition	128	3.1%	1.6%	1.4%	55.0%	47.4%
	Unsealed Road	151	3.6%	1.5%	2.0%	44.8%	59.7%
	Narrow road	25	0.6%	0.2%	0.4%	36.3%	72.5%
	Road Curvature (Curved)	1371	32.9%	35.6%	30.5%	7.3%	-8.3%
	Roadside Hazards	718	17.2%	19.0%	15.6%	9.32%	-10.06%
	Lost Control Turning	1015	24.3%	22.3%	19.4%	20.5%	8.4%
Vulnerable Users	Pedestrian involved	144	3.5%	2.9%	3.1%	11.5%	16.2%
	Cyclist involved	171	4.1%	3.0%	3.0%	26.6%	26.0%

3. Carriageway less than 6.5m wide. Waka Kotahi's State Highway Geometric Design manual recommends a minimum road width of 6.5m for a two-lane rural road.

Figure 11 Map of region showing carriageway less than 6.5m wide

4. Safe and appropriate speeds. In rural Te Tairāwhiti, the majority of roads have a 100kph speed limit. The current speed limits do not adequately reflect the specific features of the road network or the collective and personal risk ratings of the corridor. Waka Kotahi have identified the safe and appropriate speeds based on the Infrastructure Risk Rating for each road.

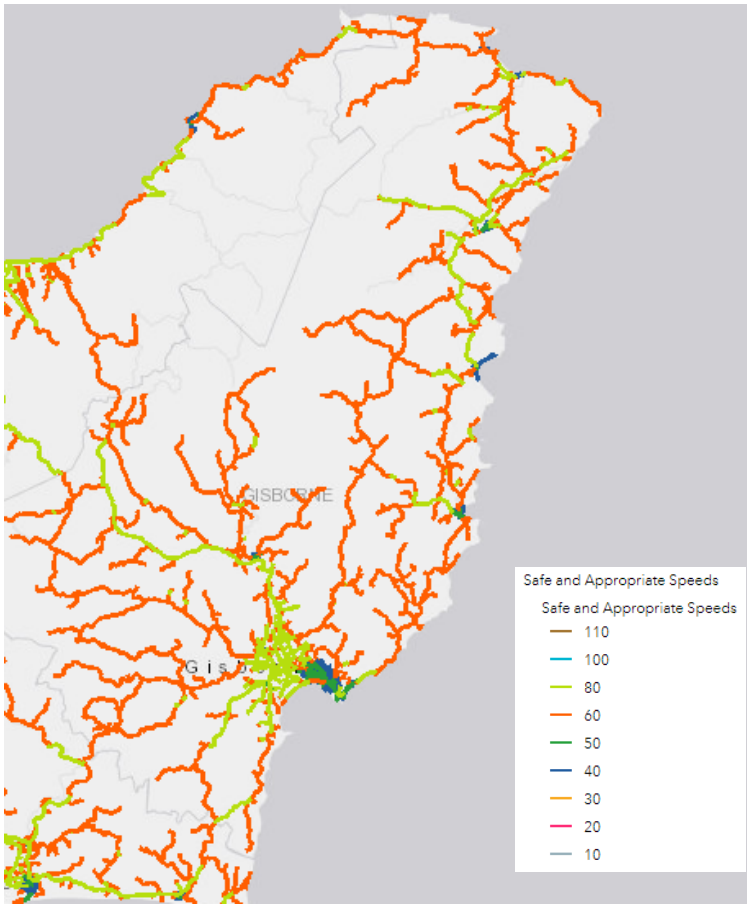

Figure 12 Safe and appropriate speeds Te Tairāwhiti region

Te Whirinakitanga me te Manawaroa

Reliability and Resilience

1. State Highway closures - Traffic Road Event Information System (TREIS) unplanned road closure duration on state highways[27].

