

# AGENDA/KAUPAPA



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MEMBERSHIP: Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson.NZ Transport Agency Director  
Regional Relationships (Central North Island) Linda Stewart.

**REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE**  
DATE: Thursday 11 April 2024  
TIME: 9:00AM  
AT: Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne

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# Regional Transport

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<b>Reports to:</b>	Council
<b>Chairperson:</b>	Cr Ani Pahuru-Huriwai
<b>Deputy Chairperson:</b>	Cr Teddy Thompson
<b>Membership:</b>	As specified in the Land Transport Management Act 2003: Four Councillors – Cr Debbie Gregory, Cr Rob Telfer and Cr Teddy Thompson One NZ Transport Agency representative
<b>Quorum:</b>	Three
<b>Meeting Frequency:</b>	Four times a year

## Purpose

Under s 106 of the Land Transport Management Act 2003, the purpose of the committee is to:

- 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.

## 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.
- To adopt a policy that determines significance in respect of variations made to the regional land transport plan and the activities that are included in the regional land transport plan.

## Power to Act

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

## Power to Recommend

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

## Special Notes

The Committee has no delegated authority.

- **The NZ Transport Agency:** The Land Transport Management Act 2003 requires a NZ Transport Agency representative to be appointed by the Council as a member of the Regional Transport Committee. The NZTA representative has full voting rights on every matter before the Committee.

The Council has provided the NZ Transport Agency member the ability to appoint another person to act as the NZ Transport Agency representative 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.

## 9. Reports of the Chief Executive and Staff for DECISION



24-100

**Title:** 24-100 2024 Regional Land and Public Transport Plans Deliberations  
**Section:** Strategic Planning  
**Prepared by:** Charlotte Knight - Strategic Planning Manager  
**Meeting Date:** Thursday 11 April 2024

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Legal: No

Financial: No

Significance: **Medium**

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### Report to REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee for decision

#### PURPOSE - TE TAKE

The purpose of this report is to provide information on potential changes to the draft Regional Land and Public Transport Plans for the Committee to consider as part of their deliberations.

#### SUMMARY - HE WHAKARĀPOPOTOTANGA

This report focuses on the *Let's Talk Transport* public consultation process and key themes that have emerged for consideration in the Regional Land Transport Plan and Regional Public Transport Plan processes. Whilst there are inevitably a wide range of views expressed by consultation respondents, the overall conclusion is that the draft RLTP and RPTP documents are broadly aligned with the key priorities that people in Tairāwhiti feel are the most important – safety, resilience, and accessibility. These priorities are mutually beneficial, as having one without the others can result in sub-optimal outcomes.

There are sections of both documents which should be reviewed and strengthened to reflect the key public consultation themes, but there are no significant misalignments which would require a fundamental change in problems, objectives, and priority investment areas outlined in either document.

This report also highlights significant changes to government strategic priorities which are outlined in the draft 2024 Government Policy Statement on Land Transport that was released in March 2024. This document is out for public consultation until 02 April. The significant shift in government policy is an important additional aspect of the RLTP and RPTP deliberations process. Under the Land Transport Management Act 2003, the RLTP must align with the GPS. This report therefore examines implications of the draft GPS 2024 document for changes to the RLTP and RPTP documents, including Waka Kotahi NZTA investment priorities through documents such as the State Highway Investment Proposal (SHIP).

The draft RLTP is already well-aligned with three of the four strategic priorities – resilience, safety and value for money – and so changes to the document would only be about any further strengthening of the narrative. The Government's highest priority – economic growth and productivity – may require some additional work to ensure that proposed RLTP and RPTP investments make the best possible case for being a priority within the National Land Transport Programme (NLTP). Given the level of detail in the RLTP and RPTP, this is more likely to require additional information in the funding bid system with only minor changes to the narrative of the draft RLTP and RPTP documents.

The identified potential areas to consider changes are not so significant that they trigger additional consultation under the Significance Policies of the RLTP and/or RPTP.

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

## **RECOMMENDATIONS - NGĀ TŪTOHUNGA**

**That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:**

- 1. Provides direction on which of the following changes to progress or present options on as part of the final documents to be presented to the Committee at the May meeting:**
  - a. Include the updated draft GPS strategic priorities.**
  - b. Remove any references to Road to Zero.**
  - c. Minor changes to reflect the operating context for resilience and recovery work programmes.**
  - d. Additional narrative to reflect the economic benefits of investment in our networks, including roads, active travel and public transport.**
  - e. Updates to narrative and KPIs to reflect the value for money requirements under the draft GPS.**
  - f. Additional information on farebox recovery and a target included in the RPTP.**
  - g. Review KPIs and targets to ensure not inconsistent with the draft GPS.**
  - h. Better reflect importance of East Coast/rural public transport issues.**
  - i. Provide additional information on the proposals for public transport service improvement options within Gisborne city.**
  - j. Summarise additional information on footpaths from the Activity Management Plan to support the case for investment.**
  - k. Include anonymous testimony from some respondents to bring the challenges vulnerable road users face to life.**
  - l. Additional narrative to highlight the wider benefits that transport investment can bring.**

- m. **Add funding for Te Wero ia Wenerei (Wednesday Challenge) in Tairāwhiti to support the continuation of the Schools Wero and the expansion of the Wero to businesses in the region for the years 2024-2026.**
- n. **Inclusion of improved customer Level of Service for Local Paths, and Walkways as Priority Investment Area 1 (1.1) and (1.4).**
- o. **Continuous, connecting footpaths, slower speeds during school hours and high visibility crossings around Te Wharau School.**
- p. **Escalate the priority order of the Work Category and Activity for “Footpath renewals” and “Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City” (WC224, and WC425).**
- q. **Move to a cashless ticketing system in buses.**
- r. **Any other changes suggested by submitters in writing or at the hearing.**

*Authorised by:*

**Joanna Noble - Director Sustainable Futures**

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**Keywords:** Government Policy Statement on Land Transport, Regional Land Transport Plan, Regional Public Transport Plan, consultation, public transport, roading network, active travel, recovery

## BACKGROUND - HE WHAKAMĀRAMA

1. The Regional Transport Committee is responsible for preparation of the Regional Land Transport Plan (RLTP) on behalf of Council under the Land Transport Management Act (LTMA) 2003. The RLTP is the primary document guiding integrated land transport planning and investment within the Te Tairāwhiti region. This investment primarily comes through the Waka Kotahi NZ Transport Agency National Land Transport Programme (NLTP) and National Land Transport Fund (NLTF). The draft Te Tairāwhiti RLTP represents a significant refresh, to reflect the significant need for transport recovery and resilience following various severe weather events.
2. A Regional Public Transport Plan (RPTP) is required under the LTMA 2003 if a Passenger Transport Authority (PTA) decides to fund public transport services. Council is the Passenger Transport Authority for Tairāwhiti, currently providing GizzyBus, Waka Kura and Total Mobility services with a budget of around \$1.3 million per year. The draft RPTP proposes both making better use of existing funding and increasing service levels to provide greater travel choice for existing and potential new passengers. Investment in new bus stop / hub infrastructure is highlighted as a key priority. There are also proposed changes to policies on fares and ticketing. The RLTP must reflect the investment proposals in the RPTP.
3. To avoid having overly large RLTP and RPTP documents, staff have moved a lot of the contextual information into a supporting document called "*Our transport network: Strategic context, challenges, and opportunities*". This document provides a more detailed and in-depth overview of the region, our transport network, key national and regional direction, and key issues/opportunities we face. This is a change from the 2021 approach, primarily due to the level of contextual information available. There are references to the document in both the RLTP and RPTP.
4. Previous reports to the Committee to gain feedback and direction on preparing the draft plans include:

Report No.	Meeting Date	Title/Purpose
23-26	Wānanga 24 March 2023	Development of investment logic map for RLTP.
23-105	25 May 2023	Endorse draft Problems and Benefits Statements. Overview of project development process and timeframes.
23-118	Wānanga 25 May 2023	Review of Strategic Responses and 10 Year Investment Priorities.
23-183	Wānanga 7 September 2023	Draft structure and content of the RPTP.
23-257	30 November 2023	Update on mahi to date in developing the plan and seeking feedback on the strategic direction for the RPTP.
23-258		Update on development of RLTP.
23-254	Wānanga via email in December (hui cancelled)	Seeking any feedback on the prioritisation of the draft programme.
24-16	31 January 2024	Draft Regional Land and Public Transport Plans for Consultation

5. Let's Talk Transport was the consultation process for the draft Mode Shift Plan, Active Travel Strategy, and the draft Regional Land Transport and Public Transport Plans which took place in February.

## **DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA**

### **Feedback during Let's Talk Transport**

6. **Attachment 1** provides a detailed analysis of the feedback received during consultation in the context of the draft RLTP and RPTP. This report sits alongside the Hearings report (**Report 24-67**) and the deliberations report on the draft Mode Shift Plan and draft Active Travel Strategy (**Report 24-107**).
7. Council received a wide range of views and feedback in addition to the responses to the ranking questions.
8. **Potential changes to the RLTP and/or RPTP to reflect submitters' feedback:**
  - Better reflect importance of East Coast/rural public transport issues.
  - Provide additional information on the proposals for public transport service improvement options within Gisborne city.
  - Summarise additional information on footpaths from the Activity Management Plan to support the case for investment.
  - Include anonymous testimony from some respondents to bring the challenges vulnerable road users face to life.
  - Additional narrative to highlight the wider benefits that transport investment can bring.
  - Add funding for Te Wero ia Wenerei (Wednesday Challenge) in Tairāwhiti to support the continuation of the Schools Wero and the expansion of the Wero to businesses in the region for the years 2024-2026.
  - Inclusion of improved customer Level of Service for Local Paths, and Walkways as Priority Investment Area 1 (1.1) and (1.4).
  - Continuous, connecting footpaths, slower speeds during school hours and high visibility crossings around Te Wharau School.
  - Escalate the priority order of the Work Category and Activity for "Footpath renewals" and "Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City" (WC224, and WC425).
  - Move to a cashless ticketing system in buses.



**Draft Government Policy Statement on Land Transport**

- 9. The draft Government Policy Statement on Land Transport 2024 (GPS 2024) was released just over a week after the public consultation closed. At the 31 January meeting of the RTC, when endorsement to issue the RLTP and RPTP for public consultation was received, the report noted a likely requirement to make changes to the document because of changes to government policy (**Report 24-16**).
- 10. This section of the deliberations report summarises changes and enhancements to the draft documents that staff believe are needed to ensure that the RLTP and RPTP are aligned with government policy as expressed by the draft GPS. It is important for RTC to discuss and agree to any proposed changes through the deliberations process.
- 11. The August 2023 draft GPS strategic priorities are outlined in the draft RLTP document *Our transport network: Strategic context, challenges, and opportunities*. These are:
  - **Maintaining and operating the system:** the condition of the existing transport system is maintained at a level that meets the current and future needs of users.
  - **Increasing resilience:** The transport system is better able to cope with natural and anthropogenic hazards.
  - **Reducing emissions:** Transitioning to a lower carbon transport system.
  - **Safety:** To make transport substantially safer for all.
  - **Sustainable urban and regional development:** People can readily access social, cultural, and economic opportunities through a variety of transport options; in resilient and productive towns and cities that have a range of low-emission transport options and low congestion.
  - **Integrated freight system:** well-designed and operated transport corridors and hubs that provide efficient, reliable, resilient, multi-modal, and low carbon connections to support productive economic activity.
- 12. The new March 2024 draft GPS has a different direction for the strategic priorities:

Strategic Priority	Summary of Main Points
Economic growth and productivity	<p>The government's top priority is to support economic growth and productivity, which includes:</p> <ul style="list-style-type: none"> <li>• Road of National Significance, potentially funded through road tolling.</li> <li>• Major public transport projects in large urban areas.</li> <li>• Optimising use of existing networks to deliver an appropriate level of service for users.</li> <li>• Rail investment targeted on the most productive parts of the network – between Auckland, Hamilton and Tauranga.</li> <li>• Walking and cycling investment where there is a clear benefit to economic growth and improving safety (and where demonstrated volumes of pedestrians and cyclists already exist).</li> </ul>

Strategic Priority	Summary of Main Points
Increased maintenance and resilience	<p>This strategic priority – which covers both State Highways and local roads - is critically important in achieving the Government's overall objective of supporting economic growth and productivity. There is a specific focus on:</p> <ul style="list-style-type: none"> <li>• Tackling the growing number of potholes with ringfenced funding from a new National Land Transport Fund (NLTF) activity class.</li> <li>• Increasing the total output of resealing and rehabilitation.</li> <li>• Increasing maintenance investment to increase planned (proactive) work.</li> <li>• Obtaining greater efficiency from highway maintenance investment.</li> </ul> <p>Funding to reseal and rehabilitate roads damaged in the 2023 North Island weather events will be channelled through a separate process to the GPS.</p>
Safety	<p>Whilst still a strategic priority, the focus on safety moves away from Road to Zero and instead prioritises:</p> <ul style="list-style-type: none"> <li>• Contributions to road safety investment from ACC.</li> <li>• Greater road policing and enforcement, with driving under the influence of drink and drugs given specific targets.</li> <li>• Increases to financial penalties and demerit point levels for traffic offences.</li> <li>• Delivery of safe roading infrastructure by fixing potholes and increasing road maintenance.</li> <li>• Upgrading road infrastructure (new routes) to higher safety standards.</li> <li>• Low-cost safety interventions retrofitted on high-risk parts of the network, where they provide value for money.</li> <li>• Removal of the blanket approach to reducing speed limits, and reversal of these where it is safe to do so.</li> </ul>
Value for Money	<p>The draft GPS states that a significant increase in transport investment has not resulted in better outcomes, and with \$20.2 billion allocated across New Zealand for 2024-27 there is a need a value for money focus, including:</p> <ul style="list-style-type: none"> <li>• Reducing NZTA head office expenditure by 7.5%, and re-investing savings into delivery of GPS objectives.</li> <li>• Reduction in expenditure on temporary traffic management.</li> <li>• Improved road maintenance and safety outcomes.</li> <li>• Making better use of assets through time of use charging or dynamic lanes.</li> <li>• Focus on whole-of-life costs to maximise long-run value.</li> <li>• Use of digital infrastructure and information systems.</li> </ul>

13. To support the four new strategic priorities, the draft GPS 2024 proposes a focus on the following outcomes:

Strategic Priority	Proposed Outcomes
Economic growth and productivity	<ul style="list-style-type: none"> <li>• Reduced journey times and increased travel time reliability.</li> <li>• Less congestion and increased patronage on public transport.</li> <li>• Improved access to markets, employment and areas that contribute to economic growth.</li> <li>• More efficient supply chains for freight.</li> <li>• Unlocked access to greenfield land for housing development and supporting greater intensification.</li> </ul>
Increased maintenance and resilience	<ul style="list-style-type: none"> <li>• More kilometres of the road network resealed and rehabilitated each year.</li> <li>• fewer potholes.</li> <li>• A more resilient network.</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Reduction in deaths and serious injuries</li> <li>• Increased enforcement.</li> </ul>
Value for Money	<ul style="list-style-type: none"> <li>• Better use of existing capacity.</li> <li>• Less expenditure on temporary traffic management.</li> </ul>

14. A comparison of the two sets of strategic priorities suggests that there is consistency for resilience and safety – they appear in both. This strongly supports the Tairāwhiti RLTP, which already has these two objectives as priority investment areas. Both resilience and safety have also been strongly supported by public consultation.
15. Under safety, the draft RLTP highlights clear evidence of significant abuse of drink and drugs whilst driving, and so greater enforcement of the law proposed by the draft GPS 2024 should be an effective intervention, albeit still part of a wider strategy that also focusses on education. Proposed safety infrastructure interventions are very much around tackling higher-risk intersections, and a phased approach to any speed limit changes is being taken. Therefore, the safety section of the RLTP is relatively fit for purpose and should only require modest revisions to ensure consistency with the GPS. References to the previous government's Road to Zero programme should be removed, as the government will be issuing more detailed road safety objectives later in the year.
16. Under resilience, the draft RLTP acknowledges that investment required to recover from and protect the transport network from future severe weather events is well beyond the means of the NLTF. The draft GPS confirms that recovery funding will be subject to a separate funding process than the NLTF. The RLTP already makes strong case for the importance of resilience, as well as recovery. Therefore, any changes are likely to be limited to necessary updates on resilience progress.
17. Given the focus on economic development in the draft GPS, Tairāwhiti's roading network should be considered an integral part of the wider network enabling goods to get to where they need to go.

18. The risk with the draft GPS, as it is currently written, is that much of the investment in large Roads of National Significance and public transport projects support regions which are already economically advantaged. Tairāwhiti won't directly benefit from four-lane highways or urban mass transit systems, and recovery and resilience aside, the region's investment needs are likely to be both more modest and (potentially) better value for money. The RLTP and RPTP documents will need to further strengthen their narrative and evidence-base around the economic benefits of investment, including both active travel and public transport.
19. Value for money is a strategic priority that is already firmly part of the draft RLTP. The narrative emphasises the importance of planned and proactive maintenance rather than constantly patching up a failing network. Nevertheless, it would be advisable to review the draft GPS value for money requirements and strengthen the RLTP and RPTP narrative where appropriate, including Key Performance Indicators (KPIs).
20. There is a specific focus on farebox recovery for public transport that is highly relevant to the draft RPTP. The draft RPTP advocates for an increase in fares (especially for cash) and proposing ticketing products that reward more frequent use. Nevertheless, the RPTP may need to actively consider an appropriate farebox recovery target to provide the government with assurance that the issue is being addressed.
21. The draft RLTP already has a comprehensive set of KPIs and targets, which should be reviewed and updated where they are not consistent with the government's revised strategic priority outcomes.
22. **Changes suggested to reflect the draft GPS:**
  - Include the updated draft GPS strategic priorities.
  - Remove any references to Road to Zero
  - Minor changes to reflect the operating context for resilience and recovery work programmes.
  - Additional narrative to reflect the economic benefits of investment in our networks, including roads, active travel and public transport.
  - Updates to narrative and KPIs to reflect the value for money requirements under the draft GPS.
  - Additional information on farebox recovery and a target included in the RPTP.
  - Review KPIs and targets to ensure not inconsistent with the draft GPS.

## Options analysis

23. The discussion section outlines some potential changes for RTC to provide direction to staff on which to progress. Some changes are in response to submitters, others related to the draft 2024 GPS.
24. The identified potential areas to consider changes are not so significant that they trigger additional consultation under the Significance Policies of the RLTP and/or RPTP.

Option	Benefits	Consequences
<b>Status Quo – Do not make any changes to the draft documents</b>	No further work required on the project by staff.	Documents will not reflect new information available since the release of the March 2024 GPS. Documents will not include any additional points/changes suggested by submitters.
<b>Add in changes related to the draft GPS</b>	Documents will reflect new information available since the release of the March 2024 draft GPS. Provides a clear demonstration on consistency between the RLTP and the draft GPS.	There could be additional changes to the GPS prior to it being finalised. This could require some additional mahi in late May.
<b>Add in changes related to submitters' feedback</b>	Documents will include any additional points/changes suggested by submitters.	None identified due to the nature of the changes.
<b>Preferred option: Add in changes related to the GPS and submitters' feedback</b>	Documents will reflect new information available since the release of the March 2024 draft GPS. Provides a clear demonstration on consistency between the RLTP and the draft GPS. Documents will include any additional points/changes suggested by submitters.	There could be additional changes to the GPS prior to it being finalised. This could require some additional mahi in late May.

25. Staff will make changes to the draft documents in line with the direction provided by RTC. The preferred option is to make changes related to submitters' feedback and the new draft GPS prior to the May hui. This option aligns to the purpose of consulting the community on strategic documents as well as the requirements under the LTMA around being consistent with the GPS.

## Next steps

26. Following the hearings and direction given by RTC in the deliberations, staff will make any proposed changes to the RLTP and RPTP documents. These changes will be presented to RTC when they consider recommending Council adopt the RLTP and RPTP at the 23 May meeting.
27. To reflect the significant delay in the draft GPS, which won't now be finalised until at least mid-May 2024. NZTA has changed the deadline for RLTP submission from 14 June to 1 August. Councils are also awaiting release of the latest draft State Highway Investment Proposal (SHIP), which will provide essential information for the RLTP programme. The SHIP is due in early April. We expect NZTA will provide RTC with information on any potential changes to the proposed regional programme at the 23 May meeting.
28. Depending on the significance of the changes through the SHIP an amendment and further consultation could be required. Until we have details on the changes we can only speculate.
29. These changes to timescales do not materially affect the proposed next steps for the Tairāwhiti RLTP and RPTP:
  - Final RLTP and RPTP approved by RTC for submission to Council: 23 May
  - Final RLTP and RPTP approved by Council: 27 June

## ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

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

**Overall Process:** High Significance

**This Report:** Medium Significance

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

**Overall Process:** Medium Significance

**This Report:** Medium Significance

Inconsistency with Council's current strategy and policy

**Overall Process:** Low Significance

**This Report:** Medium Significance

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

**Overall Process:** High Significance

**This Report:** Medium Significance

The effects on individuals or specific communities

**Overall Process:** High Significance

**This Report:** Medium Significance

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

**Overall Process:** High Significance

**This Report:** Medium Significance

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

## **TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA**

### **COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI**

31. Information on Let's Talk Transport Consultation and iwi engagement is outlined in **Report 24-67**.
32. Unless a requested change triggers the significance, policies there will be no further engagement on the draft documents prior to them being adopted by Council.

### **CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga**

33. 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).
34. The RLTP represents an opportunity to secure investment for:
  - Progress discussions on investment in Post Cyclone Gabrielle projects to increase resilience of the transport network and enable better adaptation to future severe weather events and other natural disasters; and,
  - Activities to mitigate the impact of climate change through reducing levels of Greenhouse Gas (GHG) emissions from the transport sector.
35. The RPTP also strongly supports climate change mitigation objectives by providing alternatives to single-occupancy car travel through improved bus services.

## **CONSIDERATIONS - HEI WHAKAARO**

### **Financial/Budget**

36. As previously noted, all investment proposals the region wishes to see delivered must be included in the RLTP. If funding for any particular activity is not available from the NLTF, because there is insufficient priority in the National Land Transport Programme (NLTP), then the options are:
  - Seek alternative sources of funding.
  - Deliver through making better use of available funding; or
  - Pause the project until funding is made available.

37. The RLTP and RPTP may propose activities that require local share through the Three Year Plan. Decisions on final local share available are made through that process. Within the RLTP, projects on State Highways and in the Investment Management activity classes are 100% funded by Waka Kotahi through the NLTF.

## **Legal**

38. Section 16 of the LTMA sets out the requirements for an RLTP. Key requirements include:

- Setting out the “land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan”.
- Regional priorities for the period of the plan.
- Identification of activities (if any) that have inter-regional significance.

39. Section 120 of the LTMA sets out the requirements for an RPTP, key requirements include:

- Identification of “public transport services that are integral to the public transport network” and “infrastructure necessary to support the services”.
- Outline the routes, frequency and hours of operation of scheduled services.
- Identification of “any passenger services in small passenger service vehicles for which the regional council intends to provide financial assistance”.
- Describe how any services “will assist the transport-disadvantaged”.

40. Section 14 of the LTMA 2003 states that the RTC must be satisfied that the RLTP:

- Contributes to the purpose of the Act – “an effective, efficient, and safe land transport system in the public interest” (section 3); and
- Is consistent with the Government Policy Statement on Land Transport (GPS)

41. The current draft plans are likely to be considered consistent with any new strategic priorities finalised in the 2024 GPS based on the current draft. The final versions could include some changes (predominately to the strategic front end) to ensure they are fully consistent with the new GPS – which is a statutory requirement of the LTMA 2003.

## **POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE**

42. The draft plans are consistent with current Council policies and plans. The potential changes identified in this report are not inconsistent with any current Council strategic documents.



## RISKS - NGĀ TŪRARU

43. The key strategic risk for this work programme has been progressing the consultation and adoption of the RLTP and RTP in advance of a final GPS and updated State Highway Improvement Programme (SHIP) for the region. There has been delayed direction from the new Government on the final Government Policy Statement on Land Transport (GPS). The final GPS is expected to be published in May 2024.
44. Council staff requested further information and clarification regarding any changes to the proposed regional activities in the SHIP and received no information at the time of writing. The new timeframes NZTA communicated on 12 March via an e-newsletter are misaligned with the timing of our planning processes and the processes of some other councils who have also already consulted with their communities.

<b>NLTP Development Process</b>	<b>Dates</b>
Board approval of IPM release	Early March 2024
Draft IPM release (subject to Board approval)	Late March 2024
Final Improvement bids and any amendments to continuous programmes are due from NZTA and AOs for RTC consideration	Early April 2024
Indicative allocations for continuous programme released to the sector	Late May 2024
RLTPs submitted to NZTA	1 August 2024
Adoption of National Land Transport Programme	Before 1 September

<b>SHIP Development Process</b>	<b>Dates</b>
Review GPS and understand required changes to demonstrate alignment	Ongoing
Preparing scenarios for Board	Ongoing
Provide options to the Board for how the SHIP responds to the draft GPS	Late March 2024
CE sign out for submission to RTCs	End of March-early April 2024
Tentative date for SHIP submitted in TIO	Early April 2024
Updated SHIP document with refreshed regional summaries and maps available	Early April 2024

## NEXT STEPS - NGĀ MAHI E WHAI AKE

Date	Action/Milestone	Comments
23 May	Final recommendation to Council on the contents of the RLTP and RTP.	The documents presented at this meeting will include any direction from the Committee and any adjustments required to ensure it is consistent with the final GPS.
27 June	Council receive Committee recommendation and adopt final plans.	
By 1 August	Submission of final plans to Waka Kotahi.	

## ATTACHMENTS - NGĀ TĀPIRITANGA

1. Attachment 1 - Submission Analysis for RLTP and RTP [**24-100.1** - 22 pages]

## Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)

# Let's Talk Transport

## Introduction

**Let's Talk Transport** was the public consultation process for four Gisborne District Council (GDC) draft documents:

- Regional Land Transport Plan (RLTP)
- Regional Public Transport Plan (RPTP)
- Mode Shift Plan
- Active Travel Strategy.

Public consultation was open for submissions from 2-29 February 2024, and housed on the GDC "Participate" platform<sup>1</sup>. In total, 307 submissions were received (see table 1 below). [This report deals specifically with feedback received on the Regional Land Transport Plan and Regional Public Transport Plan.](#)

## Purpose

The aim of this report is to assist the Regional Transport Committee during the deliberations process. At this stage, the report highlights key themes and policy areas where changes to the documents could be made. The report does not provide detailed recommendations for changes, which would be considered by the Committee as part of making a final recommendation to Council at its meeting in May.

## Public Consultation Overview

The objective of public consultation was to receive stakeholder feedback on the Regional Land Transport Plan and Regional Public Transport Plan, and then consider potential changes in the light of the material received.

## Key statistics

**Table 1 Engagement statistics**

Method	Metric
Facebook posts (number)	3
Facebook reach (How many people's timelines our posts appeared on)	16,577
Facebook engagement (total likes, shares, comments)	2,781
Rural Community Visits (number)	5
Rural Submissions (%)	46
City Submissions (%)	54
Media Releases (number)	1

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Method	Metric
News Paper Articles (number)	1
Radio Stations (number)	3
Radio ads 30 second slot, (number)	61
Submissions received (number)	307
Submissions received, including comments	207

## What did we ask and why?

For the **RLTP** we asked our stakeholders to rank **four focus areas** in priority order, as the content of the document and prioritisation of proposed transport investments is heavily influenced by what is important to our communities. We then asked for any other comments or suggestions in a "free text" format, as this enables people to comment on any aspect of the document, or transport issues in the region which are important to them. These comments are important as a means of reviewing the draft documents and making potential changes.

For the **RTP**, we asked stakeholders to rank **nine potential improvements to the public transport system** in priority order, with the intent of understanding what could drive greater passenger growth on buses. We also provided an opportunity for free text comments for consideration in the final RTP document.

## What was the feedback?

### Interpreting the ranking results

We have presented prioritisation feedback using average ranking scores, which are calculated as:

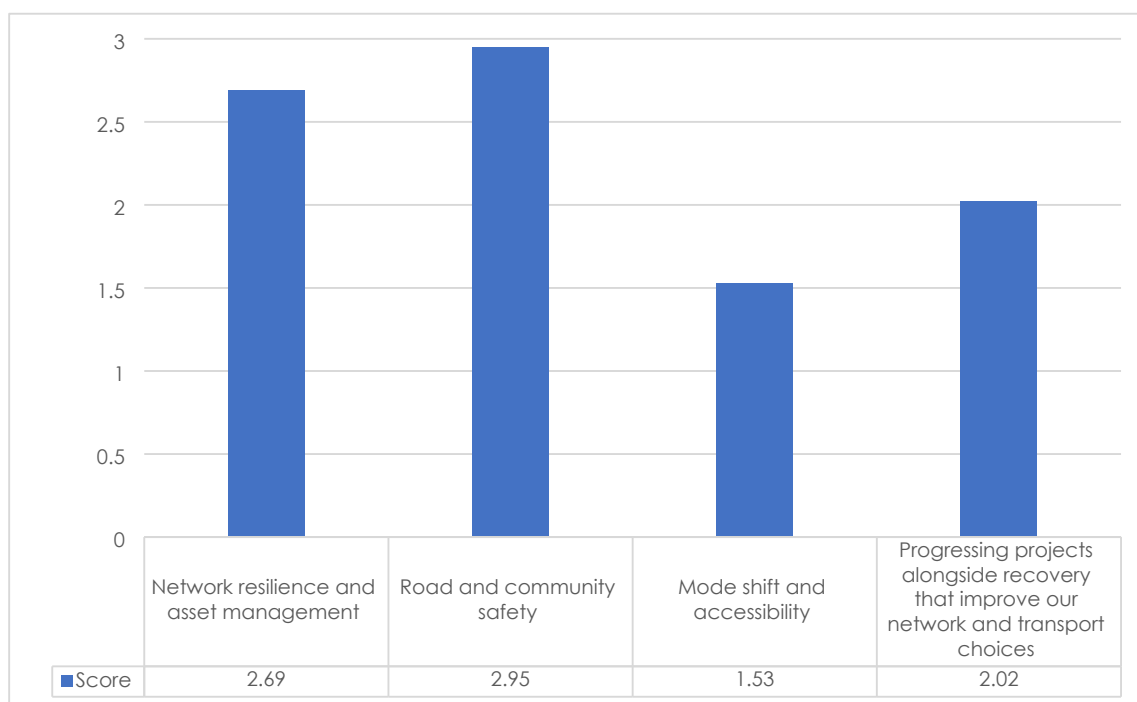
**Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.**

Weights are inverse to ranked positions. The higher the ranking score, the greater the priority from the stakeholder perspective.

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### RLTP focus area scores

Respondents to the public consultation were asked to rank four **focus areas**. The graph below summarises the average ranking scores:



**Figure 1 Average Scores for RLTP Priorities**

The RLTP focus areas of **network resilience and asset management**; and **road and community safety**; scored significantly higher. A total of 129 respondents (87%) ranked these two focus areas as their number one priority, compared to only 29 for the other two (13%). The focus area of **progressing projects alongside recovery that improve our network and transport choices**, received a second priority ranking by 43 respondents (32%), which explains its higher ranking than **mode shift and accessibility**.

