

# AGENDA



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MEMBERSHIP: Pat Seymour (Chair), Bill Burdett, Andy Cranston and Kerry Worsnop.  
NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.  
Community Advisors: Francis (Matt) Broderick, Andrew Gaddum, Campbell Gilmour, Colene Herbert, Jason Lines, Ingrid Meister, Barney Tupara and Steve Weatherell

## REGIONAL TRANSPORT Committee

DATE: Thursday 26 May 2022

TIME: 1:00PM

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

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# Regional Transport

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

## Purpose

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

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

## Terms of Reference

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

## Power to Act

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

## Power to Recommend

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

## Special Notes

The Committee has no delegated authority.

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

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

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

### 3.1. Confirmation of non-confidential Minutes 3 March 2022

# MINUTES

## Draft & Unconfirmed



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## MINUTES of the REGIONAL TRANSPORT Committee

Held via Audio Visual Link on Thursday 3 March 2022 at 1:00PM.

### PRESENT:

Cr Pat Seymour (Chair), Cr Bill Burdett and Cr Kerry Worsnop.

NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

Community Advisors: Jason Lines and Barney Tupara.

### IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines David Wilson, Chief of Strategy & Science Jo Noble, Her Worship the Mayor, Cr Faulkner, Regional Manager System Design Waka Kotahi Sarah Downs, Governance Advisor Tania Clarke and Committee Secretary Jill Simpson.

The meeting commenced with a prayer.

**Secretarial Note:** Crs Burdett and Seymour attended the meeting in the Chambers.

### 1. Apologies

MOVED by Cr Worsnop, seconded by Cr Seymour

That the apologies from Cr Cranston, Colene Herbert, Andrew Gaddum, Campbell Gilmore and Steve Weatherell be sustained. **CARRIED**

### 2. Declarations of Interest

There were no interests declared.

### 3. Confirmation of non-confidential Minutes

#### 3.1 Confirmation of non-confidential Minutes 2 December 2021

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Minutes of 2 December 2021 be accepted. **CARRIED**

**Secretarial Note:** The incorrect Minutes were appended to the Regional Transport Agenda. The correct Minutes of 2 December 2021 were emailed to Committee Members for review prior to the meeting.

**Secretarial Note: Underspend on Wharf Maintenance:** The \$100k was split across the Wharves in Tolaga Bay, Tokomaru Bay and Wharekahika Hicks Bay. Operational funding is not carried over.

A report is being developed for the Tolaga Bay Wharf around maintenance required and the condition assessments. Funding for wharves does not come from Waka Kotahi - it is 100% ratepayer funded.

**Secretarial Note: Minutes 2 December 2022 - Makokomuka Safety Realignment Project:** Director Regional Relationships Linda Stewart advised that the project is on hold and funding is required. The project is shovel ready so can be bought forward should the funding become available.

### **3.2 Action Sheet**

#### **4. Leave of Absence**

There were no leaves of absence.

#### **5. Acknowledgements and Tributes**

There were no acknowledgements or tributes.

#### **6. Public Input and Petitions**

There were no public input or petitions

#### **7. Extraordinary Business**

There was no extraordinary business.

#### **8. Notices of Motion**

There were no notices of motion.

#### **9. Adjourned Business**

There was no adjourned business.

### **10. Reports of the Chief Executive and Staff for INFORMATION**

#### **10.1 22-41 2021-2031 RLTP 2021/22 Quarter 2 Monitoring Report**

Senior Policy Advisor Chris Gilmour attended and answered questions of clarification:

- Through the Emissions Reduction Plan the overall emission targets across all modes of transport at a national level are being looked at. The current piece of work is looking at translating to a regional level. Alongside this Waka Kotahi are in the final stages of developing a tool to help structure both the discussion and the strategy development around analysing the biggest gains in reducing emissions on the transport network. There is no definitive information of what regional targets will look like. In terms of low hanging fruit there has been significant investment into walking and cycling and public transport. To set targets at a regional level the right mechanisms need to be in place to measure and monitor and to support strategic investment.

- Work is also being done with the Journey's team and the Cycle Walkways Trust in putting together a network plan and an action plan towards walking and cycling networks.

**Secretarial Note:** Mr Tupara asked if the use of asphalt was always going to be used across the network and if there was an alternative that was more environmentally friendly?

Mr Tupara also asked it be noted that in relation to the Speed Limit Review should there be a fatality on our roads the speed limit on that stretch of road be reduced for 3 to 4 days in acknowledgement of the fatality in the location. This will show respect for what has occurred in that locality. An integral part of the process is for the Iwi Engagement Team within Council to possibly have discussions with hapu and iwi.

It was asked that the above two comments be noted for further discussion.

- The Grey Street/Gladstone Road camera can be reviewed in relation to the graffiti on the rainbow crossing.
- All but approximately \$10m of the \$140m Provincial Growth Funding received has been spent. The East Coast Road Project is the final project. Council is in year 3 of delivery of the PGF projects.
- Nga Ara Pai - Community Driver Mentor Training is extremely important to Waka Kotahi as the regulator in ensuring that the communities have equal and equitable access to the land transport system. This is a big issue in Tairāwhiti and in Northland. There are two projects running to explore different ways to address this issue in both Northland and working with Ngati Porou in Tairāwhiti. Ministry of Social Development are recognising the importance of not just supporting entry into driver licensing but also pastoral care through the process to achieve the full driver licence. There is significant effort from Waka Kotahi and MSD to address this. It is the No. 1 priority for the Director of Land Transport to resolve this year. There is also the additional part to how the services are provided in Tairāwhiti in that they are contracted out and Waka Kotahi are aware there are a number of issues with this both in terms of wait time, the number of driver testers that are available as the one remaining one is about to retire. There are ongoing discussions with Tairāwhiti REAP on this. It is unfair to think that people from Hicks Bay have to journey to Gisborne to sit their test or get the appropriate training. Waka Kotahi are not only looking at how to provide better services in Tairāwhiti but how to work in both an innovative and responsive way to address the needs across the region. There will be some short-term fixes ie working with MSD to provide transport for individuals to travel to sit their test. This will be updated by Waka Kotahi at the next Regional Transport Committee Meeting. It was also mentioned that the Army have the ability to do some testing.

- The quarterly reporting is a rough indicator on the trends across the network. This information is useful in the annual reports and the trends over time are used for asset management.
- The application for the Heartland Trail from Gisborne to Wairoa has been accepted by the New Zealand Cycle Trail. This will provide extra benefits for the region.

MOVED by Cr Worsnop, seconded by Cr Burdett

That the Regional Transport Committee:

1. Notes the contents of this report.

**CARRIED**

## **10.2 22-46 Regional Waka Kotahi Update March 2022**

Waka Kotahi New Zealand Transport Agency Director Regional Relationships - Central North Island Linda Stewart presented.

Questions of clarification included:

- The Government needs to be clear about its plans for reducing emissions.
- To have safe and appropriate speeds for the roads is deemed by assessing levels of risk and what happens in the environment along with the form and function of the roads. The Regional Land Transport Plan states a reduction of deaths and serious injury by 40% across the networks by 2030. This is being broken down into more achievable chunks to help get to Vision Zero. Changing attitudes towards education is important.
- Works, in terms of rock protection at Turihaua Point on State Highway 35, are due to get underway in May. The materials are stockpiled at the Downer Quarry, the final resource consent is about to be submitted, consultation with local hapu as well as a claimant under the Foreshore and Seabed Act has now taken place.
- When looking at safe and appropriate speeds the community are asked for their experience of using the road and not for whether they agree or disagree with the proposed speed. This is all part of the overall campaign to raise awareness and understanding of what a safe and appropriate speed is on a road. All aspects are looked at including the Maintenance Plan, existing investment on the corridor as well as safety improvements that may be required in the future.
- The first round of geotech investigations have been undertaken on the Koporua Hill with bore holes in the ground within the road reserve. This will measure the groundwater and the groundwater pressure along with the slope movement. A second round of drilling along with a surveyor's plan will happen before winter 2022 and this will take place on private land above the highway. This will help to refine the sub-surface models before the design is then finalised. The Koporua Hill is very unstable, and it shows signs of considerable slope movement. The work that will be undertaken will be to increase the level of service at that part of the network so that road users can get back to having two sealed lanes as well as to slow the movement of the hill. The physical work is not due to start until after the winter of 2022 and it will be staged and phased in its approach. Agreements are being secured with landowners, relocation of power lines is being undertaken and consultation with mana whenua.

- The resource consenting process is underway for Busby's Hill. The disposal site for the fill from this project is proving complex with regard to consents. Aiming for it being fit-for-purpose over the winter period and work will begin in the next construction period. Engagement has occurred with affected hapu, landowners and Council.
- There is no further update with regard to reinstatement of the rail.
- Reassurance from Waka Kotahi's Leadership Team on the walking and cycling projects and further information will be available as soon as this activity class comes up for review in the next financial year.
- Working closely with Council regarding the emergency works application arising from the November 2021 rain event.

MOVED by Cr Burdett, seconded by Cr Seymour

That the Regional Transport Committee:

1. Notes the contents of this report.

**CARRIED**

## **11. Close of Meeting**

There being no further business, the meeting concluded at 2.30 with a karakia.

Pat Seymour

**CHAIR**



### 3.2. Action Sheet

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
02/12/2021	11.1	21-267 2021 RLTP Quarter One Monitoring	In progress	Provide information to the Committee on the 2021/2022 Summer Campaign being launched 1 December 2021.	Lauriel Chase	<b>08/02/2022 Lauriel Chase</b>  An update will be included in the Road Safety report.	15/02/2022

### 3.3. Governance Work Plan

REGIONAL TRANSPORT - STATUTORY COMMITTEE								Meeting Dates		
Group Activity	Activity	Name of agenda item	Purpose	Significance L/M/H	Report type	Owner	26-May	1-Sep	1-Dec	
Strategy and Science	Strategy and Science	2021-2031 RLTP 2021/22 Quarter 3 Monitoring Report	The purpose of this report is to provide an update on the progress against the 2021–2031 Regional Land Transport Plan programme of works and performance measures.	L	Information (I)	Charlotte Knight				
Strategy and Science	Strategy and Science	Regional Waka Kotahi Update May 2022	The purpose of this report is to introduce the Waka Kotahi New Zealand Transport Agency Regional update on activities over the last quarter.	L	Information (I)	Charlotte Knight				
Strategy and Science	Strategy and Science	2021-2031 RLTP 2021/22 Quarter 4 Monitoring Report	The purpose of this report is to provide an update on the progress against the 2021–2031 Regional Land Transport Plan programme of works and performance measures.	L	Information (I)	Charlotte Knight				
Strategy and Science	Strategy and Science	Regional Waka Kotahi Update September 2022	The purpose of this report is to introduce the Waka Kotahi New Zealand Transport Agency Regional update on activities over the last quarter.	L	Information (I)	Charlotte Knight				
Strategy and Science	Strategy and Science	2021-2031 RLTP 2022/23 Quarter 1 Monitoring Report	The purpose of this report is to provide an update on the progress against the 2021–2031 Regional Land Transport Plan programme of works and performance measures.	L	Information (I)	Charlotte Knight				

## REGIONAL TRANSPORT - STATUTORY COMMITTEE

Meeting Dates

Group Activity	Activity	Name of agenda item	Purpose	Significance L/M/H	Report type	Owner	Meeting Dates		
							26-May	1-Sep	1-Dec
Strategy and Science	Strategy and Science	Regional Waka Kotahi Update December 2022	The purpose of this report is to introduce the Waka Kotahi New Zealand Transport Agency Regional update on activities over the last quarter.	L	Information (I)	Charlotte Knight			

## 10. Reports of the Chief Executive and Staff for INFORMATION



22-94

**Title:** 22-94 2021-2031 RLTP 2021/22 Quarter 3 Monitoring Report  
**Section:** Strategy  
**Prepared by:** Charlotte Knight - Strategic Planning Manager  
**Meeting Date:** Thursday 26 May 2022

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Legal: No

Financial: No

Significance: **Low**

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### Report to REGIONAL TRANSPORT Committee for information

#### PURPOSE

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

#### SUMMARY

January to March 2022 was the third quarter under the newly adopted Te Tairāwhiti Regional Land Transport Plan 2021–2031 (2021 RLTP). Under the 2021 RLTP, a new monitoring framework was established based on the Ministry of Transport's National Transport Outcomes Framework.