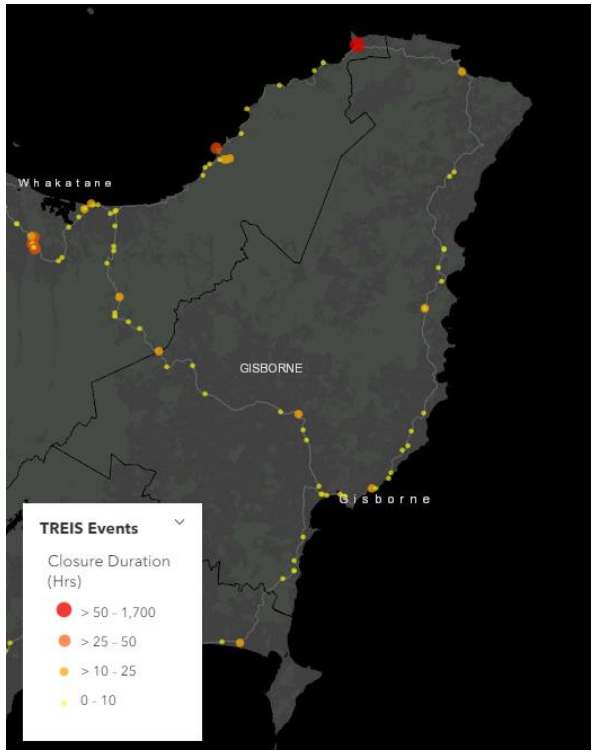

Figure 13 State highway closures Te Tairāwhiti 2017-2020

2. High Productivity Motor Vehicle (HPMV) and 50MAX network map[28]

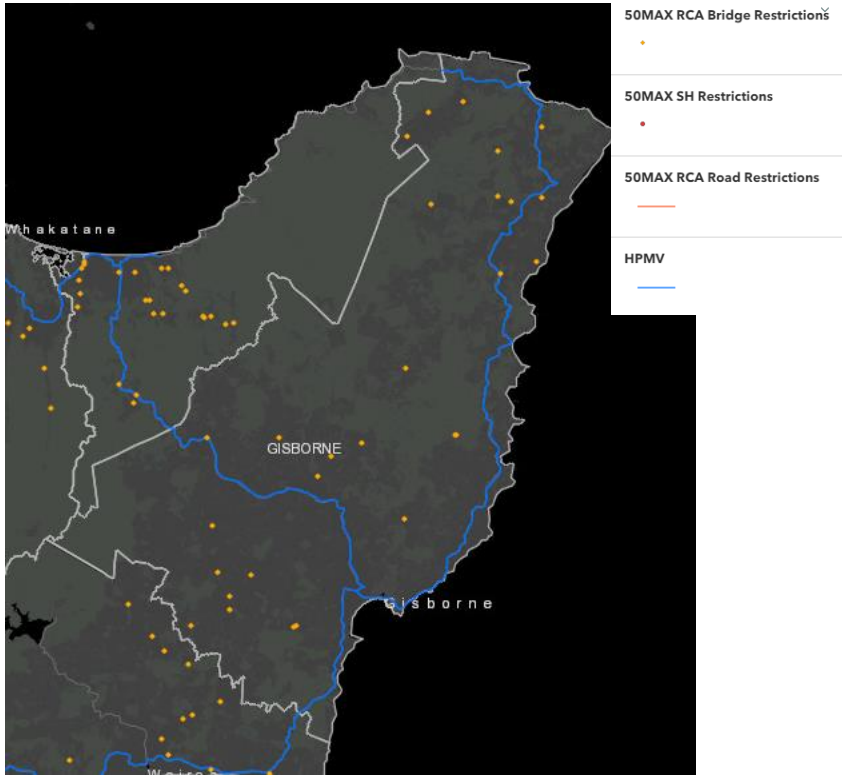

Figure 14 High Productivity Motor Vehicle and 50 Max network map

[28] Waka Kotahi. (2020). *Land Transport Benefits Framework Storymap*. Retrieved from https://nzta.govt.nz/resources/land-transport-benefits-framework-and-management-approach-guidelines/