The high average rank given to resilience and safety is not surprising. In the light of severe weather events and significant damage to the roading network, the RLTP ranks community resilience and asset management as the region's highest priority problem<sup>2</sup>, with a weighting of 55%. The high average ranking score for resilience strongly supports the RLTP strategic direction.

Safety is slightly higher than resilience in the average ranking scores. Although the safety problem<sup>3</sup> has a lower weighting in the RLTP (25%), it is also highly relevant to the other two problems, as a resilient and accessible transport network must be safe for all people to use. This is an issue that the consultation responses appear to implicitly recognise, that safety should permeate every investment as well as being an important objective in its own right.

The mode shift and accessibility problem<sup>4</sup> has the lowest weighting in the RLTP (20%), which is again supported by the public consultation responses which attach less priority to the two

<sup>2</sup> The precise wording of the resilience problem is: "Historic underinvestment in asset maintenance, increased freight travel demand, increased severe weather events, and land use changes is resulting in declining network performance and inadequate network resilience that is negatively impacting sustainable economic growth, user safety, individual and community psychosocial wellbeing, community accessibility, maintenance costs, and aspirational outcomes."

<sup>3</sup> The precise wording of the safety problem is: "Low quality of vehicles, poor decision making by transport users, deficiencies in network design and deteriorating road surfaces are resulting in deaths and serious injuries on our transport network, with Māori disproportionately affected."

<sup>4</sup> The precise wording of the accessibility problem is: "A lack of safe and convenient public and active travel infrastructure and services for all transport users is resulting in high levels of car use, increasing levels of greenhouse gas

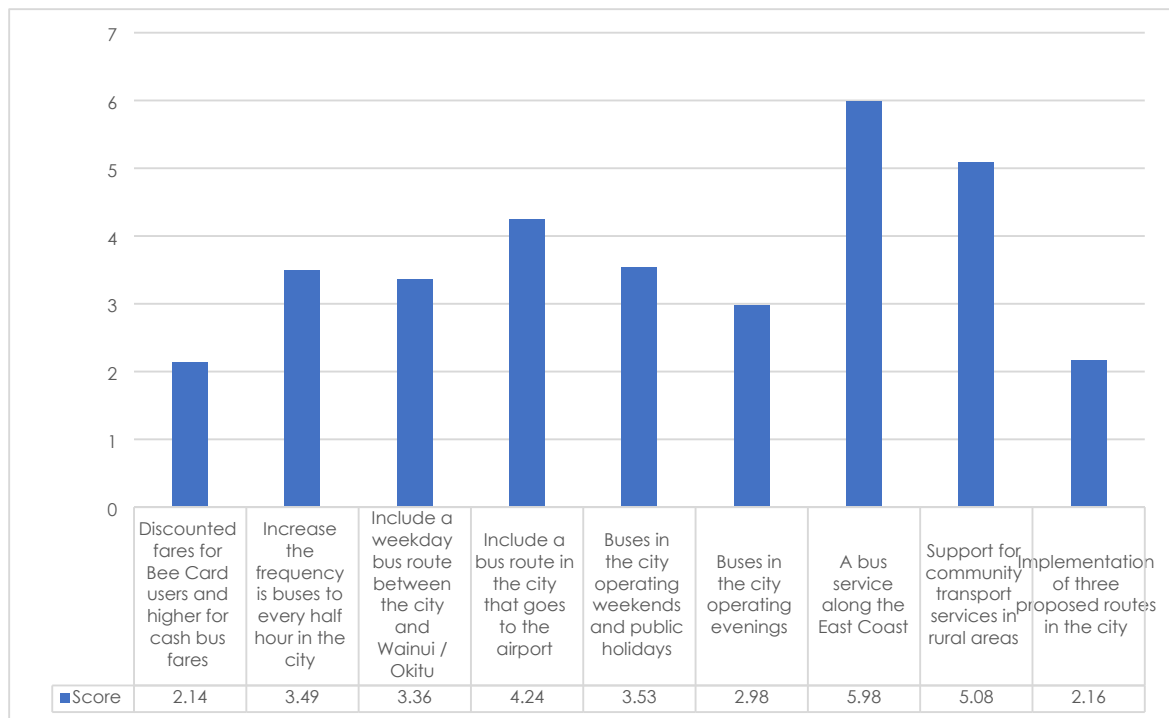
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relevant focus areas. This isn't to say that accessibility and mode shift are not important, rather they need to support safety and resilience focus areas.

In summary, the average ranking scores from the public consultation process support both the RLTP problem statements and priority investment areas that are derived from them. Therefore, no changes are suggested for the RLTP problem statements, objectives, or priority investment areas.

**RTP bus service potential improvement scores**

The Regional Public Transport Plan includes several options to improve public transport in the region. The graph below summarises the average ranking scores for options to improve the bus service:



**Figure 2 Average scores for public transport potential improvements**

Two of the nine potential improvements score significantly higher than the others: **a bus service along the East Coast** and **support for community transport services in rural areas**. Five of the seven remaining potential improvements relate to additional services on the existing Gisborne urban network - **include a bus route in the city that goes to the airport** is the highest ranked of these. **Discounted fares for Bee card users and higher for cash bus fares** scored relatively low, along with **implementation of three proposed routes in the city**.

The very high average ranking scores for East Coast bus service and community transport improvements reflect the fact that there is relatively little existing provision outside of Gisborne city. Rural communities are understandably keen to see that situation addressed through the RTP.

Similarly, relatively strong support for additional services on the Gisborne city urban network reflects the low level of utility that most people attach to the current (very limited) service offering. When there are whole geographical areas and days of week with no service, the desire for something better is very strong. In contrast improvements to the existing network routes – whilst a necessary step in the right direction – do not score as highly, as people view

*emissions, adverse health impacts, and reduced access to economic opportunities and key services for disadvantaged persons."*

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these as “business as usual”. People have higher expectations than their perception of just “more of the same”. The proposed network changes are strongly supported by the current bus operator.

In terms of fares, relatively low average ranking scores tend to support the view that getting a fundamentally robust network and service pattern – that takes people where they need to go, when they need it – is the highest overall priority. As noted further below in this report, the government is putting a much stronger emphasis on increasing the proportion of operating costs that are recovered through fares charged to passengers (known as “farebox recovery”).

### Potential changes

In the light of average ranking score responses, the RPTP could be amended to better reflect the high importance of East Coast / rural transport issues, as well as further developing proposals for service improvement options within Gisborne city. This would support work on procurement of a new bus contract, which will be required by 01 June 2025. Changes to the RPTP document would be about strengthening the narrative, rather than fundamentally changing it.

### Interpreting free text responses

The free text question simply asked: “Do you have any other comments or suggestions?” The answers have provided a rich and unconstrained picture of what people are thinking and feeling. A copy of the comments is reproduced in full as an appendix to the deliberations report.

The free text question was open to anything transport, so answers received applied to all four documents which were part of the *Let's Talk Transport* consultation process. Whilst some submissions explicitly identified the document they were commenting on, most didn't. In some cases, the comments made it easy to identify that the submitter was likely to be talking about either the active travel strategy, mode shift plan, or RPTP. The RLTP was only explicitly identified by a small number of individuals and organisations who are familiar with the process.

### Regional Land Transport Plan related responses

For the RLTP while there was a wide spectrum of views throughout the submissions, a range of key themes and specific requests became apparent, as they were mentioned by more than just one respondent. These themes are set out in the table below, along with preliminary staff commentary and considerations to assist the Committee in their deliberations.

Matters specific to public transport and the RPTP are addressed in the following section.

**Table 2 Assessment of Key Themes for RLTP**

Theme	Commentary	Considerations
Better maintain the existing roading infrastructure we have so that it can withstand the traffic and severe weather.	As expected, there is very significant stakeholder concern that the current roading asset base is in a poor condition which makes travel in the region inconvenient and unsafe. Some respondents take the view that the council should simply “fix the roads” and not invest in “nice to have” active travel projects that	Asset management and maintenance is the core focus of the RLTP and most significant problem / priority investment area. Regarding the second point, it is possible to deliver wider range of benefits / outcomes if there is a balanced strategy of implementing more than one investment priority. The

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Theme	Commentary	Considerations
	serve only "beautify" the area.	RLTP could perhaps provide more case study evidence in this regard.
Pedestrian footpaths need to be better maintained and upgraded, so that it is easier and safer for people to get about.	<p>The view of some responders – that no one walks anywhere – is not supported by the significant volume of correspondence. Many people care passionately about their local paths and want to see them improved.</p> <p>Whilst not a particular surprise, the relatively wide geographic and demographic range of views on this topic shows that it is a concern across the board.</p>	The RLTP may be able to summarise some more data from the Activity Management Plan to support the case for investment through the walking and cycling activity classes, which identify maintenance as a qualifying activity.
Our most vulnerable road users are children, disabled people, and the elderly – and they are finding it increasingly difficult to safely access the places and opportunities they need.	<p>The testimony from respondents to this theme is very powerful, and again it tackles a perception that only motor vehicle drivers matter.</p> <p>The struggles that some people have, to obtain any kind of access to where they need to go, reminds us of the importance of promoting individual and collective resilience through travel choice, which is currently not available to everyone on an equitable basis.</p>	<p>Whilst the active travel and mode shift strategies have more of the detail, the RLTP already makes a strong case for improving the travel experience of anyone who relies on, or chooses to use, modes other than the private car.</p> <p>This is not simply a matter of designing and providing "better infrastructure", but about understanding the experience that diverse users have when taking what would appear to be simple journeys.</p> <p>The RLTP could include anonymised testimony from some respondents to bring these challenges to life.</p>
Intersections and crossings are key locations where the risks of crashes are highest, and there are the highest stakeholder concerns.	<p>Many respondents pinpoint specific intersection and / or road crossing locations which are a significant concern from a safety and accessibility perspective, and there are no real surprises.</p> <p>The issues are not just in Gisborne city, and smaller townships such as Tolaga</p>	<p>Whilst it is not the role of the RLTP to get into detail on the issues at specific locations, it would perhaps be worthwhile undertaking a strategic assessment and mapping exercise to outline the extent of the challenge.</p> <p>A key issue is that, on any active travel route, it only takes one dangerous or</p>



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Theme	Commentary	Considerations
	Bay and Ruatoria, are also highlighted.	inaccessible location to make the entire journey difficult or even impossible.
Contractor capacity and capability is insufficient to deal with the scale of the challenge, and opportunities for promoting local economic growth and employment are not being fully realised.	<p>There is a mixed bag of comments on current contractors, with criticisms based on individual observation with little hard evidence from data presented.</p> <p>There are also plenty of views that local contractors can undertake work both competently and safely, and this ought to be accommodated.</p>	This is an operational matter that potentially requires more investigation through further work, both by Council and through Transport Recovery East Coast (TREC).
Mode shift can be important for addressing transport network efficiency and accessibility challenges.	<p>There is a clear divergence in view between two groups – people who are strongly in favour of greater investment in non-car modes of transport, and others strongly against.</p> <p>Whilst respondents who only drive are generally in the latter category, there are some who take a more balanced perspective and are in favour of mode shift as they can understand the wider benefits.</p> <p>Some respondents are very positive about the direction of the draft RLTP, and contrast favourably with previous documents.</p>	<p>The perception amongst some respondents – that massive investment in alternative modes to the private car is taking money away from roading investment – is not reflected in the proposed work programme.</p> <p>Investment in roading benefits all transport network users – including cyclists and bus users who also require smooth surfaces.</p> <p>These points could be further emphasised in the RLTP.</p>
Developing an integrated pipeline of capital investment is an essential aspect of transport system resilience, and the region has suffered the consequences because of insufficient funding in the right areas.	<p>Some respondents go beyond simply stating that the roads need to be fixed, and instead take a wider systems-based view that capital investment across a range of infrastructure assets is necessary to deliver a resilient transport network.</p> <p>This is particularly the case where roading infrastructure needs to be protected from the impact of fast-flowing water and flooding.</p>	<p>This is already a key aspect of the RLTP, as the focus on just “fixing” things needs to include effective solutions that minimise the chances of the same problems emerging again, especially because of severe weather.</p> <p>The RLTP could further highlight the synergies with the full programme of capital investment, particularly in areas such as stormwater management.</p>

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Theme	Commentary	Considerations
<p>There should be a focus on delivering basic “no frills” solutions which would then allow investment to be spread over a wider geographical area.</p>	<p>There are some thoughtful and well-argued submissions on this theme, based on a general recognition that there may well be insufficient funding to deliver everything to an ideal “gold” standard.</p>	<p>The draft GPS also highlights the “no frills” issue, and it will be important for technical work through the Activity Management Plan and future business cases to provide greater definition on what is applied and prioritised in a local context.</p> <p>The RLTP already makes the point that making better use of existing road space is a key consideration for active travel modes, rather than building new off-road routes.</p>
<p>Speed limit reductions are an important aspect of road safety and encouraging greater use of active travel modes, for children especially.</p>	<p>Some people are concerned about the speeds drivers travel through their communities or around specific areas within their communities e.g. kura.</p> <p>The topic of speed limits is again a polarising one, as there are some respondents that equate transport system efficiency with being able to get to their destination quicker, and unimpeded by others.</p>	<p>The RLTP supports the view that inappropriate and excessive speeds in some locations need to be addressed through reductions in the limit, and this has happened on the ground through the Interim Speed Management Plan.</p> <p>The relative absence of serious traffic congestion in Gisborne – very few respondents directly mention it – means that if roads are open and well-maintained there are few impediments to travelling at a safe and appropriate speed. However, for pedestrians and cyclists, the risk that results from higher speed motor vehicle traffic can represent a serious impediment to travel.</p>
<p>Rural areas are not appropriately reflected when it comes to investment in both transport infrastructure and services.</p>	<p>There is a clear feeling amongst rural respondents that the narrative is too Gisborne-city centric.</p> <p>Part of this reflects the very large level of damage and disruption that, in many cases, remains a big issue for isolated rural areas outside of the city.</p> <p>There is also a feeling amongst some respondents</p>	<p>The RLTP proposes a very significant investment in the rural roading network – both State Highways and local routes – with a specific focus on recovery and resilience.</p> <p>The RPTP (addressed in the table below) deals with rural public and community transport.</p> <p>Utilising roading resilience investment to reduce</p>

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Theme	Commentary	Considerations
	that "urban" transport solutions, especially active travel, and public transport, are not appropriate for rural areas. Others take a different view and feel that these are very important investments to make rural areas less car-dependent and more liveable.	isolation and promote local economic activity is an essential aspect of the RLTP strategy and programme.
Smaller townships often have very poor, or a complete absence of, active travel facilities which locks in motor vehicle dependency.	There are some strong and well-argued submissions on this point, and again it provides an essential insight into what life is like outside of a vehicle, and in areas away from Gisborne city.	There could be opportunities to build on Streets for People work in Uawa (Tolaga Bay) and the proposed Te Ara Tipuna trail, to make a stronger case for active travel investment in smaller townships where local trips can be undertaken by these modes.
Heavy vehicles, especially logging trucks, can have negative impacts in local areas – in terms of noise, damage to the roads and safety for people who use active modes.	This is an issue that has been apparent for some time and reflects the challenge of trying to support a key local industry whilst mitigating the externalities which result from transport needs.  There are several submissions from respondents with a freight background who point to the need for more efficient and fit-for-purpose infrastructure which would make the situation better for all concerned.	The RLTP highlights the ongoing issue of freight routes in Gisborne city and proposes further business case work (as required by NZTA) to propose improvements to both local roads and the State Highway network.  Proposed improvements for active travel modes make the point that it isn't just absence of heavy vehicles that can improve safety, as traffic more generally can represent a risk.
A need for greater highway capacity, including four-laning, to make it easier to get about the region and improve links to the rest of New Zealand.	Most submissions are more concerned with repairing the existing roading network and making it more resilient to future travel demand and severe weather.	The draft GPS proposes several Roads of National Significance (RoNS), none of which are located in the region or linking into the region.  The RLTP investment strategy takes the view that any capacity increases need to be at a system level – for all modes of travel – and should target specific locations which may be considered as "pinch points".

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Theme	Commentary	Considerations
<p>The city centre of Gisborne is in a poor state and reflects very negatively on the region as a whole.</p>	<p>It is very evident that respondents care very deeply about their city, and want to see significant improvements to economic, social, and cultural vitality.</p> <p>There is a divergence of opinion as to what the solutions should be. Some respondents are firmly of the view that making it easier to drive and park is essential. This is especially the case for people coming in from rural areas. Others point to the need to provide more space for active travel modes, public transport, and direct economic activity such as pavement cafes etc. They cite evidence which says that economic vitality comes from people, not vehicles.</p>	<p>The RLTP already makes the city centre a key focus, as this is where employment, retail, cultural, social and leisure activities are concentrated.</p> <p>The Streets for People proposals for Grey Street are a key aspect of re-allocating space as a means of promoting city centre vitality. There are still many other areas which are given over to parking and motor vehicle movement. Furthermore, even people who drive and park then need to walk.</p> <p>The RLTP proposes investment in a Programme Business Case (PBC) for city centre revitalisation, which will investigate a wider strategy for the whole of the city centre and consider the needs of all transport users.</p>
<p>There are many wider benefits of transport investment which should be captured in the narrative.</p>	<p>There are some detailed submissions which make a very strong case for the role of transport – especially active travel – in promoting positive outcomes in policy areas such as economic regeneration, health &amp; wellbeing, inclusive access, and education &amp; learning.</p>	<p>The RLTP investment strategy is reasonably strong in these areas, but again there could be a case for further tweaking to support the wider benefits that transport investment can bring.</p> <p>This is important because the draft GPS emphasises the need for active travel investment to deliver economic benefits.</p>
<p>Rail could be an important alternative mode of transport to the roading network.</p>	<p>Where rail is directly mentioned in submissions, it is generally in a positive context. Respondents on this theme wish to see more active consideration of rail as a means of providing alternatives to trucking and supporting increased resilience by having another modal option.</p>	<p>The RLTP already proposes to consider rail as part of the proposed business case which will assess efficient and resilient transport links between Tairāwhiti and Hawke's Bay.</p> <p>Current government policy proposes to prioritise rail investment in the Tauranga – Hamilton – Auckland corridor, and in the two metro areas. It will be</p>

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Theme	Commentary	Considerations
		interesting to see whether the government invests in re-opening the line between Napier and Wairoa, which has been closed since Cyclone Gabrielle.
Government Policy Statement on Land Transport (GPS).	A few respondents highlighted the risk of a change in national government policy, as they understood a new GPS was imminent.	<p>The draft GPS 2024 was published just over a week after public consultation closed, and the respondents believed in their view that significant changes were likely.</p> <p>As detailed later in this report, the RLTP (and RTP) will need to be reviewed and updated in the light of new government strategic priorities. Whilst the RLTP is already strongly aligned in some policy areas (for example resilience and safety), ensuring no misalignment provides a stronger case for funding for proposed projects and programmes.</p>

**Regional Public Transport Plan related responses**

For the RTP, there is a narrower focus on several key themes that pertain to public transport. In general, there is a recognition that the network needs to be improved, and this translates into strong support for the proposed changes in the RTP. As noted in the section above, this is particularly prevalent in areas which currently have little or no public transport service. The following table assesses the key themes for the RTP:

**Table 3 Assessment of Key Themes for RTP**

Theme	Commentary	Considerations
Timetable information at bus stops, both paper and electronic real time, is an important enabler of bus usage.	Respondents view the lack of public transport information as a key challenge, as if people don't know of the bus network or how it could meet their travel needs, then why would they use it?	<p>The RTP clearly highlights the need to support the proposed improved network with much more comprehensive information.</p> <p>There is a case for strengthening the narrative and providing examples of what good looks like.</p> <p>There is also a case for proposing more specific improvements about using</p>

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Theme	Commentary	Considerations
		app-based information platforms such as Transit.
Use of smaller buses or even vans for services.	A common response to the perception that buses are "too big" is to propose the use of smaller vehicles, and this is an issue highlighted by several respondents.	<p>Two of the existing GizzyBus vehicles are already relatively small, and for Waka Kura the challenge is that the larger vehicles are often full.</p> <p>Whilst there may be a case for smaller vehicles on some scheduled or on-demand community transport routes in the more rural areas, the need to accommodate school peak demand and plan for growth in the Gisborne urban area will require buses of an appropriate size.</p> <p>If smaller buses cannot accommodate the number of passengers at peak times, then more vehicles and drivers will be needed. This approach would significantly increase costs of the service and is not recommended.</p>
Support for new bus routes in Gisborne city.	<p>Respondents are generally supportive of new or extended bus routes in Gisborne city, as a means of improving accessibility to the network.</p> <p>Proposals in the RTP to investigate and implement routes to both Okitu / Wainui Beach and the airport. There are also several respondents who also raise the need to consider the services for the Matawhero / Makaraka area.</p>	<p>The submissions provide strong support for investment to address gaps in the GizzyBus network, with the airport emerging as a particularly favoured destination.</p> <p>The suggestion of services out to the west of the city is something that will require more consideration, whether that is fixed route or community transport.</p>
Support for new bus routes up the East Coast.	As noted in the analysis of the nine potential improvements (see above), perhaps the strongest support is for a service connecting townships on the East Coast both with	The RTP proposes to fund a trial route up the East Coast, and the strength of submissions suggests that this should remain an important priority.

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Theme	Commentary	Considerations
	Gisborne, and potentially each other.	The challenge will be to get the design of the service right, so that it meets as many needs as possible within the available budget.
Extending operating hours of existing bus services in Gisborne city.	There is strong support from respondents for making the existing Gisborne city bus service, and any future additional routes, more attractive to passengers by increasing operating hours earlier / later and at weekends (where currently there is no service).	The bus network review and RPTP have proposed extension of service hours, including evenings and weekends, and this is something that will be proposed for the new GizzyBus contract.
Quality and accessibility of bus stop infrastructure in Gisborne city.	Several respondents confirm that bus stop infrastructure needs significant improvement, and that without this intervention the proposed service improvements may not be as effective and beneficial as they could be.	The bus network review included an initial audit of stops and confirmed that many lack facilities which make them accessible and comfortable for passengers. The RPTP and RLTP propose investment to improve bus stop accessibility and passenger facilities, so that the service improvements can realise their full benefits.
Congestion and safety issues around schools.	A few respondents express concern about congestion around schools, which includes large numbers of students waiting for buses and mixing with traffic on the road.  There is one specific example provided about bus stopping arrangements in Wainui Beach.	This is an issue that the RPTP could perhaps identify as a matter to be investigated in more detail, as part of mobilisation of any new Waka Kura contract.  The Wainui example is related to Ministry of Education services, but as the road controlling authority GDC may need to investigate this issue in more detail.

**Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)****Organisation Submissions**

Some of the submissions received were from organisations rather than individuals. The following table identifies submissions received from organisations and provides a brief description.

**Table 4 List of organisation submitters**

Organisation Name	Brief Description
Tapuwae Tairāwhiti Trails Trust	Group which aims to create a network of sustainable trails for cycling, walking and running.
Te Runanganui o Ngati Porou (TRONP)	The governance entity for Ngati Porou that will manage its collective affairs for the benefit of "ngā uri o Ngā hapū o Ngati Porou mai i a Potikirua ki te Toka a Taiāu".
Te Wero ia Wenerei	The Tairāwhiti version of The Wednesday Challenge, an initiative (started in Tauranga Moana) which encourages participants to bus, bike, walk, scooter, run or carpool each Wednesday.
Tairāwhiti Adventure Trust	A Charitable Trust, run 100% by volunteers, with a mission to empower the young people of Tairāwhiti to reach their full potential through action.
Te Wharau School	A state primary school that caters for students from Year 0 to Year 6, located in Kaiti.
Tairāwhiti Positive Ageing Trust	Registered charity which represents the interests of senior citizens and promotes positive participation in society.
Go Bus	Current bus operator of the GizzyBus and Waka Kura services.
Gisborne Rail Action Group	Group which advocates for re-opening the rail line between Gisborne and Wairoa.

Whilst submissions from organisations are not given any additional priority or weight in the deliberations, over those of individuals, their relevance is that they are submitted on behalf of larger groups of people. Submissions from organisations are more likely to request consideration of specific proposals, or changes to documents, which may benefit the people who they represent.

The following table summarises the main points from each of the organisation submissions, where they directly reference the RLTP and / or RPTP, or where relevant investment proposals are identified. The full submissions (which include multiple references to the other two documents) are attached as Appendix 1.

**Table 5 Summary of main points from each organisation (RLTP and RPTP)**

Organisation	Summary of Main Points of Response	Considerations
Tapuwae Tairāwhiti Trails Trust	Applauds the reasons for using active travel, the seven objectives, the four active travel policies, and the intervention hierarchy stated in	As noted in the submission, the RLTP policies and investment priorities provide strong support for active travel as a means of promoting healthy journeys, vibrant community centres and



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Organisation	Summary of Main Points of Response	Considerations
	<p>the introduction to the Tairāwhiti Active Travel Strategy 2024.</p> <p>Supports the adoption of these plans and strategy. Approving the Tairāwhiti Mode Shift Plan and Active Travel Strategy will pave the way for our region to apply for funds through the RLTP.</p> <p>Funding to complete Te Ara o Taruheru should be included in the RLTP, as it will enable a safe, active travel network to develop, based on a network of safe streets, linking into Te Ara o Taruheru.</p> <p>Council and Waka Kotahi also have a strong programme of Streets for People projects, including making Grey Street in Gisborne and Uawa (Tolaga Bay) permanent. A total of \$450,000 has been allocated to Gisborne city centre.</p> <p>Supports all these initiatives and congratulates GDC on taking the lead with these forward-thinking planning documents. Also appreciates GDC's support for Te Wero ia Wenerei (Wednesday Challenge) in Tairāwhiti.</p>	<p>resilience through mode choice / safe local connections.</p> <p>The ability of Council to fund specific projects will depend on support through the National Land Transport Programme (NLTP) and local share through the GDC 3-year plan.</p> <p>The draft GPS does not propose a high level of funding for new active travel projects, and the Transport Choices programme has been cancelled. However, Council can continue to advocate for positive change and highlight the positive economic and social benefits of active travel.</p>
Te Runanganui o Ngāti Porou (TRONP)	<p>None of the priorities, identified in the community recovery plans – coordinated by the Cyclone Recovery Unit – have made it into the RLTP.</p> <p>Absence of reference to the TREC (Transport Recovery East Coast) Alliance mahi, including funded major projects, feels like a missed opportunity to tie the compatible workstreams together in the RLTP.</p> <p>Absence of Ngāti Porou in the RLTP is inconsistent with the spirit and intention of the Joint Management Agreement (JMA).</p> <p>Support the five strategic objectives set out for the RLTP, scope within them to see Ngāti Porou interests reflected in the integrated policies that explain how the objectives will be achieved.</p>	<p>GDC is working closely with partners involved in the recovery work, although TREC are not named in the draft RLTP the State Highway recovery programme is included under "Tairāwhiti Wairoa Strategic Resilience" work programme.</p> <p>Council has recently received approval to commence work on a business case to examine future requirements for strategic resilience. This work will entail significant joint-working with recovery agencies and local communities. The need to raise the game with regard to joint-working is fully acknowledged.</p> <p>Issues such as capacity and capability to deliver resilient preparation and responses to roading network damage and</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>Any community-led resilience and adaptation funding matters need to be built and established with Ngāti Porou, in Ngāti Porou, for Ngāti Porou.</p> <p>Risk assessment in Ngāti Porou will need a bespoke approach by Ngāti Porou.</p> <p>Creating a process that removes barriers for smaller contractors to undertake minimal work such as landslide clearing will reduce timeframes and reconnect communities at a higher rate. Alternatively, these contractors can be placed in a state of preparedness prior to weather events such as Cyclone Gabrielle.</p> <p>Extensive consultation with Te Runanganui o Ngāti Porou as PSGE must be completed in the first instance for any plans of investigation within our Takiwa.</p>	<p>disruption could be considered as part of the strategic resilience business case.</p> <p>The final RLTP presents an opportunity to further develop the narrative to reflect close partnerships with iwi across the region.</p>
Te Wero ia Wenerei	<p>Proposes that Gisborne District Council and Waka Kotahi part fund Te Wero ia Wenerei – Wednesday Challenge in Tairāwhiti. The funding would support the continuation of the Schools Wero and the expansion of the Wero to businesses in the region for the years 2024-2026.</p>	<p>This proposal will be considered through the National Land Transport Programme and the GDC 3-year plan.</p>
Tairāwhiti Adventure Trust	<p>Support inclusion of improved customer Level of Service for Local Paths, and Walkways as Priority Investment Area 1 (1.1) and (1.4): Plan and Deliver Resilient Community Active and Shared Transport Networks.</p> <p>Urge the Regional Transport Committee (RTC) to consider how much impact placing "Footpath renewals" and "Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City" in the priority order of Work Category and Activity WC224, and WC425 respectively.</p> <p>Tai Ueha - Grey Street - Streets for People project sits within the RLTP</p>	<p>The activity classes and work categories are defined by Waka Kotahi, and there is no priority order implied by the classifications. The work categories are simply funding buckets, and GDC sets out the proposed activities within each. Any prioritisation within activity classes and work categories is undertaken by Waka Kotahi.</p> <p>The numbering scheme for the Priority Investment Areas does not imply any priority either.</p> <p>The integration of infrastructure and cycle training projects is an important point to reflect.</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>classification of being both "Committed AND Continuous" project (p50) likewise, it sits within the highest-ranking priority funded project - Tairāwhiti Walking &amp; Cycling Network (score: 83.8) and WC4: CBD Revitalisation.</p> <p>Want the Regional Transport Committee to be clear about the connection between Tai Ueha being installed on Grey Street, and the Wheels in Motion Cycle Training activity under RLTP Priority Investment Area 2.5.</p> <p>Disappointed that Active Mode Networks feature as Priority Investment Area 3.6: Implement Gisborne city and Township Active Mode Networks - only after the completion of the active travel strategy.</p> <p>Support in-principle the initiative to "Fund a full-time regional travel demand management and behaviour change coordinator for Te Tairāwhiti." (Priority Investment Area 3.7) and urge the RTC to expand the scope of that position the "other priority implementation" initiative of "Improving public and urban realm in Gisborne city and township centres which includes devoting more road space to active travel modes, and economically productive uses such as pavement cafes. (City and town centre regeneration). There is strong overlap with this type of position and the important work that the Recovery Coordination Unit (RCU) are doing to support community wellbeing.</p>	<p>If funding is allocated to a travel demand management and behaviour change coordinator, the scope of any new positions will be reviewed before they are confirmed and advertised.</p>
Te Wharau School	<p>Continuous, connecting footpaths, slower speeds during school hours and high visibility crossing on De Latour, Rutene and Graham roads are priorities that we wish to see in the immediate to short term.</p> <p>Support Investment Priority 2.3: Improve Intersections and Crossings</p>	<p>The activity classes and work categories are defined by Waka Kotahi, and there is no priority order implied by the classifications. The work categories are simply funding buckets, and GDC sets out the proposed activities within each. Any prioritisation within activity</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>for Active Mode Users - especially if Rutene Road, Delatour, Graham and Iranui Roads are intersections to be considered, as they are major barriers to whanau walking and cycling daily to school.</p> <p>Agree with the RLTP statement that "Schools play a central role in the life of the community in which they are located and impact of initiatives involving school pupils tends to spread to their family members and beyond." And offer to partner with GDC, including participating in pilot projects under the school safety Priority Investment Area.</p> <p>Fortunate enough to have a Learn to Ride resource within the school and would be highly supportive of the 'next phase' of helping our tamariki develop their bike riding skills and confidence in on-road cycling, through the Wheels in Motion initiative, which described as an activity under Priority Investment Area 2.5.</p> <p>Would also welcome the opportunity to work with GDC staff to prepare a School Travel Plan (STP).</p> <p>Note Investment Priority 2.4: Implement Targeted Speed Limit Changes - and are very interested in hearing back from the RTC as to how Te Wharau School could have gotten on the list of (currently only four) schools for safety traffic calming projects in the 2024-27 period.</p> <p>As a community, the Board of Trustees and Principal have been engaged regularly with GDC staff around road safety and mode shift for our whanau and tamariki.</p> <p>We urge the Regional Transport Committee to consider escalating the priority order of the Work Category and Activity for "Footpath renewals" and "Investment in pedestrian and cycle links to continue improvements to the</p>	<p>classes and work categories is undertaken by Waka Kotahi.</p> <p>Speed management and safety projects are investigated and prioritised based on issues and risks which are identified, and inevitably not every location can be allocated limited funding.</p> <p>GDC welcomes further opportunities to work with schools on active travel and safety projects, as these are an essential aspect of the child learning and development process, as well as delivering important outcomes and benefits.</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>active travel network across Gisborne City" (WC224, and WC425) respectively because, as the RLTP states, these WC activities deliver ALL the RLTP objectives.</p> <p>Which in turn reflects the view, shared with Council in their submission to the Future Development Strategy in 2023, that continuous, connected footpaths around Kaiti, are a critical component of our children traveling in safe, healthy and independent manner.</p>	
Tairāwhiti Positive Ageing Trust	Link in bus routes to include a visit to the Kiwa pools.	This is a proposal in the RPTP, that is likely to be part of the new bus contract and routes in 2025.
Go Bus	<p>Fully support implementing a new network separately to any potential change in operators as experience shows combining the two can lead to signification network dis-function. More early morning and early evening services will increase the ridership by making the network more accessible to people who need the flexibility of working earlier or later.</p> <p>Current accessibility of the network is limited to weekdays. Reliance on private cars for weekend and public holiday transport limits the network's growth opportunities.</p> <p>Note the benefits of branded routes, but they can mean there is less opportunity for optimising bus use as a branded route excludes use of unbranded route buses, and vice versa.</p> <p>Fully support a bus stop audit and improvement plan. Bus stops should have enough length for modern 13.5-metre buses and we encourage adoption of NZTA/Waka Kotahi Bus Stop Design guidance.</p> <p>Encourage GDC to assess all routes against reliability targets to ensure bus priorities are applied where</p>	<p>The final RPTP will be reviewed and amended to reflect comments from the current bus operator, as they have a significant level of knowledge and experience.</p> <p>The RPTP will also be reviewed to reflect a recent draft fares policy issued by Waka Kotahi. Amongst other things, this document also encourages passenger transport authorities to reduce the level of cash fares and changes the definition of farebox recovery to exclude Crown subsidy payments such as SuperGold and Community Connect.</p> <p>The RLTP includes proposals under the Public Transport activity class for bus stop infrastructure improvements, and the need for priority measures to address congestion is something that will remain under review.</p> <p>The GDC procurement policy will be reviewed and updated where necessary as part of the forthcoming work on the new GizzyBus and Waka Kura contract.</p> <p>The point about the distinction between punctuality and reliability is acknowledged.</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>reliability is impinged, for instance in areas of traffic congestion.</p> <p>Strongly encourage GDC to move to a cashless ticketing system. The carrying of cash by drivers is a health and safety issue due to the potential for robbery.</p> <p>Encourage financial incentives for regular travel both as a way to improve patronage in general, but also to encourage occasional passengers to become regular passengers which will smooth the peaks otherwise experienced by having to provide capacity for occasional travellers.</p> <p>Fully support a procurement review, it is likely the outcome will be that there are few barriers to competition in Gisborne for depot land (i.e. it is not a strategic asset), and that value procurement of buses is likely to have a better outcome through the buying power of the likely bidding companies which have a national presence.</p> <p>New services within the contracted operator's area should fall to incumbent operator so it is truly integrated and optimisation opportunities are available. We support a mechanism in the contract that encourages the operator to grow patronage to seek cost savings.</p> <p>Reliability should not be confused with punctuality. 99% of all scheduled trips to be operated is reasonable. Punctuality measures, typically, how many trips operated no earlier than 1 minute before the timetabled time, or no later than 5 minutes. This minimum KPI for punctuality is typically 95% of all trips.</p>	
Gisborne Rail Action Group	Supports the draft 2024 Tairāwhiti Regional Land Transport Plan, and we see this as a refreshing future-focused document. In particular, the draft RLTP notes the benefits for	Through the RLTP, and subsequent business cases, GDC will continue to work with partners to advocate for serious consideration for rail-