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

**Attachment 1** includes information for the Committee about:

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

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

The Committee will receive the annual report including information on Quarter 4 at the next Committee meeting.

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

## **RECOMMENDATIONS**

**That the Regional Transport Committee:**

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

*Authorised by:*

**Joanna Noble - Chief of Strategy & Science**

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

## BACKGROUND

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

### Monitoring framework

4. With the adoption of the 2021 RLTP ([Reports 21-69 and 21-110](#)), there is a new monitoring framework for staff to report against. “*Regular monitoring will be undertaken to assess implementation of the RLTP in accordance with section 16(6)(e) of the LTMA. RLTP monitoring will be reported annually to the Regional Transport Committee following the end of each financial year. The monitoring report will include a progress report on the activity programme and performance indicator monitoring*”.
5. The framework is structured on the National Transport Outcomes Framework, which were established to identify how the transport system supports can improve intergenerational wellbeing and liveability outcomes.
6. The monitoring framework includes a target for the period of the RLTP. Some targets can be reported against more frequently than others due to the frequency of data collation and/or publication. Council holds some of the data for the performance indicators but also needs to source data elsewhere.
7. The Committee receives an annual report following the end of the financial year, including a progress update on the RLTP activity programme and performance indicators. Each quarter the committee will receive an update that provides information on how the region is tracking against the activity programme and performance indicators. Waka Kotahi will continue to provide their regional update as a separate report.
8. This reporting complements other reports Council receive, such as the quarterly reports and Annual Report. Council’s Quarter 3 report will be presented to the Finance & Performance Committee on 1 June 2022.
9. A report on the June 2020 Emergency Works was presented to the 13 April Operations Committee ([Report 22-72](#)).

## Resident satisfaction survey (RSS)

10. The current RSS methodology targets 100 respondents per quarter; combined this is around 400 respondents to make up the annual result.
11. The total Q1 RSS sample size was 100, the Q2 RSS sample size was 102 and the Q3 RSS sample size was 101. The numbers for each question vary depending on who has answered the question – respondents can say 'don't know' and are then excluded from the results for that metric. For some questions, this can result in smaller sample sizes in any given quarter depending on the respondents. The annual result will be more statistically robust, have a smaller margin of error and greater confidence in the results.
12. As an example, the 'safety of riding a bike' question will often have a smaller sample because often only respondents who are riding a bike on the roads would answer that question. This is one of the metrics used in the RLTP monitoring.

## DISCUSSION and OPTIONS

### Quarter 3 report

13. The quarterly report (**Attachment 1**) has the following parts:
  - a. **Overview of progress to date** – this is a high-level view of Council projects and budget. Waka Kotahi will continue to provide their regional update as a separate report. This includes project highlights and an update on road safety activities that were previously separate reports.
  - b. **Performance indicators reporting** – updates on the status of indicators where Council collects data quarterly, and where external data is available.
14. **Attachment 1** includes an update on emergency works being progressed by Council. Emergency works sit outside of the RLTP programme, however Council's budget information does include the emergency works revenue and expenditure. For the annual report a more detailed financial overview against projects will be provided, like the previous annual report ([Report 21-158](#)).
15. This quarter has been focused on continuing, starting and completing projects and responding to the impacts of the March 2022 weather event. It has been a busy construction period due to carried over works, COVID, new planned work, and progressing additional emergency works following on from the November 2021 flooding and the recent weather events.
16. Projects in the 2021 RLTP have been impacted by weather events and COVID. The asphalt reseals and road to zero projects are being pushed into sub-optimal construction conditions – ie. winter. Performance against indicators varies. The targets set are for the duration of the 2021 RLTP and we are only nine months post-adoption. No large leaps towards targets were planned or expected in this timeframe.

17. Council was awaiting funding confirmation of the Taruheru walk/cycleway project in the region's funding bid to the National Land Transport Fund ([Report 21-214](#)). Waka Kotahi has classed this project as "possible" and put the application on hold. The project will not be funded in this financial year (2021/22), however if funding becomes available it will be considered for funding next financial year (2022/23).
18. The 2021-2024 National Land Transport Plan funding pool for walking and cycling nationally is oversubscribed. If other projects in this category are delayed funding will be freed up for those on hold. Based on this feedback Council will continue to use local share to fund the single-stage business case.
19. Full implementation of the activities included in the RLTP is how we intend to achieve the targets. The next 12-18 months should reflect a busy construction season due to carried over works, new planned work, and progressing additional emergency work.
20. As noted in **Attachment 1** there is some significant work on asphalt and safety improvements across the city that will cause traffic delays and disruption. This has been minimised by undertaking the work at night.

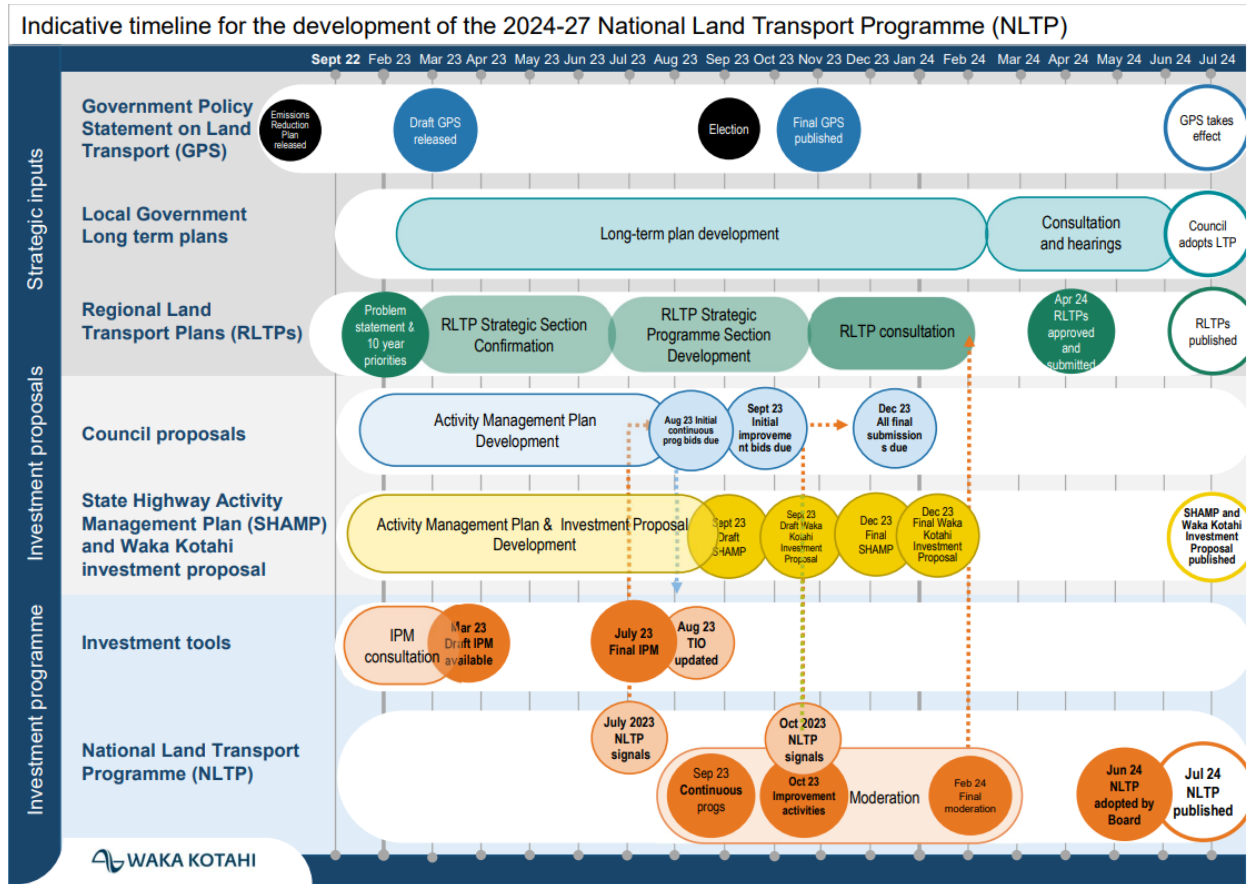
#### **Barriers for delivery**

21. This quarter, overall progress for delivering projects is behind due to COVID-19 and weather events continuing to impact aspects of programme delivery and performance.
22. The region's large building programme (vertical infrastructure) is a source of competition for materials and labour, but Council is still obtaining multiple bids for its project tenders in part. This is due to the different skill sets required (horizontal infrastructure).
23. The cost of doing business is putting pressure on budgets. This includes inflation (non-construction specific), construction index inflation, increases to minimum wage, increased material costs, traffic management, and health and safety.



## 2024-27 National Land Transport Programme

24. Waka Kotahi have released an indicative timeline for the 2024-2027 National Land Transport Programme.



25. A report on the work for Council's 2024 Regional Land Transport Plan will be presented to the committee after elections.

## ASSESSMENT of SIGNIFICANCE

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

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

Inconsistency with Council's current strategy and policy

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

The effects on individuals or specific communities

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

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

## **TANGATA WHENUA/MĀORI ENGAGEMENT**

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

## **COMMUNITY ENGAGEMENT**

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

## **CLIMATE CHANGE – Impacts / Implications**

29. Climate change impacts and implications will be addressed as appropriate for each project.
30. Under 'Environmental Sustainability' transport generated emissions and electric vehicle uptake are being monitored and reported on.
31. Transport is the second highest emissions category for the region behind agriculture (11% of total emissions in 2018/19). This was an estimated 232,647 tCO<sub>2</sub>e in the inventory commissioned by Council ([Report 20-134](#)).

## **Work by Government**

32. The Government has consulted on the proposed direction for the National Emissions Reduction Plan. Transport is one of the key transition sectors with a focus on *“changing the way we travel, improving our passenger vehicles and promoting a more efficient freight system.”* A final plan is expected to be released on 16 May. Further information about the plan will be shared with the Committee as it becomes available.
33. There will be requirements for Council and/or Waka Kotahi under these focus areas once the final plan is adopted. The levers that will be used include regulatory system, investment and funding, economic incentives, leading by example and setting expectations, partnerships, and behaviour change tools.
34. The role of local government in this transition was described in the consultation document as a *“major role in planning and funding transport and urban development at a regional and local level. Bold decisions and strong collaboration with central government will be needed to ensure a joined-up approach to decrease emissions.”*

35. Government is currently consulting on a [draft National Adaptation Plan](#). Council intends to submit on the proposal and a report with a draft submission and more information will go to the 2 June Sustainable Tairāwhiti meeting<sup>1</sup>.
36. Several actions in the plan are relevant to transport and/or infrastructure more broadly (see Appendix 3 p. 123 of the consultation document for a full list of proposed actions under the plan). Key transport specific actions include:
- a) Develop and implement the Waka Kotahi Climate Change Adaptation Action Plan (see p.67 of the consultation document for more information).
  - b) Integrate adaptation into Waka Kotahi decision making (see p.68).
  - c) Progress the rail network investment programme (see p.68).
  - d) Invest in public transport and active transport (see p.68).
  - e) Deliver the national Freight and Supply Chain strategy (see p.88).

## CONSIDERATIONS

### Financial/Budget

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

### Legal

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

## POLICY and PLANNING IMPLICATIONS

39. This monitoring report is consistent with the 2021–2031 RLTP. More information about the framework is under 'Background'.