3. Climate change risk – Table 7 identifies the infrastructure within the Te Tairāwhiti region to 1% Annual Exceedance Probability (AEP) storm tide events depending on different increments of sea level rise, while transport infrastructure at risk of fluvial inundation is illustrated in Table 8[29]

Table 7 Te Tairāwhiti infrastructure exposed to 1%AEP storm tide events across 0-1.5m of sea level rise

Exposure to 1% AEP storm tide + Sea-level Rise				
Sea-level rise increment	0 m SLR	0.5 m SLR	1.0 m SLR	1.5 m SLR
Transport infrastructure				
Roads (km)	13.8	23.6	38.1	55.3
Railway (km)	9.2	10.3	11.2	13.5
Airports (#) – Gisborne Airport	1	1	1	1
Cycle lanes (km)	0.6	2.6	4.4	6.3

Table 8 Te Tairāwhiti transport infrastructure exposed to flood hazard

Transport Infrastructure exposed to flood hazard	
Roads (km)	370.8
Railway (km)	17.6
Airports (#) – Gisborne Airport	1
Cycle lanes (km)	29.2

[29] NIWA (2020) *Tairawhiti-Hawkes Bay Climate Change Projections and Implications Report*. Wellington: NIWA.

Ngā Tauwhāinga Aheinga

Access challenges

1. Urban bus patronage. The patronage data shows an overall pattern of a steady decline in urban bus patronage over recent years, particularly for the adult user group. In 2020, the impact of the COVID-19 pandemic meant that the urban bus service was disrupted for significant periods.