## Let's Talk Transport: Consultation Outcomes for RLTP and RTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>Tairāwhiti that moving freight by different transport modes, e.g. rail and sea, would have to resilience and a reduced climate impact.</p> <p>Welcomes GDC's continuing advocacy for reinstatement of the Gisborne to Wairoa line and supports the proposal for investment in a business case which will examine a range of multi-modal options for connecting Te Tairāwhiti with our neighbours in Hawkes Bay and Bay of Plenty.</p> <p>Supports these statements from the Draft RLTP:</p> <p>Page 46, "Te Tairāwhiti is completely reliant on State Highway 2 for access to both neighbouring regions." This is a critical risk for te Tairāwhiti.</p> <p>Page 49, "This RLTP has been developed in close partnership with Hawkes Bay Regional Council. Future corridor asset management and developing multi-modal links (sea, bus, and rail) are important to improve resilience and reduce carbon emissions from longer distance transport."</p> <p>Page 58, "As a region heavily reliant on primary production, and links to the rest of New Zealand, the importance of safe, sustainable, and efficient freight movements cannot be overstated. There are critical freight corridors – road, rail, and sea – which need to be developed to provide a resilient and multimodal system that enables genuine choice."</p> <p>This reference in the Draft RLTP Page 101, Rural and inter-regional services, provides an opportunity for investigation for Tairāwhiti. There is a great need for accessible public transport, with a lower carbon footprint than travel by private car. This would be equitable because most people can't afford to fly to nearby regions. Regions needed multiple, reliable access modes -</p>	<p>reopening as part of a multi-modal approach to resilience.</p> <p>The RTP is seeking to investigate and introduce public transport services outside of Gisborne city – whether fixed route and / or community transport.</p>

## Let's Talk Transport: Consultation Outcomes for RLTP and RPTP (Deliberations Report)

Organisation	Summary of Main Points of Response	Considerations
	<p>including rail - if regions are to economically grow and distribute people from overloaded cities. This gives people a reason, and makes it easy, to relocate to regions to ease overloaded city infrastructure. From page 101, "The draft Government Policy Statement on Land Transport (GPS) 2024-27 signals the Government's intention to make improvements to the inter-regional passenger transport network through a dedicated activity class that will enable partnership with other parties including local government, KiwiRail, and the private sector, to begin developing new interregional public transport services, including rail. Inter-regional public transport passenger connections with Hawkes Bay and Bay of Plenty are important to provide a means to provide travel opportunities – for a range of journey purposes – without the need to travel by private car. This new activity class provides an opportunity to investigate provision of these connections by a range of modes including bus, rail, and ferry (to Hawkes Bay); and bus and ferry (to Bay of Plenty)."</p> <p>GDC's consultation page, "The Regional Land Transport Plan (RLTP)", makes a point of key importance regarding the vision of our RLTP. The Plan should reflect our region's needs and not be solely focused on the National Land Transport Plan funding criteria. The region's transport needs and aspirations must be the basis of the RLTP so that, even if they are not approved for funding in the coming three years, they are acknowledged as essential projects for any future funding opportunities.</p>	



**Title:** 24-107 Let's Talk Transport Consultation Deliberations Report: Mode Shift Plan and Active Travel Strategy

**Section:** Strategic Planning

**Prepared by:** Chris Gilmore - Senior Policy Advisor

**Meeting Date:** Thursday 11 April 2024

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Legal: No

Financial: No

Significance: **Low**

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## Report to REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee for decision

### PURPOSE - TE TAKE

The purpose of this report is to provide submissions data and analysis concerning Council's Draft Mode Shift Plan and Draft Active Travel Strategy for the Committee to consider as part of their deliberations.

### SUMMARY – HE WHAKARĀPOPOTOTANGA

This report is one of two that provides data and analysis from Councils "Let's Talk Transport" consultation. This report focuses on the draft Mode Shift Plan (the Plan) and draft Active Travel Strategy (the Strategy). A second report concerning the Regional Land Transport Plan and Regional Public Transport Plan can be found in this meeting's agenda.

307 submissions were received, providing a diverse range of views. The overall response aligns with Council's existing position that the Plan and the Strategy's key objectives, policies and principles have broad community support and that their implementation is not a top priority within the current recovery context.

There have been significant changes to the Government's strategic priorities which are outlined in the draft 2024 Government Policy Statement on Land Transport that was released in March 2024. These changes impact the funding available nationally for walking and cycling, public transport and mode shift activities for at least the next three years.

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 - NGĀ TŪTOHUNGA

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:

1. Recommends that Council.

- a. Adopts the draft Mode Shift Plan and draft Active Travel Strategy with any changes supported or proposed by the Regional Transport Committee.
- b. Provides Directions on whether to make changes to:
  - i. Include proposed locations for pedestrian crossings in the Active Travel Strategy maps.
  - ii. Include anonymised testimony from vulnerable users in the Active Travel Strategy.
  - iii. Move current and programmed active travel infrastructure for Townships from the Active Travel Strategy to an updateable appendix.
  - iv. Update the Active Travel Strategy maps to reflect the infrastructure necessary to support safe active movement to and from Te Wharau school.

*Authorised by:*

**Joanna Noble - Director Sustainable Futures**

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**Keywords:** Mode Shift, Active Travel, Walking and Cycling, RLTP (Regional Land Transport Plan), Deliberations, Hearing.

## BACKGROUND - HE WHAKAMĀRAMA

1. The draft Mode Shift Plan (the plan) and draft Active Travel Strategy (the strategy) were developed together as part of the Regional Land Transport Plan 2021-2031 (RLTP) work programme.
2. The Plan proposes actions to address car dependency by creating a greater variety of travel choices. The activities in the plan are made up of current Council programmes that contribute to mode shift and new initiatives and programmes. It also outlines the benefits of investing, supporting alternative methods as well as highlighting areas where Council can facilitate mode shift within the region.
3. The Strategy updates the current Walking and Cycling Strategy 2004 and focuses on active travel options such as walking, wheelchairs, scootering, skating, and cycling. The proposed strategy includes objectives for investment in active travel, policies for development and principles for design alongside the key corridor maps.

*Table 1: Reports to Date*

Report No	Meeting Date	Title/Purpose
<b>23-253</b>	29 November 2023	Introduction to the Mode shift Plan and Active Travel Strategy.
<b>24-2</b>	25 January 2024	Draft Mode shift plan and Draft Active Travel Strategy: Adoption for Consultation.

4. For details of the consultation process and a copy of free-text responses received please see **Report 24-67** from this agenda.
5. For analysis of submissions from the consultation please see **Attachment 1** to this report.
6. For details on the draft Government Policy Statement for Land Transport and its impact on funding for Council roading programmes please see **Report 24-100**

## DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

7. **Attachment 1** includes the summary consultation data and a thematic analysis of the written submissions. The key outcomes include:
  - a. Mode shift and accessibility is not the top priority for the community in the current recovery context.
  - b. The objectives and outcomes of the Plan and the Strategy align well with community aspirations in the townships as well as the city.
  - c. There is community support for improved active travel infrastructure in the townships.
  - d. There is strong community support for additional pedestrian crossing points in the townships and Gisborne.

8. Some of the community feedback has highlighted possible changes that could be made to the draft documents. Staff are seeking Committee direction on the following possible changes as well as any suggestions the Committee may have prior to the documents being submitted to Sustainable Tairāwhiti for a final decision.
  - a. Include proposed locations for pedestrian crossings in the Active Travel Strategy maps would create a single reference location for the community and staff.
  - b. Vulnerable road users such as children, disabled people and the elderly are finding it increasingly difficult to safely access the places and opportunities they need. The strategy could be strengthened by the inclusion anonymised testimony from some respondents to bring these challenges to life.
  - c. The strategy describes the current and programmed active infrastructure projects currently in the Township Planning programme. Should these be moved to an updateable appendix to allow capture of future initiatives and potentially support funding proposals.
  - d. The Active travel strategy mapping could be updated to reflect the infrastructure necessary to support safe active movement to and from Te Wharau school.

Table 2: Options Analysis

Option	Benefits	Consequences
<b>Option 1: Status Quo – Adopted without changes</b>	No further work required on the project by staff.	No identified consequences.
<b>Option 2: Adopt with changes</b>	The possible changes listed in paragraph 8 could improve the effectiveness of the documents.	The draft documents draw on best practice and empirical research.
<b>Option 3: To not adopt</b>	No identified benefits.	Changes to the GPS (Government Policy Statement) has reduced the funding available for implementation of these documents over the next three years. However, the objectives, policies and principles described will remain relevant for many years and will support funding applications from all sources now and in the future.

### Next steps

9. Following the hearings and Committee direction in the deliberations, staff will make any proposed changes to the Plan and the Strategy documents. These changes will be presented to Sustainable Tairāwhiti for adoption at its 30 May 2024 meeting.

## ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

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:** **Medium** Significance

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

The effects on individuals or specific communities

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

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

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

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

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

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

## TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA

11. Refer **Report 24-67** for consultation details.

## COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

12. Refer **Report 24-67** for consultation details.

## CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga

13. If fully implemented, the Mode shift plan and the Active Travel Strategy could have notable implications for climate change through gradual emissions reduction. However, significant changes to government funding priorities are likely to limit Council's ability to attract funding for mode shift and active travel infrastructure and services.

**CONSIDERATIONS - HEI WHAKAARO**

**Financial/Budget**

- 14. There are no financial considerations associated with the matters discussed in this report.
- 15. The financial considerations related to adoption of the Mode shift plan and the active travel strategy are dealt with through the development and adoption of the Regional Land Transport Plan and Three Year Plan.

**Legal**

- 16. There are no legal considerations arising from adoption of the Mode shift plan or the Active Travel Strategy. These documents are non-statutory and would if adopted become non-binding Council policy.

**POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE**

- 17. There are no policy or planning implications arising from adoption of the Mode shift plan or the Active Travel Strategy.

**RISKS - NGĀ TŪRARU**

- 18. There are no identified risks in adopting the Mode shift Plan and the Active Travel Strategy. Should they not be adopted there is a reputational risk within the section of the community who want to see active travel, walking, wheeling, and cycling improved.

**NEXT STEPS - NGĀ MAHI E WHAI AKE**

Date	Action/Milestone	Comments
30 May 2024	Sustainable Tairāwhiti Committee considers the draft mode shift Plan and the Draft Active travel Strategy for adoption.	

**ATTACHMENTS - NGĀ TĀPIRITANGA**

- 1. Attachment 1 - Let's Talk Transport Deliberations Report - Mode Shift and Active Transport [24-107.1 - 7 pages]

# Let's Talk Transport: Mode shift Plan and Active Travel Strategy.

## Introduction

Let's Talk Transport was a combined consultation covering four key transport documents for Tairāwhiti's future, those are:

- Regional Land Transport Plan (RLTP)
- Regional Public Transport Plan (RPTP)
- Mode Shift Plan
- Active Travel Strategy

Public consultation was open for submissions from 02-29 February 2024, and housed on the Gisborne District Council (GDC) "Participate" platform<sup>1</sup>. In total, 307 submissions were received (see table 1 below). This report deals specifically with the Mode Shift Plan and the Active Travel Strategy aspects of the public consultation.

## Purpose

This report summarises the feedback received via the submissions that is relevant to the draft Mode Shift Plan (the Plan) and Active Travel Strategy (the Strategy).

The plan and strategy are not a legislative requirement and not required to align with the Government Policy Statement on Land Transport (GPS).

Funding for implementing any mode shift and active travel initiatives outlined in the plan and strategy comes via the RLTP and Three Year Plan processes.

## Public Consultation Overview

The objective of consultation was to get community feedback on Council's proposed transport activities. Table 1 provides an overview of the key metrics from the engagement process.

Table 1: Key Metrics from the "Let's Talk Transport" Consultation

Method	No.
Facebook posts	3
Facebook reach (How many people's timelines our posts appeared on)	16,577
Facebook engagement (total likes, shares, comments)	2781
Rural Community Visits	5
Rural Submissions	46%
City Submissions	54%

<sup>1</sup> [Let's talk transport | Participate](#)

**Let's Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy**

Media Releases	1
Radio Stations	3
Radio ads (30 second ad)	61
Submissions received	307
Submissions received, including comments	207

**What did we ask?**

We asked 3 questions, two are relevant to this topic, the third concerned Public Transport and is discussed in the RLTP/RPTP deliberations report.

For the **Regional Land Transport Plan and Mode shift** we asked participants to rank **four focus areas** in priority order, as the content of the document and prioritisation of proposed transport investments is heavily influenced by what is important to our communities. We then asked for any other comments or suggestions in a "free text" format, as this enables people to comment on any aspect of the document, or transport issues in the region which are important to them.

For **Active Travel** we asked stakeholders to rank three potential activity areas, both to gauge appetite for new city and rural infrastructure as well as testing enthusiasm for altering road layouts to make space for such infrastructure. We provided an opportunity for free text comments for consideration.

**What was the feedback?****Interpreting the results**

We have presented prioritisation feedback using average ranking scores, which are calculated as:

**Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions.**

Weights are inverse to ranked positions. The higher the ranking score, the greater the priority from the stakeholder perspective.

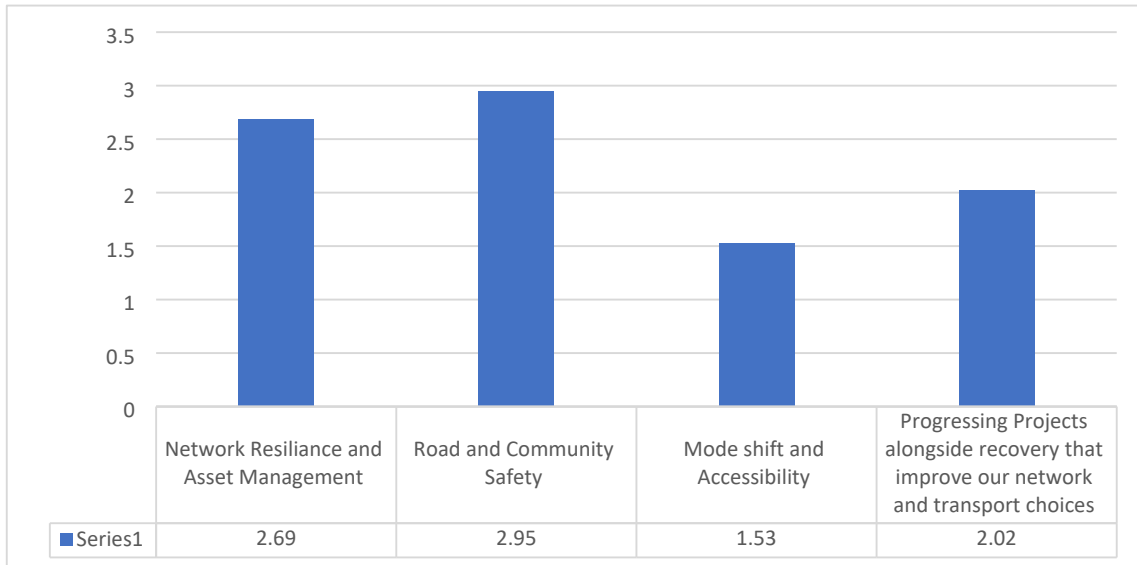


**Let’s Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy**

**Focus area scores**

Respondents to the public consultation were asked to rank four **focus areas**. The graph below summarises the average ranking scores:

Table 2: Focus Areas

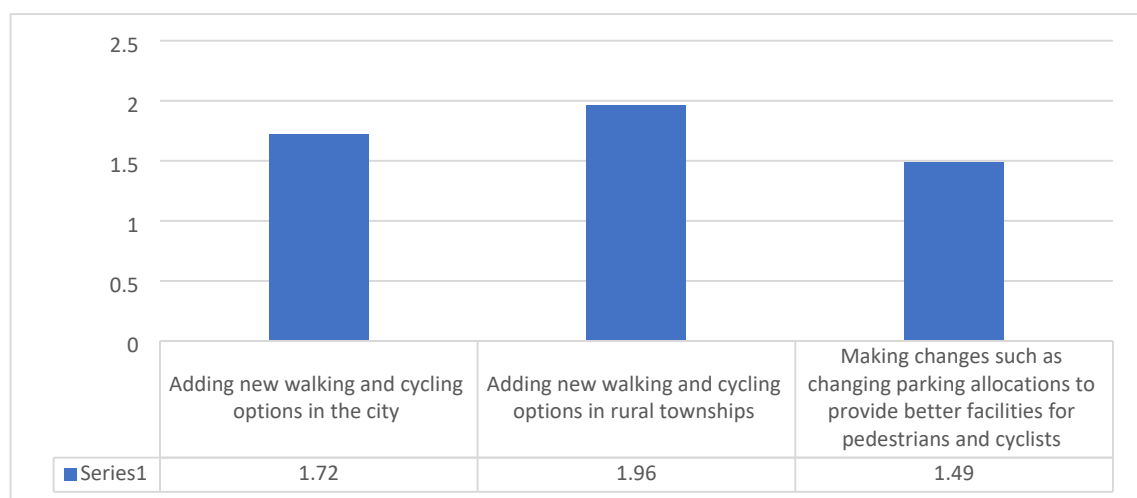


Mode shift and accessibility is a focus area of the RLTP and will be discussed in more detail in the RLTP/RPTP deliberations report. It is relevant to this discussion that the community’s ranking of mode shift and accessibility matches the RLTP where the mode shift and accessibility problem<sup>2</sup> has the lowest weighting (20%).

As the plan is a long term document proposing incremental change, it is appropriate that it should sit at a lower priority particularly through this recovery period. This is not to say mode shift and accessibility are not important.

**Walking and Cycling**

Table 3: Question 2 – Walking and Cycling



<sup>2</sup> The precise wording of the accessibility problem is: “A lack of safe and convenient public and active travel infrastructure and services for all transport users is resulting in high levels of car use, increasing levels of greenhouse gas emissions, adverse health impacts, and reduced access to economic opportunities and key services for disadvantaged persons.”

## Let's Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy

Only 67% of respondents ranked the walking and cycling proposals, suggesting a lower level of interest in the topic. The results, shown in table 3, give strong support to adding new or improved active travel options in the rural townships, a position borne out through the written comments as well.

### Interpreting free text responses

The free text question simply asked: "Do you have any other comments or suggestions?" The answers have provided a rich and unconstrained picture of what people are thinking and feeling.

The free text question applied to all four documents which were part of the *Let's Talk Transport* consultation process. Whilst some submissions explicitly identified the document they were commenting on, most didn't. In some further cases, the comments made it straightforward to identify which document the submitter was likely to be talking about.

This report focuses on themes arising from commentary on the plan and the strategy, some cross over with the RLTP which is unavoidable.

Table 4: Thematic Commentary

Theme	Commentary	Considerations
In both Gisborne City and the rural townships there is a lack of safe pedestrian crossing opportunities.	<p>19 comments called for increased pedestrian crossing points in several locations across the city. The current absence of safe crossings on major arterials such as Ormond, Childers, Wainui and Awapuni were cited as significant barriers to children accessing school.</p> <p>A small number questioned the safety value of raised table crossings and their impact on traffic flow.</p>	<p>The strategy maps could highlight locations for future crossing points, separate to the primary corridors, that would support active travel connectivity for all user groups.</p> <p>However, Council should continue to base its road crossing design decisions on best practice and case by case considerations rather than setting policy around a certain type of crossing (i.e. Painted crossings over raised table)</p>
Our most vulnerable road users are children, disabled people, and the elderly – and they are finding it increasingly difficult to safely access the places and opportunities they need.	<p>The testimony from respondents to this theme is very powerful, and again it tackles a perception that only motor vehicle drivers' matter.</p> <p>The struggles that some people have, to obtain any kind of access to where they need to go, reminds us of the importance of promoting individual and collective resilience through travel choice, which is currently not available to everyone on an equitable basis.</p>	<p>This is not simply a matter of designing and providing "better infrastructure", but about understanding the experience that diverse users have when taking what would appear to be simple journeys.</p> <p>Both the strategy and the RLTP could use anonymised testimony from some respondents to bring these challenges to life.</p>

**Let's Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy**

Theme	Commentary	Considerations
<p>Mode shift can be important for addressing transport network efficiency and accessibility challenges.</p>	<p>There is a clear divergence in view between two groups – people who are strongly in favour of greater investment in non-car modes of transport, and others dead against.</p> <p>Whilst respondents who only drive are generally in the latter category, there are some who take a more balanced perspective and are in favour of mode shift as they can understand the wider benefits.</p>	<p>The perception amongst some respondents – that massive investment in alternative modes to the private car is taking money away from roading investment – is not reflected in the proposed work programme.</p> <p>Investment in roading benefits all transport network users – including cyclists and bus users who also require smooth surfaces.</p>
<p>Smaller townships often have very poor, or a complete absence of, active travel facilities which locks in motor vehicle dependency.</p>	<p>There are some strong and well-argued submissions on this point, and again it provides an essential insight into what life is like outside of a vehicle, and in areas away from Gisborne city.</p>	<p>The strategy describes the current and programmed infrastructure activities included under the Township Planning banner.</p>

## Let's Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy

### Organisation Submissions

Some of the submissions that referenced matters under the plan or strategy were from organisations rather than individuals. The following table identifies each organisation and provides a brief description.

Table 5: Organisational Submitters

Organisation Name	Brief Description
Tapuwae Tairāwhiti Trails Trust	Group which aims to create a network of sustainable trails for cycling, walking and running.
Tairāwhiti Adventure Trust	A Charitable Trust, run 100% by volunteers, with a mission to empower the young people of Tairāwhiti to reach their full potential through action.
Te Wharau School	A state primary school that caters for students from Year 0 to Year 6, located in Kaiti.
Tairāwhiti Positive Ageing Trust	Registered charity which represents the interests of senior citizens and promotes positive participation in society.

Organisations feedback has been included into the theme analysis. If any additional points/response may be required, it is highlighted in the table below.

Table 6: Organisation Submission Summaries

Organisation Name	Summary of Main Points concerning mode shift and active travel	Response (if required)
Tapuwae Tairāwhiti Trails Trust	<p>Applauds the reasons for using active travel, the seven objectives, the four active travel policies, and the intervention hierarchy stated in the introduction to the Tairāwhiti Active Travel Strategy 2024.</p> <p>Supports the adoption of these plans and strategy. Approving the Tairāwhiti Mode Shift Plan and Active Travel Strategy will pave the way for our region to apply for funds through the RLTP.</p> <p>Supports all these initiatives and congratulates GDC on taking the lead with these forward-thinking planning documents. Also appreciates GDC's support for Te Wero ia Wenerei (Wednesday Challenge) in Tairāwhiti.</p>	
Tairāwhiti Adventure Trust	Disappointed that Active Mode Networks feature as Priority Investment Area 3.6: Implement Gisborne city and Township Active Mode Networks - only after the completion of the active travel strategy.	Staff will seek further information from the trust to better understand their disappointment
Te Wharau School	Continuous, connecting footpaths, slower speeds during school hours and high visibility crossing on De Latour, Rutene and Graham roads are priorities that we wish to see in the immediate to short term.	The Active Travel Strategy mapping could be revisited and updated to reflect the wider understanding of transport issues around Te

**Let's Talk Transport: Consultation Outcomes for Mode Shift Plan and Active Travel Strategy**

Organisation Name	Summary of Main Points concerning mode shift and active travel	Response (if required)
	<p>Support Investment Priority 2.3: Improve Intersections and Crossings for Active Mode Users - especially if Rutene Road, Delatour, Graham and Iranui Roads are intersections to be considered, as they are major barriers to whanau walking and cycling daily to school.</p> <p>Would also welcome the opportunity to work with GDC staff to prepare a School Travel Plan (STP).</p> <p>As a community, the Board of Trustees and Principal have been engaged regularly with GDC staff around road safety and mode shift for our whanau and tamariki.</p> <p>We urge the Regional Transport Committee to consider escalating the priority order of the Work Category and Activity for "Footpath renewals" and "Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City" (WC224, and WC425) respectively because, as the RLTP states, these WC activities deliver ALL the RLTP objectives.</p> <p>Which in turn reflects the view, shared with Council in our submission to the Future Development Strategy in 2023, that continuous, connected footpaths around Kaiti, are a critical component of our children traveling in safe, healthy and independent manner.</p>	Wharau school provided in this submission.
Tairāwhiti Positive Ageing Trust	Link in bus routes to include a visit to the Kiwa pools.	

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



24-67

**Title:** 24-67 Hearings Report: Outcomes from Councils "Let's Talk Transport" Consultation

**Section:** Strategic Planning

**Prepared by:** Chris Gilmore - Senior Policy Advisor

**Meeting Date:** Thursday 11 April 2024

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Legal: No

Financial: No

Significance: **Low**

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### Report to REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee for information

#### PURPOSE - TE TAKE

The purpose of this report is to present the submissions received, and to introduce submitters who are speaking at the public hearing for Councils "Let's Talk Transport" consultation.

#### SUMMARY – HE WHAKARĀPOPOTOTANGA

"Let's Talk Transport" was a combined consultation on four related transport documents. The draft Regional Land Transport Plan 2024 and Regional Public Transport Plan, approved for consultation by Council on 31 January 2024 (**Report 24-16**) were combined with the draft Mode Shift Plan and the draft Active Travel Strategy that Council approved 25 January 2024 (**Report 24-2**).

Consultation ran from 2 February to 29 February 2024. Council received 307 submissions, 46.3% of which came from rural residents. The order of speakers will be provided at the Hearing including the page number of where to find their submission in the Full Submissions document in **Attachment 1**. Submissions analysis is provided in the accompanying deliberations reports (**Reports 24-100 and 24-107**) and their attachments.

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 - NGĀ TŪTOHUNGA

**That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:**

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

*Authorised by:*

**Joanna Noble - Director Sustainable Futures**

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**Keywords:** Hearing, Deliberations, Mode Shift, Active Travel, Walking and cycling, RLTP.

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## **BACKGROUND - HE WHAKAMĀRAMA**

1. Let's Talk Transport asked our community what was important to them in relation to four transport strategic documents:
  - a. The Regional Land Transport Plan (RLTP), which Council is required to prepare and adopt under the Land Transport Management Act (LTMA) 2003, is the primary document guiding integrated land transport planning and investment within the Te Tairāwhiti region.
  - b. The Regional Public Transport Plan (RPTP), also required by the LTMA 2003 for councils offering public transport services, sets out proposed service levels and funding for the region's bus and Total Mobility (subsidised taxi) services. This includes supporting physical infrastructure such as bus stops as well as policies for matters such as fares and ticketing.
  - c. Tairāwhiti Moves (the plan) is a mode shift plan that proposes actions to address car dependency by creating a greater variety of travel choices. The activities in the plan are made up of current Council programmes that can contribute to mode shift as well as suggested new initiatives and programmes. It also outlines the benefits of investing in mode shift, supporting alternative methods of transport and working arrangements alongside highlighting the ways Council can facilitate mode shift within the region.
  - d. The Active Travel Strategy (the strategy) updates the current Walking and Cycling Strategy 2004 and focuses on active travel options such as walking, wheelchairs, scootering, skating, and cycling. The proposed strategy includes objectives for investment in active travel, policies for development and principles for design alongside the key corridor maps.