## RISKS

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

## NEXT STEPS

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

## ATTACHMENTS

1. Attachment 1 - 2021 Regional Land Transport Plan 2021-22 Quarter 3 Monitoring Report [22-94.1 - 27 pages]

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<sup>1</sup> A link to the agenda was not available at the time of writing.

# 2021-2031 Regional Land Transport Plan Quarterly Report

This report covers the period from 1 January 2022 to 31 March 2022.

## Progress to date overview

Status of Projects	Total spend to date <sup>1</sup>
Some delays on planned work	CapEx \$16.1m OpEx \$27.5m

Operational Expenditure<sup>2</sup> – This is higher than forecast and operational overspends are due to the emergency works required for flood events.

Capital Expenditure - Delays in the PGF Route Security and Route Security East Cape Road have resulted in expenditure being under budget. Intention is to carryover around \$5m for these projects to next financial year.

Operational projects have been delayed due to the latest flood events as our budgets have been used for flood initial response works rather than BAU maintenance. Some delays with capital projects due to funding not being announced until later in the first quarter.

COVID-19 restrictions during this period were red light. During this period projects were able proceed as planned; however, some impact was still noticed in bus patronage numbers and project delivery

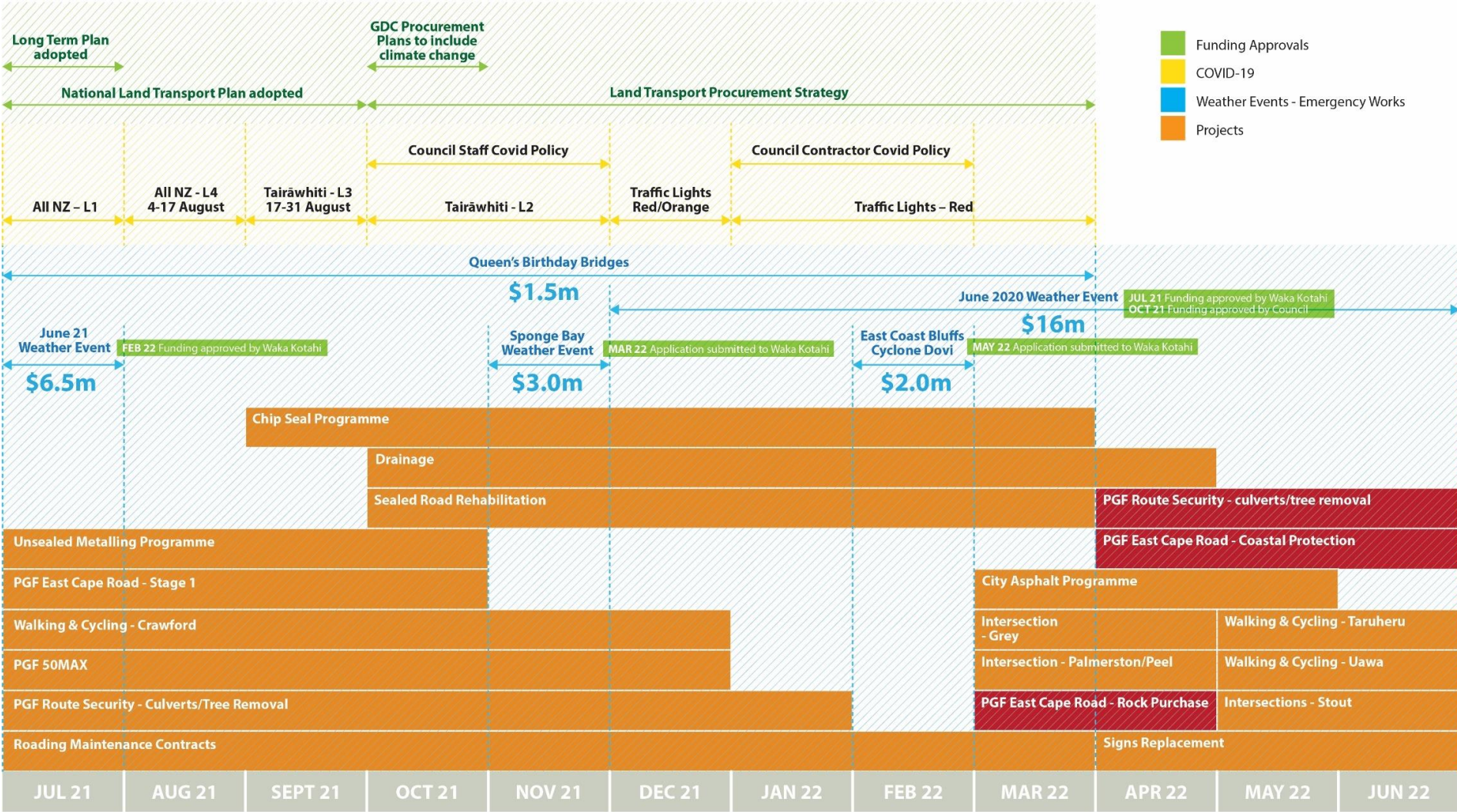
## Project overview

During this period several projects were procured to market. The infographic below gives a high-level overview of the year to date and the anticipated work in quarter 4.

<sup>1</sup> Includes works not covered under the RLTP such as emergency works.

<sup>2</sup> This commentary is normally derived from Council's Quarterly report. Due to the timing of meetings and report signoffs this commentary was developed specifically for the RTC Q3 Report, and the Council Q3 Report commentary may vary slightly.

# GDC Roothing Infrastructure Projects



The asphalt work across the city has started including nightworks to reduce traffic disruption. Delays have occurred due to repetitive rainfall events. The image below illustrates the number of different sites across the city.



Despite some of the challenges to delivery, a lot of work has progressed in the last quarter.

More information about Council's levels of service, projects and budgets can be found in the 2021 Quarter 3 Report due at the 1 June Finance and Performance Committee meeting<sup>3</sup>.

Below are photos of the installation of the Grey St Pedestrian Crossing connecting the New Pump track in Alfred Cox park to the upgraded Skate bowl. The work is on track to be completed for the opening of the new facility in May 2022. Due to the number of young pedestrians that will use this crossing, this crossing will be a gazetted crossing where vehicles give way to pedestrians.



<sup>3</sup> The Quarter 3 report was developed after the development of this quarter's RLTP Monitoring report and a link to the agenda was not available at that time.

Work is progressing well on the Tifirangi Descent one-way traffic system. All vegetation and wilding pines have been removed from above the road shoulder. The new footpath that will connect the end of the one-way system to Endcliffe Rd is currently being constructed. COVID-19 restrictions and bad weather have restricted the working days on site. We are working closely with the local community in this location as speed of vehicles and night-time troublesome behaviour appear to be on the increase.



Our contracts for our roading network have been awarded. After two years in the making, we've selected four separate regional contractors – Fulton Hogan, Downer, Blackbee and Inline. It will be a collaborative team approach, where we have multiple contractors working together on the network. The photo below is Council staff and the teams across the four contractors at a kick-off meeting leading into contracts starting next financial year.



Contract	Proposed Contractor
21-60 Hikurangi Region Local Road Maintenance 2022–2027	H Blackbee Contractors Ltd
21-61 Uawa Region Local Road Maintenance 2022–2027	Downer NZ Ltd
21-62 Turanga Region Local Road Maintenance 2022–2027	Fulton Hogan Ltd
21-63 Walpaa Region Local Road Maintenance 2022–2027	Fulton Hogan Ltd
21-64 Vegetation Control (Network Wide) 2022–2027*	Inline Group Ltd
21-65 Pavement Rehabs and Reseals (Network Wide) 2022–2025	Fulton Hogan Ltd

\* Network wide rather than in one region, includes line marking

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

The last contract – district wide streetlights is going through a negotiation process with the preferred supplier.

### Emergency works update

In June 2018, as a result of the Queen's Birthday adverse weather and flooding that mobilised forestry debris, the region suffered approximately \$27m in damage to our roading assets. Repairs were fully funded by central government with the Funding Assistance Rate (FAR) from Waka Kotahi increased from 62% to 92% and PGF funding the remaining 8% of costs.

A further two major rain events in June and July 2020 again resulted in damages of \$28.8m. Waka Kotahi have agreed to fund this with \$23.7m at 88% and the remaining contribution at the lower BAU FAR rate of 68%.







The below photos are of Tokomaru Bay Beach Road and Waimata Valley Road. Both roads are now open.



The below photo is on Puhunga Road which is now open again. The volume of water and the culvert possible becoming blocked has caused the flow to overtop the road and wash the road away. Existing culverts on the network are undersize for the intensity of the rain events we experienced.



Below is the same type of culvert failure on Matahiia Road, the road is now open.



The below photo is another example of the same type of culvert failure on Mcllroy Road at Waipiro Bay. The road is now open again.



Below is damage on Waikawa Road at Waipiro Bay. The road is 4WD only and only open for residents.



Below is a section of Kaiaua Road that has collapsed. This is due to a tomo (dissolved hole) under the road, created by the high sea hitting the sand dune face. The road collapsed under the weight of the digger.



## **Project highlights**

### **INVESTMENT MANAGEMENT**

#### **Public Transport network review**

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

Abley have commenced the review with collection of data and internal stakeholder information. They have presented a progress report with some preliminary analysis and recommendations to internal staff and Waka Kotahi advisors to get their feedback. Next steps are for Abley to reach out to external stakeholders suggested by staff for more input.

#### **Healthy Waterways Plan**

No progress as staff have been transferred to assist with weather events response and recovery.

#### **Transport Efficiency Study**

No progress as staff have been transferred to assist with weather events response and recovery.

**ROAD TO ZERO****Road safety team**

Projects for the last quarter were:

**Education****Ngā Ara Pai - Community Driver Mentor Programme**

- The Ngā Ara Pai contract for this financial year has exceeded its successful targets in the learner license criteria.
- The Ngā Ara Pai target for successful learner license was 70.
- There is going to be a variation to contract which will allow McInnes Driver Training Ltd to pass an additional 40 participants, bringing our total target for this financial year to 110 successful learner licenses.
- Ngā Ara Pai is expected to pass 60 restricted licenses at the minimum this financial year.
- The target for successful restricted licenses was 70; however, due to VTNZ being short staffed for testers we have had to carry some participants to next financial year. This means that some of the participants are signed up to sit their restricted driving lessons with McInnes but are unable to sit their test till after 30 June 2022. These participants if successful will be counted in next year's successful numbers.

**Whakamanahia – Recidivist Drink Driving Programme**

- We are currently reviewing the programme for improvements. This "reset" will review the vision, strategy, purpose, succession plan and framework of Whakamanahia. This will be added into a memorandum of understanding, to be updated yearly to make sure the programme is meeting objectives and outcomes.
- The MoU will also outline each partners / facilities responsibility so that the programme has more accountability.
- The programme will also look at better ways that we can improve the outcomes of the participants such as doing regular follow ups to ensure participants are not reoffending and better reporting of the programme and evaluation of the programme will be made following each session by each partner / facilitator.

**Enforcement****Community Restraints – Car Seats and Seat Belts**

- We still do not have a contracted car seat technician provider; this is something we are still working on. The idea to fund more technicians to be trained is still an option and we are awaiting feedback from providers.
- In the meantime, Plunket have been providing support to all car seat checkpoints when available. Plunket only have one part-time car seat technician in Tairāwhiti. Therefore, we are unable to set up a contract with them, but they will continue to provide assistance where they can.
- In March we supported Plunket alongside Police and Tairāwhiti REAP at a car seat checkpoint in Tolaga Bay. The aim of this checkpoint was to support whanau by checking all car seats were compliant and offering support where needed and Tairāwhiti REAP were there to offer licensing support.



### Operation Crest

- Operation Crest is run by Police during the first week of each school term. Police monitor road users outside schools during the morning and afternoon school hours.
- Police have indicated that there will be no car seat checkpoints during Operation Crest for the new school term. Police will however have their teams' monitoring schools in the morning and afternoons. Due to COVID-19 they do not have the capacity to support the checkpoints.