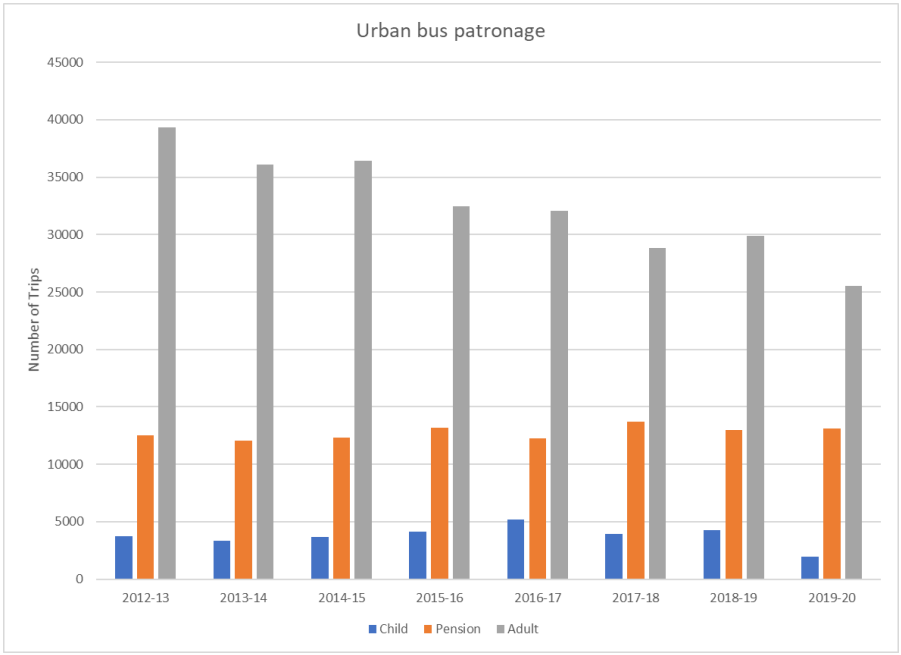

Figure 15 Urban bus patronage 2012/13 – 2019/20

2. Urban walking and cycleway current and proposed future networks

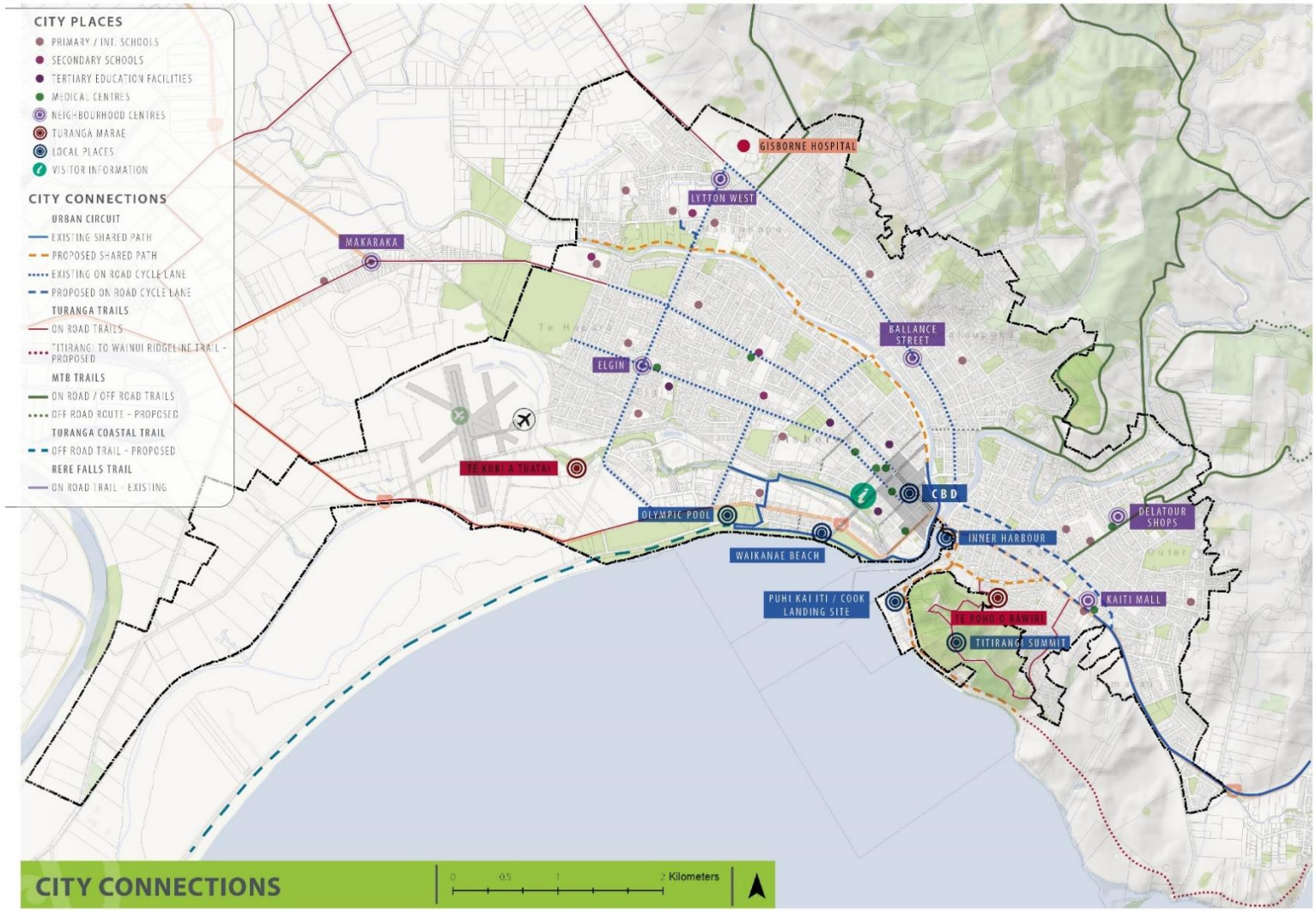

Figure 16 Urban walking and cycleway current and proposed future network

3. Access maps – maps of travel time to various