- Table 1 lists the previous reports received by Council and committees in developing the four draft documents.

Table 1: Previous Council and committee reports

Report No	Meeting Date	Title/Purpose
23-26	24 March 2023	Development of investment logic map for RLTP.
23-105	25 May 2023	Endorse draft Problems and Benefits Statements Overview of project development process and timeframes.
23-118	Wānanga 25 May 2023	Review of Strategic Responses and 10 Year Investment Priorities.
23-183	Wānanga 7 September 2023	Draft structure and content of the RPTP.
23-253	29 November 2023	Introduction to the Mode shift Plan and Active Travel Strategy.
23-257	30 November 2023	Update on mahi to date in developing the plan and seeking feedback on the strategic direction for the RPTP.
23-258		Update on development of RLTP.
23-254	Wānanga via email in December (hui cancelled)	Seeking any feedback on the prioritisation of the draft programme.
24-2	25 January 2024	Draft Mode shift plan and Draft Active Travel Strategy: Adoption for Consultation.
24-16	31 January 2024	Draft Regional Land Transport and Public Transport Plans for Consultation.

### Let's Talk Transport Consultation

- The four draft documents (the Regional Land Transport Plan, Regional Public Transport Plan, Mode Shift Plan and Active Travel Strategy) were consulted on together from 2 to 29 February 2024.



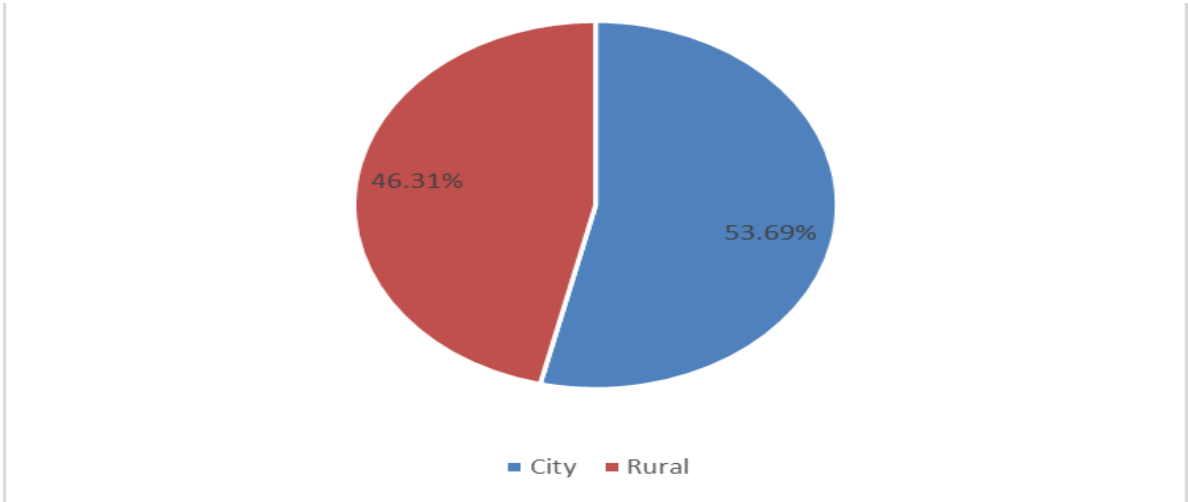
- 4. Council notified the community through the website, social media, radio advertising, posters and letters to stakeholders including industry, interest groups, government departments community organisations. Staff visited several rural townships, facilitating submissions in hardcopy and via the website.

Table 3: Consultation Statistics

Method	No.
Facebook posts	3
Facebook reach (How many people's timelines our posts appeared on)	16,577
Facebook engagement (total likes, shares, comments)	2781
Rural Community Visits	5
Rural Submissions	46%
City Submissions	54%
Media Releases	1
Radio Stations	3
Radio ads (30 second ad)	61
Total Submissions received	307
Submissions received that included comments	207

- 5. 307 submissions were received. Two hundred and ninety-eight via Council's website and nine submissions submitted directly to staff via email. Nearly half of submitters identified as living rurally.

Figure 1: Where do our submitters live?



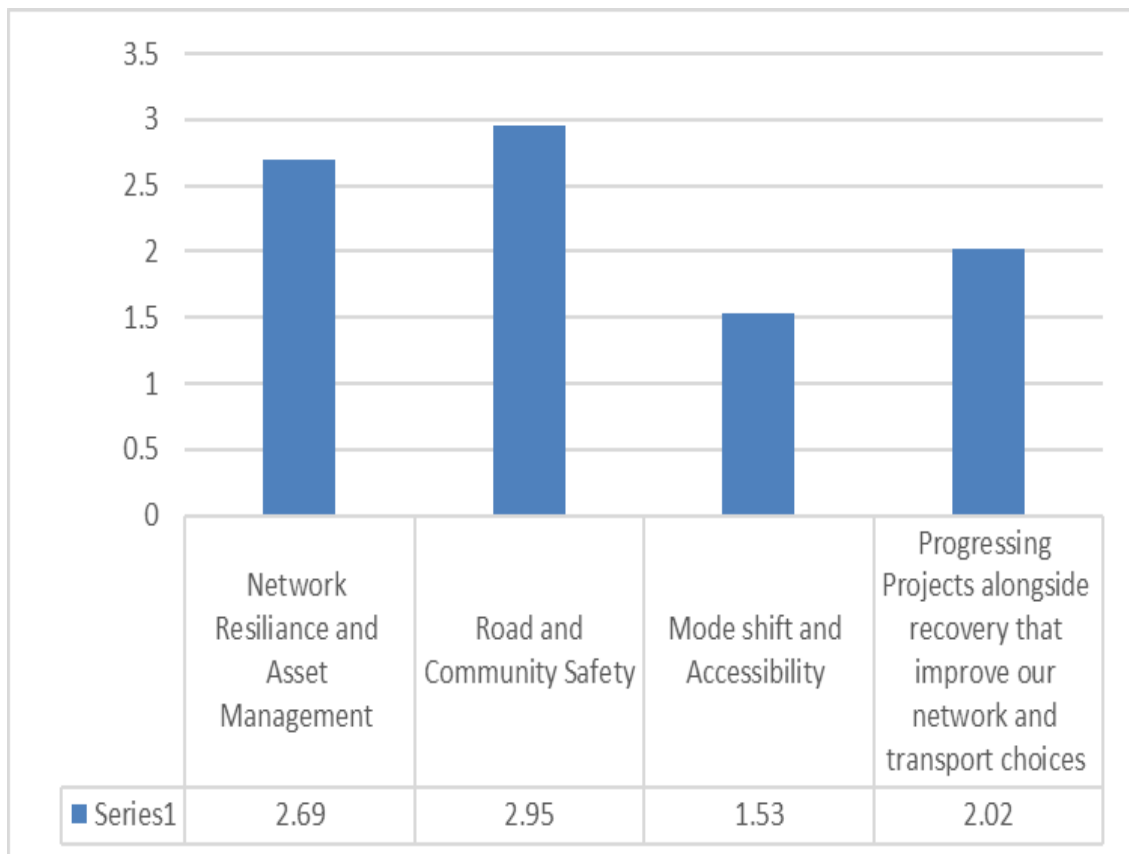
## DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

6. A copy of all the submission comments received is included in **Attachment 1**. Staff have not attached the output of each person's ranking choices, the overall result from this is presented in the graphs below. At the Hearing, the Committee will be provided with the order of speakers along with the agenda page number for their full submissions.
7. Additionally, the Committee has been provided separate deliberations reports, the first covering the Mode shift plan and the Active Travel Strategy (**Report 24-107**) and the second covering the Regional Land Transport Plan and the Regional Public Transport Plan (**Report 24-100**), both with submission analysis reports attached.

### Submission Data

8. Submitters were asked to rank their priorities within three categories:
  - a. Council's focus areas.
  - b. Active transport.
  - c. Public transport.
9. Figures 2, 3 and 4 show the results from those questions<sup>1</sup>.

Figure 2: Scores for question 1 - Focus Areas



<sup>1</sup> Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Figure 3: Scores for Question 2 - Walking and Cycling

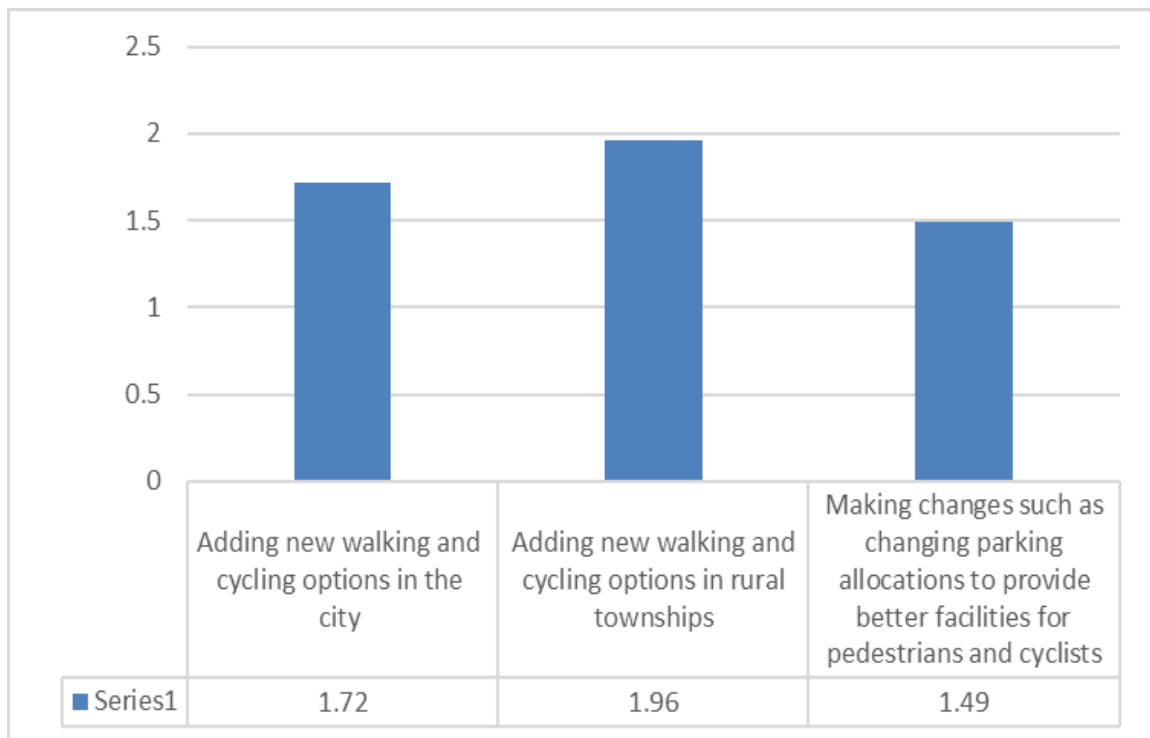
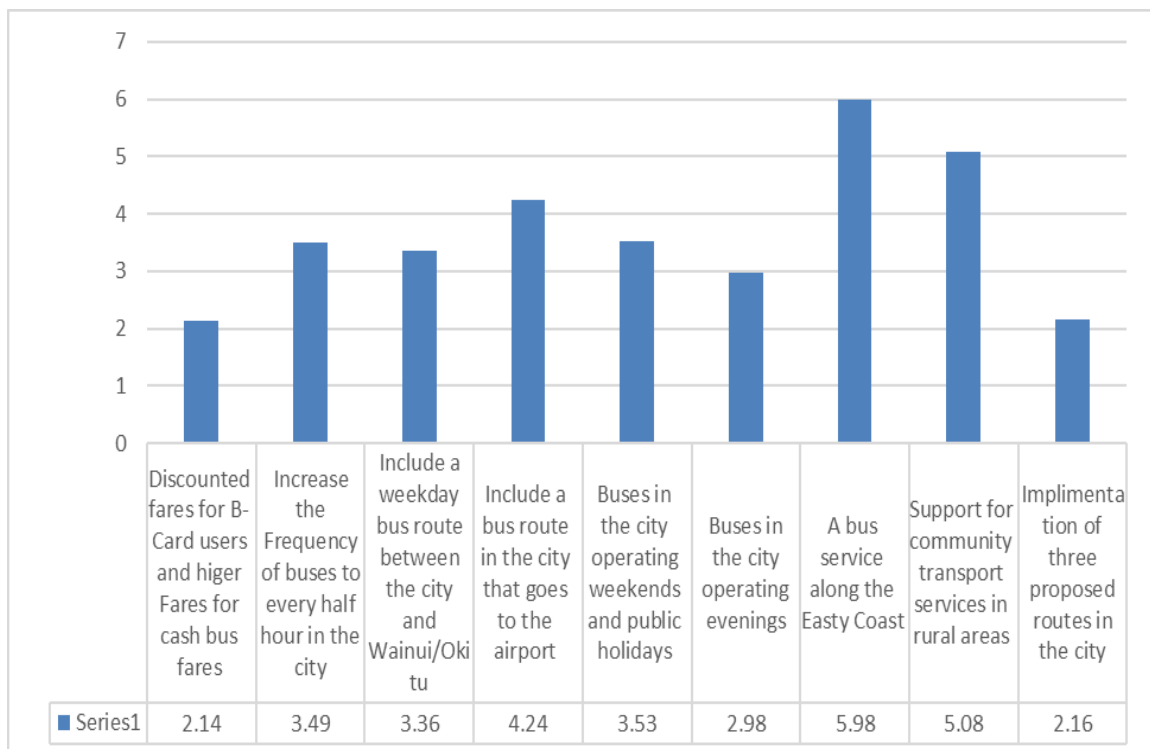


Figure 4: Score for Question 3 - Public Transport



10. Further analysis is provided in the accompanying deliberations reports and their attachments.

## Release of the Draft Government Policy Statement on Land Transport

11. After Council's consultation closed, Government released their draft Government Policy Statement on Land Transport (the draft GPS). The draft GPS signals several changes to the funding profiles and priority areas for transport investment. **Report 24-100** covers the impact of the draft GPS and the changes suggested to the draft Regional Land Transport Plan and the draft Regional Public Transport Plan to ensure consistency.
12. The draft GPS changes relevant to the Mode Shift Plan and Active Travel Strategy are:
  - Reduced funding and tighter investment criteria for walking and cycling.
  - Currently, Council can consider and apply for funding for multi-modal improvements through an all-in-one approach via different work categories. The draft GPS gives a strong direction that it will be necessary for any walking and cycling components of a project to be solely funded via the walking and cycling funding categories. This could mean one project needing to be split across two or more categories in the funding system rather than under one. Once we get clearer advice on how this will work from NZTA we can provide some additional context for the Committee. This won't affect how walking and cycling projects are represented in the draft documents, but it will change how the financial information is set out in the RLTP work programme tables and Council's bid, so the appropriate portions are under the relevant work categories.

## Media Coverage

13. Many submissions oppose road network changes which were not part of Council's proposal. Discussion in the media on matters such as replacing roundabouts with traffic lights, removing parking from Ormond Road, and prioritising cycleway over recovery activities, which are not included in the Mode Shift Plan or Active Travel Strategy, appears to be the basis of some submissions.

## 14. ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

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

**Overall Process:** High Significance

**This Report:** Low Significance

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

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

**This Report:** Low Significance

The effects on individuals or specific communities

**Overall Process: High** Significance

**This Report: Low** Significance

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

**Overall Process: High** Significance

**This Report: Medium** Significance

15. 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 - TŪTAKITANGA TANGATA WHENUA**

16. Council Engagement and Māori Responsiveness team contacted Iwi and hapu, seeking expressions of interest in targeted engagement on the Plan and the Strategy. None of the groups elected to engage further .
17. Tangata Whenua were contacted again when formal consultation opened, Ngati Porou made a submission.

## **COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI**

18. This report discusses the outcomes from the Let's Talk Transport consultation. Council notified the community through the website, social media, radio advertising, posters and letters to stakeholders including industry, interest groups, government departments community organisations.
19. Staff visited Tolaga, Tokomaru Bay, Te Puia, Ruatoria, Te Araroa and Wharekahika to answer questions and gather submissions.

## **CLIMATE CHANGE – Impacts / Implications - NGĀ REREKĒTANGA ĀHUARANGI – ngā whakaaweawe / ngā ritenga**

20. This report is part of a programme of work which could, if implemented have a positive impact for climate change, specifically reducing the region's emissions profile.

## **CONSIDERATIONS - HEI WHAKAARO**

### **Financial/Budget**

21. There are no financial or budgetary considerations arising from the matters discussed in this report. Budget for funding Council's share of costs of transport activities is decided through the Three Year Plan process.

### **Legal**

22. There are no legal considerations arising from the matters discussed in this report. The Mode shift plan and Active travel strategy are part of the programme of work included in and supporting the Regional Land and Regional Public Transport plans, and development and adoption of which is a statutory responsibility for Council under the Land Transport Management Act 2003.

## **POLICY and PLANNING IMPLICATIONS - KAUPAPA HERE me ngā RITENGA WHAKAMAHERE**

23. There are no policy or planning implications arising from the matters discussed in this report.

## **RISKS - NGĀ TŪRARU**

24. There are no major strategic risks identified for this report.

## **NEXT STEPS - NGĀ MAHI E WHAI AKE**

<b>Date</b>	<b>Action/Milestone</b>	<b>Comments</b>
23 May	Consideration of a final Regional Land and Public Transport Plans for Council approval	
30 May 2024	Sustainable Tairāwhiti Committee considers the draft mode shift Plan and the Draft Active travel Strategy for adoption.	
27 June	Council decision on RLTP and RTP	

## **ATTACHMENTS - NGĀ TĀPIRITANGA**

1. 2024 03 06 Full Submissions [24-67.1 - 44 pages]
2. Submission 206 - TE RUNANGANUI O NGATI POROU [24-67.2 - 13 pages]

## In-full Submissions.

Submission Number	Submitter	Comments and suggestions
1.	Jonny Hardie	Restrict traffic along parts of Gladstone Road to allow more pedestrian friendly activities, and to allow more space for shoppers and cafe goers.
2.	Tapuwae Tairāwhiti Trails Trust	<p>Tapuwae Tairāwhiti Trails Trust 29th February 2024</p> <p>“Let's Talk Transport” consultation</p> <p>Thank you for the opportunity to respond to the draft Te Tairāwhiti Regional Land Transport Plan 2024 and Te Tairāwhiti Public Transport Plan (RLTP and RPTP), and the draft Tairāwhiti Moves: A Mode Shift Plan and Tairāwhiti Active Travel Strategy 2024. Thank you too, to Chris Gilmore, for making himself available for two consultative sessions with Tapuwae Tairāwhiti Trails Trust.</p> <p>These plans and the strategy are forward-looking and inclusive. They acknowledge the need to provide for all transport users in safe ways, and the need for a reliable and resilient road network as our region's biggest asset. The plans refer to each other in a connected way.</p> <p>Tapuwae Tairāwhiti Trails Trust applauds the reasons for using active travel, the seven objectives, the four active travel policies, and the intervention hierarchy stated in the introduction to the Tairāwhiti Active Travel Strategy 2024.</p> <p>The Trust supports the adoption of these plans and strategy. Approving the Tairāwhiti Mode Shift Plan and Active Travel Strategy will pave the way for our region to apply for funds through the RLTP. Also, as stated, when the RLTP is backed by an approved Active Travel Strategy and Mode Shift Plan, “... the plan can also be used to make a compelling case for additional funding from the government, as well as any other sources that emerge over time.”</p> <p>We totally support that this mode shift will benefit from having a “travel demand management and behaviour change coordinator” at Council. Their work could include community travel planning including ride sharing, for example, to reduce before and after school traffic congestion. We believe that increasing the number of students choosing active travel to get to and from school and after-school activities will have many health, educational, behavioural and social benefits for the community. Improved data collection and monitoring of active travel would provide valuable information.</p> <p>Tapuwae Tairāwhiti Trails Trust supports the active travel improvements, as well as public travel initiatives, for the coastal townships. The proposed Te Ara Tipuna walking, cycling and horse-riding trail will bring people into small rural communities and boost their rural economies. We appreciate Council supporting this initiative.</p> <p>For Gisborne city, now that the Wainui-Tamarau path has been completed all the way to the city bridges, with linkages enabling Tamarau and Kaiti residents to join the path, we see Te Ara o Taruheru as the key active travel link, a top priority corridor, for the district. This will enable the eastern suburbs and inner-city suburbs to be connected to</p>

		<p>secondary schools and recreational facilities. Funding to complete Te Ara o Taruheru should be included in the RLTP. Completing this path will enable a safe, active travel network to develop, based on a network of safe streets, linking into Te Ara o Taruheru.</p> <p>A network of safe residential streets will complement the major paths, eg, Wainui-Tamarau and Te Ara o Taruheru. Features to enable this network could include raised pedestrian crossings to slow vehicular traffic on residential streets (with appropriate drainage design and access ramps to remove trip hazards), ensuring driveway entrances have clear sight lines on to footpaths, and ensuring residents' overhanging trees are kept trimmed. We acknowledge that some suburbs with high numbers of young children are not currently well served by safe walking routes. Safe active travel networks should be purposefully planned to improve safe access for those communities. We are aware of the relatively poor school attendance rates in Tairāwhiti and, in particular, support developing a safe active travel network in Kaiti-Tamarau and Elgin. To enhance this further, we do have some ideas about ways of improving safety when funding is available.</p> <p>Council and Waka Kotahi also have a strong programme of Streets for People projects, including making Grey Street in Gisborne and Uawa (Tolaga Bay) permanent. A total of \$450,000 has been allocated to Gisborne city centre. Tapuwae Tairāwhiti Trails Trust supports all of these initiatives and congratulates GDC on taking the lead with these forward-thinking planning documents. The Trust also appreciates GDC's support for Te Wero ia Wenerei (Wednesday Challenge) in Tairāwhiti.</p> <p>We are heartened by the plans showing GDC's commitment to active travel and mode shift, and accessible, equitable travel choices, which will enhance the wellbeing of people in Tūrangānuī a Kiwa.</p> <p>Tapuwae Tairāwhiti Trails Trust applauds the aspirational vision in Tairāwhiti 2050, "Walking, cycling or wheeling are the first choice for short trips in Tairāwhiti". We would like to see Tairāwhiti take the lead in following the "Keeping Cities Moving, Waka Kotahi's National Mode Shift Plan". This region has more to gain than almost any other part of Aotearoa New Zealand in increasing the uptake of active travel. Tairāwhiti stands to gain immensely if well-designed infrastructure, accessible to all, nudges our community to be more active – particularly considering the high cost of poor educational achievement, and the way active travel benefits achievement. This will especially be the case if access is easy for residents in the lower income suburbs, where the highest number of rangatahi live.</p> <p>PS The Trust represents both urban and rural Tairāwhiti communities.</p>
3.	Cam Wood	<p>Forget about cycling and walking and fix the infrastructure that we currently have. This council will be liable to replace the water main within the next 10 years if it doesn't take more proactive steps towards its maintenance, this council needs to replace the national grid incomers so that industry can expand and create more new jobs or this council will be faced with an even bigger percentage of unemployment than we currently have. This council must fix the roads and make them safe to travel on by car before spending millions on making them accessible to cyclists and inconvenient for cars. Please do your job and maintain this city before you waste any more money on cosmetic projects that do nothing to support industry.</p>
4.	Mathew Bannister	<p>The challenge with airport bus route is that it will serve visitors well but not so much locals.</p>
5.	Bess Halley	<p>The city centre has been designed to accommodate and prioritise cars which is off-putting for pedestrians and cyclists. We need to see more</p>



	<p>cycle-centric and pedestrian friendly design and infrastructure to support uptake of cycling and walking as common modes of transport.</p> <p>Gisborne is relatively flat, with high sunshine hours, and fairly compact urban areas. It is perfect for cycling to school, work and town. However the attitude of drivers and the complete lack of care shown towards cyclists using the road, puts people off. Many parents won't allow their children to bike to school due to safety concerns. More on-road, separated cycle lanes and off-road cycleways are needed.</p> <p>If Tairāwhiti is to achieve a well functioning urban environment, active modes of transport need to be prioritised and designed for in public and private spaces.</p> <p>The removal of traffic lights and addition of roundabouts at prominent intersections has made travel by biking/walking even more difficult as roundabouts prioritise the free flow of vehicles.</p> <p>A bus service to Wainui would be welcomed, including on the weekends.</p> <p>There are major safety concerns about the design and layout of the kerbside parking, bus stop location and pedestrian and cyclist access to Wainui Beach School. The current situation results in frequent near misses and the whole area needs urgent attention and re-design. First priority needs to be moving the school bus stop to a new location as it conflicts with cyclists and pedestrians entering and exiting the school and private vehicles accessing the on site parking and reverse manoeuvring.</p> <p>Re-designing the access points, parking layout and bus stop location will help alleviate safety risks for students and visitors to the school.</p> <p>Monitoring and enforcement of vehicles parking on the Wainui cycle way needs to happen on a regular basis. In addition, the maintenance of the concrete surface of the Wainui cycleway has been made challenging by the inadequate 'sealing' of vehicle crossings in the Rural Residential zone that cross over the cycleway. These need to be upgraded as metal is constantly being dragged onto the cycleway and degrading the surface.</p> <p>The end of the Wainui cycleway at the Murphy Rd is very dangerous. I have seen adults crossing over to the left hand side of Oneroa Rd to avoid continuing on the footpath nearly hit by cars. It is also dangerous for children, as so many cars turn right into Murphy Rd and there is confusion about who has right of way. The unmarked parking area around Zephyr and Stockroute carpark needs to be managed to allow safe thoroughfare for cyclists and pedestrians. Vehicles frequently park on the wrong side of the road here, and 'drive thru' the Zephyr carpark.</p> <p>The white metal barriers that were installed on the Wainui cycleway as an afterthought are hazardous for children due to their height. They are unnecessary and are more likely to clothesline children than keep them safe. They also create bottlenecks for cyclists using the cycleway.</p> <p>I support lower public transport fees, more frequent service and additional routes.</p> <p>An East Coast bus service will be great, and well utilised since the private shuttles no longer run.</p>
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		<p>Achieving a mode shift is paramount to a healthy, connected community, lower emissions, a compact, liveable city, and better air quality.</p> <p>By changing the physical infrastructure to enable safe and prioritised cycling networks, it is hoped that drivers attitudes, and subsequently cyclists safety, will also improve. Thereby increasing the uptake of active modes and simultaneously reducing vehicle congestion and car reliance.</p>
6.	Huia	<p>We definitely do NOT need any more cycle lanes or walking options in our city, very small amount of people use it. (Which it was intended for) We need to fix all our city roads. (Potholes etc) introduce more roundabouts in our busy streets eg... Ormond Lytton rds.</p>
7.	Harley Dibble	<p>The submitter supports the mode shift strategy. I support a child led vision for transport in our city. "Gisborne City is a place children can move around more freely and independently on separated bike paths (on and off road), footpaths and buses, so parents can be free from worry. Our streets can be friendly, shared spaces where children play and we connect with each other"</p> <p>The mode-shift strategy responds to important equity and affordability challenges in our region. Implementing the mode shift strategy - supporting enhanced bus services in the city and in our rural areas as well as expanding our walking and cycling network - will bring health and environmental benefits.</p> <p>Council (and Waka Kotahi) support for Te Wero ia Wenerei over the next few years is welcomed.</p>
8.	Ngarangi Walker	<p>This submission is presented on behalf of the Te Runanganui o Ngati Porou (TRONP) Tima Taiao (NPTT) on the 2024-34 Regional Land Transport Plan (RLTP) for Te Tairāwhiti in response to the call for public submissions to the "Let's talk transport" consultation. We understand that the vision, transport priorities and investment proposals described in the RLTP will ideally be echoed in the National Land Transport Programme (NLTP), but that the uncertain timing of the release of a revised Government Policy Strategy (GPS) creates the possibility that Government priorities in 2024 may not align with the priorities described in the RLTP, which take the 2021 GPS as its basis.</p> <p>It is also our understanding that the RLTP will form the basis for Gisborne District Council planning and bids to Waka Kotahi for the next ten years. It is our firm belief that securing investment in a comprehensive, integrated and coordinated strategic capital pipeline across the next few years is an essential building block for everyone living in Ngati Porou takiwa to shift out of survival-mode, into thrive-mode. A detailed copy of this submission has been sent to Gene Takurua for your consideration as input into the RLTP plan.</p> <p>If you have any questions, please contact: Ngarangi Walker nwalker@tronp.org.nz</p>
9.	Karen Madden	<p>Cut the crap, not even interested in any of you fluffy want to have cycle ways walkway projects, absolutely draining the patheticness of the proposed closing of Grey St etc rubbish, trying to make town a pedestrian area what a joke, the cbd in a ghost town now, no one except the people that came up with this stupidity are even interested in this stupidity. Cut everything from this fruity academically trumped up self inflated rubbish. Our roading network is a disgusting, disgraceful, dangerous, damaging joke the joke being on we the ratepayers and roadusers, so suck it up get real, youve done so very little to fix our roading.</p>

		<p>This is Gisborne, we would drive to the loo if the door waz wide enough and im proud of being able to do just this. Leave the namby pamby fruity, im superior crap for those towns an cities, in fact move to ny of those places make your mark there leave our Gisborne in our Gisborne way, we are small isolated destination city we love it this way, you dont just happen to go through Gisborne, arriving here is a purposeful decision, we love our back country city. Can we please get back to the dog wagging the tail. We need billions spent on our roading network just to get it 80% back to where it was let alone improve it. We all know another weather event is about 5 mins away guarrantfeed and there is still 100yrs worth of slash laying on the hills in the gullies on rivets an creek banks just awaiting an event to come to a community near you town, country or coast to smash property, land homes lives vehicles animals roading bridges that havent even been rebuilt yet to bits again destroying everything in its path. The thing is you people with yr ridiculous survey know this better than anyone in the community. Clean up the back country, fix our roads, throw away this loaded question self inflating survey and yr personal intentions on the scrap heap where it belongs and get real no matter how u dress it up with this loaded question survey its still crap. Get Real ir get our of your elected job</p>
10.	Tairawhiti Adventure Trust (Carrie White - Trustee)	<p>Tena koe</p> <p>Thank you for the opportunity to make a submission on the 2024-34 Regional Land Transport Plan (RLTP) for The Tairāwhiti - following the call for public submissions to the "Let's talk transport" consultation.</p> <p>We understand that the vision, transport priorities and investment proposals described in the RLTP will ideally be echoed in the National Land Transport Programme (NLTP), but that the uncertain timing of the release of a revised Government Policy Strategy (GPS) creates the possibility that Government priorities in 2024 may not align with the priorities described in the RLTP, which take the 2021 GPS as its basis.</p> <p>It is also our understanding that the RLTP will form the basis for Gisborne District Council planning and bids to Waka Kotahi for the next ten years. And that it will inevitably also inform the shape of Councils Long Term Plan, Asset Management Plan and Infrastructure Strategy later on this year.</p> <p>It is our firm belief that securing investment in a comprehensive, integrated and coordinated pipeline of strategic capital and operational activities across the next few years is an essential building block for everyone living in Tairawhiti to emerge from the immediate trauma of cyclone recovery to a state of thriving - and make the following comments in support of that.</p> <p>About Us</p> <p>The Tairawhiti Adventure Trust is a Charitable Trust, run 100% by volunteers. We throw our energies into brilliant initiatives that break barriers, challenge norms and reshape the future of our built environment. Our mission is to empower our young people of Tairawhiti to reach their full potential through action.</p> <p>Our kaupapa stems from our belief that better is possible. The idea that our public places should be inclusionary to all abilities and socio economic status, beautiful, fun, inspiring and safe is one that resonates with us, and is something we encourage Council to also strive towards.</p> <p>2023 was a challenging year for everyone in our community. The impact on our communities of being hammered by consecutive severe weather events has been cumulative and profound. Throughout the year TAT worked in partnership with GDC, Waka Kotahi and the community- at large, to bring to fruition the Tai Ueha - Grey Street - Streets for People project. It is through this lens that much of our feedback is provided.</p> <p>It is our experience that improvements to existing assets - especially footpaths, is a difficult undertaking. So while we support the inclusion of improved customer Level of Service for Local Paths, and Walkways as</p>