### Anzac Weekend Checkpoints

- The Hawkes Bay impairment prevention team came through to Tairāwhiti on the Thursday before Anzac weekend to carry out checkpoints on Friday and Saturday.
- Road Safety disturbed some merchandise with "It's our road too. Look out for us" messaging. These are items that the community would use daily so the messaging is always in front of them.
- Over the two nights Police detected 16 drink drivers and 1 disqualified driver. Their highest reading was a learner driver who gave a reading of 1137, 5 times over the legal limit for an adult.

### Promotions

#### Back to school and work campaign

- Back to school and work was all about reminding the community of the importance of road safety after returning back to school and work from the summer holidays.
- The campaign featured kids walking to school, kids cycling to school, adults cycling to work, a truck driver and our road workers.
- The main message of the campaign was "It's our road too. Look out for us" which sounds very similar to "It's our summer too. Drive sober" we wanted to keep that similar theme of that it's not just about the individual behind the wheel it's about everyone else around them.
- The campaign was supported with social media videos, billboards and radio ads.
- The truck driver represented those who travel far for work and shared the message of taking a break and planning your trip.



- The road workers shared driving to the condition. We have many maintenance sites out on the network and with the rush of getting to work and school, it was a reminder for people to slow down and be cautious.
- The child in the car was all about wearing your seatbelts no matter the distance you're traveling and a reminder to parents to help their kids with their seatbelts when they need or check up on them to make sure they are okay and seated correctly.
- The campaign received positive feedback on Facebook with the most interacted video being our road worker video and the young child walking to school.



### New Road Safety Campaign

- We will be filming a new campaign that we aim to release in time for road safety week.
- This campaign will feature a focus group sitting around a table, having lunch while discussing road safety, focusing on our driver behaviour.

- The focus group will address topics such as drink driving in our community, speed and the choices people make to not wear a seatbelt.
- Our road workers, truck driver and cyclist from the back to school and work campaign will be making a return as part of the focus group.
- Following this focus group, we will also be doing another video of the same context but using the two young children from the recent campaign, the child walking to school and the child in the car with his seatbelt.
- The two will sit around a table having lunch well talking about their thoughts on road safety, mirroring what the adults were doing but in their own way.
- The idea of using the children is to show that behaviour is learned and what older road users' behaviour is carried down to younger road users, so we need to teach them what road safety should be if we want change for the future.
- This campaign will be supported with billboards, social media videos and radio ads.
- The campaign will run for the remainder of the financial year.
- We plan to include elements of road safety that are more prominent during the wintertime so that we are sharing messaging that also relates to current risks.

### **Speed limit review**

At its 31 March meeting, Council adopted the statement of proposal and Amended Speed Limit Bylaw 2013 for consultation.

Delays in implementing the Ministry of Transport's new speed setting rule as well as the community's desire to immediately reduce speeds in key places led Council consult on a speed limits bylaw in accordance with the current 2017 Speed Limit Setting Rule, rather than the expected speed management plan.

Consultation ran from 6 April to 9 May. The Regulatory Hearings Committee will meet on 29 June to hear submitters, the Committee's recommendations will be considered by Council at its 11 August meeting.

During our consultation Waka Kotahi also started their national marketing campaign for the Road 2 Zero strategy which included safe and appropriate speed limits as one of the tools to achieve this.

On Tuesday 18 April, Transport Minister Wood signed the new [Land Transport Rule: Setting of Speed Limits 2022 \(the Rule\)](#) into legislation replacing the previous Land Transport Rule: Setting of Speed Limits 2017. The new Rule will come into force on the 19 May 2022.

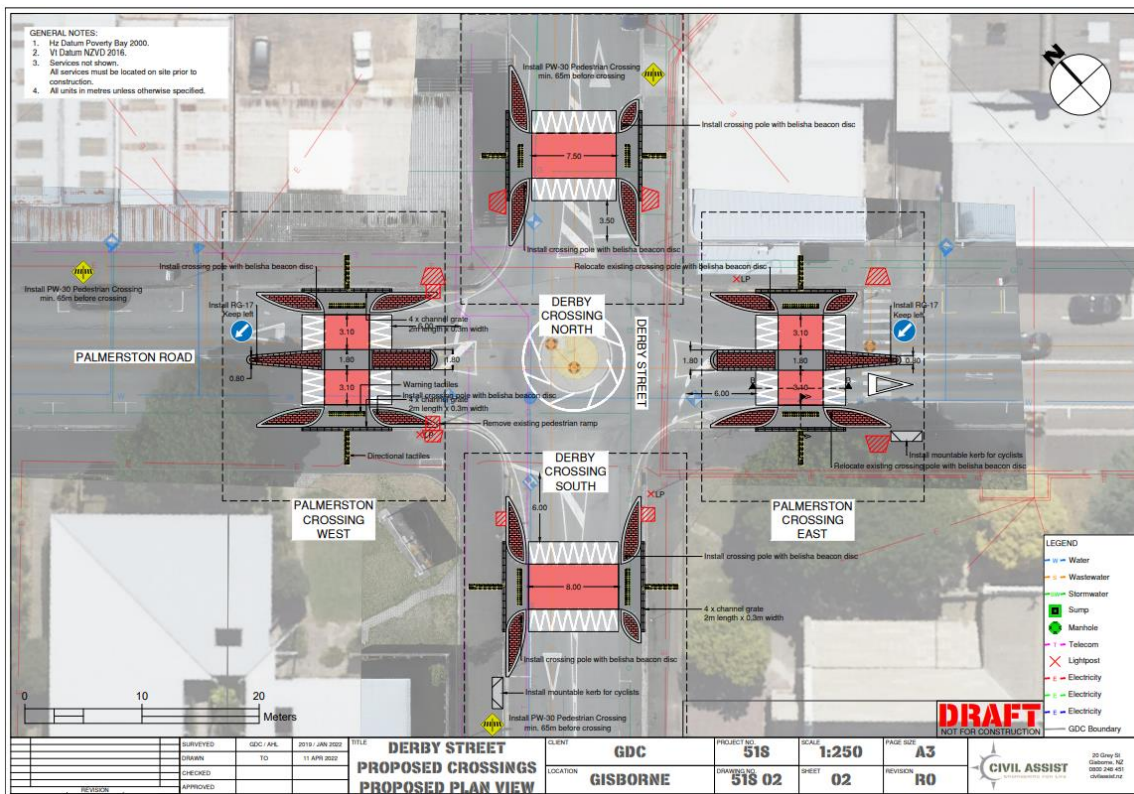
As indicated by Waka Kotahi personal, the new Rule contains a pathway allowing for Councils in our situation to complete the bylaw process under the 2017 rule. Those speeds, along with some director approved changes, are being entered into the National Speed Limit Register thereby ensuring compliance through the new rule and its transitional provisions.

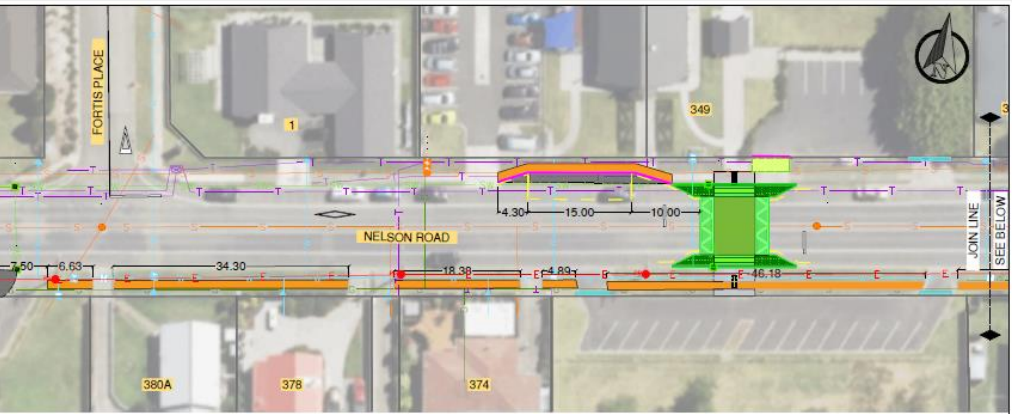
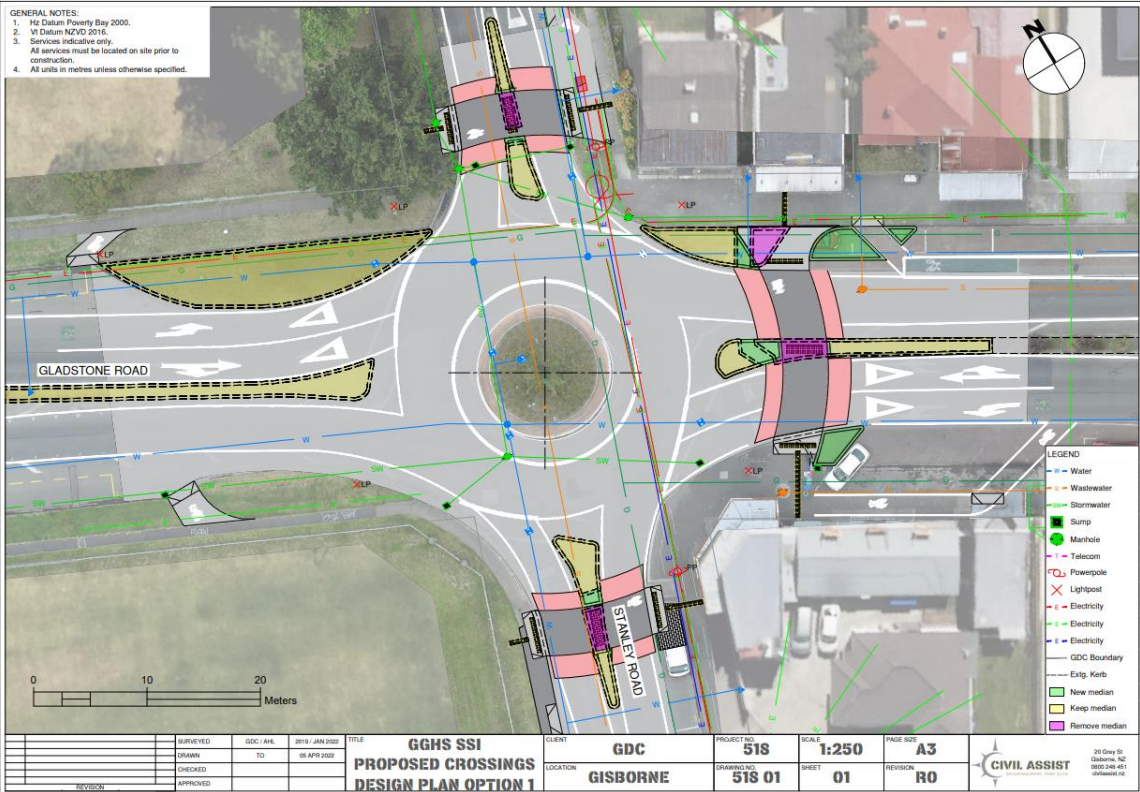
### Intersection Improvements

The Peel/Palmerston roundabout by contractor Currie Construction is on track to be completed in early May. A trial was held with heavy transport users, and they were able to easily navigate through the new intersection layout.



Other urban intersection improvements have been designed and are undergoing safety audits for Stanley/Gladstone roundabout and Derby/Palmerston roundabout. These include raised safety platforms and opting out kerb dropdowns for improved walking and cycling. These improvements and the raised crossing at Nelson Road Kura will now take place during next financial year after the reseals. These projects will be bundled together to gain economies of scale with construction.