social destinations using different travel modes[30].

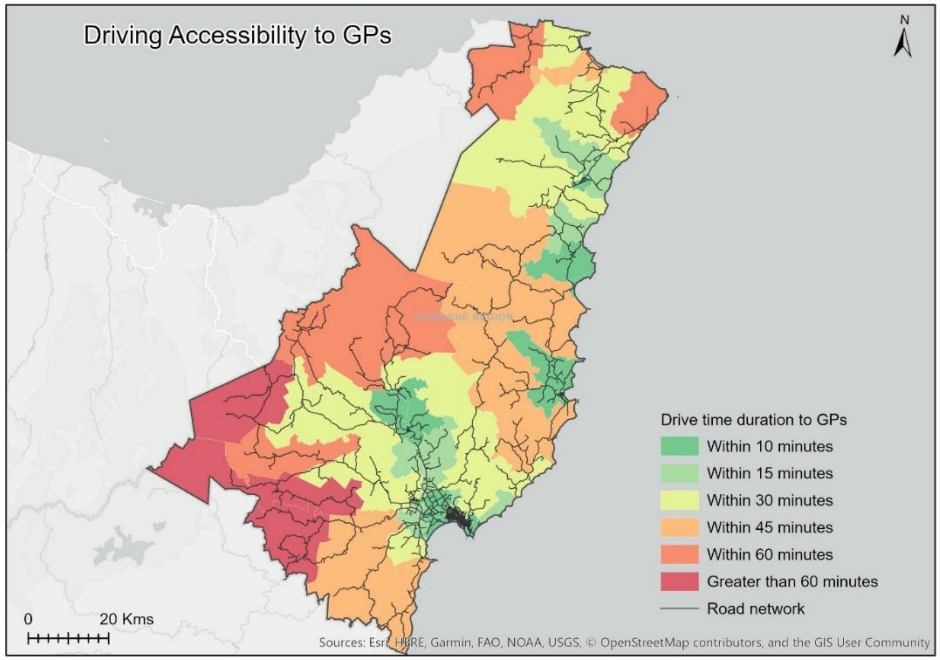

Figure 17 Driving times to GPs

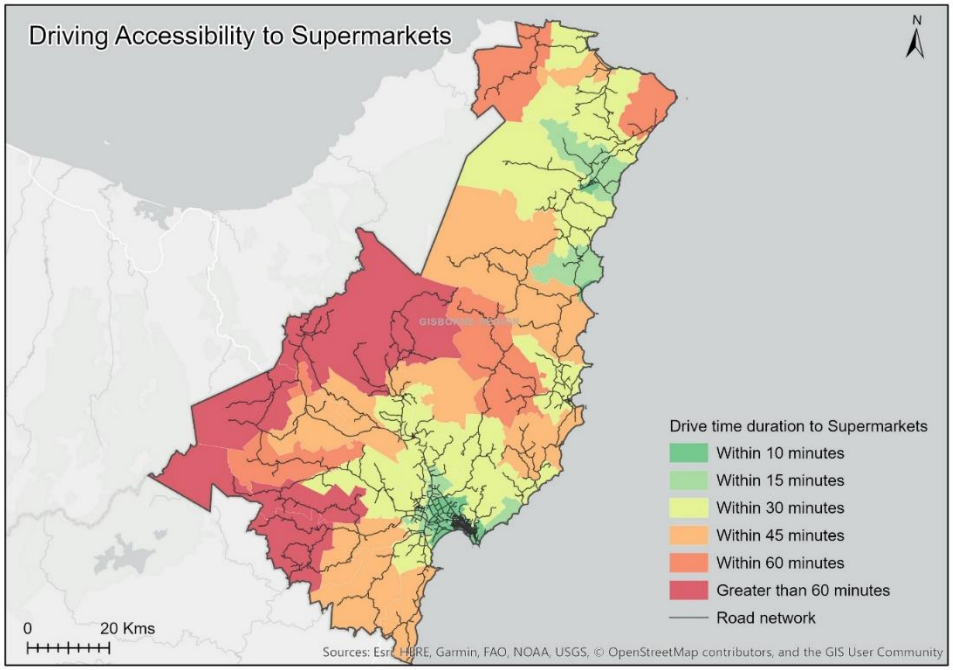

Figure 18 Driving times to supermarkets

[30] Waka Kotahi. (2020). *Land Transport Benefits Framework Storymap: 10.3.1 Access to key social destinations*