	<p>Priority Investment Area 1 ( 1.1 ) and (1.4): Plan and Deliver Resilient Community Active and Shared Transport Networks, we urge the Regional Transport Committee (RTC) to consider how much impact placing "Footpath renewals" and " Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City" in the priority order of Work Category and Activity WC224, and WC425 respectively. Even as the RLTP states - these WC activities deliver all the RLTP objectives.</p> <p>Tai Ueha - Grey Street - Streets for People project sits within the RLTP classification of being both "Committed AND Continuous" project (p50) likewise, it sits within the highest ranking priority funded project - Tairāwhiti Walking &amp; Cycling Network (score: 83.8) and WC4: CBD Revitalisation. It is now over 12 months since the Waka Kotahi funding was secured, and extensive community consultation carried out, by both TAT volunteers and GDC staff, so we want the Regional Transport Committee to be clear about the connection between Tai Ueha being installed on Grey Street, and the Wheels in Motion Cycle Training activity under RLTP Priority Investment Area 2.5.</p> <p>Wheels in Motion is a cycle education programme that will be delivered by the Tairāwhiti Adventure Trust as an afterschool activity for the community, starting with the Grade One Bike Ready module. We want the RTC to hear and see with absolute clarity, that while TAT has: secured the funding for this; facilitated the training of community volunteers to run the programme; planned the programme and are looking to train dedicated staff to run the project - that this CANNOT PROCEED until the temporary (3 years) Streets for People project - Tai Ueha, on Grey Street has been painted on the road.</p> <p>Therefore, it is our sincere hope that the delivery of this Waka Kotahi funded project, does not continue to be delayed.</p> <p>We cannot help but be disappointed that Active Mode Networks feature as Priority Investment Area 3.6: Implement Gisborne city and Township Active Mode Networks - only after the completion of the active travel strategy. It is a particularly bitter pill for TAT that this speaks to "Projects which will deliver the active travel network." when we have worked so hard to deliver this kaupapa only to be pushed back time and time again.</p> <p>We support in-principal the initiative to "Fund a full-time regional travel demand management and behaviour change coordinator for Te Tairāwhiti." (Priority Investment Area 3.7) and urge the RTC to expand the scope of that position the 'other priority implementation" initiative of "Improving public and urban realm in Gisborne city and township centres which includes devoting more road space to active travel modes, and economically productive uses such as pavement cafes. (City and town centre regeneration). We also think that there is strong overlap with this type of position and the important work that the Recovery Coordination Unit (RCU) are doing to support community wellbeing.</p> <p>Again, we thank the Regional Transport Committee for the opportunity to submit our feedback on the proposed RLTP - and trust that our comments will also be conveyed across the suite of active transport strategies and plans that have also formed part of this consultation.</p> <p>We respectfully urge the RTC to consider our submission not only in the context of approving the RLTP, but also with their broader oversight and vision as Councilors embarking on 2024 LTP planning.</p> <p>We look forward to continuing to work alongside the Council to create better places for our young people - and our whole community.</p>
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11.	Mark Harris	<p>Tena koe</p> <p>Thank you for the opportunity to make a submission on the 2024-34 Regional Land Transport Plan (RLTP) for The Tairāwhiti - following the call for public submissions to the "Let's talk transport" consultation.</p> <p>We understand that the vision, transport priorities and investment proposals described in the RLTP will ideally be echoed in the National Land Transport Programme (NLTP), but that the uncertain timing of the release of a revised Government Policy Strategy (GPS) creates the possibility that Government priorities in 2024 may not align with the priorities described in the RLTP, which take the 2021 GPS as its basis.</p> <p>It is also our understanding that the RLTP will form the basis for Gisborne District Council planning and bids to Waka Kotahi for the next ten years. And that it will inevitably also inform the shape of Councils Long Term Plan, Asset Management Plan and Infrastructure Strategy later on this year.</p> <p>We are fortunate enough to have a Learn to Ride resource within our school, and would be highly supportive of the 'next phase' of helping our tamariki develop their bike riding skills and confidence in on-road cycling, through the Wheels in Motion initiative, which described as an activity under Priority Investment Area 2.5. We would also welcome the opportunity to work with GDC staff to prepare a School Travel Plan (STP). To this point though, we note Investment Priority 2.4: Implement Targeted Speed Limit Changes - and are very interested in hearing back from the RTC as to how Te Wharau School could have gotten on the list of (currently only four) schools for safety traffic calming projects in the 2024-27 period. As a community, the Board of Trustees and Principal have been engaged regularly with GDC staff around road safety and mode shift for our whanau and tamariki.</p> <p>We urge the Regional Transport Committee to consider escalating the priority order of the Work Category and Activity for "Footpath renewals" and " Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City" (WC224, and WC425) respectively because, as the RLTP states, these WC activities deliver ALL the RLTP objectives. Which in turn reflects the view that we shared with Council in our submission to the Future Development Strategy in 2023, that continuous, connected footpaths around Kaiti, are a critical component of our children traveling in safe, healthy and independent manner.</p> <p>We look forward to continuing to work in partnership with the Council to create the conditions for a well- functioning urban environment.</p> <p>Naku iti nei, na</p> <p>Mark Harris Principal, Te Wharau School</p>
12.	Kris Clayton	<p>BUS STOPS should have timetables available so you can see when the next bus is due. LED signs would be a bonus.</p> <p>Restore the railway south for a freight and optional passenger link</p> <p>Run more walking tracks along places like Taruheru river</p> <p>Don't do whatever you did in Crawford road to separate cars and other transport</p> <p>Expand the width of footpaths to allow scooter/mobility devices to pass without driving on the grass. (optional bonus is less grass on berm to mow)</p> <p>BUS services that allow route changes based on being able to 'summon' a bus on its route to your house and drop off at a determined location (bus on demand etc)</p>

13.	Andrew Church	<p>As a transport operator I believe that building a resilient and secure transport network that can withstand long term changes to our population, climate, land use and demand. Will not only secure our region and communities future, but also ensure we prosper on a whole. But also ensure our communities health and safety, sustainability and economic growth longterm.</p> <p>Our focus should be on a resilient and secure network before a beautifying our cities and townships with cycleways.</p> <p>How do these help when we are cut off again?</p> <p>However more cycleways and walkways will be a huge benefit and help us develop healthier communities.</p>
14.	Eileen Moore	Safety for all road users is the priority. Reducing car use is part of this so improving cycling options and public transport will undoubtedly help.
15.	Sarah Pohatu	Specific solution for school congestion at Kaiti School including Kaiti Hub.
16.	Morgan McClutchie	Consider regular audits on contractors. We see Downers staff at the shops instead of working and work vehicles at home early!
17.	Tai Taukamo	Build and regular maintenance
18.	Elizabeth Te Purei	Great to have these but Council needs to maintain them.
19.	Sheena Luke	Council needs to maintain drainage, footpaths regularly, not once a year. Upskill locals to do this mahi.
20.	Kingi Aowkamau	Speak to local people around what needs to be prioritised. Involve contractors living in Hicks Bay on all work needed and ongoing maintenance.
21.	Gillian Ward	<p>Active Travel Strategy and Mode Shift Plan, RLTP and RPTP</p> <p>Congratulations to the GDC Staff for these planning and strategy documents. Adoption of these documents will stand our region in good stead for the future. I would like to see the region move forward towards adopting more active travel quickly and with enthusiasm, but I think the gentle encouragement of these documents is the best "path" to take. I support the five new projects which GDC plans to progress. I think all of the focus areas, walking and cycling, and public transport issues are important.</p> <p>In future, private car ownership will be less commonplace and active travel will become more normal, so planning useful links as well as maintaining existing connections is important. Developing safe active travel infrastructure is relatively inexpensive compared to infrastructure for vehicles on the road, and this should be a priority. This is an equitable goal because active travel is generally inexpensive for residents, and shared paths provide safe access for people using mobility scooters as well. Active travel is healthy and a low CO2 emissions option as well, all appropriate goals for these plans and the strategy.</p> <p>The importance of retaining and reinstating active travel infrastructure, such as pedestrian bridges and rights of way, should be noted in these documents. These links are important for a connected active travel network, making it practical to access recreational facilities, shops, schools, work places, and all the community facilities easily by walking and other active travel means. At least four pedestrian bridges have been removed or have had access stopped in recent years - over Kopuawhakatapa Stream (Parau Street to Crawford Road and Harris Street to Crawford Road), Waikanae Stream (Banks Street), and Taruheru River (Makaraka Cemetery to Taruheru Cemetery). Opportunities for active travel links to be formalised have been lost with subdivisions and resumed unformed legal roads. Once lost, these links are difficult to reinstate.</p>

		<p>Page 27, Active Travel Strategy, where Matokitoki Stream bridge is mentioned, this should be Mangapapa Stream bridge. Also, on figure 10 on this page, the Barkers Hill-Valley Road shared path should be noted. This shared path is mostly used as a recreational route, but it is very well used. It is part of a well-used loop walk including Barkers Hill and Hospital Hill <a href="https://tairawhititrails.nz/our-trails/barkers-hill-hospital-hill-circuit">https://tairawhititrails.nz/our-trails/barkers-hill-hospital-hill-circuit</a> . The existing shared path needs to be extended from Massey Road at least to the Farmyard Early Learning Centre, to enable a safe path around a squeeze point at the tight corner of Valley Road at The Farmyard. This route is a commuting route for residents of Valley Road.</p> <p>Page 35, Active Travel Strategy, Figure 16: Key Corridor Seven - Okitu to Wainui Cycleway and Tamarau Kaiti Links. The Tamarau Kaiti secondary link is an important one because it is recognised that this community is currently not well-served with active travel infrastructure. This link could be further improved with the inclusion of a new pedestrian bridge between Score Road and Whitaker Street, as proposed in the Abley Transportation Consultants' report to GDC in 2014.</p> <p>I am concerned by a statement made by Hon Simeon Brown, Minister of Transport, reported in the Gisborne Herald on 21st February. His expectation is that Regional Land Transport Plans will need to be reviewed to have regard to the GPS 2024-27. I support the process for Tairāwhiti region to develop and approve our 2024 regional plan and disagree that this should be influenced by the new GPS. It is important that the Tairāwhiti regional plans reflect our region's needs, rather than be directed by a national change in funding priority.</p>
22.	Paul Murphy	Support safer and or controlled pedestrian safety crossings across the busy roadways such as Ormond Rd and Gladstone Roads to ensure safe crossings for school children. Support adjusting our roads to make them more cycle friendly and installing more cycle friendly supported infrastructure particularly to key locations such as schools and recreational areas. Support a bus route that is connected to the airport from the city/city locations
23.	Louina Houkamau	All this work gets done by contractors living in this community "Hicks Bay". An ongoing maintenance plan by our contractors living here re-streams etc.
24.	Cae Little	Roads need to be built and maintained so that the local communities do NOT get cut off again.
25.	Pete Sims	<p>When working with a constrained budget it is crucial that a pragmatic approach is taken to road safety and to fully understand the marginal benefits of a higher level of service (LOS). I am unsure of the cost difference between a table-ised pedestrian crossing and a traditional painted one but for the sake of argument let's say it was 5 times as much. Are the safety benefits of a modern table-ised crossing proven to be 5 times that of a traditional crossing? I would argue that the difference between having nothing and something is much greater than the difference between having a low LOS and a higher level. If the data does not support the higher LOS, then it would seem sensible to install more of the traditional crossings to maximise the safety benefits per dollar spent as well as providing more widespread and more equitable outcomes for the community.</p> <p>Likewise for cycle lanes it would be worth exploring low cost options like cycle boulevards where appropriate. For example Aberdeen Rd is a nice wide street and potentially needs nothing more than a reduced speed limit and signage prioritising alternative modes of transport like cycling. This could be combined with some traffic calming to provide safety by design and potentially, in this case, table-ising a crossing would be an</p>

		<p>effective use of funds, as it appears to have worked well on Stout St (another example where a reduced speed limit and signage could take the place of dedicated cycle lanes and parking reductions).</p> <p>Low cost options can always be expanded upon and upgraded at a later date but getting more sooner is likely to have a much greater effect on mode shift than waiting for more expensive options to be drip fed over the course of decades.</p>
26.	Carolina Cortes Araya	<p>Please consider road access for people with disabilities, I am talking about old people transport around city and wheelchair users. Its such a shame that the new surf club doesn't connect with the board ramp along midway, missing 20 meters of concrete pathway, or people on wheelchair cannot use Lytton road to access the beach as there is not a cycling option or pedestrian pathway are complete broken and uneven which unsafe for wheelchair users. The case of my friend, he lives is Aberdeen rd intersection Lytton Rd, in his case if he want to go town beach, he need to use his wheelchair bike and go around botanical garden, river pathway and board ramp to get til Captain Morgan Cafe instead of using the straight road access through Lytton Road.</p>
27.	Tairawhiti Positive Aging Trust	<p>link in bus routes to include a visit to the Kiwa pools</p> <p>Currently the footpaths and carriage ways are in a dangerous state for walkers, prams, disability scooters. Vegetation often overhang pathways. Many are choosing to use the road instead. Added numbers of senior citizens require safe and easily travelled pathways.</p> <p>Shared pathways must be of a width that allows room for both pedestrians and cyclists and a designated courtesy that the slowest traffic always has the right of way.</p> <p>More monitoring and adding designated disability parking.</p>
28.	Turoa Kohatu	Highway 35...fix up is top of the list!
29.	Mihi Arihia Matahiki	Roads on the coast are PRIORITY!
30.	Honour Ingle	Fix highway 35!!! Do it properly
31.	Tori	Maintenance plan for our walkways e.g. mowing and weeding. Better beach banks for our beaches to prevent flooding into township for rural only.
32.	William Whakataka	<p>More companies to keep up with the work maintenance of walkways out in by Council.</p> <p>It is new (Uawa) who is responsible for maintenance slightly in front of homes because we can no longer mow. Regular maintenance of drains and culverts.</p> <p>Spraying &amp; clearing overgrowth. Smooth paths for people with walking frames!</p>
33.	Julia Knight	GDC needs to up their act and clear drains and culverts along all roads.
34.	Leah Pardoe	More native planting/plants and fruit trees herbs
35.	Arihia Ingle	<p>Appropriate transport for rural whanau into town. A bus may not be able to handle the road conditions. Run a bus to town and back Friday &amp; Sunday or Monday,</p> <p>FIX OUR HIGHWAY 35...properly!!!</p>
36.	Erurea Ingle	Fix our bridges and roads on the coast!
37.	Eraihia Ingle	<p>Fix highway 35 and done well!</p> <p>Take our speed back to 50kmph in our townships</p>
38.	Vicki Raroa	Fix Highway 35, not patchwork.
39.	Te Rautangata Williams	Stop having plaster work on the roads, especially State Highway 35



40.	Keaton McIlroy	Fix highway 35 and the side roads too.
41.	Morgan White	Sick of fixing my car because you guys can't fix the road properly.
42.	Jordine White	I just want to travel the coast road safely in my car.
43.	Jahlah McIlroy Chambers	our roads are crap
44.	Tania Takakiao Henry	Amiria Avenue needs footpaths. I grew up there and I am 49 years old, and still there is no footpath for us. Rather than spending all that money on a WALKWAY for WHO??? Also, on Kemps Hill (I live there) there is a patch if roadwork loose gravel that despite 2 weeks ago 2 crashes occurred on the same Friday night within an hour and as yet no work to make the road safe has yet happened.
45.	Kadeem Ngarimu	Speed bumps needed in Whareponga - Change of speed limits on rural roads.
46.	Matewai Paenga	We need more footpaths and existing footpath need to be maintained.
47.	Mile Tumai	Safety for Whareponga Road for kids
48.	Joan Henry	More rest areas Gisborne to Opotiki
49.	Gillian	To encourage people to stop using their cars so much we really need a regular and reliable bus service throughout all suburbs.
50.	Nick Barclay	Focus as much resources as possible to restoring heavy traffic access to all properties within our region followed by continual appropriate maintenance.
51.	Clarke Redshaw	get rid of the ridiculous non pedestrian crossings the red marked rubbish... either put in sign posted pedestrian crossings that are recognised by law in the road code or don't have them at all or put in a pedestrian button cross walk... these red rubbish lines cause too many stops and confusions especially around roundabouts they need to be away from the roundabout... they are there to keep the movement of traffic not stop it safely like a light system...
52.	Silvia Spiekma	I feel that for most people it would be hard to do the ranking, especially in the Focus areas section, as these terminologies don't necessary make sense to a lay person. It would have been helpful to put links of supporting docs and Plans to these 3 sections to read up on before doing the ranking. The plans and summary documents on the left of this page will be too heavy/much and possibly won't be read thoroughly. Summaries of these documents would be good. I would have liked to see info events with a presentation and then ask attendees to give their feedback. These events could be held at Marae, School communities, Church communities, Retirement homes etc.
53.	Russell Turnbull	Policy 1 Fully support implementing the new network separately to any potential change in operators as experience shows combining the two can lead to signification network dis-function.  Fully support implementing a new network separately to any potential change in operators as experience shows combining the two can lead to signification network dis-function.  Greater network reach will increase the ridership by making the network more accessible to people.  More early morning and early evening services will increase the ridership by making the network more accessible to people who need the

		<p>flexibility of working earlier or later.</p> <p>Current accessibility of the network is limited to weekdays. Reliance on private cars for weekend and public holiday transport limits the network's growth opportunities.</p> <p>Policy 2 We note the benefits of branded routes but they can mean there is less opportunity for optimising bus use as a branded route excludes use of unbranded route buses, and vice versa.</p> <p>The Meteor in Hamilton is another good example - as long as they don't get into multiple liveries.</p> <p>Policy 3 We fully support a bus stop audit and improvement plan. We note bus stops should have enough length for modern 13.5 meter buses and we encourage adoption of NZTA/Waka Kotahi Bus Stop Design guidance.</p> <p>We encourage GDC to assess all routes against reliability targets to ensure bus priorities are applied where reliability is impinged, for instance in areas of traffic congestion.</p> <p>Ticketing We strongly encourage council to move to a cashless ticketing system. The carrying of cash by drivers is a health and safety issue due to the potential for robbery. Auckland, which removed cash from buses at the beginning of the pandemic, has seen a threefold decrease in driver assaults since this change.</p> <p>We encourage financial incentives for regular travel both as a way to improve patronage in general, but also to encourage occasional passengers to become regular passengers which will smooth the peaks otherwise experienced by having to provide capacity for occasional travelers.</p> <p>Policy 11. Whilst we would fully support a procurement review, it is likely the outcome will be that there are few barriers to competition in Gisborne for depot land (i.e. it is not a strategic asset), and that value procurement of buses is likely to have a better outcome through the buying power of the likely bidding companies which have a national presence.</p> <p>New services within the contracted operator's area should fall to incumbent operator so it is truly integrated and optimisation opportunities are available. We support a mechanism in the contract that encourages the operator to grow patronage to to seek cost savings.</p> <p>KPI's Reliability should not be confused with punctuality. 99% of all scheduled trips to be operated is reasonable. Punctuality measures, typically, how many trips operated no earlier than 1 minute before the timetabled time, or no later than 5 minutes. This minimum KPI for punctuality is typically 95% of all trips.</p>
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54.	N	<p>1. Improving the subgrade make up and the pavement surface to ensure durability</p> <p>2. Changing local road layouts to improve traffic flow especially on Wainui Rd and Esplanade Rd/Wainui Rd intersection</p> <p>3. Improvements to SH2 to Wairoa through pavement condition &amp; durability, roading alignments, traffic relief (passing lanes), 4 lane highway,</p>
55.	Helayna Ruifrok	Better active transport routes are desperately needed in Gisborne. Our roads are becoming more and more congested and we have a city that is so well suited to be cycled around, it just makes sense for it to have excellent cycling and walking infrastructure. Along with great cycle ways all over the city, it would be great to have bike parking spaces with locks in town. There are amazing examples of these all over the world.
56.	Meri Grace	Please fix our roads
57.	Emily Graham	It would amazing to see more cycle ways that are off the road in and around the city. I ride my bicycle 3-4 times a week and every time I feel nervous going through roundabouts and hearing big trucks coming up behind me.
58.	Fiona Scragg	<p>Some of the walk/ cycle strategy is over the top. focus on school children and elderly first.</p> <p>Make some of our intersections safer eg MakarakaRoad/Matawai road by dairy and tavern. Stout St/ Wi Pere st, Lytton road/Potae ave , Lytton Road/ Ormond Road, Childers Road in CBD area. Maybe time for more traffic lights.</p> <p>Improve access for mobility scooters in Lytton west area as two retirement complexes eg bridge by old memorial home in Ormond road needs better access. (Lots of elderly use Mangapapa 4 square in their immediate neighborhood for groceries, help them cross the road safely. extend bus service at least to Makaraka/ Manutuke. lots of people walk very unsafely along main road, would also provide a service to the frequent showground's events.</p>
59.	Doreen Smith	Fantastic to see the continuing priority on transport modes, in spite of the new government's short sighted fixation on roads.
60.	James Gunther	We really require new zebra crossings where our children catch buses, there are so many near misses with children trying to cross the roads to get to the bus stop or to get home from the bus stop etc
61.	Vera Lamont	<p>I really feel council seems to be forgetting that Gisborne is a regional hub. The town services a large country area. None of us from out of town are likely to pack a bicycle on our vehicle to ride around town picking up weekly groceries, stock feed, get to appointments etc...what we do have issues with are things like parking. This also applies to townies. A 4 to 7 klm bike ride or walk carrying groceries is not feasible. We avoid being on the road during school pick-up and drop off times as it seems many kids don't ride or walk to school anymore....more from laziness than lack of facilities.</p> <p>Get rid of the only traffic lights at peel street.....traffic flowed soooo much better when we had a temporary roundabout there. And get on with the roundabouts at Lytton/aberdeen and roebuck and Aberdeen. Will they still be done this year as previously stated.</p> <p>Council needs to focus solely on fixing the roads we do have exclusive of any feel good projects that will have you patting yourself on the back with little achieved in reality.</p> <p>The pedestrian crossing at balance street village needs flashing light signals as this is a busy one and faded orange signs on posts are easily missed amid the congestion in this area.</p>

62.	Peter and Julie Davis	<p>We are concerned that GDC appears to have completely ignored the needs of its rural residents/ratepayers in its intention to remove parking along Ormond Road, as well as having no regard for the impact this would have on the businesses along this route if there is nowhere for customers to park to access them.</p> <p>Many rural folk must use private vehicles to travel to Gisborne, which is the service centre for the entire district, not just city dwellers. As the roads are so rough, travel is already reduced to necessities rather than wishes, meaning attending entertainments and functions is seldom undertaken now. Many also travel with a trailer to be able to transport bulk supplies for farms, businesses and homes, and finding parking for a ute and trailer is a real problem. We imagine this also applies to tourists in motorhomes and campers, charter buses waiting to pick up passengers as well as other vehicles that don't fit in a city carparking space. The cafes and businesses along roads like Ormond Road and Awapuni Road benefit from extra patronage from these longer vehicles as it is possible to park within walking distance. This is important for the many rural folk who struggle to walk distances, particularly when carrying goods.</p> <p>Appointments at medical facilities such as the osteopaths and specialists situated in Ormond Rd will become more difficult for those already struggling with pain and mobility issues. They don't all live in the city as this plan seems to assume.</p> <p>Where are those attending funerals to park? Often Ormond Road and the nearby side streets are the only parking available to those paying their last respects.</p> <p>Where are people visiting homes along these so called shared corridors to park?</p> <p>Removing roundabouts would be a retrograde step. By all means trial visible crossings where cyclists can dismount to cross if they are afraid to cycle through. Roundabouts do keep traffic flowing rather than the rush hour gridlock Gisborne experienced pre roundabouts.</p> <p>We would respectfully suggest Stout Street be used instead of Ormond Road as the disruption to other users would be less.</p> <p>We also disagree with the proposal to make Grey St unfriendly to vehicles. It is a ROAD, not a playspace. It is a busy street which goes to show how much traffic uses it. The other roads around it would be clogged should it become a pedestrian precinct. Has any consideration been given to the impact on the businesses sited here? Does not seem so.</p> <p>We feel sure that there are many more people for whom private transport is a necessity, than cyclists, using Gisborne's roads. We therefore do not support these proposals, and would urge council to focus on fixing the infrastructure still needing repairs rather than flights of fancy that can wait until the district's damaged roads and bridges are again functional.</p>
63.	Tamsyn	<p>The survey is designed to favor any form of Walking, Cycling and Public Transport.</p> <p>I would like the choice of using my own vehicle, to navigate in and around the City, not be restricted to and dependent on Public Transport and schedules...</p>
64.	Aroha Couling	<p>Service to the coast please. Ruatoria needs footpaths/walkways outside of the township.</p>
65.	Railha	<p>Maintain the coast roads, drainage, footpaths regularly instead of once a year or once every 2 years, make our roads safer for us to be on, cleaning drain all the time to stop flooding, more footpaths so don't have to walk on the road when taking my baby for a walk in the pram</p>
66.	Corey	<p>Regular maintenance of our drainage and walkways in our rural areas, filling in pot holes, more resources needing in our rural communities. Support/allow locals in the community that have the skill to maintain the drainage, footpaths.</p>

67.	Maurice	Fixed highway 35 we drive on whats left of the road not the left hand side potholes are shocking wrecking vehicles and we still expected to have regos and wofs when the road are almost gone.
68.	Louise Carlile	I didn't respond to the 3rd item as I have no knowledge of the bus service here, so can't comment.
69.	Tina Dewes	<p>Kia Ora</p> <p>I would like to see more investment into our Rural Communities that are adversely affected by Erosion.</p> <p>Especially rural areas located in and around the Waiapu River.</p> <p>I would like to see local GDC reps and the Government come to our haukainga and see for themselves what we have to live with on a daily, weekly, monthly and seasonal lives.</p> <p>I would like to see better choices made and consultation involving our Communities how Quarrys and 'fines' are monitored and what is the compliance. The sedimentation and the dust affects our lives and it is toxic to our health.</p> <p>I would like to see GDC and their reps visit whanau homes that have been affected by Erosion and give us updates regularly on our Community Recovery Plans, please don't ignore our emails.</p> <p>I would like to see you update the Government with the knowledge that you hold.</p> <p>I would like to see a Bank Protection Plan in place for all of the Waiapu River and especially those families living on the lower reaches of the Waiapu River namely Waiomatatini Valley/Tehoro and Tikapa.</p> <p>I would like to see the GDC apply for funding for Dolosse Bank Protection Work for the Waiapu River and down towards Waiomatatini Valley across to Tiki Tiki instead of just focusing on the Waipaoa/Ormond and Patutahi Flats.</p> <p>I would like to see the GDC employ local businesses like Ron Hedley and provide him with the tools to enhance his Dolosse Manufacturing.</p> <p>We would like to see that the GDC are committed to providing a plan and effort to ensure the best health and safety for our Ruatoria Residents not just for those in Gisborne.</p> <p>We are farmers, we are kaitiaki of our land we are just as important.</p> <p>I would like to see and know that the GDC are committed to providing the same amount of effort to the residents of Ruatoria as they provide to those in Gisborne. No we don't have vineyards and we don't grow crops but our land what is left of it, is someones home, farm and income. Where we live our land doesn't deserve to be eroded into the river anymore and washed out to sea. Just because we are Whenua Maori doesn't matter we deserve the basic human rights to safety.</p> <p>We all have dreams and aspirations for our children and mokopuna and they also have the same rights as those in Gisborne.</p> <p>We are the 5th generation and have lost too much land and it must stop. Our roads are fragile our Marae and Urupa that hold our loved ones must be protected from flooding and from the Rising River Beds.</p> <p>Kind regards and I appreciate your time.</p>
70.	Lucy Benge	Safer cycle options along busy roads and through intersections - promotion and incentivising cycling as an option
71.	Lynette TeRuki	Tarseal our road at at kakariki marae ruatoria,we suffer immensely from dust whipped up by Norwesterly winds. Kakariki is 1 of 4 marae on our road that is not sealed,we live across the road and suffer the ill affects of dust,eg sore eyes and throat plus asthma,also the fine coat of dust EVERYWHERE.
72.	KatyWallace	I think the bus system should be planned carefully on existing data and extensive surveys. Seems smaller more frequent vehicles at peak times might serve us better. A modern city would have a night/weekend service but it needs to be planned on potential demand. Canvas the restuarant/bar/cinema users. The taxi service is very problematic late night weekends.