- Services**  
 - - Electricity  
 - - Power Pole  
 - - Water  
 - - Wastewater  
 - - Stormwater  
 - - Gas  
 - - Telecom
- Legend**  
 - - Approximate Boundary Line  
 - - Proposed 1.2m wide concrete footpath  
 - - New Asphalt Concrete  
 - - New Kerb  
 - - New Pedestrian Crossing  
 - - New Speed Hump  
 - - New Green Area

- General Notes:**  
 1. Hz Datum Poverty Bay 2000.  
 2. Vt Datum NZVD 2016.  
 3. Services are indicative only. All services must be located on site prior to construction.  
 4. All units in metres unless otherwise specified.  
 5. Boundaries are approximate.  
 6. All work to be carried out in accordance with Gisborne District Council Engineering Code of Practice.
- Concrete Footpath**  
 7. 100mm 25MPa concrete footpath.  
 8. New Concrete footpath, kerb and channel as per GDC ECOP 6-2.
- Asphalt Concrete**  
 9. AC constructed on a compacted base course, as per GDC ECOP
- Speed Hump**  
 10. 50mm Rubber speed hump vanguard SKU: 49SH50 or similar approved

## Streets for People

An EOI application has been accepted by Waka Kotahi's \$30m nationwide Streets for People (SfP) programme set up as a 90% FAR rate funding to augment existing projects in the LTP/RLTP. SfP is an extension of the Innovating Street Trials carried out across NZ last year to help build capability and deliver these kinds of projects as trials towards permanence.

### Lessons from Innovating Streets – benefits of transition



The projects identified in the EOI include existing budget lines in the LTP/RLTP such as Street calming, School and Intersection safety, Walking and Cycling Network, Uawa Trails and Townships. Further shortlisting through a POE and detail on the projects will be worked through during the Funding the Foundations phase ready to pitch projects through to the implementation phase from July 2022 – 30 June 2024.

The team from our council consists of community advisors from Walking and Cycling, Sport Gisborne Play, Road safety education and promotion and consultants from Township projects. Together they will be attending multiple workshops by Waka Kotahi experts on subjects such as adaptive practices for agile delivery, leadership enabling change and comms and engagement.

## PUBLIC TRANSPORT

Regional Integrated Ticketing System (RITS) implementation is progressing well towards our GO LIVE date of 2 May – refer below:

- SMARTCARD had its final active day on March 31 – April is our free travel period to allow customers to transfer to new BEE CARD.
- All schools on the waka kura service have their BEE CARD allocations and are looking to have them registered prior to School Holidays.
- This is to ensure students have their cards ready for use on May 2 – Training provided to school staff.
- Equipment/Software has been installed at the Library and Customer Services respectively and teams have been provided training.
- All BEE CARD Flyers and Posters have been completed and will be distributed to all stakeholders.
- BUS Equipment still on track to be installed across all GO BUS fleet between 19 and 30 April.

- 10 at 10 Presentation on BEE CARD was presented internally to STAFF on March 15.
- GDC officially on BEE CARD website on April 4, GDC online form for BEE CARD working well (290 requests so far).

## **LOCAL ROAD IMPROVEMENT**

### **50Max**

The single stage business case (SSBC) was developed to make the case for investment into improving the carrying capacity of local road bridges in the Gisborne region to support the forestry industry. The recommended programme included bridge upgrades in the short-, medium-, and long-term with funding from either the Provincial Growth Fund (PGF) or National Land Transport Fund (NLTF).

The completed SSBC was submitted to the Provincial Development Unit of MBIE and received PGF investment for the urgent short term priority bridge upgrades. Bridge upgrades were progressed over the next two years using the PGF and local funding available until it was exhausted in December 2021, with significantly more bridge upgrades being achieved than originally anticipated, including many in the medium- and long-term programmes. This has left 11 GDC bridges that do not currently meet the 50MAX standard. These are:

- Burgess Access Bridge – Burgess Acc Rd
- Davis Bridge – Davis Rd
- Kowhai (North) Bridge – Utting Rd
- Mangakiore Access Bridge – Mangakiore Access Rd
- Mangamauku Bridge – Maraehara Valley Rd
- McNaughtons Bridge – McNaughton Rd
- Mitchells Access Bridge – Mitchell Road, access to Tauwhareparae Rd
- Te Hau Bridge – Te Hau Road
- Raparapaririki (Rip) Bridge – Tapuaeroa Rd
- Veitches Access Bridge – Veitch Rd
- Wharekaha Bridge – Whareponga Rd

As GDC is now seeking funding for the remaining 11 bridges from the NLTF over the next 10 years, a peer review is required to reconfirm costings, the priority order, and benefit cost ratios

The initial feedback is only 4 bridges will be eligible for NLTP funding

- |   |             |
|---|-------------|
| • Mangamauku Bridge – Maraehara Valley Rd                             | \$ 100,000  |
| • Mitchells Access Bridge – Mitchell Road, access to Tauwhareparae Rd | \$ 345,000  |
| • Te Hau Bridge – Te Hau Road   | \$1,750,000 |
| • Raparapaririki (Rip) Bridge – Tapuaeroa Rd                          | \$1,350,000 |

The next phase is to realign Councils 10 year Long Term Plan commitments of \$650,000 per year to the programme and then resubmit to Waka Kotahi for further review.

## **WALKING & CYCLING**

### **Walking and cycling network**

Taruheru River path was classed as “possible” by Waka Kotahi with the application on hold. Although unable to fund in 2021/22 they will consider it again for 2022/23 if funding becomes available. The 2021-24 NLTP national funding pool for walking and cycling is oversubscribed and COVID is impacting all aspects of it. If other projects in the pool are delayed funding can be freed up for those on hold. Based on this feedback Council will continue to use local share to fund the single stage business case.

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

- **Crawford Road separated on-road cycleway** is complete.
- **Titirangi Drive one-way system** with a separated walking and cycling lane is the continuation of the Queens Drive on-way system over the Titirangi Reserve Maunga. The contract has been awarded to Site Worx Civil for the negotiated price of \$ 665,678.02 to complete the Descent works. The work started on 14 March 2022. Once completed this work will extend the separated walking and cycling lane over the Titirangi Reserve Maunga.
- **Taruheru River Shared Path** Stantec are preparing the business case to align with Waka Kotahi funding. Stage 1 is a meeting to define the problem statements and weightings. With the Waka Kotahi business case we have to provide options i.e. river spine, Aberdeen road or a mix of the both. Then the weightings get measured against the options to come up with a preferred option. Participants are being sourced across the walking and cycling community.
- **Uawa Trails (Pou Tu Pou)** is a new off-road cycle network in Tolaga Bay which is community led. The trails are in two stages. Stage 1 is south of Uawa bridge to the wharf and Stage 2 is north of Uawa bridge around the township past the beach, riverside, shops, skatepark, sportsclub and school. Resource consent documentation is in process with 4Sight. Construction contract for Stage 2 has been tendered and is being evaluated with weighted attributes and price. This project is also included in the Streets for People Programme EOI for shortlisting through the funding the foundations phase.
- **Walking and Cycling network** study/trials. Via Strada has prepared a scope of work to align current strategies, plans and best practice to help formulate the next steps towards the future network. This project is also included in the Streets for People Programme EOI for shortlisting through the funding the foundations phase.

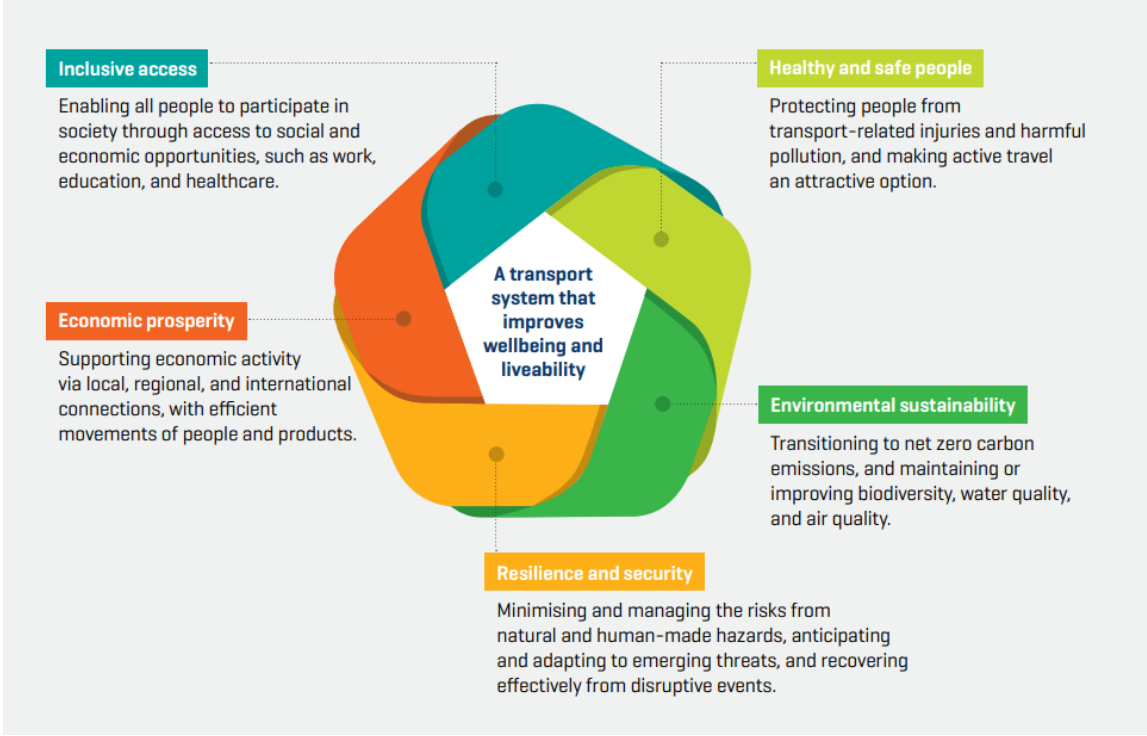
Minor improvement projects, Taruheru River path and Crawford Road separated cycleway projects are led by the Journeys Infrastructure team. Uawa Trails is community led by Jason Lines, Trail Manager for Tapuwae Tairawhiti Trails with support from Journeys. Jason is also working on Regional Branding of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

The MOU for Tairāwhiti Cycleway and Walkway Partnership between Council and the NZ Walking Access Commission, Trust Tairawhiti and the Gisborne Cycle and Walkway Trust has now been signed and agreed on by all parties. Other projects supported by this partnership but externally funded include:

- Regional Network Strategy is in initial stages with community connectors.
- The Regional Signage Strategy strategic framework is in progress. The Tapuwae Tairawhiti Brand is complete, and an initial design concept has been provided for the Regional Signage. In principle acceptance of signage by council subject to the strategic framework being presented. A council led Wayfinding Strategy is proposed once the future Walking and Cycling Network has been carried out.
- Heartland Trail – Gisborne to Wairoa application has been approved by Waka Kotahi for inclusion as one of New Zealand Heartland Cycle Trails. Next stages of this project are to develop a sign plan in line with NZ Cycle Trail guidelines, as well as develop some material for the NZ Cycle Trail website.

# Transport Outcomes Framework

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





Outcome: HEALTHY AND SAFE PEOPLE				
Protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.				
Measure	Indicator	Starting measure	RLTP Target	Status
DSIs	A steadily decreasing annual total of deaths and serious injuries on Tairāwhiti Gisborne roads to 40% of the 2021 total by 2030.	Average 43 DSI per annum <sup>4</sup>	Average 13 DSI per annum (2030 target)	Q1 1 Fatal 12 Serious Q2 0 Fatal 9 Serious Q3 1 Fatal 8 Serious
	Number of DSI where speed is a contributing factor is decreasing.  Number of DSI where alcohol is a contributing factor is decreasing.	15 involving speed 16.6 involving alcohol <sup>5</sup>	Decreasing	Q1 6 involving speed 6 involving alcohol Q2 3 involving alcohol Q3 2 involving speed 5 involving alcohol
	Gisborne DSI as % national average at or below 2020 %.	1.5% national average	≤1.5% national average	No updated figure available
Cyclist and pedestrian DSIs	Number of pedestrians and cyclists killed and seriously injured is decreasing	Average 8 DSI crashes per year <sup>23</sup>	Decreasing	Q1 Pedestrian Crashes 0 Cyclist Crashes 2 Q2 Pedestrian Crashes 2 Cyclists Crashes 1 Q3 Pedestrian Crashes 0 Cyclists Crashes 0

<sup>4</sup> Period is 1 July 2015 to 30 June 2020

<sup>5</sup> There can be multiple causes listed for crashes, so crashes may be counted for both speed and alcohol.