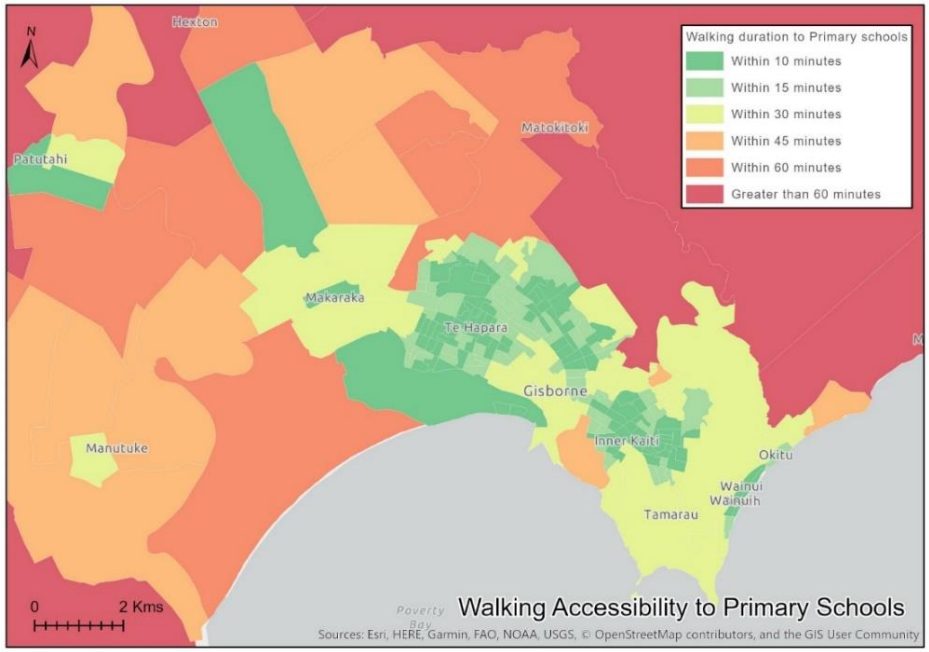

Figure 19 walking access to primary schools within Gisborne city

5. Accessibility Indicators - Proportion of population living within travel threshold (15 minutes, 30 minutes or 45 minutes) of key social opportunities (including education, health care, supermarkets) by different modes (walking, cycling, public transport, private motor vehicle)[31]

Proportion of Gisborne Regional Population within travel time to key destinations							
	Destination						
Mode	Supermarket	GP	Hospital	Primary School	Intermediate School	Secondary School	Town Centre
Walking (15 minutes)	32.89%	36.33%	5.57%	61.26%	36.09%	22.70%	5.28%
Cycling (30 minutes)	79.17%	82.79%	69.27%	93.74	79.46%	79.46%	73.02%
Public Transport (45 minutes)	72.73%	75.66%	42.04%	85.10%	80.01%	57.21%	56.57%
Driving (45 minutes)	97.48%	97.95%	88.13%	99.77%	99.77%	97.78%	88.60%

Key

Less than 10%
11%-40%
41%-70%
71%-89%
>90%

[31] Waka Kotahi Accessibility Model

Āpitihanga 3: Ngā kaupapa hiranga

Appendix 3: Significance policies

Ngā mahi hiranga hei matua mahi mo te rohe

Significant activities for regional prioritisation

Section 16 (3)(d) of the LTMA requires significant activities to be ranked by priority. As a unitary council, our regional prioritisation just includes Council and the Waka Kotahi state highway programme.