73.	Erana Keelan	A footpath and a proper drainage system on Amiria Ave, Ruatoria. the road floods every rain and scours out driveways because there's no drains, also our kids have to walk to school on the road or the long grass which is often dewy and wet. Also a safety/pedestrian crossing for the kids on Barry's Ave. their crossing the main road to get to school and/or catch their buses at the busiest times of the day.
74.	Poppy Horomia-Kaiwai	Suggestion - Footpath for our rural kids who dont qualify for the bus route. Doesn't have to be flash, doesn't have to be high maintenance just a safe & basic walk/bike track where our kids can walk to school or the river. Put More speed humps into townships especially Ruatoria.
75.	Denise Hovell	Don't disadvantage commuters on the bus by making cash fares higher. NOT FAIR people may not have the money to purchase Bee Card.
76.	Lucy Jane Tomlinson	Is the cycleway that was proposed from between the riverside path by Mitre 10 to support the schools right up to Campion College still a viable option? There was some discussion to have part of the cycle path on Aberdeen road instead of in front of the houses on Aberdeen. Where is the council up to with this project?
77.	Gillian Ward, Chair, Gisborne Rail Action Group	<p>Let's Talk Transport February 2024</p> <p>The Gisborne Rail Action Group supports the draft 2024 Tairāwhiti Regional Land Transport Plan, and we see this as a refreshing future-focused document. In particular, the draft RLTP notes the benefits for Tairāwhiti that moving freight by different transport modes, e.g. rail and sea, would have to resilience and a reduced climate impact.</p> <p>The Rail Group welcomes GDC's continuing advocacy for reinstatement of the Gisborne to Wairoa line and supports the proposal for investment in a business case which will examine a range of multi-modal options for connecting Te Tairāwhiti with our neighbours in Hawkes Bay and Bay of Plenty. Much of this work has already been presented in the Gisborne Rail Reinstatement Update Assessment Report, and further recent updates as noted in the background document, page 34. Also noted here, "While reinstatement of the Gisborne to Wairoa rail line was not included in the New Zealand Rail Plan 2021-24, GDC will continue to advocate for the project's inclusion in future plans. In particular, the Waka Kotahi Arataki regional direction for Te Tairāwhiti notes the potential for increasing the share of freight moved by rail."</p> <p>These statements from the Draft RLTP are ones the Rail Group fully supports –</p> <ul style="list-style-type: none"> <li>• Page 46, "Te Tairāwhiti is completely reliant on State Highway 2 for access to both neighbouring regions." This is a critical risk for te Tairāwhiti.</li> <li>• Page 49, "This RLTP has been developed in close partnership with Hawkes Bay Regional Council. Future corridor asset management and developing multi-modal links (sea, bus, and rail) are important to improve resilience and reduce carbon emissions from longer distance transport."</li> <li>• Page 58, "As a region heavily reliant on primary production, and links to the rest of New Zealand, the importance of safe, sustainable, and efficient freight movements cannot be overstated. There are critical freight corridors – road, rail, and sea – which need to be developed to provide a resilient and multimodal system that enables genuine choice."</li> </ul> <p>This reference in the Draft RLTP Page 101, Rural and inter-regional services, provides an opportunity for investigation for Tairāwhiti. There is a great need for accessible public transport, with a lower carbon footprint than travel by private car. This would be equitable because most people can't afford to fly to nearby regions. Regions needed multiple, reliable access modes--including rail--if regions are to economically grow and distribute people from overloaded cities. This gives people a reason, and makes it easy, to relocate to regions to ease overloaded city infrastructure.</p>

		<p>From page 101, "The draft Government Policy Statement on Land Transport (GPS) 2024-27 signals the Government's intention to make improvements to the inter-regional passenger transport network through a dedicated activity class that will enable partnership with other parties including local government, KiwiRail, and the private sector, to begin developing new interregional public transport services, including rail. Inter-regional public transport passenger connections with Hawkes Bay and Bay of Plenty are important to provide a means to provide travel opportunities – for a range of journey purposes – without the need to travel by private car. This new activity class provides an opportunity to investigate provision of these connections by a range of modes including bus, rail, and ferry (to Hawkes Bay); and bus and ferry (to Bay of Plenty)."</p> <p>GDC's consultation page, "The Regional Land Transport Plan (RLTP)", makes a point of key importance regarding the vision of our RLTP. The Plan should reflect our region's needs and not be solely focused on the National Land Transport Plan funding criteria. The region's transport needs and aspirations must be the basis of the RLTP so that, even if they are not approved for funding in the coming three years, they are acknowledged as essential projects for any future funding opportunities.</p> <p>"The RLTP vision, transport priorities and investment projects have a very strong focus on the basics of a fit-for-purpose transport system – recovery, resilience, asset management, safety, and customer choice. The plan represents a once-in-a-generation opportunity to invest in a transport network that will be much more resilient to the impacts of severe weather and other natural hazard challenges such as coastal erosion.</p> <p>"The required level of investment to enable recovery and resilience is well beyond the means of the National Land Transport Fund and our ratepayers - it's in the billions of dollars. It's important to note that the RLTP contains all investment proposals that the region wishes to be delivered, irrespective of funding source. Therefore, the plan can also be used to make a compelling case for additional funding from the government, as well as any other sources that emerge over time."</p> <p>The Gisborne Rail Action Group, while leading the campaign to reinstate the railway line, is also concerned about moving freight in ways which reduce carbon emissions, reducing trucks on the road and making the roads safer, and for people to be able to move easily and equitably by public transport and active travel, so we support the five new projects noted for progression over the next three years, alongside the existing cyclone recovery work.</p> <ul style="list-style-type: none"> <li>• Work with our Hawkes' Bay neighbours and look at different options for moving freight and people, ensuring inter-regional resilience and making sure businesses can get their products where they need to go.</li> <li>• Work on what we need to do to get more people walking and cycling safely around our city and townships.</li> <li>• Encourage people to use other ways to get around our city and townships that don't involve jumping in the car.</li> <li>• Work on the CBD revitalisation including improving how we move around in an active way.</li> <li>• Revamp the GizzyBus service.</li> </ul>
78.	Joyce	Have more support for the disabiltly people getting on transport

79.	Kate Snow	<p>I am a pensioner and I enjoy going out on my e-bike, however I am currently very careful about the routes I take being nervous of cars. I never cycle along Gladstone (angled parking frightens me), Childers or Palmerston. I occasionally cycle along Ormond Road in the city, but tend to use the smaller streets e.g Stout Street, Russell Street. I do like riding along the beach front, but find it difficult sharing with pedestrians. I currently get off my bike at junctions and cross as a pedestrian with my bike. I don't think changing roundabouts to traffic lights will change that for me and I am aware of global research that shows that traffic moves better with roundabouts.</p> <p>Rurally I cycle out to the end of Tucker Road quite frequently and sometimes along Centennial Drive until the metal runs out - I don't feel safe on unmetalled surfaces. I should explore the Wainui cycleway a bit more too.</p> <p>Two comments about cycling and the state of the roads. 1. The use of grit for resurfacing makes it feel you are riding on ice when first done - why are we using grit on city roads instead of smooth asphalt? 2. Road edges are often uneven, misshapen and damaged and yet cars expect us to ride next right next to the edge when they zoom past. When resurfacing, some care needs to be taken at the edges.</p> <p>I also walk around the CBD quite a lot, my one comment is that crossing Childers Road is not fun for a pedestrian and mobility scooters on the Gladstone Road pavements sometimes travel at speed and expect us to jump out of the way. Not all, of course, but I have seen some near misses.</p> <p>In general I am extremely supportive of any plans to improve the region for cycling, walking and public transport and hopefully to reroute freight (though I am aware there is only one route really for the port). Logging trucks are very noisy - just trying having lunch outside the PBC on a sunny day and you will know what i mean.</p>
80.	Hiria	Push back on/support boycott of RUCs for people living between Toko & Hicks Bay
81.	A Hovell	Eliminate fees on rates for services coasties don't use ie: water supply (we on rain supply) library (all use Google)Kiwa Pools (waste of money that project was) could have been spent on completing footpaths in rural townships for our tamariki's safety. Not too interested in the city as I don't live there. Nga mihi
82.	Jack Marshall	I recommend taking the low-hanging fruit first for public transport and cycling to increase patronage. A bus to the airport is to sure increase patronage immediately and get many people using the bus for the first time. When it comes to cycling, it would be best to implement development on the easiest and cheapest areas for cycleway to get the most bang for buck. For example, the railway track out to Makaraka could have a cycleway added to it without the need for blocking roads etc.
83.	Heneriata Milner	If this is to service Te Tairawhiti well there isnt many options of benefit for us that live in the heart of Te Tairawhiti - in the rural towns up the coast
84.	Nicki Jefferd	<p>Improve rural roads.</p> <p>Fix these up before less important items.</p> <p>Bus service to whangara, Tolaga and Toko would be great. Plus further up the Coast.</p> <p>Once a day return service</p>
85.	Sarah Gault	So all GDC's transport plans are for those who live in the city? What about your rural community who pay huge rates and receive nothing for their money. All we have asked for is for GDC to mow our roadsides. Now weeds are 1.5m high on each side. No we do not want the roadside to be poisoned.



86.	joan patrick	speed bumps or speed cameras out kids have to be careful walking home from school we have told council about this before must be waiting for a death highway 35 main entrance into uawa shocking no ones done jack probably comment will go into bin as well cos we not wainui only the elite get heard
87.	Lisa	Get the roads fixed
88.	Natasha	Move some Forestry trucks off the road
89.	Gwenda Findlay	Tiki tiki
90.	Mary Mihaere	Road safety More accessible to bring the tourists
91.	Flow Parahenga	Road resilience Public transport from the coast would be useful With the price of petrol
92.	Clara-Jane lewis	Footpaths are terrible. Husband in wheelchair.
93.	River	Potholes
94.	Vicky	Coast service sounds nice but will it be used. Smaller buses in town.
95.	Gman	Drains and culvert mangatuna Rock in the water by Turihaua
96.	Leanne Morice-Manual	Fix the roads when issues arise don't leave it until millions are needed. Drain & culvert maintain regularly in rural communities to mitigate
97.	Michelle	Gisborne public transport due to the small city
98.	Folly Smith	Leaving roads stripped for months without resealing Taro st is clearly a council road, yet not being maintained.
99.	Helen Cook	Prioritize rural roads to get the attention that they need to bring them up to a decent standard - not just pothole patching that doesn't last after months of RFS. Preventative measures like cleaning water tables...
100.	Tom Brooks	To get people to locate to regions, regions need secure access, including rail. Gisborne, for its isolation, needs multiple access, such as rail and shipping.
101.	Janis Blair	This ludicrous focus on cycle ways is a huge waste of time and money. This survey has not asked the right questions. We want our roads to be drivable for our cars. Stop the soft tar that bleeds on warm days. Fix the potholes and water runoff ditches. Put in place the heavy vehicle/logging truck by-pass. Remove the stupid traffic islands that jut out into the street on corners. Provide more parking. Get rid of the nightmare parking meters that didn't work in the last town they were in. Stop buying pride flags and rainbow paint. Complete the Gladstone road bridge.
102.	Harry	Stop pushing cycling as a mode of regular transport. The city is too small and isolated. Leave the save the world strategies to bigger populations Focus on stopping traffic congestion at school start and finish times. Make roundabouts dual lanes like everywhere else Get rid of the traffic light all cross function. It is only useful at Xmas time Make up your mind on traffic crossings. Get rid of curtesy crossings as they mean nothing and cause accidents Concentrate on making Gisborne resilient instead of wasting money on cycling friendly city. Build more boardwalks and leave the roads for motorists

103.	Kevin Mastrovich	<ul style="list-style-type: none"> <li>* seal roads with Hot mix [ Smooth surface</li> <li>* Encourage people to keep frontages tidy</li> <li>* Talk to Kaianga ora re , tenants about parking , remove old cars .</li> <li>* Make good Wainui Rd Crawford Rd corner . Very untidy and unsafe. A suggestion an attractive fence to block out the untidy property</li> <li>* Please ... paint the left hand side of Gladstone bridge , a half finished bridge is very Gisborne !</li> <li>* Continue cycle track from Midway to Big river.</li> </ul>
104.	RANGI PUANO MOEKE	Depending on our finance, and people, that require the bus. or a survey carried out in the area. to ascertain the demand for the bus. As for Bus within the City should be available when a visiting ship is in Port.
105.	Bridget Richardson	Didn't answer the cycling/ walkway questions as none are important. Far too much spent on them already. Sewage, drainage, roads up to taking heavy weights need doing first . Wslk/ cycle ways wsy way down lust. Mire important to help dubdidise bases than more doesn't on cycleways
106.	Cheryl Clarke	I note there is no connecting footpath from Back Ormond Road (from the last houses past the Hospital) to join with the footpath outside of the new Oakview subdivision. This could be a safe and popular walk if there was a footpath all the way around that block - for the oldies at the retirement villages, and for families living in the Lytton West area.
107.	Sheridan Gundry	<p>Focus areas -- Focus should be on all four focus areas -- hard to prioritise one above another.</p> <p>Walking and cycling -- the three points are all valid.</p> <p>I support the policies as outlined in the Draft Active Travel Strategy.</p> <p>Policy 1: Prioritising safe active travel routes over on-road parking facilities and travel time for private cars.</p> <p>Policy 2: Design to reflect Māori heritage and support Tangata Whenua to be visible in their land.</p> <p>Policy 3: Inclusive access and universal design evident in every feature of built network.</p> <p>Policy 4: Partnership Designing, funding, and building this network will require a whole community response.</p> <p>I support as a priority Key Corridor Two: Taruheru shared path as outlined in the Draft Active Travel Strategy.</p> <p>I support all four documents -- Regional Land Transport and Public Transport plans (RLTP and RTP), draft Mode Shift Plan and Active Travel Strategy and commend council for this future-focused approach.</p>
108.	Jones	<p>All of this above is really not applicable and after your 71 people's reply to your latest survey, it should be clear enough to Council that most people are against this or don't care about it. You cannot have people biking or walking from rural townships and honestly the priorities for our district are to fix the roads, sound infrastructure, resilience against flooding, fix the seawards to avoid discharging into rivers and the ocean and poisoning everything. Investment should also be made in protecting the region against forestry slash causing destruction and forcing taxpayer money to be spent on clean-ups every 2-3 months.</p> <p>This is a MUST to ensure we can get freight in and out of the district, people can move safely and we have a healthy community both physically and mentally without roads constantly being cut off or not drivable due to massive pot holes causing damage to cars, and waters for fishing and swimming not being constantly polluted and so on.</p> <p>Stop spending taxpayers money in hopes and dreams, in drawing plans and doing studies for cycle lanes and other inner city car bans and/or public transport nice to haves that hardly anyone will use.</p> <p>Instead ensure you use that money wisely to invest and maintain the key infrastructure for living both in the city and in and around the district including up the coast where people have lost everything and will continue to if nothing is done to change it.</p>

		Until the crying infrastructure of this district is robust and healthy you should not be spending taxpayers money on anything else. You get trusted with your taxpayers money for using it wisely, so get your priorities right, this is not your money, it is your taxpayers money. Please reflect, this is not good enough
109.	Audrey Coomber	Utilise smaller buses.
110.	Eva	There needs to be a crossing for Ormond road, probably around the Ormond road cafe area For the school children, cyclists and elderly. I see far too many of the aforementioned nearly be hit! On a day to day basis.
111.	Stuart Ovenden	Gisborne needs engine-brake restrictions in urban areas. Awapuni road is ridiculously loud from about 3:30am.
112.	gina	Improve the intersections!!!! So many intersections are extremely dangerous. Am sure I don't need to list them but I will. Roebuck/Aberdeen, Aberdeen/Lytton, Stanley/Awapuni and over to Bike Park-Midway beach, Roebuck/Childers. Increase the number of pedestrian crossings. Boys High on Stanley, Girls High on Gladstone, Roebuck to Botanicals. Move crossing at Ballance St. Lytton Rd from Hospital to Lytton West precinct.
113.	Winston	Buses could be smaller (electric vans) with a back up van on call to manage number surge. The service should be free (with card) at least until the service becomes popular. CCTV in buses to be checked for seat vandals
114.	mike ross	council needs to focus on existing infrastructure maintenance .forget about all the frills and feel good projects.a closer eye needs to be kept on contractors as alot of there works standards are poor. it would appear that the principle is easily satisfied and the contractors have no shame/pride in the standard of work they are turning out.drains roads bridges water sewer thats where your focus should be.
115.	Angela Griffiths	Am I to understand that rail isn't even an option in this decade long strategy? If it isn't then we continue to disadvantage an entire region from being connected to the rest of the North Island.  Too hard to think big? How about a footpath along my side of Lyndhurst street then? And managing the overgrowth on the railway tracks. There's some noxious weeds with purple flowers that have now invaded my section and my neighbours'.  Check how well those cycle lanes are going down in Wellington, particularly Island Bay, if you want to know what I think about those.
116.	George Combe	Ban E bike on walkways, or put a speed limit on them, make bells compulsory on all bikes and scooters.

117.	Pare Withington	<p>Priorities? It would be really amazing if the Gisborne District Council would prioritise and repair our local Roads FIRST and PERMANENTLY. Some of our rates go toward their repair and we have seen no improvements despite being told work is being done - then read in the paper that rate payers are paying for the council borrowing to buy out cyclone red zone housing. □ That's not right! Next, Gisborne rate payers will be paying for their next ☹ idea! You don't have the money so why do it... ?</p> <p>As for giving the town some TLC? Well overdue. A good clean will be welcome - curb spraying all under road maintenance.</p> <p>Attend to the blinding issues around our town first.</p> <p>If you want to save money - stop the personal use of council vehicles - rate payer funded!</p> <p>You ask for ideas from townspeople who are frustrated and fed up and now inferring a cycle way through town? Crikey... 🙄</p>
118.	Christine page	<p>Regarding walking and cycling I'd like to comment on the lack of pedestrian crossings on Ormond Road which is now a busy road with only one safe place to cross. Given the numbers of elderly/slow moving pedestrians going into town across the Derby Street bridge I would suggest that another pedestrian crossing is needed in that area. Also given the number of people trying to cross the road after the Farmers Market.</p>
119.	Bruce Cumming	<p>I prefer roundabouts to traffic lights.</p> <p>As a pedestrian and cyclist and car driver, in Gisborne city, I would like to see extensions to the shared walking/cycleways</p>
120.	Bernadine Kaa	<p>Please reduce the speed limit along main road Tolaga Bay from 70ks to 50ks. A cycle walkway would be awesome from Hauiti road to the wharf road. Safety is a key issue for everyone living along this stretch of road. Thankyou.</p>
121.	VR	<p>Fix the roads and the sewage before taking on more projects. Is there a plan to fix the sewage, will we ever stop seeing sewage pumped into our river and ocean? This has to be a priority; we are sick of it.</p>
122.	Anja	<p>Way more safe crossings especially on major roads such as Ormond (no safe crossing between Ballance St and Fitzherbert St.).</p> <p>Safe roundabouts for bicycles.</p> <p>Roundabout on Stanley and Awapuni Road</p> <p>Speed limits in residential areas, 30km/h</p> <p>Bike lanes and walkways on river and beach are great, but the trouble is to get there safely through town. Unfortunately Gisborne is still far away from being a safe town for kids and bicycles, especially in the residential areas.</p>
123.	Jenny Mckinnon	<p>Well, for starters we're in Gisborne so we want our roads fixed. We don't care about buses or bikes. And sort out the local VTNZ and or your involvement in licensing issue in this region.</p>
124.	Peter Jones	<p>The only thing worth highlighting is network resilience and asset management.</p> <p>The rest and I mean all the rest serves no economic purpose except to run us all broke.</p> <p>Rural community transport is already at far greater levels than the historic norm.</p> <p>School buses and buses to the pool already cost a fortune.</p> <p>I can see these services being pared back by economic necessity if anything.</p> <p>Too many council clowns with fancy titles are living off our backs.</p> <p>That is my recommendation. Cut down on useless dreaming bludgers on council.</p> <p>This form is an indication of what I am talking about. It's a prompt sheet and not a discussion.</p>

125.	Lisa	On the east coast area we have alot of elderly who would like to and some already do, get out and about via walking or the use of mobility aids but there are no safe walkways for them. If these were put in place our elderly would be less dependant on whanau and would maintain their independence and therefore wellbeing.
126.	Simin Williams	I don't like the way you are asking for feedback, nudging people to certain choices. Please find my feedbacks below. Thank you. In short ditch the mode-shift-plan! I have left my comments/feedback on TGH at these places: <a href="https://www.gisborneherald.co.nz/news/reversing-travel-habits-goal-of-mode-shift-plan">https://www.gisborneherald.co.nz/news/reversing-travel-habits-goal-of-mode-shift-plan</a> <a href="https://www.gisborneherald.co.nz/letter/no-more-flights-of-fancy">https://www.gisborneherald.co.nz/letter/no-more-flights-of-fancy</a> <a href="https://www.gisborneherald.co.nz/column/stop-inventing-get-on-with-basic-tasks">https://www.gisborneherald.co.nz/column/stop-inventing-get-on-with-basic-tasks</a> <a href="https://www.gisborneherald.co.nz/news/grey-st-redesign-project-delayed">https://www.gisborneherald.co.nz/news/grey-st-redesign-project-delayed</a> <a href="https://www.gisborneherald.co.nz/letter/giving-options-over-time">https://www.gisborneherald.co.nz/letter/giving-options-over-time</a> <a href="https://www.gisborneherald.co.nz/letter/active-community-assets">https://www.gisborneherald.co.nz/letter/active-community-assets</a> <a href="https://www.gisborneherald.co.nz/news/active-travel-plans-approved-for-consultation">https://www.gisborneherald.co.nz/news/active-travel-plans-approved-for-consultation</a> <a href="https://www.gisborneherald.co.nz/news/gisbornes-ambitious-30-year-plan-aims-to-transform-into-the-cycling-capital-of-new-zealand">https://www.gisborneherald.co.nz/news/gisbornes-ambitious-30-year-plan-aims-to-transform-into-the-cycling-capital-of-new-zealand</a>
127.	Craig Wilkie	Improve the safety and resilience of State Highway 2 from Gisborne to Napier - safer (adequate length) and more passing lanes Complete the cycle way from Derby St to Champion College. Have shared footpaths./cycle way along Aberdeen Road to Stanley Road, then along back of Taruheru Crescent. This would encourage hundreds of school children to cycle safely to school to all of the schools in West Gisborne. Imagine how many cars would be removed in the drop off/pick up times. Build a round about at the intersection of Aberdeen Rd and Wipere St. This would create another option, particularly for vehicle users at peak times. We need to be pragmatic about people moving around our city and townships. In an ideal world thousands of people would use cycles and electric cars. Sadly that is not the case and is never likely to be. People need to use petrol vehicles, therefore our transport system needs to cater for this.
128.	Paora Brooking	Ruatoria needs speed bumps through the township and roads in and out of Ruatoria. The speed is scary.. I have lived at 94 Waiomatatini Road for 9 years and have attended 13 accidents outside my house. The speed radar and extended 50km zone isn't slowing traffic down. Lucky there wasn't a fatal accident on xmas eve.. I have footage..something needs to be done before someone is killed!
129.	Merekaraka Taingahue	The public toilets in peel street need to be pulled down ..bloody disgrace, makes me wonder what Visitors must think.Our Prisoners in Jail got better Toilets than those. C'mon they been like that since they were built a Hundred years ago ! Shame on you Gisborne Council, Meng Foon was Mayor of Gisborne for 20 years and didnt do a thing about it...Shame ! Shame ! Shame ! This Mayor is on her Second Term already, Built a new Swimming Pool, but no New Wharepaku...Hoha !
130.	K Harris	Prioritise pot holes and roads prone to damage with all the raim we get.  Credit to contractors and workers who worked to fix the roads from Whatatutu to the gorge, a pleasure to drive this summer.  Public rubbish bins need to be emptied more during summer.  I agree that.a freight contingency required into the region
131.	Sheree	Whilst the gardens on roundabouts look lovely they are dangerous. Not

	Stevenson	<p>everyone drives an SUV. These need to be kept shorter or not put in at all. The Fitzherbert St/Ormond Rd roundabout is a classic example of this. When approaching the roundabout one cannot see the indicators of vehicles approaching from the other side of the roundabout so do not know if they are turning or not.</p> <p>The roundabout on Peel St/Palmerston Rd is far too big and difficult for emergency service vehicles to navigate even at 20km/hr. Whilst improving public transport options seems to be a priority I do not believe the community will make use of this. Too many people like me prefer the freedom of our own vehicles in which to transport our whānau and don't want to be walking to the bus stop at 0600hrs if there is even a bus going to a stop near my workplace at that time.</p>
132.	Dick Cook	<p>Coast.. St John's has shuttles to GISSY. (R) for patients... 1 in Te Araroa, Ruatoria, Tikitiki</p> <p>Cooks Couriers are the only registered Passenger Service on the East Coast... Coast is well catered for atm</p>
133.	Sally Cale	<p>To make all zebra crossings have traffic lights so motorists have to stop.</p> <p>Would like to see the block on Gladstone Road pedestrianised between Bright and Grey Street. This would have opportunities for market stalls, food carts on special days?</p> <p>A multi level car parking facility maybe on the site of the old police station. Monitored. Concessions for office workers</p>
134.	Kurt Hughes	<p>People don't want your 15 minute cities. How about working for the people that pay your rates and not entities that aren't elected and don't want what's good for humans.</p>
135.	Gainor Newman	<p>Buses that are wheelchair friendly</p>
136.	Thelma Karaitiana	<p>An increased understanding of rural communities transport services and needs is required. In the rural communities there are variations in demographic location and economic ability that must be considered in terms of modal shifts. Rural communities have variations in terms of mode shift and accessibility, road and community safety, also the walking and cycling options being mooted by the GDC LTRP are not clearly supportive of rural development. For example the community of Manutuke exists on both sides of the Arai river and yet there has been a consistent pattern of providing services to the community on one side of the river only. The other side or specifically Papatu Road and Wharerata Road are under represented in all areas of consideration development.</p>
137.	Lynette Braybrook	<p>Bus route that includes Makaraka. Between Makaraka and hospital I'd use it daily.</p>
138.	Amanda	<p>Please before doing anything else please please fix the roads they are terrible. I bent the rim of my tire on one of the many potholes. Read the fb comments</p>
139.	Cyril Payn	<p>No discrimination against people who use cash. Short term memory when it comes to cyclones or aircraft taking out main power lines to city.</p>
140.	Ann Thorogood	<p>Living rurally I am more concerned about the state of our roads and being able to drive safely. The city centre is already run down and feels unsafe at times. I would be reluctant to walk further to access the shops and services I use</p>
141.	TIM MARSHALL	<p>Kia ora - you may have already had this suggestion, but wondering if the unused railway track that runs out to the back of the golf course could be cleaned up to a cycling/walking track - this would provide a safer internal pathway for walking or cycling from the Elgin area into town - as currently, cycling along Childers and Awapuni Rds can be hazardous, especially in high traffic volume times. There is enough room to leave the railway tracks there but just clean up alongside and have a reasonable walking/cycling track and a minimal cost. Initially the clean up could be a community project/working bee. You could also encourage those</p>

		neighbourhoods that have roads that back on to the line, to take ownership of looking after that area.
142.	Melanie Donhauser	It would be nice to have more and safer cycle ways around Gisborne.
143.	Hilary Sampson	Crossings do not need to be expensive raised 'courtesy' style crossings ... it is clearly evident that few drivers are blessed with any courtesy when trying to walk across Gladstone Rd especially. Simple black and white stripe crossings are universally adhered to. The diagram above showing crossings at every intersection and roundabout would be the ideal It would slow the traffic into the CBD main Street from Roebuck Rd to Customhouse Street. The PeeL St/Gladstone Rd , Lowe St/Gladstone Rd and Bright St/Gladstone Rd intersections along with Grey St and Derby St all need black and white stripe markings as do all the intersections including Roebuck Rd roundabout where traffic is particularly heavy and used by many School Children ...Also..Dividing Gladstone rd into 3 more distinct shopping areas ie. West End, East end and Central by providing seating and planters and holding occasional separate events would increase business especially for the smaller boutique type shops. Communication with businesses re a revamp plan would encourage participation and enhance the whole of inner city Gladstone Rd. PS...Current basic black and white crossings at Ballance St and at the Holy Trinity/Derby st. both badly need a repaint...currently there is no confidence that vehicles stop for pedestrians. ...All of the above would improve the safety of pedestrians and stop some drivers using the CBD as a race track
144.	Melissa	As a 50 year woman who doesn't drive a car I cycle everywhere. The essential arteries for me are the foot bridges that are fantastic at shortening my route. Please keep these maintained. The current cycle ways are fantastic thank you for them. The bus service would be great in the evenings, I am limited for visiting town in the evening because there is not enough security to park my bike. But it would be amazing if the bus service ran later so I could go and catch a movie and dinner. Feels a bit selfish asking that but I would use it if it was available. And Sunday bus services, perhaps they could be a winter initiative. So the bus could run people to town in the rain. Just thoughts. I have come back recently from Christchurch visiting family there for Christmas and they had buses running all day and night and the bust was coloured for the route.
145.	Oliver John Vetter	Great work on focusing on improving cycling and walking
146.	Karen Fletcher	When considering more walking and cycling routes in the district consider horses also. We are extremely limited as to where we can ride safely. The stop banks would be a good start.
147.	Susan Braybrook	Free parking in town. Issuing building owners in town a code of compliance in town so that they have to tidy up their buildings. Make our town beautiful again and inviting for people do that it encourages people to open shops, encourages people to shop locally and encourage visitors to stay. Our town is dying and some of the buildings in the centre of town are a disgrace. Its very sad. The council need to do something now! Putting our rates up is not the answer how are we suppose to keep paying them? When the numbers of unemployed and retirees is ever increasing. We need to be proud of our town but im certainly not its a disgrace. There is nothing attractive about the centre of town right now thats for sure. Its very sad.
148.	Karen Piripi	The information should be in laymen's terms so it is easy for all to comprehend. Having said that, I suggest that GDC knows full well that many will not be aware of the proposed changes and even less will make a submission. It is looking like the council is going ahead with cycling and walkways regardless of the peoples wishes, as you have asked us to put

		these options in the most important order, non are important. And you are seriously looking to get people out of vehicles in the type of seasonal weather we have here on the East Coast, and bearing in mind the lack of mobility of a lot of people, those who have dependents, work commitments and so on. I do not agree with all the plans GDC propose except for fix the roading and do an excellent job of it. Surely, you ridicule us?
149.	Kate Macrae	From the look of the picture you are planning on giving cyclists priority over cars getting around town. We have a huge problem with elderly driving their scooters on the road so you can imagine an increase in accidents and road rage should more bicycle lanes are added. Many people rely on their cars to come into town as public transportation is too expensive and practically non existent. Taxis are unaffordable. If you take away car parks less people are going to come into town and spend what little money they have. Gisborne has been through a hell of a lot in the past three years and you forget it is a very poor town with struggling whanau. I think you are out of touch and have ideas of grandeur. Where is the money going to come from? You don't expect the poor rate payers to gave to fork out for something they aren't even going to acces?
150.	Joanne Austin	Do not focus solely on cycles. There is a huge community of horse riders that would ride more if there was safe access and better facilities. Utilise shared access ways not only for cyclists and pedestrians. There are several councils all over nz including hawkes Bay that are encouraging ALL forms of active transport including horses. Make sure it is safer for the whole community not only a select few who ride cycles.
151.	David	Our daughter needs a wheelchair to support her being part of our community. Omg we are getting older but please take the time to push a colleague around in a wheelchair and find out how differcult our footpaths are for this and how hard it is to negotiate between footpaths and road crossings and negotiating car to wheelchair to safely on foitparhs etc. We attended fire in the sky and parked outside architects 44 amd walked down lowe at. Omg how differcult was that. By the time we got to the riverbank we were exhaust. Please fix this accessibility issue before going down the line of bike and walking lanes etc. In regard biking participants at te hapori disability trust jave to bike on road to gladstone bridge with all the traffick as the cycle way goes down london rather thank to the bridge. Can we please co fi ue it down wainui?
152.	Adrienne	Extend cycle way from wainui to Okitū to make it safer for kids to bike to school or town. The current pathway has vehicle crossings on the pathway which isn't safe for walking or scootering/biking. It also isn't safe for anyone to bike along as it is difficult to see cars coming out of driveways. Either widen the existing pathway for bikes, scooters etc or make a safe boardwalk or path along the beach side similar to Waikanae, nothing to detract from the beautiful coastline though. With a pedestrian crossing to cross the road at the Okitu end well clear of the headland bend in the road (if boardwalk on beach side)
153.	Leanne Hovell	I doubt that your push to doing more walkways & bike paths will cut down the amount of vehicles in the cbd. Hundreds & thousands of people coming into Gisborne from the rural areas & up the coast all on vehicles. Fix the roads, ckean the footpaths in the cbd they're looking old & dirty put a roundabout in at De Lautour/Wainui/Crawford Rd, leave the traffic lights in on Gladstone Rd stop wasting rate payers money on that silly wooden path at the Ruatoria T section - fix those huge potholes on the 35 damaging our vehicles already & get those roaming cows off Wharf Rd that are there 24/7 since forever - or are your staff too chicken to do anything about them
154.	Rose Hutchings	Improve quality if existing footpaths. They are shocking in a lot of places. Ensue properties keep they greenery trimmed back from foothpaths. Ridiculous how many are growing completely over footpaths. Some