Participation in active travel to school	Percentage of students cycling, scooting & walking to secondary schools increases from 2020.	16% secondary school age children travel to school by active modes <sup>6</sup>	>16%	Not completed yet
Walking and cycling cordon counts	Increasing number of people walking and cycling at key locations	Wainui Rd – 60 Riverside walkway - 71	Wainui Rd >60 Gladstone Rd >	Counts underway <sup>7</sup>

### Outcome: INCLUSIVE ACCESS

Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

Measure	Indicator	Starting measure	RLTP Target	Status
Public transport patronage	The annual number of people boarding bus services – urban and school services is maintained at or above 2019/20 levels	GizzyBus 40,585 Waka Kura 73,834	GizzyBus >41,000 Waka Kura >80,000	Q1: GizzyBus 2,494 Waka Kura 21,820. Q2 GizzyBus 5,683 Waka Kura 17,515 Q3 GizzyBus 7,082 Waka Kura 17,061
Accessibility to key services	A trend towards stable or improved accessibility to key services by each mode of transport	See RLTP Appendix 2 Accessibility indicators (pg 65)	Percentages ≥2020 levels	No updated information

<sup>6</sup> Tairāwhiti EnviroSchools and Gisborne District Council. (2020). *Tairāwhiti EnviroSchools Travel Survey*.

<sup>7</sup> These locations utilise traffic counts – which we have been unable to do due to Auckland COVID-19 restrictions. This survey is undertaken once per year.

Mode share of active travel and PT journeys	Mode share of all trip legs by Walking & cycling & PT is maintained or increasing as compared with 2019/20 data.	4.9% <sup>8</sup>	≥5%	Updated information to be presented in annual report <sup>9</sup>
Perception of cycling safety	Percentage of residents who feel that riding a bicycle is unsafe is decreasing.	26%	≥26%	Q1 35% <sup>10</sup> Q2 21% <sup>11</sup> Q3 17% <sup>12</sup>
Footpath condition	The percentage of footpaths within the district that fall within the level of service for the condition of footpaths that is set out in the Engineering Code of Practice	To be completed	To be determined	2021/22 86.45% (annual review)

<sup>8</sup> Ministry of Transport Household Travel Survey 2015-18. This methodology was each member in selected households were asked to record all their travel over a seven-day period.

<sup>9</sup> Ministry of Transport Household Travel Survey 2018-21. This methodology was each member in selected households were asked to record all their travel over a two-day period. This change in methodology may influence changes in values as opposed to changes in travel behaviour.

<sup>10</sup> This quarter result is from a sample of only 43 for this specific question.

<sup>11</sup> This quarter result is from a sample of only 53 for this specific question.

<sup>12</sup> This quarter result is from a sample of only 57 for this specific question.

**Outcome: RESILIENCE AND SECURITY**

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

Measure	Indicator	Starting measure	RLTP Target	Status
Road network resilience	Annual average number and duration of resolved road closures on State Highways is decreasing.	33 closures from June 2017-May 2020 for a total of 223 hours. Average 10.6 incidents and 74 hours per annum	Average number of closures <11 per annum Average closure hours <74 hours per annum	45 closures for 2019, 2020 and 2021 for a total of 510.9 hours <sup>13</sup> . Average is 15 incidents and 170.3 hours per annum.
	Annual number and duration of resolved road closures on local roads is decreasing.	10 unplanned local road closures for 2019/20 Duration currently not measured	Total unplanned local road closures <10 per annum	Annual measurement – reported in annual monitoring report

<sup>13</sup> This data is the calendar year so from 1 January 2019 to 31 December 2021. There were a number of weather events in this period which resulted in long periods of closure in some places.

Outcome: ECONOMIC PROSPERITY				
Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.				
Measure	Indicator	Starting measure	RLTP Target	Status
Spatial coverage freight	Proportion of local road network not available to heavy vehicles	13%	<13%	Annual measurement – reported in annual monitoring report
Freight Volumes carried on SH Network	Percentage of traffic that is heavy freight vehicles on state highways.	SH35 North of Tolaga Bay – 20.2% SH35 Awapuni Rd – 10% SH2 Ormond - 11.3% SH Whatatuna Bridge Manutuke – 11.9%	Trend data	No updated information for Q3 SH35 North of Tolaga Bay – 20.3% SH35 Awapuni Rd – 10% SH2 Ormond - 11.6% SH Whatatuna Bridge Manutuke – 12.4%
Customer satisfaction	The percentage of customers satisfied with condition of local roads in the district is improving	Urban 45% Rural 27%	Urban >45% Rural >27%	Q1 Overall 26% <sup>14</sup> Q2 Overall 33% <sup>15</sup> Q3 Overall 23% <sup>16</sup>

<sup>14</sup> This quarter result is from the sample of 100.

<sup>15</sup> This quarter result is from a sample of 100.

<sup>16</sup> This quarter result is from a sample of 99.

Outcome: ENVIRONMENTAL SUSTAINABILITY				
Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.				
Measure	Indicator	Starting measure	Target	Status
Transport emissions generated	Tonnes of CO2 equivalents emitted in Gisborne city	38,215.70 T/yr	≤38,000 T/yr	Annual measurement
Electric vehicle uptake	The number of EVs per 1,000 population is growing for the Gisborne region	Pure electric - 0.838 Hybrid - 0.619 (2020)	Increasing	Q1 Total: 1.78 <sup>17</sup> Q2 Total: 1.98 <sup>18</sup> Q3: Total 2.25 <sup>19</sup> Pure electric – 1.36 Hybrid – 0.93

<sup>17</sup> 92 light EVs as at end of September, estimated population 51,500 as at 30 June 2021.

<sup>18</sup> 102 light EVs as at end of September, estimated population 51,500 as at 30 June 2021.

<sup>19</sup> 118 light EVs as at end of March, 70 pure electric and 48 plug-in hybrid, estimated population 51,500 as at 30 June 2021.

**Title:** 22-96 Regional Waka Kotahi Update May 2022  
**Section:** Strategy  
**Prepared by:** Charlotte Knight - Strategic Planning Manager  
**Meeting Date:** Thursday 26 May 2022

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Legal: No

Financial: No

Significance: **Low**

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## Report to REGIONAL TRANSPORT Committee for information

### PURPOSE

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

### SUMMARY

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

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

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

### RECOMMENDATIONS

**That the Regional Transport Committee:**

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

*Authorised by:*

**Joanna Noble - Chief of Strategy & Science**

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

# Tairāwhiti updates

May 2022

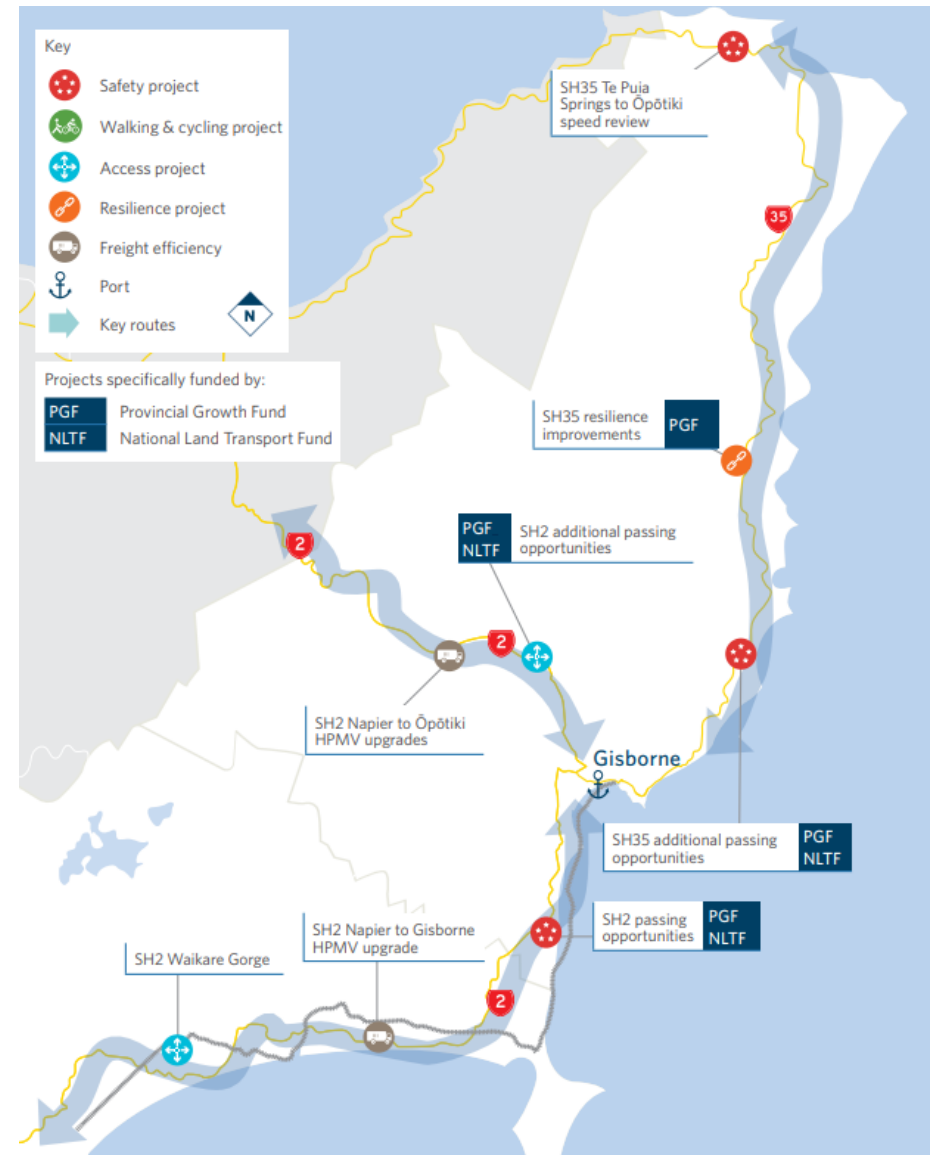
Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.