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan **other than**: • Maintenance, operations and renewal programmes • Public transport programmes (existing services) • Low cost/low risk programmes (those under $2m) • Road safety promotion programmes • Investment management activities, including transport planning and modelling • Business cases that are not part of a package
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport Note: Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the NLTF	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: • Approved organisations (where there is no National Land Transport Fund share) • Crown appropriations • Other funds administered by the Crown.

Ngā whakarerekētanga hiranga ki te RLTP

Significant variations to the RLTP

The complex nature of the activities involved in the programme component of an RLTP means that they continue evolving after the Plan has been published. The programme tables are really a snapshot in time, as activities or projects can change, be abandoned or be added over the duration of the Plan, as more information becomes available or the situation changes.

The RLTP can therefore be varied at any time once it is operative, in accordance with s18D of the LTMA. The majority of variations to the activities in the RLTP will not be substantial, and will involve simple changes within Waka Kotahi's Transport Investment Online system. Some changes will be substantial enough to require a formal variation to the RLTP. Some changes may be also be deemed 'significant' enough that consultation is required.

Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D.

Consultation is only required for variations that are considered 'significant' under this policy.

A proposed change to the RLTP raises two core questions:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan 'significant' enough to require public consultation?

If a variation is necessary, and is seen to be of significance, then consultation must be considered. The relative costs and benefits of consultation are especially important. Set out below is a two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria.

Step One: Consider the nature and scope of the variation

General guidance on whether a variation is likely to be considered significant is provided below.

Not 'significant' and usually no formal variation or public consultation required

- Activities that are in the urgent interests of public safety.
- New activities involving preventative maintenance and emergency reinstatement.
- Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs).
- A scope change that does not significantly alter the original objectives of the project.
- Changes to national level programmes, including the Road Policing programme
- Delegated transfers of funds between activities within groups.
- Supplementary allocations, or end of year carryover of allocations.
- Replacing one project with another project within a group of generic projects.
- Variations to timing, cash flow or total cost for improvement projects where the total cost impact is less than 20% of the estimated cost[32]
- Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act.
- A change of responsibility for implementing an approved activity from one agency to another.

[32] Where committed improvement projects have scope or cost adjustments greater than 20% of the original approved funding level, the RTC must be advised, but these do not require further consultation.

May be 'significant'

- The addition of a new significant activity (one that would usually require prioritisation – refer page **Error! Bookmark not defined.**) that is not in the urgent interest of public safety, or emergency reinstatement.
- Any change that impacts on the overall integrity of the RLTP, including its overall affordability.
- Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

Step Two: Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation.

Significance policy in relation to Plan variations

Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:

- Materially change the balance of strategic investment in a programme or project;
- Impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities;
- Impact on the community; and
- Affect the integrity of the RLTP, including its overall affordability.

Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore consideration must also be given to the following matters:

- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);
- The extent to which, and manner in which, the matter has already been consulted on; and
- Whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.

Āpitihanga 4: Te aromatawai hāngaitanga o te RLTP ki te LTMA

Appendix 4: Assessment of RLTP compliance with the LTMA

LTMA Section	Description	Assessment Of Compliance
14(a)(i)-(ii)	*the RTC must be satisfied that the regional land transport plan* *(i) contributes to the purpose of this Act; and* *(ii) is consistent with the GPS on land transport;*	The Strategic Framework (page **Error! Bookmark not defined.**) sets out the region's transport objectives and investment priorities which are aimed principally at improving safety, resilience and reliability and access. This is consistent with the purpose of the Act; to contribute to an effective, efficient and safe land transport system in the public interest. The GPS 2021-24 has 4 priorities: Safety, Better Travel Options, Climate Change and Improving Freight Connections. Each of the RLTP investment priorities describes the strategic fit with the GPS.
14(b)(i)-(ii)	*The RTC must have considered;* *(i) alternative regional land transport objectives that would contribute to the purpose of this act.* *(ii) the feasibility and affordability of those alternative objectives*	The development of this RLTP followed the principles of the business case process. This included considering alternative objectives. The objectives in this RLTP are different to those in the RLTP 2018-21, to be more consistent with the Transport Outcomes Framework and GPS.
14(c)(i)-(iii)	*The RTC must take into account any;* *(i) national energy efficiency and conservation strategy and;* *(ii) Relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management act.*	The region has been, and under this plan will continue, to be active in its promotion of and building capacity for HPMV vehicle operations across the network. The RLTP also makes provision for active mode users in the form of cycle and walkways and road safety improvements to reduce conflict between active modes. This is alongside the continued operation of an urban and school bus system, all of which aids facilitation of social development and transport mode change. This is consistent with the NZEECS transport objective of "a more energy efficient system". The RLTP takes account of and is consistent with the Regional Policy Statements Transport objectives.