		<p>obstructing them completely. And these aren't on obscure side streets hidden away from gdc.</p> <p>What has happened to street sweepers? Do they no come anymore. Been that long grass is growing in kerbs.</p>
155.	Ariana Horomona	<p>Roads need repairing, correctly the first time - not lasting a week or so eg: Endcliffe Rd/Wainui Rd junction.</p> <p>We don't need more cycle paths at present - they are hardly used by cyclists as predicted and when there are cyclist about, they are on the road, right next to or on the white line (not as far to the left as practicable), so vehicles still have to avoid them.</p> <p>We do need general footpaths fixed and widened in general with the off ramp from footpath to road for crossing not as steep with the ditch adjoining them. Smooth exit off, smooth entry on.</p> <p>Alot of mobility scooters, wheelchairs have issues with this, hence they drive on the road - Police are seen driving straight past them - dangerous while teaching the youth to basically do what you want.</p> <p>Removal of "courtesy crossings" at all roundabouts (all 4 exits and intersections that are on the main road - leave the ones in the middle of the blocks there and the side streets (where no roundabout is placed) - move disability parking to be accessible to THOSE "courtesy crossings" in the middle of the blocks on both sides of the courtesy crossing on both sides of the road.</p> <p>You will then find you are already "steering" crowds by doing this.</p> <p>More parking needed in general - Lower that meter charge, its inconsistent across the board and far too high.</p> <p>Pointless removing carparks to make way for walkers and cyclist - There is no where to walk to - town is dead - nothing to do, no entertainment in this city - no shade, no rest areas - who's walking to where and to do what?</p> <p>Where are the cyclist biking to? The CBD? To over run the walkers, elderly and children?</p> <p>More car parks - everywhere, more accessibility means more people in shops, bus routes to our outer communities for them to come to town and us to go to them.</p> <p>Have an "over ramp" walk way by the Police station intersection and the courthouse for pedestrians aka "The tourists from the cruise ships" off the bridge when walking into town keep them off that busy intersection.</p> <p>Why was there never a bus to the Airport???</p> <p>Are we suppose to walk there or maybe cycle there?</p> <p>Back to basics - keep it simple - long term fixing of what we have now - Maintain then improve in areas that will actually be useful to all.</p> <p>Walking and cycle paths are over rated here in Gisborne -</p>
156.	Renee Grant	<p>Tidy up the CBD it's embarrassing! The roundabout outside the council is constantly getting attention yet the gardens in the middle of Gladstone Road look shocking. The town ccentrelooks like nobody cares.</p>
157.	Liz Hakiwai	<p>1)Urgently fix the abysmal quality of our roads</p> <p>2)Rethink the use of HT trucks on our city roads decrease weights as our subbase which our roads are built on can not take the weight hence the terrible road conditions</p> <p>3) To keep traffic flowing Put roundabouts in at a)Aberdeen Road/Lytton Road; b)Aberdeen/Roebuck c)Innes Street/Stanley Road to allow trucks from subdivision to safely cross. d)Delatour/Wainui Road</p>

158.	Raquel Parsons	Removing the traffic lights on Gladstone Road and replacing with a roundabout for better traffic flow. Have a bus service for school aged children to and from Te Karaka.
159.	Ingrid Derbyshire	Free bus reliable transport for school children. Take them out of parents cars; for all children.
160.	Kauri Forno	Let's focus on removing single use car trips over very small distances. More cycleways that link up around our city. Link to the high schools and other kura. Out to Makorori
161.	Rikelle	Put yellow no stopping lines on busy intersections so that cars can give way Pedestrian crossings Main taxi bay
162.	Larisa Hockey	As a rural resident improving our roads is key. Even before Cyclone Gabriel, the gravel end of Ricerside Road was terrible with potholes and areas of mud that became slick when wet. Investment in our rural roads is essential.  While I think improving cycleways is important, the plan also needs to consider elderly and disabled who need parks close to shops. Perhaps increase the number of Disabled parks?
163.	Thane Houston-Stevens	The CBD needs a clear plan that considers transport, parking, active mode transport options, pedestrian movements, economic prosperity, and retail improvements.  A lot of simple changes should be trialled with cones and cost effective elements to ensure changes work for stakeholders before implementing. This would help gain community input/user feedback and make the plan fit for purpose.  Be bold and make the changes necessary to see Gisborne thrive as a place of leisure, business, tourism and enjoyment.
164.	Marillette Dinkel	Please look at a traffic circle or pedestrian crossing on corner of Lytton Rd and Aberdeen. This is an accident waiting to happen. People are speeding down Lytton rd with kids from Campion and St Mary's as well as Lytton trying to cross the road. And gaining access to Lytton Rd from Aberdeen is a nightmare during peak hour traffic, with very few vehicles sticking to the speed limit.  Unfortunately I don't take the bus, so no feedback there.
165.	Jordan Tibble	Pedestrian crossings on Tyndall road by the Kohanga for tamariki getting on the bus and mum's with prams going to Kohanga and another by the playground at Waikirikiri Park for kids and sports weekends.
166.	Matene	Electric scooters around Gisborne for people to use if need be instead of driving
167.	Papanui Akuhata	- Bigger roundabouts to give more time to make the gap between cars - slower speed limit in CBD - more pedestrian crossings at least 50m away from roundabout to enable stopping safely to let pedestrians over - more than 3 bus routes in town, and include a Makaraka, Matawhero, Awapuni, Back Ormond loop - bicycle lanes away from main roads, ie along river banks, along pedestrian access ways, maybe on traintrack? - smaller busses, but more frequent?
168.	Ian Allan	Please, please, discount the views of the comfortable complainers that don't want anything changed for future generations. Just because they have the big house and need to drive everywhere doesn't mean we all want or need that (said as a 46-year-old with a house). That is not the future our rangatahi need or want. There is a large and growing unheard contingent that are looking at a vibrant future for Gisborne city, not the nostalgic past.

		<p>Please have the courage of your convictions and implement the mode shift policies and increased intensification around the inner-city suburbs. Gisborne is a perfect cycling town, make it an ordinary thing to do, again (not MAMIL cycling, just A to B cycling).</p> <p>The roundabout designs are straight-up dangerous for cyclists right now: forcing cyclists into the right lane to go straight, or risk getting sideswiped going straight-through on the left-turn-only lane. I can't in good conscience put my sons in needlessly dangerous situations to bike to school each day. We don't need expensive cycling infrastructure, just shifts in mode prioritisation at roundabouts and clear wayfinding.</p> <p>Make it easy for people to walk, not a dangerous turn-off, e.g.: crossing Palmerston Rd with a stroller; crossing Gladstone Rd near Countdown with children; crossing the road around the Kaiti Foursquare/Raglan Roast. Cycling through town on Gladstone Road must now be avoided because of all the angle-parked utes. I don't know what the solution to that is apart from complicated Paris-style SUV parking charges.</p> <p>Thanks for the opportunity to comment, there is much more I can willingly share!</p> <p>Cheers, Ian Allan</p>
169.	Jerram	<p>Gisborne isn't big enough to become a cycle city. When it comes to busses mainly the elderly will take them which I can guess are the people who have voted. No one wants to have to cycle and when it rains then what? Everyone drives and there's no parking.</p> <p>Fix the roads, fix the potholes, stop patching and do it properly.</p> <p>Please just make the CBD look good and alive. Tidy it up.</p>
170.	Alice McKenzie	We need to provide safe cycling infrastructure as quickly as possible to enable our communities to get around without having to getting the car.
171.	Halaena mckeague	more pedestrian crossings and removal of parking next to cycle lanes especially outside of stores and in areas where logging trucks and heavy vehicles frequently travel. More roundabouts at high collision intersections like roebuck road/Aberdeen road. More off street parking for the city centre
172.	Rachele	If our council is going to allow these wonderful things to go ahead maybe having a stable or two in town seeing as the horses seem to use our beautiful walk ways and cycle lanes. They don't even need to pick up the manure unlike responsible dog owners who do.
173.	Thabiso Mashaba	For the public transport buses going into the east coast GDC could re-look at the bye-laws and explore a public transport system similar to 2nd world countries like Botswana, where the public are issued permits for a certain route, tariffs are set for each route and only drivers with a PRDP and blue licence can operate those routes. That way it opens up self employment opportunities in the coast but makes sure there is sufficient transport up and down the coast which will aid with a lot of other businesses and service delivery.
174.	Kahu Aston	We NEED a crossing on Ormond Road between Hall Street and Maclean street for our bus users, school children and elderly!
175.	Kelsey	If you want to encourage people to cycle more, there also needs to be more bike locks and stands put in place around town for people to secure their bikes to.
176.	Darryl Monteith	Check out Flex - the app-based rideshare night bus service in Hamilton. Our night-time economy is badly affected by the lack of transport options. Not to mention public safety.
177.	Lace	More roundabouts. Cars in the city isnt an issue, finding enough free parking is or even paid. This city is too divided by rivers and sprawl that no pedestrian is going to walk either end to spend esp as we have a high under 18 population per capita, so most of us tow kids. Easier to shop online if theres no convenience centre parking for families. Bikes are too

		<p>dangerous and no secure place to lock up as theft in city centre is high. Perhaps introduce public e-scooter business to counter instead.</p> <p>I didnt answer the rest as its too vague. Id sort out what is the health stats within adults and average ability to walk a proposed distance with that including the limits of young children. Target work vehicle use perhaps with alternatives that would work in wet weather. I.e 20min buses around general day/night work travel hours and hourly for the rest. Discounts for workers etc</p>
178.	Frances Neeson	<p>GDC needs to promote active transport and help the CBD thrive. Roundabouts don't give the same priority to pedestrians. More pedestrian crossings (not just courtesy crossings) are needed, as well as more cycleways.</p> <p>Parking in the CBD should be time limited to encourage patrons, not paid.</p> <p>Rural towns and communities need to be supported and connected to essential services.</p>
179.	Christine Brunner	<p>What happened to the cycle way that was planned along Aberdeen Rd connecting the city centre to Campion College /St Mary's?</p> <p>Many students would love to bike to school and could use it. But I would never let my kids cross Lytton Rd alone or bike on the Road next to cars and trucks.</p> <p>Other Comment:</p> <p>There is too much heavy traffic travelling through residential areas. How is it even allowed that logging trucks use residential roads?</p> <p>Noise pollution is harmful for residents.</p> <p>Noise pollution is proven to be related to high blood pressure, depression, anxiety, gastritis and heart attacks.</p> <p>Anything above 65db is considered noise pollution. A normal truck causes 75db at 50km/h and a loaded logging truck is much louder. In the US there were a few studies conducted about harmful noise of logging trucks. How is the Council incentivising logging companies to find/build alternative transport routes to avoid residential areas ?</p>
180.	Jed Lewis	<p>I wouldn't use a bus as live within walking / cycling distance to town. It's near impossible to get to the supermarkets safely on a bicycle</p>
181.	Jason Chambers	<p>Create safe and direct pathways for commuters, especially school kids, to get to school on their bikes and for workers to get to the CBD. This means practical and direct routes from main arterial roads.</p> <p>Kids should first be learning the rules of the road on their bikes to gain their independence and also prepare them for driving on the road later in life.</p> <p>If a cycleway route isn't direct it won't reach a critical mass of users.</p>
182.	Ariel Chew	<p>Definitely see the benefit of alternative transport options that can connect the city to the rural townships. While I do see changes needed for the city, also important that we don't neglect the rest of the region!</p>
183.	Roberto Sthory	<p>Safety</p> <p>There should be a ban on heavy vehicles during school hours. Is not safe for logging and other heavy trucks to cross Ormond rod when kids are crossing in bicycles and walking. We need a second pedestrian crossing in Ormond road closer to the council around Stafford Street/Fox Street. All heavy traffic coming from state highway 2 should be forbidden. From driving through the city and should go through Awapuni road and Customhouse Street.</p> <p>For public transport we should have a bus service like in Timaru. Smaller buses that goes through a marked route but flexible stops that can be booked online and detours if it is within a couple of streets of the marked route and picks you up from closer to your house. It also should be free initially or even permanently to encourage use.</p> <p>Finally Gladstone road should be pedestrians only from the Police Station through to Derby Street. This newly created area should be used for the farmers market on Saturdays.</p>

184.	Te Aomihia Rangihuna	I am a rate payer. Full of gratitude for works progressed to ensure safe road / driving accessibility for coasties to Gisborne & return. Always room for longterm improvement. My whānau reside in Te Puia Springs @ 4692 Waiapu Road. As my family are one of the very few people in the Waipiro bay / Te Puia Springs area with a 4 wheel drive vehicle a lot is expected of them during extreme weather conditions to deliver the goods between local communities & tokomaru bay. It's a tough ride on the vehicle despite being a 4wd. I hope the council consider the footpaths as well. When home ( I drive from Dunedin) I watch babies being pushed in prams on the main road in Te Puia because the footpaths are in a ghastly unkempt unsafe state. Lastly ( not transport) might the council consider a decent playground in Te Puia.
185.	Anita Hakopa	Bus options for rural students to attend high schools in Gisborne. Even if there is a bus available that leaves from Whangara that rural students can utilise.
186.	Kat	Use local contractors on local contracts please  Nga mihi
187.	Jessica Taylor	Buses on the weekends just make sense. Especially because the taxi services are kaka as, teets as!
188.	Peter Quax	Take a good hard look at cyclist behavior before making changes. Roundabouts are better than traffic lights or signed intersections. Easier for a cyclist to control the lane safely. I'm a cyclist and have been disappointed with what I have seen since coming back to Gisborne. Cyclists here seem to have developed an arrogance re their attitude and behavior on the road. And those generally older riders on ebikes seem to have forgotten road rules and general self safety when riding. Making things 'safer' only works if the parties it's aimed at are on board. Myself, rarely use cycle paths because unless riding slowly they are not safe. Other Cyclists on wrong side, people with dogs unleashed, groups all over the path. Having said that, good to see them being used.
189.	Koryn Kahaki	The roads need to be correctly repaired before anything else to do with transport is looked at, Its unfair that the council would much rather add in brand new "pretty things" instead of fixing the things that are ALWAYS screaming to be fixed. If theres one pretty thing you can add to Te Tairāwhiti whānui - it is definitely the privilege of giving locals the pleasure of driving on PROPERLY repaired roads. Maybe we need a better roading contractor in Gisborne to stabilise our roads, maybe look into PRO SEAL - Jamie Neho and his team may just be able to help.
190.	Lance Stopford	1. Creating more cycle access/routes and reducing vehicle parking is counterproductive. Cyclists will always be a minority in the overall traffic scene. Parking in the CBD is already in short supply in certain areas i.e. Grey St  2. Until our city and rural roading network is up to an acceptable level ALL other proposed changes should be shelved. Our local roads are DISGUSTING!!! In particular, Lytton Road from Childers Road to Innes Street, where repairs were made in December 2023 which have failed in a matter of weeks. This is totally unacceptable!  * There is a "Murphys Law" which relates to endless promotion of a bad decision to save face. Allowing HPMV access to the Tairawhiti roading network is one such case. The infrastructure is built on the unsuitable base available in this part of New Zealand, which struggled with 44 tonne limits. While the HPMV axle loading may not impact unduly the road surface, the heavier gross weights of the HPMV must cause damage similar to liquefaction. It's not rocket science - think of moving your feet on the beach and how it brings the water to the surface.

		A good example is SH35. Note how the majority of damage/repairs are on the south bound lanes where the loaded log trucks constantly travel.
191.	Latasha Wanoa	Improvement around traffic choke points during school / peak hours in particular around Gladstone road would be a good addition. Also adding a roundabout at the Stout St intersection will make that section of road safer.
192.	Lillian Ward	Totally agree that we need to get the basics right. Many issues have been left for years and have become worse. In lots of places culverts/drains need to be replaced and bigger and especially in the rural community's proactive culvert and drain management is required. We also need to ensure that the work done by contractors is quality work. There are many rural roads that do not have drains and need to be installed to improve the resilience of the asset while mitigating damage to neighbouring properties
193.	Carl Newman	<p>For context our son is 20 years old and uses a wheelchair. He is currently completing a degree at EIT. Driving Miss Daisy (whose fantastic) is our taxi provider:</p> <ul style="list-style-type: none"> <li>• For him to taxi from our home in Sponge Bay to EIT with Total Mobility funding it is \$13 one way</li> <li>• Without TM funding it would be \$43 one way</li> <li>• You can imagine how cost prohibitive that would be for a 'student' (or anyone) trying to complete their degree \$86 per day (or \$344 per week based on him taxi-ing in 4 days per week)</li> <li>• Even \$26 per day (\$104 per week) is a significant cost.</li> </ul> <p>We are fortunate in that we have a van ourselves so my wife and I do at least one way to reduce the costs, but it's a juggle, as we both work fulltime and have another child.</p> <p>Our son has been able to access a 'Training incentive allowance' via MSD to help cover some of the taxi costs, and we can use some of his IP funding, however the more we use on taxi the less he has for other supports. The Training Incentive Allowance is only available to him because he's enrolled in tertiary study. This would not cover the whole year of taxi required just to go between EIT (let alone any other trips out in the community he may wish to do). Ironically the process involves a lot of running around. We have to reapply every year, get sign off from EIT then book an appointment with MSD to get it approved.....</p> <p>We would all LOVE for him to be able to bus and develop that independence further, (however we would also stress that we would hate to see the TM funding cut as there's always times when alternative transport options like taxis are critical for him (i.e. poor weather, afterhours, safety, unsuitable timetables, illness, transporting equipment or gear etc)</p> <p>We would urge the council to ensure universal design principles are adopted and that they strive to always meet the needs of all the community in their future planning and delivery. Not only will this benefit the disabled community but also our aging population, pushchair users etc. Avoid missing opportunities that are no more expensive to do from the outset but can be cost prohibitive to do retrospectively.</p>
194.	Peter Hancock	<p>Every day I see students walking to Lytton High school on Lytton Road because there isn't a footpath alongside Nelson Park. It's dangerous and needs to get sorted. It'd be a great community asset too, keeping our people (including those with disabilities) safer.</p> <p>Dual lanes leading into our roundabouts are dangerous for cyclists passing straight through. There are three along Gladstone Road and one along Ormond Rd that have dual approaches. Currently you're expected to merge with traffic into the centre lane to go straight through the roundabout - this is dangerous. Wouldn't it be safer to allow cyclists to stay in the left lane to pass go straight through the roundabout?</p>

195.	Kirsty Playle	Look at getting the rural communities reconnected with the cite by making safer roads
196.	Ingrid Derbyshire	Wouldn't it be a good idea to repair & maintain the current state of the existing footpaths before thinking of creating new footpaths? As the existing pavements are in such a poor & dangerous state; creating more footpaths that are not going to be maintained doesn't seem like a good idea to me.
197.	Mike Sanders	I read in disbelief the article in the herald about getting rid of roundabouts. Have you guys actually talked to any cyclists in Gisborne. I'm one and roundabouts are ideal for cycling. As long as you have good views to their approach and over the top of them. Having stop signs or lights on intersections would be a disaster. Three things will help me as a cyclists. 1. Have enforcement on your existing cycle ways. The one on Crawford road appears to be treated as a private parking area by the residents. I've never seen enforcement on stopping them. One household at the Wainui end of the street, always has cars parked across the cycle way. 2. Ban cars on Kaiti Hill. Let the cyclists and walkers have it for exercise. The only ones I see driving up there are lazy bums. There is little enforcement on the one way system at present and cars hoon up and down there. 3. Ban Ford Ranger drivers from Gissy streets. Due to several near misses, I'm always wary when I see a Ford Ranger on my side of the road. How about cleaning up the Matokitoki track as well? I was amazed to see pamphlets in the visitor centre promoting it when the track itself is poorly signposted and is in a very rough state.
198.	Lauren Muir	I actually can't believe we don't have a bus route to the airport now that you mention it.
199.	Angela Newman	Ensure all buses are fully accessible for wheelchair users (eg. kneeling buses) and have adequate provision for those with other physical disabilities/mobility challenges (elderly) and cater adequately for those in our deaf/ low vision communities. Make sure there is adequate provision and universal design considerations at bus stops and supporting infrastructure for (pathways / gradients / drop curves, markings, shelter, adequate space/ dimensions for mobility devices - scooters/wheelchairs etc), timetables etc Total mobility funding is still essential for the disabled community but even with it mobility transport in the district is extremely expensive and limited with the number of providers who can cater for those requiring it. Accessible Public transport would be a fantastic alternative but the routes need to consider stopping at places and spaces that this community needs to access (hospital, medical facilities, support services, supermarkets, food outlets, retail, recreational facilities (i.e. Kiwa, MSD, Library, pharmacy etc.....))
200.	Graeme Lawrence Card	We need heaps, and I mean heaps of safe crossing areas for school kids to get across Ormond road - one of the main corridors for the waka kura. In some sections there's not even footpaths for them to get to the crossings or their pick up/drop off points.  Having traffic-light controlled pedestrian crossings is essential to allow safe crossing across our main road corridors. Many parents of school children drive their kids to school because of the lack of safe crossing spots or cycle ways.  Turanganui a Kiwa is a flat city with many kura close to awa. A cycleway to connect the kura to the residential areas is not hard to imagine and would be a great way to get families out of their cars.  Please, please pedestrianize the city centre!
201.	Te Wero ia Wenerei (The	<b>Submission</b> This submission proposes that Gisborne District Council and Waka Kotahi part fund Te Wero ia Wenerei – Wednesday Challenge in Tairāwhiti. The

	Wednesday Challenge)	<p>funding would support the continuation of the Schools Wero and the expansion of the Wero to businesses in the region for the years 2024-2026.</p> <p><b>What is Te Wero ia Wenerei?</b></p> <p>Te Wero ia Wenerei is the Tairāwhiti version of The Wednesday Challenge. Te Wero encourages participants to bus, bike, walk, scooter, run or carpool each Wednesday. Te Wero provides a fun way to make changes to the way we travel to and from work or school. Participants log points to win rewards and prizes – and at the same time help to reduce carbon emissions and traffic congestion and improve health and wellbeing. To find out more you can:</p> <ul style="list-style-type: none"> <li>- Visit the Wednesday Challenge website: <a href="https://www.wednesdaychallenge.co.nz/">https://www.wednesdaychallenge.co.nz/</a> ,</li> <li>- Listen to the recent Exchange Café interview <a href="https://www.youtube.com/watch?v=AV6p5a1XaXI&amp;t=7s">https://www.youtube.com/watch?v=AV6p5a1XaXI&amp;t=7s</a></li> <li>- like the Te Wero ia Wenerei Facebook page</li> </ul> <p>If staff and Councillors would like to join the GDC Te Wero ia Wenerei team, they can sign up here: <a href="https://my.wednesdaychallenge.co.nz/signup-page-1">https://my.wednesdaychallenge.co.nz/signup-page-1</a></p> <p><b>Background</b></p> <p><u>Schools</u></p> <p>November 2023 saw the completion of Te Wero ia Wenerei – Tairāwhiti Schools Pilot. We would like to express our thanks to the Waka Kotahi NZ Transport Agency whose Innovation fund fully funded the three-month pilot in 2023 for our 8 participating schools.</p> <p>The pilot was successful, with the schools and communities expressing huge satisfaction with their participation and the gains made in health and wellbeing outcomes for their students through using active modes of transport.</p> <p>The schools that took part all said they would like to take part in Te Wero in 2024 - and they all restarted on 21 February 2024.</p> <p><u>Businesses</u></p> <p>In 2023, we also reached out to Trust Tairāwhiti, GDC, Gisborne Chamber of Commerce (and a small number of businesses/organizations) and with the feedback received we felt encouraged to invite businesses to also participate in the challenge in 2024. At the time of writing this submission we had 12 businesses/organisations signed up to the challenge with more businesses lined up to join in the coming weeks.</p> <p><u>Funding Te Wero</u></p> <p>Since the completion of the pilot funding for 2024 the following funding and resources have been secured:</p> <p><b>Trust Tairāwhiti</b> – \$36,500 to begin Te Wero ia Wenerei for schools and businesses from 21 February.</p> <p><b>Mercury Energy</b> – Mercury Energy has agreed to provide prize money for participating schools in both Tairāwhiti and Tauranga. Mercury is also supporting the preparation of mode-shift educational resources for participating schools.</p> <p><b>Spot Prizes from participating businesses / workplaces</b> – Opportunities for local businesses to support other businesses and workplaces with spot prizes is being explored.</p> <p>This submission proposes that Gisborne District Council and Waka Kotahi</p>
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		<p>part fund Te Wero ia Wenerei – Wednesday Challenge in Tairāwhiti. The funding would support the continuation of the Schools Wero and the expansion to businesses in the region over the next three years. \$65k annually for the next three years to fund:</p> <ul style="list-style-type: none"> <li>- Tairāwhiti based project management, and outcomes reporting to funders</li> <li>- Workplace and Schools Challenge coordinators</li> <li>- Local admin overheads (provided through Tairāwhiti Environment Centre)</li> <li>- Social media presence</li> <li>- Use of Wednesday Challenge website app, Tauranga HQ national sponsorship and advocacy.</li> </ul> <p>Note that this request leaves a funding shortfall for years 2 and 3, that the project manager and Tauranga HQ will seek to address through additional sponsorship. GDC staff were provided a full budget spreadsheet to consider in late 2023.</p> <p style="text-align: center;"><b>3. Organisational Collaboration</b></p> <p>To facilitate the Challenge in Tairāwhiti we have established the following structure that connects to the Wednesday Challenge HQ in Tauranga.</p> <p><b>Operational structure</b></p> <p>We have assigned the following part time roles to implement Te Wero ia Wenerei in Tairāwhiti:</p> <ul style="list-style-type: none"> <li>▪ Tairāwhiti Administration: Tairāwhiti Environment Centre</li> <li>▪ Project Manager and Business Coordinator: Harley Dibble</li> <li>▪ Schools' Support Coordinators: Bridget Dick &amp; Kauri Forno (Enviroschools)</li> </ul> <p><b>The Stakeholder Advisory Group</b></p> <p>The Advisory Group only meets when strategic direction is required</p> <ul style="list-style-type: none"> <li>- Tairāwhiti Environment Centre:</li> <li>- Sports Gisborne Tairāwhiti</li> <li>- Gisborne District Council</li> <li>- Educational Rep: Gisborne Girls High School</li> <li>- Healthy Families East Cape</li> </ul> <p>Te Wero ia Wenerei has requested to present to Council to provide the voice of Schools and Businesses participating in Te Wero. Harley Dibble</p> <p><b>Te Wero ia Wenerei – Tairāwhiti Lead.</b></p>
202.	Lyll Evans	<p><b>Lyll Evans</b>  <b>February 29, 2024</b>  <b>Personal submission on</b>  <b>GDC Mode Shift Plan and Active Travel Strategy to Land transport committee.</b>  <b>1/Vision of the Future.</b></p> <p>The benefits are well set out in the plans, and I support the thrust in these.</p> <p>Without change, the problems we have as a community of:</p> <ul style="list-style-type: none"> <li>-with traffic congestion,</li> <li>-CO2 emissions not being addressed</li> <li>-poor health statistics mental and Physical)</li> <li>-Poor education outcomes</li> </ul>