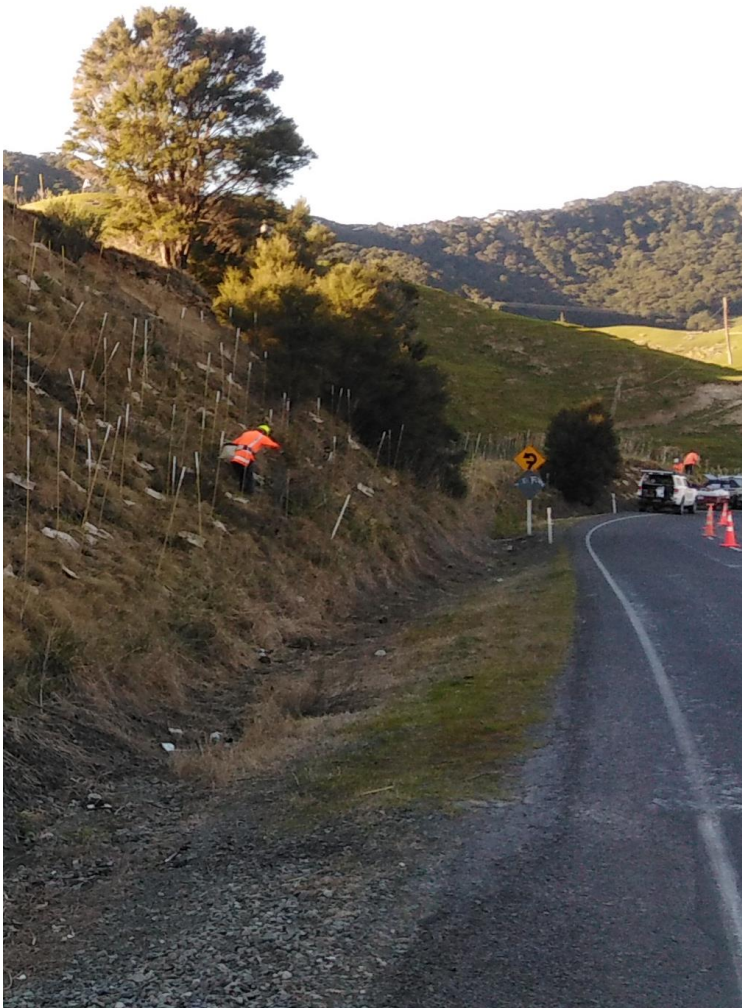


# Key projects 2021-24

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



## SH35 Resilience



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



## SH2 Waioeka Gorge Update

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

# Provincial Growth Fund – Tairāwhiti Transport Investment

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



## Speed review SH2/35

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

## Gisborne asphalt programme – Nightworks

### March – May

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



## Emergency Works update

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



# Hei konā mai



New Zealand Government



**Title:** 22-129 Strategic Case for Freight and Logging  
**Section:** Strategy  
**Prepared by:** Penny Lilburn - Governance Advisor  
**Meeting Date:** Thursday 26 May 2022

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Legal: No

Financial: No

Significance: **Low**

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## Report to REGIONAL TRANSPORT Committee for information

### PURPOSE

The purpose of this report is for Waka Kotahi to update the Committee on the Central North Island Logging and Freight Strategic Study and provide an opportunity to provide feedback and discuss how we work together collaboratively.

### SUMMARY

The logging industry has a significant impact on our collective transport system across the Central North Island. Waka Kotahi is proposing a structured approach to managing the increased levels of use over the next 10 – 20 years, that empowers Waka Kotahi and its funding partners (road controlling authorities) to proactively maintain and operate key strategic routes utilised primarily by logging and other heavy freight companies. Waka Kotahi is seeking support for this approach from the Gisborne District Regional Transport Committee (RTC), alongside neighbouring regions in the Central North Island.

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

### RECOMMENDATIONS

**That the Regional Transport Committee:**

- 1. Notes the work underway by Waka Kotahi to progress the Strategic Case for logging and freight**

*Authorised by:*

**Joanna Noble - Chief of Strategy & Science**

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**Keywords:** Waka Kotahi, heavy vehicles, freight, forestry

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## BACKGROUND

1. As part of discussions with funding partners across the Central North Island, one of the most significant concerns regularly raised with Waka Kotahi is the impending impact of increased forestry harvesting expected over the next 10-20 years. Combined with resilience and the impact of logging freight on levels of service, safety, and efficiency on both the local road and state highway network, there is a need for a step change across the region in how we collectively manage and operate our key strategic routes to the ports. This ultimately impacts on the transport system outcomes agreed on in the Regional Land Transport Plan 21-24.
2. While there have been many studies completed on this issue in various parts of the region, there has not been a study covering the entirety of the projected impact to the regional network.
3. A memo outlining the approach Waka Kotahi wishes to progress is attached to this paper (see **Attachment 1**).
4. Waka Kotahi would like to engage with key personnel from the council to contribute to Stages 2, 3 and 4 described in the memo.
5. Waka Kotahi would then like to present initial insights to the RTC at their next meeting for feedback that would assist in the forming of the study report.
6. The strategic case will recommend a pathway for next steps (potentially a Programme Business Case), funding and involvement from the wider logging/freight sector.

## DISCUSSION and OPTIONS

7. Questions for consideration/discussion:
  - a. Does the RTC agree with the context of the study? Is there anything missing?
  - b. Is the RTC comfortable with the proposed approach and the involvement of their council staff?
  - c. What level of involvement is required of the RTC?

## ASSESSMENT of SIGNIFICANCE

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

**Overall Process:** **Medium** Significance

**This Report:** **Low** Significance

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

**Overall Process:** **Low** Significance

**This Report:** **Low** Significance

Inconsistency with Council's current strategy and policy

**Overall Process:** **Low** Significance

**This Report:** **Low** Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

The effects on individuals or specific communities

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

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

## **TANGATA WHENUA/MĀORI ENGAGEMENT**

9. Staff have not had time or sufficient detail to consider any implications.

## **COMMUNITY ENGAGEMENT**

10. Staff have not had time or sufficient detail to consider any implications.

## **CLIMATE CHANGE – Impacts / Implications**

11. Transport is a significant cause of carbon emissions in Tairāwhiti. The continued use of road transport to transport freight contributes to greenhouse gas emissions. A separate workstream led by the Ministry of Transport is considering how to decarbonise freight. This is also addressed in the recently released national Emissions Reduction Plan.
12. Changing weather patterns and sea level rise as a result of climate change will also impact the viability of some road transport networks and increase the investment needed to maintain freight access. Council is about to commence its first regional climate change risk assessment to help inform future adaptation actions.

## **CONSIDERATIONS**

### **Financial/Budget**

13. Staff have not had time or sufficient detail to consider any implications. It appears that local government co-funding will be sought to progress outcomes from the Central North Island (CNI) logging and freight study in the 2024-2027 Regional Land Transport Plan.

### **Legal**

14. Staff have not had time or sufficient detail to consider any implications.

**POLICY and PLANNING IMPLICATIONS**

- 15. The intent is to develop a Strategic Case to support optimal investment programme for the sustainable management of logging movements in advance of the 2024-2027 Regional Land Transport Plan and National Land Transport Plan discussions.
- 16. Staff have not had time or sufficient detail to consider any implications beyond this.

**RISKS**

- 17. The attached memo identifies several risks. Staff have not had time or sufficient detail to consider any further implications or mitigating actions.

**NEXT STEPS**

Date	Action/Milestone	Comments
TBC	Establish governance group consisting of internal and external stakeholders including interested and impacted local and regional councils.	
Mid July 2023	Strategic Case developed to support development of an optimal investment programme for the sustainable management of logging movements in the Central North Island	
July 2023 onwards	Include PBC or recommended next steps from the Strategic Case in the 2024-27 RLTP/NLTP	

**ATTACHMENTS**

- 1. Attachment 1 - Central North island Logging and Freight Study - Waka Kotahi memo [22-129.1 - 9 pages]

## Memo

**To** Robyn Elston, National Manager System Design

**Cc** Sarah Downs, Regional Manager System Design, Central North Island  
Jaclyn Hankin, Regional Manager Maintenance & Operations, Central North Island

**From** Lisa Malde, Regional Principal Transport Planner, Central North Island

**Date** 25 March 2022

**Subject** Central North Island Logging and Freight Study

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### Purpose

The purpose of this memo is to:

- Provide the context and a rationale for a Central North Island (CNI) logging and freight study
- Outline the proposed approach and methodology
- Summarise interdependencies with other related work, exclusions and risks
- Outline next steps

### Context

The Central North Island (CNI) Regional Leadership Team, alongside its local government partners, have determined increasing and dispersed logging operations across the region are decreasing the level of service, safety, and efficiency on both local roads and state highways en route to regional ports. In addition, inter-regional connections have resilience issues due to coastal inundation, flooding, slips, rockfalls, seismic and volcanic activity which can impact the movement of goods.

Peak forestry harvesting is expected to occur over the next 10-20 years, a majority of which will be moved by trucks. While studies have been completed in various parts of the region, there has not been a study covering the entirety of the projected impact to the regional network.

Regional Transportation Advisory Groups (RTAGs/TAGs) and Regional Transportation Committees (RTCs) across the CNI have expressed concerns about this issue and fully support moving forward with a proactive solution.

Initial internal preliminary Point of Entry discussion was held in February with the CNI regional team, Wellington and Top of the South regional team, Programme and Standards, Policy and System Planning, and Local Government Partnership team to understand the problem, refine the scope, and recommend a funding pathway.

While resilience is part of the GPS, the challenge lies in funding this workstream as it has a low investment priority in the IPM and will continue to be the case as long as the IPM scores resilience projects in this way. This study will focus on prioritising the management of activity on both state highway and local roads, targeting funding (M&O) proactively to maintain a LOS on the transport system, and explore the ability to enable a mode shift from trucks to rail through log hubs when possible. In addition, it will provide an opportunity to proactively assess whether maintenance and operations

(M&O) budgets will be sufficient going forward and anticipate local government share in the upcoming years so they can take the necessary action to work alongside the community and private sector.

The geographic scope of this study will include the CNI region as well as understanding what proportion of logging/freight from CNI is going to CentrePort in Wellington including linkages to rail hubs.

The preferred pathway for this work is to progress a Strategic Case, building upon using existing reports, studies and data, with an internal resource. This resource will work alongside local government partners and the Waka Kotahi regional team to ensure a right-sized approach and alignment throughout the process. The Strategic Case should aim to be completed by mid-2023 in advance of 2024-27 RLTP/NLTP discussions so a Programme Business Case can be included with local government co-funding. Multiple local government partners in the CNI have agreed in principle with this approach and are willing to work alongside Waka Kotahi through a co-design, co-ownership and co-investment process.

## Overview

Nationally, logs are transported mostly by road (91%) as the rail network generally does not extend to many areas where the logs are harvested, although rail is used in the Bay of Plenty to take logs to the Port of Tauranga.

Log tonnages are projected to increase from 29 million tonnes in 2012/13 to 44 million tonnes in 2032/33, but to then fall to 34 million tonnes in 2042/43. This reflects the maturation and harvesting of a large number of trees in the late 2020s and 2030s (the so called 'wall of wood'). The log production profile is highly uncertain as forest owners have considerable discretion over when to harvest.

One of the largest challenges facing local authorities is the rapidly growing amount of Heavy Commercial Vehicle (HCV) traffic roads which were not designed to carry the volume and/or axle weight. There has been an increase in the allowable weight that HCV can carry with the introduction of High Productivity Motor Vehicles (HPMV) which has in turn resulted in increased axle loadings on the road pavements.

A substantial increase of HCVs on road that are not designed for these levels of use results in multiple adverse effects in the form of:

- increased routine maintenance and resurfacing
- reduction in the level of service (road quality) as the road pavement deteriorates
- reduction in the pavement life
- increased reconstruction and or rehabilitation costs due to the increase in required structural capacity
- increased lateral instability and damage along roads due to heavy wheel loads tracking close the edge of the road
- increased safety issues for road users (e.g., crashes with heavy vehicles resulting in DSIs, commuters mixing with freight and logging movements)
- added traffic effects and cost of control measures (e.g., lower speed limits, signage, turning lanes, lane widening, islands, pedestrian paths or cycleways, removal of spillage or detritus to maintain safety and restore traffic flow.

With the projected uptake in increased logging activity, the potential impacts on the roading network and the relatively slower uptake of alternative forms of transportation (such as rail and coastal shipping) there is a need to understand the:

1. current and future freight and logging movements;
2. location and scale of future logging activity in the Central North Island;
3. the potential impact on levels of service and consequential maintenance activity; and
4. the scope for accelerating a transport system response with better outcomes for both providers and users.

## Approach and Methodology

This study should be conducted alongside local government with potential council contribution to encourage increased engagement and co-design of the study and co-ownership of the outcomes as it will include local roads and state highways.

### Phase 1

An investigation into future forestry in the CNI focusing on understanding what are the current levels of forestry freight and key transport routes in the CNI, what are the levels of service on these routes, and whether they fit for purpose. Understanding future forecasts for forestry freight in the CNI, what they mean for levels of service, and maintenance levels of service if the current mode shift and routes are utilised.