		Both objectives prioritise the provision of safe, efficient and convenient services which avoid, remedy or mitigate any adverse activity effects on the natural environment.
16(6)(b)	*A regional land transport plan must also include—* *(b) an assessment of the relationship of Police activities to the regional land transport plan*	While road policing is funded directly from national sources, regional policing activity is planned and implemented alongside the road safety programme operated by Waka Kotahi and Council. Police enforcement is central to the delivery of the strategic objectives for regional road safety. Police collaborate with stakeholders across the region in accordance with the road safety policing directives of Road to Zero and the National Road Policing Action Plan. Police use an evidence based approach to influence road user behaviour through risk-targeted, general and specific deterrence enforcement strategies. Enforcement operations are coordinated with other regional road safety initiatives such as education to ensure that all activities are appropriately timed to achieve maximum impact.
16(6)(f)	*A regional land transport plan must also include—* *a summary of the consultation carried out in the preparation of the regional land transport plan.*	The RLTP has been developed with the Regional Transport Committee which include community advisors as non-voting members representing the following portfolios; safety (NZ Police), culture and environment, heavy freight transport, Eastland Port and inclusive access. The draft RLTP was consulted on in line with Council's draft Long Term Plan 2021-2031. Engagement included: - A printed summary document - Letters to stakeholders - Community meetings and events - Online and social media content - Targeted engagement with iwi/hapu

Appendix 5: Glossary

Term/Acronym	Meaning
Activity Class	A grouping of similar transport activities into 10 categories for which funding ranges are established as set out in the Government Policy statement on Land Transport
Approved Organisations	Organisations able to receive funding from Waka Kotahi for land transport activities.
Arataki	Waka Kotahi's ten year strategic view
FAR	Funding Assistance Rate. The percentage activity cost subsidised by Waka Kotahi for local road activities.
GPS	Government Policy Statement on Land Transport Funding 2021. Sets out the Government's direction and funding priorities for 6 financial years.
HPMV	High Productivity Motor Vehicle. A longer or heavier (greater than 44 tonnes) truck that must travel on a specified route permitted by all relevant road controlling authorities.
Local Roads	Any road other than a state highway. These are under the authority of the regional or district authority.
Long Term Plans (LTP)	The 10 year community plan produced by regional and territorial authorities.
LTMA	Land Transport Management Act 2003. The main statutory framework for land transport planning and funding in New Zealand
MOT	Ministry of Transport
NLTF	National Land Transport Fund. A dedicated fund established under the land transport Management Act 2003 to pay for land transport activities.
NLTP	National Land Transport Programme. The programme established for the prioritisation and distribution of the National Land Transport Fund.
RLTP	Regional Land Transport Plan. This Plan.
RPTP	Regional Public Transport Plan.
RTC	Regional Transport Committee. Established under section 13 of the LTMA to prepare, on the regional council's behalf, the regional land transport plan.
SH	State highway
Transport Outcomes Framework	The Ministry of Transport's long-term strategic framework
Waka Kotahi	Waka Kotahi New Zealand Transport Agency
50MAX	Trucks with one more axle than conventional 44 tonne vehicles. The overall load is spread further enabling more freight to be carried per vehicle.