The CNI logging and freight study is proposed to be undertaken in the following stages:

#### Stage 1: Project commencement

#### Stage 2: Current state

This stage aims to understand the current state of the forestry industry and the supporting transport system levels of service. This requires a literature review of studies previously undertaken and data collected, an assessment of current levels of logging trucking, and existing maintenance levels of service and an assessment of the status of the asset. This stage of the study should aim to answer:

- What role does technology play in quantifying the current state? What technology gaps are there?
- What are the current levels of logging within and through the Central North Island?
- What are the key logging routes? Are trucks using alternate routes/rat running to save time, dispersing trips across the network?
- What proportion of logging/freight from CNI is going to each port (including CentrePort in Wellington)?
- How much freight and logs are going through hubs? What are the challenges and opportunities for hub operators? Why was the Dannevirke rail hub not commercially viable and at a strategic level, does this pose challenges for other hubs or the viability of the model?
- What is the state of the asset on these logging routes and are levels of maintenance adequate to maintain appropriate levels of service?
- What percentage of logging is carried by rail/alternative modes to road and what is the current and future capacity of these modes?
- What are the logistic challenges with coordinating with ports for road and rail?
- What might the increase to M&O look like due to resilience issues with the network when a shift to electric trucks occurs (e.g., will bridge strengthening be required due to the weight of EV trucks)?
- How can we streamline/focus freight/logging movements to minimise impact on the network? How can log hubs be better utilised to increase efficiency and reduce impacts to the network?
- How does the current regulatory environment influence current logging and freight movements? What are the unintended consequences?

#### Stage 3: Future demands

Undertake a review of available analysis and research to determine the locations and levels of future logging. Undertake an assessment of the robustness of the forecasts and identify appropriate scenarios to cover an appropriate range of futures.

#### Stage 4: Impacts of future demands

Work with the Waka Kotahi digital team to use a digital twin to spatially map and model how future demands will impact the transport network. This includes understanding the current projections and future opportunities to use technology in vehicles and on the network for a more measured and informed approach.

Apply the forecast future levels of logging to the existing transport system and assessing the implications for future levels of service. Stage 4 should address:

- What are the implications of future logging movements for levels of service?
- What are the implications for future maintenance programmes to maintain appropriate levels of service in the face of growth in future logging?
- What are the quantified impacts (e.g., economic, environmental, safety, etc) of using the existing transport network and is there a point in the future where the benefits (monetised and non-monetised) of radical changes to the transport system is required in order to achieve the desired regional outcomes (e.g., shift freight/logging to rail to achieve emissions reduction targets)?
- What regulatory changes are required to enable logging and freight to move in a more aggregated way, including utilising rail hubs?

### **Stage 5: Reporting and next steps**

This final stage involves bringing the previous three stages together to form the study report and recommendations on next steps.

### **Phase 2**

Develop a Programme Business Case (PBC) alongside local government. This would explore the transport system options (routes and modes) which could deliver a better outcome for logging customers and transport system providers, the costs and benefits of options, how do they compare to the status quo, and identify the optimal investment programme for the sustainable management of logging movements in the Central North Island.

Splitting the investigation into two phases will assist in expectation management and help ensure the investigation is fit for purpose in terms of first identifying the extent of the issues, and then the optimal responses.



## Memo

### Interdependencies with other work

There are a number of related studies, plans and documents that have recently been completed or are currently underway for which this project will fill in a gap:

Topic	Focus	Agency	Project	Description	Type	Output	Status
Future transport scenarios	Freight and logging	Ministry of Transport	<a href="#">Transport Outlook: Future State</a>	Key trends and uncertainties in the sector and project outcomes over the next 25 years. Information, assumptions, and projections for future planning, policy-making, and investment.	Detailed document – national level with regional level data	Future scenarios for freight movements	Completed, November 2017
Decarbonising freight	Freight		<a href="#">Green Freight Project</a>	Working paper to provide the Government with a range of options to support greater uptake of alternative green fuels in the road freight industry as part of reducing GHG emissions of the transport sector.	Strategic working paper – national level	<ul style="list-style-type: none"> <li>NZ road freight industry and transport GHG emissions context</li> <li>Key challenges and opportunities</li> <li>Options to address the challenges</li> </ul>	Completed, May 2020
Optimising freight and the supply chain	Freight and supply chain		<a href="#">NZ Freight and Supply Chain Strategy</a>	Present the big issues facing New Zealand's freight and supply chain system over the next 30 years	Issues paper – national level	<ul style="list-style-type: none"> <li>Outcomes for the New Zealand freight transport and supply chain system</li> <li>Changes needed to prepare for the future</li> <li>Pathways and priority actions to achieve intended outcomes</li> <li>Stakeholder and government collaboration</li> </ul>	Issues paper out for consultation, closes 3 June 2022

<b>National Resilience PBC</b>	Transport system resilience	Waka Kotahi	<a href="#">National Resilience PBC</a>	Provide an evidence base of the nationally extreme and major risks, and resilience issues posed to the New Zealand land transport system and associated infrastructure, from a natural hazards perspective.	National business case	<ul style="list-style-type: none"> <li>Evidence base of the national risks</li> <li>A suite of system responses including potential actions for the Transport Agency Business Plan and for RLTPs.</li> </ul>	Completed, May 2020  To be updated in advance of each RLTP/NLTP
<b>(Internal) Freight activities</b>	Freight, logging and supply chain		<a href="#">Waka Kotahi Freight Action Plan (2021-24)</a>	Sets out activities to deliver improved freight connections across the land transport system.	National level action plan with regional activities	Prioritised activities over the next three years (2021-24)	Completed, February 2021 and informed RLTPs/NLTP
<b>Freight Action Programme</b>	Freight and logging		Freight Action Programme	Future oriented freight programme informed by industry insight	TBD	TBD	Planning/scoping underway
<b>Long-term system needs</b>	Land transport system		<a href="#">The Baseline Network Version (30 Year Plan)</a>	Set out our view of system needs in 2050 and a plan for what Waka Kotahi will do as our contribution to meeting those needs	National and regional level data	A digital tool that brings together the major work that is planned on the state highway and rail networks to help with development of the land transport system during the next 30 years.	Underway
<b>VKT and emissions reduction</b>	Emissions reduction		Keeping Cities Moving update as it relates to the Emissions Reduction Plan (ERP)	Light vehicle and freight mode shift, VKT and emission reduction plan	TBD	TBD	Planning/scoping underway
<b>Coastal shipping activities</b>	Coastal shipping	Coastal Shipping Activity Class RFP	RFP for \$30M in activity class funded projects related to new or enhanced domestic services, reducing sector emissions, new or enhanced inter-modal links, or new or enhanced maritime infrastructure.	Activities TBD	TBD	Project funding approval by end of June 2022	

<b>Forestry harvesting forecasting</b>	Forestry harvesting	MPI	<a href="#">Wood Availability Forecast – Central North Island 2021</a>	Wood availability, scenarios for radiata pine and Douglas-fir wood availability and potential yield, and forecasts of harvesting intentions of the region's large-scale forest owners	Region-wide level data on future scenarios	Wood availability and forecasts projecting annualised woodflows for 40 years for the CNI.	Completed, August 2021
<b>Log modal shift to rail</b>	Increase role of rail in forestry supply chain	KiwiRail	(Draft) Accelerating Regional Forestry Growth Business Case ( <b>Commercial in Confidence</b> )	The rationale for additional capital and operating investment of \$141m to establish log hubs, acquire additional rolling stock and undertake network upgrades in order for rail to play an increased role in New Zealand's forestry supply chain.	Business case	<ul style="list-style-type: none"> <li>• KiwiRail existing arrangements and business needs</li> <li>• Benefits including road maintenance costs</li> <li>• Constraints and dependencies of the model</li> <li>• Critical success failures</li> <li>• Next steps and actions</li> </ul>	Completed, August 2018
<b>Safety and risk of logging transport</b>	Regulatory view of health and safety of industry	Worksafe, Civil Aviation Authority, Waka Kotahi, and Maritime NZ	(Draft) Intelligence Assessment – Reducing harm in the New Zealand Logging Transport Sector ( <b>In Confidence</b> )	Assessment of the safety of transport in the forestry industry in New Zealand, in particular transport of logs for export.	Intelligence assessment (report associated with map/data below)	Identifies the highest risk points in the process related to: <ul style="list-style-type: none"> <li>• loading/transporting logs to port</li> <li>• loading logs at ports</li> <li>• the New Zealand public who share transport routes with logging transporters.</li> </ul>	
<b>Logging truck crash data and logging-related injuries (Jan 2016-18)</b>	Transport safety in the forestry industry	Worksafe, Civil Aviation Authority, Waka Kotahi, and Maritime NZ	<a href="#">Transport safety in the forestry industry (MapHub)</a>	It will help the four agencies collectively analyse high-risk roads and regions to recommend safer routes, road safety features or alternative modes of log transport.	MapHub data (map/data associated with above report)	Spatial data of incidents over the entire process, from after tree felling to the logs being loaded on ships for export (including logging truck crashes and logging-related injuries for the period January 2016 – January 2018).	Unsure

Other data sets:

- REG data to understand usage on roads
- Weigh-right data
- Freight, log hub, and inland port data
- Wellington Analytics Unit data related to freight and logging

Austrroads Transport Network Operations Program Freight Task Force Board Project Proposals 2022-23, in order of priority:

- [Future freight vehicles and buses – implications for road managers](#)
- [Contemporary heavy vehicle access decision-making for road managers](#)
- [Designing roads for large freight vehicles](#)
- [Research into recent urban freight movement patterns](#)
- [Opportunities to increase freight and supply chain resilience](#)
- [Implementing harmonised funding for heavy vehicle permit application assessments](#)

Austrroads [Framework and Tools for Road Freight Access Decisions](#)

Other past work that could be built upon:

- 2012 [Central North Island freight story](#) based on survey of local government, transport operators, producers, distributors, forestry companies, and ports; and
- Other Waka Kotahi or council led studies (to be collected).

## Exclusions

It is recommended that this study would exclude the following as it is assumed these topics will be covered through other workstreams:

- Coastal shipping – NZ Freight and Supply Chain Strategy, Coastal Shipping Activity Class RFP
- Decarbonisation of the logging and freight fleet – Green Freight Project, Waka Kotahi VKT and emissions reduction planning

The risk of excluding these topics is there may be interdependencies that could be tackled together as a more comprehensive approach. This study may also require other workstreams to progress to a point that they can feed into this study, or this study may need to be refreshed once that work is complete. There may also be a risk around using inconsistent data across work that has interdependencies.

## Risks

Other potential risks include:

- Further work or investigation may be required to understand how to best leverage log hub development to support mode shift
- Log hubs may not be commercially viable leaving the transport network vulnerable to increased M&O costs
- Other workstreams may not cover the exclusion areas above to the extent needed to support this investment
- There could be unforeseen gaps due to not overlapping with tandem workstreams
- If this work progresses outside RLTP/NLTP funding cycles, local government might not be financially prepared to contribute or prioritise this work which would diminish the success and impact of this study

## Next steps

- In the two-day May SDLT meeting, discuss including Strategic Cases as part of our core services as System Design, supporting involvement of our internal resources on these projects, and developing internal capability through on-the-job experience
- SDLT Capability Development Portfolio to include Strategic Cases into the appropriate workstream
- Circulate memo to local government partners for feedback
- Select a small group of internal resources that are the best suited for this project, circulate memo, identify preferred candidate to progress a formal Point of Entry process so it can move onto the Delegations Committee to follow the decision-making process
- The Performance and Practice team to reprioritise resources and projects to ensure a mid-2023 delivery
- Establish governance group consisting of internal and external stakeholders including interested and impacted local and regional councils
- Include PBC or recommended next steps from the Strategic Case in the 2024-27 RLTP/NLTP