		<p>-A transport network that doesn't promote <b>safe</b> active mode transport</p> <p>-Cost of Living pressures</p> <p>will only get worse, and taking a positive, the benefits of the change will does not deliver the positive dividends to individual and the community.</p> <p>Change requires leadership and vision and bravery.</p> <p>I believe Council plans do well to help with address the problems, well done GDC team behind these plans!</p> <p>The changes advocated will help decongest our existing roading network. At peak times (which aligns with school opening and closing hrs) is currently struggling to cope.</p> <p>Making active mode transport alternatives SAFER, goes a long way to helping reduce traffic decongestion or stop it getting worse, especially with a city that is planned to continue to grow in number. This is well covered in both Objective 2 and Policy 1 of your Plans and wonderful that emphasis is given to safety. It is the key to gaining adoption of that form of travel.</p> <p>It is well researched that Safety concerns are a major obstacle, to communities changing to an active mode shift. Therefore, several strategies, including improved and new physical infrastructure, and behaviour change strategies are required to make a successful transition and get the maximum dividend from the change for the individuals and the community.</p> <p>Making major changes to preserve and enhance our communities will make it a place where everyone can thrive.</p> <p>I believe the change will improve journeys by all transport users, including those by a motorised transport, these are not incompatible goals. In this regard I would recommend that messaging this point clearly in consultation is important. I am not sure if those opposed to changes appreciate this point. It is not an anti -car message.</p> <p>Tairāwhiti like many communities, have residents struggling with cost of living.</p> <p>Active mode shift can reduce the costs of travel.</p> <p>It is inherently a cheaper alternative for travel than most travel alternatives of relatively short journeys.</p> <p>In my view cost of living pressures, we are seeing will continue for some time due to several factors.</p> <ul style="list-style-type: none"> <li>-Energy costs (including Fossil fuel costs which is a finite resource) generally on a higher price path than inflation,</li> <li>-NZ has an infrastructure deficit. The costs of this will have to be meet by consumers and taxpayers (including ratepayers). Climate change is driving damage to existing infrastructure and as we are seeing locally this is not would large costs driving up cost of living.</li> <li>-There is a very significant rerating of NZ for all risks (climate, earthquake and tsunami risks) by Insurance providers. This will feed into all costs meet by communities and individuals.</li> </ul> <p>For our community all these costs will put pressure on individual budgets. Active mode travel does provide an option to reduce cost of transportation for many, particularly those on lower incomes.</p>
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		<p><b>2. Economic Benefits</b></p> <p>The largest economic costs for NZ Government are driven by three spending areas. Social security (including National superannuation), Health and Education collectively dwarf other government spending areas, As a percentage of 2023 core crown costs, they total nearly 70 % of all spending.</p> <ul style="list-style-type: none"> <li>-Social security 33% (of which approx. 50 % is National superannuation)</li> <li>-Health approx. 22%</li> <li>-Education approx. 14 %</li> </ul> <p>The benefits of a better active transport links clearly help to:</p> <ul style="list-style-type: none"> <li>-Reduce Health costs by Improved physical and mental health outcomes.</li> <li>-The gains to learning and education by physical activity are more significant than is given credit (more on this below)</li> <li>-Clearly the combined effects of better health and education, reduce social security supports needed and lead to more tax revenue for government.</li> </ul> <p>In other words, Active mode alternatives have enormous economic benefits and crate a win/win outcome by contributing to a rise in tax income to government.</p> <p>Tourism as an economic activity is an obvious beneficiary of better and safer active mode transport. Great Cities around the world that do this well and reap the benefits every day. Increasingly active mode is an increasing way of tourists getting around, we have a natural geography that appeals to tourist travellers. Our existing infrastructure around titirangi and the port area leading into the city and the waterfront are world class, and an attraction for visitors. The proposed Taruheru Trail is a potential addition to this network for visitors to our city. It has so many stories that can be told of our cultural heritage.</p> <p>What is less talked about is <b>migration</b>, and economics of people movements. Migration is about our people leaving home and new arrivals coming to live here. We live in a world where skills and talent are increasingly scare. Communities worldwide are competing to retain or import a raft of much needed skills. The initiatives in these plans will I have no doubt help retain highly desirable skilled people in our community as a place to live and bring up their families. At an individual level people make very rational decisions dependant on what their individual priority and aspirations are. Some of these we can't control, but our transport alternative routes we can control.</p> <p>I believe Tairawhiti's Strength <b>was</b> its village feel. We are blessed with so much natural beauty and have a pretty favourable geography in our city and townships (generally flat). We are known to be a place where people were friendly and connected, where it was once safe to travel and uncongested. It certainly was important to me and a factor in why I live where I here.</p> <p>Look at what has happened to the North shore of Auckland or Mt Manganui, places also equally blessed with wonderful beaches and stunning geography.</p>
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	<p>Today transport links through unplanned growth, have to my mind, have made these places very much less desirable places to live than they once were. The same can happen here.</p> <p><b>3.Improved learning and educational outcomes.</b></p> <p>I would recommend adding to that list of benefits in your plans, a separate and extra benefit and that is, Improved learning and educational outcomes.</p> <p>Fundamental to learning is how our brains work.</p> <p>Activity boosts the supply of Oxygen to the brain and quite simply improves education outcomes in various positive ways.</p> <p>I am not talking about intelligence or IQ. This about the fundamental chemistry and biology in physical makeup of us as humans.</p> <p>Our young people especially need to be helped to reach their potential and live better lives as a result.</p> <p>A highly oxygenated brain is a massive help to learning.</p> <p>This is researched and has been sadly lost on us over time.</p> <p>We have I believe our society has been failing our youth by not keeping them active enough. Killing their potential through kindness and not keeping them active. We are built to move, for our brains particularly, not to mention our body.</p> <p>Locally we are at embryonic stage to try and add more empirical evidence to Improved educational outcomes.</p> <p>Many people like me believe is the fastest way to drive higher economic performance at both an individual and community level is through education.</p> <p>A well-functioning Brain leads to lower health costs and the combined dividends from better education performance and health outcome are significant to the future of our people.</p> <p>Brain Rules" by John Medina, is a fascinating book about human brains and how to help our brains thrive.</p> <p>A chapter on exercise is especially interesting. From the book,</p> <ul style="list-style-type: none"> <li>• Our evolutionary ancestors were used to walking up to 12 miles per day (approx. 19 km).</li> <li>• At school, kids pay better attention and are less disruptive when they've been active. They also feel better about themselves, have higher self-esteem, less depression and less anxiety.</li> <li>• For both depression and anxiety, exercise is beneficial immediately and over the long term.</li> <li>• Your lifetime risk for dementia is halved if you participate in physical activity.</li> </ul> <p>I commend this book to you. This book deals with research where academic results improved with activity and interesting decreased when</p>
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		<p>activity was removed.</p> <p>Our own local initiative with the "Wednesday challenge" which council sponsor feedback has had some teachers reporting calmer students. Wednesday challenge is an example of trying to make positive behaviour change in our young ones. The kids are loving it as well.</p> <p>I believe we can make it our active transport links a strength of our community by planning for these changes and making it a desirable place to live and cater for growth at the same time.</p> <p>I also believe, as particular to active mode routes, we do have a massive opportunity to tell stories and make our routes a very real learning experience. Especially relating to Maori Heritage as laid out as a strategic goal (policy 2) but also much wider than that.</p> <p>I see our natural physical environment as classroom for our people. Using it as such, we can be unique in the world and make classroom studies of our young ones real in their daily lives by incorporating history, science, economics and geography in our stories. For a lot of learners, they will grow by seeing the academic study of place of learning become come alive and real in their minds.</p> <p><b>4/I am particularly impressed with the 4 articulated Active travel Strategies.</b></p> <p>To my mind and from my own research as I have said above, safety is a Pillar Policy, and I am glad to see that as both a policy and an objective in your plans. I mention this elsewhere in this submission.</p> <p><b>5/ Working with Community Groups</b></p> <p>As a passionate believer that our community it is full of community groups, that these "balls of energy" can work in council in working in partnership and collaborate fashion, and together with council can really change outcomes in so many areas for our community. I am glad to see this as a proposed strategy (policy 4) and hope to see that in many other facets of council work.</p> <p>I note in the new strategy plan, a plan involving Partnering with community groups (policy 4), I believe this is very sound strategy.</p> <p>Community groups are normally full of energy and drive that should be harnessed and fostered by council. Often, they come with low-cost aid with so much voluntary input.</p> <p>To move to an active mode shift will require significant changes in behaviour, to solve many of our transport issues.</p> <p>The "Wednesday challenge " initiative that council currently supports is an example of such a community initiative.</p> <p>Community groups promoting ride share as another example that could be community lead and will go some way to reducing congestion.</p> <p>A further example is a community initiative to promote use of active travel for short journeys, like going to the convenience stores instead of driving a car.</p> <p>I also believe, as particular to active mode routes, we do have a massive opportunity to tell stories and make our routes a learning experience. Especially relating to Maori Heritage as laid out as a strategic goal (policy 2) but also much wider than that.</p> <p>I see our natural physical environment as classroom for our people. Using it as such, we can be unique in the world and make classroom studies of our young ones real in their daily lives by incorporating history, science,</p>
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	<p>economics and geography in our stories. For a lot of learners, they will grow by seeing the academic study of place of learning become come alive and real in their minds.</p> <p><b>6/Taruheru River trail</b> I have for 3 years now I have though deeply about the potential of the Taruheru Trail Project and the wellbeing benefits it gives to our community, this project should be the no. 1 priority of any new capital spend initiatives in the active movement space.</p> <p>It was on the council's long-term plan since 2017 for a reason, which I believe has become even more obvious and even more urgent as time advances.</p> <p>This a view formed through a lot of deep thought and analysis into the many aspects of the well-being concept as outlined locally by the Trust Tairawhiti well-being model.</p> <p>The dividends to our community from this investment is significant in my view.</p> <p><b>7/ Getting a better return from our investment in Pedestrian Paths</b> In was interesting to understand in your transport plans and graphical outlines of the communities' investments in travel related infrastructure. One statistic that stood out for me was the size of the councils current Investment in City Pedestrian footpaths, which in footpath length is almost equal to the kilometres of roads in our urban area. My own thoughts are that it would be good to get a really considered view whether this investment is fit for purpose in 2024 and the plans. Given the rapid growth of cars per household in the last 50 years, as the technology has become cheaper relative to incomes. The question I would ask today is are the general current footpaths the safe active mode in 2024 and beyond. I personally see so many children and elderly in particular at-risk safety wise using footpaths with so many cars coming across them, often blindly and at speed. The answer I think is multi-faceted from design of new Infrastructure in the future, to the improvement in awareness of risk and strategies to deal with that risk in current infrastructure. To me there are strategies to work on the human element to try and take some simple initiatives to make these footpaths safer for use by our community.</p> <p>One example of this could be achieved by promoting citizens on road frontages, "to keep better visual access to their driveways "that cross the pedestrian paths outside their homes. Another could be awareness campaigns on speed coming in and out of driveways. Currently journeys using footpaths put at risk users of paths, by vehicles coming suddenly out of driveways. Accidents and near accidents happen often and is a risk especially for elderly and younger people, and fear of these accidents is a reason why some do not like active travel and using this existing infrastructure which is a waste in terms of the potential return from the massive investment we have in pedestrian paths.</p> <p>I am unsure of the level of council engagement direct with schools as to the issues that individual schools have with their children have in getting to school safely. An intensive engagement with schools (particularly primary schools) I believe will go a long way to giving council a view to improvements in access with the primary school catchments. This is especially true for primary schools. The area around schools is now in itself becoming dangerous, due to the number of children dropped off and collected at school entrances, this is</p>
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		<p>a perverse but understandable outcome, to our lack of safety consideration around schools and access to them.</p> <p><b>8/ Building on our natural strengths</b>  Gisborne city is inherently blessed that we are on a plain and therefore highly suited to active mode transport.</p> <p>Our urban area is quite condensed, and we still have a lot of empty space to look at alternative's routes (and have wide roads) making it so much easier to change than many other areas.</p> <p>Let's use these natural benefits to improve the lives of the people who live here.</p>
203.	Adrienne Stevens	<p>Re pedestrian crossings  I am a 73 year old ratepayer</p> <p>Coloured pedestrian crossing feel as safe to me as raised ones</p> <p>Dont spend \$100,000s, on raised ones</p> <p>Even the old zebra one in Ormond road, with bars in middle of road feel safe even with logging trucks going by.</p> <p>I regularly cross Childers road in CBD and yes a coloured pedestrian crossing would be appreciated near Peel St (I and lots of other people help at hospice shop )</p> <p><b>Concentrate on improving what we have got</b>  Fix potholes immediately or faded giveaway lines  e.g  accident on Bloomfield road corner end December, pot holes still not even temporarily repaired (over a month)in the old bdays the roadman would have filled them in when they started to appear</p> <p>faded yellow lines on Kings road by Makauri school</p> <p>They painted a new yellow line on intersection Hansen road /nelson rd where there was new seal but the faded line on opposite side on tuckers road give way wasnt repainted,  . crazy</p> <p><b>Dont mess with Grey St</b></p> <p>Yes add more PEDESTRIAN CROSSINGS... BUT A BIT OF PAINT on road like old zebra crossings with a barrier in the middle, like across Childers Rd not at \$100,000</p> <p>count how many cyclists you see using cycle paths, that arent in lycra ..... before building more cycleways until we can afford them</p> <p><b>needs</b> not wants( or would be nice to have)  Gisborne rate payers cant afford wants</p> <p>Adrienne Stevens</p>
204.	Ani Bingham	<p>I am thankful that there is thought, been given to the progress of our city, I have lived here for 40 years and have watched this city improve in some</p>

	<p>ways and in others fall into a shameful embarrassment.</p> <p>I think our focus should be all about getting back on our feet after the onslaught of these big storms; rather than making the Grey St area prettier or whatever you are calling it. The public toilet is old and quite lovely, just clean it properly with disinfectant and make it smell nice, it still is a toilet and we use it, patch it up if it gets a bit broken, my biggest issue with the toilets are that they are hosed out not mopped or cleaned with a pleasant smelling cleanser; your pants get saturated when you drop them. For goodness sake I have not come across that anywhere else travelling even in Jordan; ours do not ever smell fresh and clean. Tearing toilets down and renewing will cost millions as we know with the wharf one. These things can wait for up to 10 years until we have sorted the basics.</p> <p>The roads surely, and the enormous slash issue, the dredging of rivers for better flow, stop banks, planting to help hold hills and cliffs, to save peoples land , farms, and roads,our focus should not be about beautifying our City in anyway, other than keeping it clean and tidy, which it is not. The beaches which are a shameful mess, still with far too many logs and bits of wood; making going to the beach a battle, no bare feet at the moment.</p> <p>I think we should be fixing what we have and maintaining it; that includes the beaches the roads the parks , our sewage system ,river dredging to clear them and recreate flow, to prevent flooding,all the slash still in the hills needs to be disposed of , I think all the companies that made the mess should clean up the mess, cut it up for firewood for the towns all around and deliver to the towns people. This should not be a cost that the GDC covers at all. If I make a at my place I clean it up.</p> <p>We do not need to modernise pedestrian crossings, we all know what they are, and use them, leave them alone; you are wasting my money.The council needs to stop thinking up fancy ways of wasting our money and putting our city further into debt.If it is not broken don't fix it!</p> <p>One thing which I have been asking the council to address for the last 20 or more years is the Botanical Gardens, to my amazement, it is always going to happen but never does.Promises promises even signs up at one stage that the pond would be dredged. The pond has not been cleaned out for 40years. The old goldfish pond has almost completely overgrown, it is a very beautiful piece in the Gardens, if a bit of maintenance work could be done how lovely it would be, and don't say it is a safety issue, it is one at the moment.</p> <p>The trees have been butchered by Roberts tree company, the workers are not arborists, I think the boss is; but sadly he is not passing on his skills to his men who do the dreadful chopping as if they are in forestry. The weeds are so bad in the park I found a couch grass growing 3 feet up a tree.they suckers growing around nearly all the trees, there are Privet growing up in hedges, there is ivy in garden beds, there is kykuya grass in flower beds, there are constantly dead branches and palm fronds and ponytail palm leaves everywhere.</p> <p>Now that the trees that are exotic; as it is a Botanical gardens; are dying</p>
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		<p>through bad care, they are being replaced with NZ natives!!! We have a native forest portion for our NZ natives! Our Botanical gardens are a DISGRACE to the city, it has been left to die off, it is supposed to be the pride of our horticultural heritage. it has turned into a play park , what is wrong with holding onto and treasureing some of our heritage that is not Maori orientated.</p> <p>My latest suggestion to you; as you have taken NO notice for years, about the Botanical gardens: is that you could fully fence it off, and put cattle and sheep on it to graze the lawns and the edges, they may do a better job at keeping all the weeds and grass and suckers tidy.</p> <p>yours sincerely Ani Bingham</p>
205.	Judith Storey	<p>Members of the Motu community had a meeting last evening with Lillian Ward. She was very informative articulate and reassuring. A few issues came up re roading in our district. There are 3 culverts between Matawai and Motu which have needed replacing for many years and an area Matawai side of the old railway bridge which is continually in need of repair. Someone mentioned a speed bump outside the school which I personally think is totally unnecessary. There is good vision and ample room on the road for it to be quite safe as it is. However the Motu falls road is badly in need of repair and maintainence. A small digger was employed recently to clear out culverts and drains. Great but they left the main ones affected by a recent storm. Also both ends of a culvert needs opening. Because they haven't been maintained there will be a far bigger problem in the future. We are getting very frustrated and annoyed at the continuing negligence of work in this area. A culvert at the end of Frasers Hill rd is dangerous and destructive. My husband Ian has offered to do this culvert himself if the culverts are supplied. Only to be told he is not a certified contractor. Well low and behold we haven't seen one of those or one capable of fixing the problem. What we do have are trucks and utes coming regularly up our road and nothing done. This is a surprisingly busy road with farm vehicles and sightseers to the falls. Many of which are utes and trailers trucks and campervans. I sincerely hope that we in the near future actually get something done and we are kept informed and included as we are here to help where necessary. Lets spend money on the things that are necessary not the feel good projects like 1000 year bridges. Regards Judy Storey Motu</p>
206.	TE RUNANGANUI O NGATI POROU NGARANGI WALKER – KAIHAUTU TAIAO	See attached submission.
207.	Frances Watling  Blind      Low Vision NZ	<p><b>Footpaths</b> – Gisborne footpaths need to be fit for purpose for all users. Repairing cracks and uneven surfaces is essential to reduce the risks for non visual travellers</p> <p><b>Road crossings</b> – Recent road projects has effectively left people living with low vision and blindness stranded on islands around the city. Without safe crossing options these people can not access shops, community services, events and facilities without support. The lack of safe road crossing options has led to people taking risks which put themselves and other road users in danger when crossing roads. Crossing a road as a non-visual traveller is intimidating and requires extremely refined skills. The ability to cross any given road will be dependent on the volume of traffic, background noise (aeroplanes, mowers, building and road works etc),</p>

		<p>parking around the crossing point which can block sounds reaching the traveller and weather conditions (windy conditions masks the sound of vehicles on the road). Non visual travellers frustrated with their isolation are more likely to step out in unsuitable conditions.</p> <p><b>Barriers/temporary barriers</b>– on footpaths, walkways and cycleways it is essential that barriers are detectable to the non visual traveller. For example a police tape set up on Ormond Rd in the past year represented an unexpected obstacle for a non visual traveller as it was not there the day before. Another example would be the barriers on the Wainui cycle/walkway. These barriers stick out into the footpath. The markings are relatively low contrast and there is nothing a long cane user can detect before walking into the bar.</p> <ul style="list-style-type: none"> <li>• Discounted rates for people with disabilities/mobility difficulties who rely on public transport</li> <li>• It is important to ensure the current services are delivered really effectively. With good timely communication about changes to services. Creating an accessible service to all users, one that enables people to fully participate in their communities rather than increase isolation</li> <li>• Bus stops must be detectable to non-visual travellers</li> <li>• Joining a service such as MovIt would enable the blind and low vision community to track the movement of buses so that they can prepare to board and leave the bus.</li> </ul>
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## TE TAIRAWHITI REGIONAL LAND TRANSPORT PLAN

SUBMISSION PREPARED BY TE RUNANGANUI O NGATI POROU

NGARANGI WALKER – KAIHAUTU TAI AO

29 FEBRUARY 2024

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## 1. Te Runanganui o Ngati Porou

*Whakarongo ake au ki te hirea waha o Maui e ki mai nei,  
Toia te waka nei ka maunu ki te wai  
Ka hoe ki te moana whiu ake tana matau  
Mau ake tona ika ko Aotearoa!  
Hutia ka eke kei runga whakaeteete mai ko Hikurangi!  
Te maunga rongonui e rongonui nei Ngā iwi!*

- *Te Haka a Maui (date and author unknown)*

*Ko Hikurangi te maunga  
Ko Waiapu te awa  
Ko Ngati Porou te iwi*

Te Runanga o Ngati Porou is the governance entity for Ngati Porou that will manage its collective affairs for the benefit of "ngā uri o Ngā hapū o Ngati Porou mai i a Potikirua ki te Toka a Taiau".

We as the Te Runanga o Ngati Porou Taiao Team have moved to take a more Ngati Porou centric approach to our mahi that is consistent and in-keeping with the following principles that support Ngati Porou tino rangatiratanga, Ngati Porou mana motuhake Ngati Porou kaitiekitanga:

- **Toitu te Mana Atua** – It is acknowledged that Nga hapu o Ngati Porou have, in accordance with their tikanga, an unbroken, inalienable, and enduring relationship with their rohe. This principle is how whanau-hapu regulate and undertake activities on, over or within their rohe.
- **Toitu te Mana Whenua me te Mana Moana** – recognising the unbroken, inalienable, and enduring mana of whanau-hapu.
- **Toitu te Mana Tangata** – recognising the right and role of whānau-hapū to exercise and have influence over activities impacting their rohe.
- **Toitu te Mana Tiriti** – acknowledges the partnerships between Ngati Porou PSGE and Ngā Hapū o Ngati Porou and the Crown will be based on honour and integrity.

Ngati Porou is unique as it has three different legislative arrangements with different status. These are listed below for reference, as it is abundantly clear that the author of the RLTP is unaware of the statutory obligations that need to be preserved and upheld. These are:

- *The Joint Management Agreement with the Gisborne District Council under the RMA* – to carry out duties along GDC related to all land and water resources within or affecting the Waiapu Catchment.
- *The Ngati Porou Claims Settlement Act 2012* - The comprehensive Ngati Porou Treaty settlement includes environmental redress, such as statutory acknowledgements.

- *Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019*- TRONP works alongside representatives of Nga Hapu o Ngati Porou on their request, on any matters that may impact on the Ngā Rohe Moana o Nga Hapu o Ngati Porou and their management agreements.

## Ko Waiapu te Awa

The Waiapu river catchment includes the area of land where water run-off eventually leads to the Waiapu. The Waiapu catchment is the largest river catchment within the Ngati Porou takiwa and the second largest river catchment in the Gisborne-Tairāwhiti Region. The Waiapu catchment comprises of many sub catchments of the major tributaries including Mata (and the Waitahaia, Ihungia, Makarikia, Aorangiwai and Makatote), Tapuaeroa, Mangaoporo, Poroporo and Maraehara.

Statement from the Ngati Porou Deed of Settlement:

*“Ngati Porou tradition relates that there has been an undisturbed relationship with the Waiapu River since the time of Maui. Ngati Porou hapu continue to occupy the lands within the Waiapu Valley, Te Riu o Waiapu, and exercise kaitiakitanga for the river and its tributaries. The numerous hapu traditionally associated with the lands alongside the Waiapu River have always been responsible for protecting the mauri of the river.”*

For Ngati Porou, the last 180 years has seen significant degradation of the lands and waters in their rohe, particularly in the Waiapu Catchment. This has caused great mamae (pain) for Ngati Porou. The Crown has acknowledged that previous management of the Waiapu Catchment has failed to manage the result of extensive erosion within the Waiapu Catchment:

*“The Crown acknowledges that deforestation in the late nineteenth and early twentieth centuries fuelled significant acceleration of erosion and flooding that has had a devastating impact on Ngati Porou rohe wide. It also acknowledges that the measures it adopted to address this problem failed effectively to resolve it.”*

A

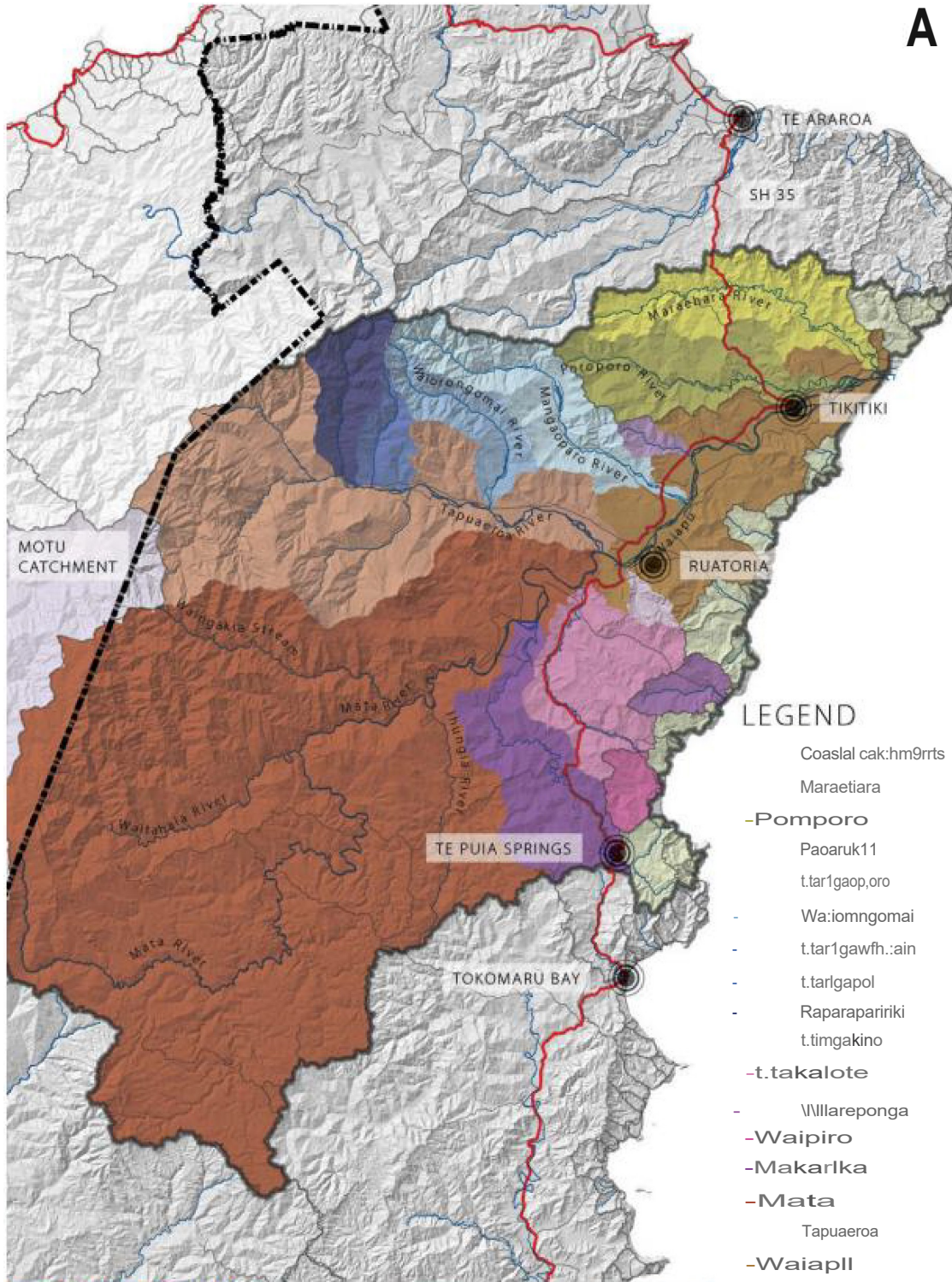


Figure 12: Waiapu Catchment Area

## Rohenga Tipuna

There are 57 hapu within Ngati Porou, as per the Ngati Porou Deed of Settlement, 2010. Approximately 37 hapu, and 28 marae are within the Waiapu Catchment and the adjacent coastal catchments. Many Ngati Porou hapu collectivise into hapu clusters based on the Rohenga Tipuna illustrated in Figure 1.

Five of the seven Rohenga Tipuna sit within the Waiapu Catchment, these being:

- Rohenga Tipuna 2 - Whangaokena ki Waiapu
- Rohenga Tipuna 3 - Pohautea ki Te Onepoto
- Rohenga Tipuna 4 - Te Onepoto ki Rahuimanuka
- Rohenga Tipuna 5 - Rahuimanuka ki Mataahu
- Rohenga Tipuna 6 - Mataahu ki Kokoronui

## Cyclone damage

Cyclones Hale and Gabrielle triggered widespread flooding, erosion and woody debris movement across te Tairāwhiti 2023. “Ngati Porou communities took hit after hit in broken roads and bridges, lost power and communication, delayed and undependable emergency provision.” Ministerial Inquiry into Land use Report: Outrage to Optimism (12 May 2023).

12 months on from these events, the \$60 million in government funding as part of the GDC Recovery Programme – to be directed to much-needed social, economic, environmental, and cultural outcomes for the region. The input of the Cyclone Recovery Unit (CRU) here is important as they have the oversight of Regional Recovery priorities as well as coordination of work programmes of Crown agencies and GDC. This would be beneficial in aligning community priority with existing scope of works for maximum efficiency in the use of limited resources.





Figure 1: Ngā Rohenga Tipuna o Ngāti Porou (Source: [www.ngatiporou.com](http://www.ngatiporou.com))

## 2. Purpose

This submission is presented on behalf of the Te Runanganui o Ngati Porou (TRONP) Tima Taiao (NPTT) on the *2024-34 Regional Land Transport Plan (RLTP) for Te Tairāwhiti* in response to the call for public submissions to the “Let’s talk transport” consultation.

We understand that the vision, transport priorities and investment proposals described in the RLTP will ideally be echoed in the National Land Transport Programme (NLTP), but that the uncertain timing of the release of a revised Government Policy Strategy (GPS) creates the possibility that Government priorities in 2024 may not align with the priorities described in the RLTP, which take the 2021 GPS as its basis.

It is also our understanding that the RLTP will form the basis for Gisborne District Council planning and bids to Waka Kotahi for the next ten years.

It is our firm belief that securing investment in a comprehensive, integrated and coordinated strategic capital pipeline across the next few years is an essential building block for everyone living in Ngati Porou takiwa to shift out of survival-mode, into thrive-mode.

## 3. Structure of this Submission

- Section One provides an overview of TRONP as the post settlement governance entity responsible for the management of its collective affairs for the benefit of Ngati Porou and its descendants.
- Section Two: Key Messages
- Section Three: Recommendations
- Section Four: Conclusion

## 4. Key Messages

### I. Ngati Porou Recovery priorities must be explicit

It comes as a surprise to TRONP Tima Taiao that none of the priorities, identified in the community recovery plans – coordinated by the Cyclone Recovery Unit – have made it into the RLTP. The absence of reference to the TREC (Transport Recovery East Coast) Alliance mahi, including funded major projects on Barkers Hill, Tokomaru Bay and Maungahauini is also glaring. It feels like a missed opportunity not to tie the compatible workstreams together in the RLTP.

“Ngati Porou (hapu and whanau) communities took hit after hit in broken roads and bridges, lost power and communication, delayed and undependable emergency provision.” Ministerial Inquiry into Land use Report: O2O (12 May 2023). And have been deeply engaged in the recovery space through multiple wananga and detailed emergency response planning. The Cyclone Recovery Unit arm of GDC has facilitated many of these sessions – through funding and offering of frameworks for whanau and hapu to apply their own think through. While we do not expect – and would never encourage – the extraction of details from those hapu emergency plans into the RLTP, we absolutely expect to see that the priorities of our people – through these plans, embedded in the KPI’s Key Performance Indicators of the Problem and Benefit Statement for Community Resilience an Asset Management.

GDC has obligations to Ngati Porou under Te Tiriti o Waitangi, and it’s very specific obligations under the JMA (Joint Management Agreement) under the Resource Management Act that mean that activities related to all land and water resources within or affecting the Waiapu Catchment must be carried out in partnership with Te Runanganui o Ngati Porou, as PSGE.

The absence of Ngati Porou in the RLTP is inconsistent with the spirit and intention of the JMA. And a lost opportunity to incorporate recovery into the long-term pipeline of infrastructure planning and investment. The coordination of such, being critical to the wellbeing of all communities in Tairāwhiti.

### II. Regional recovery representation on the Regional Transport Committee (RTC) is essential.

We understand that the RTC are mandated to approve the RLTP, and that the process to approve follows the hearing on 11 April 2024. It is our observation that there should be at least some regional recovery leadership oversight represented on that committee.

### III. Resilience and Security

We support the five strategic objectives set out for the RLTP, as we think there is scope within them to see Ngati Porou interests reflected in the integrated policies that explain how the objectives will be achieved. However, this is not yet the case<sup>1</sup>.

For Ngati Porou, we have a vested interest in the regional transport network, not only because so much of it is within our takiwa, but because it is a critical component of the protection of our iwi, hapū and whānau, and our livelihoods.

Without the ability to access our whenua, the ability for us to practice our Ngati Poroutanga (whakapapa, culture, and identity) is severely compromised.

We have been impacted by multiple extreme weather events in recent times and we understand the effects these events have had on whānau within our own rohe. You can imagine then how disappointing it is for us to read a RLTP that speaks about us – without us.

As already referred to in this submission – GDC has obligations to Ngati Porou. For Te Runanganui o Ngati Porou, our focus is to continue to support and promote our Ngati Porou tino rangatiratanga, Ngati Porou mana motuhake me te kaitiekitanga o Ngati Porou.

The Cyclone Recovery Unit (CRU) has been engaging with Ngati Porou hapu and whanau on emergency planning. A component of which includes priorities for road access and alternative routes. Ensuring the opportunity to articulate what those priorities should be and in what order they should be delivered – from the perspective of hapu and whanau will be an important part of the Regional Transport Committee's responsibility for the 2024 RLTP.

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<sup>1</sup> Policy 1.5 “The regional transport network aim to provide a choice of both routes and / or modes of travel, which will enable people and freight to keep moving in the event of future weather-related and climate change disruption.” comes the closest, but it doesn't reflect

## 5. Recommendations

### Design of a comprehensive system for community-led resilience

Any community-led resilience and adaptation funding matters need to be built and established with Ngati Porou, in Ngati Porou, for Ngati Porou. We have been working across our iwi takiwa, whanau, hapu and marae to focus on the needs of our whanau and our places. We will have the most comprehensive understanding of these needs and therefore opportunities.

*Development of any system must include TRONP as the PSGE in the first instance.*

### Opportunities to improve risk assessment and local adaptation planning

Risk assessment in Ngati Porou will need a bespoke approach by Ngati Porou. We agree that a first step in adapting is to identify, assess and manage risk. TRONP has been working in this risk assessment space for a long time and is best placed to provide leadership.

*Some central government departments acknowledge the need to provide targeted support directly to TRONP.*

### Opportunities to improve resilience planning and immediate response to roading closures and network failures

Within Ngati Porou, there are a number of capable, local contractors who in the immediate time frame following adverse weather events are often the first to respond to their community needs to reinstate key roading and access to supplies and townships when areas of the community are cut off. They are often the first people willing to help however time and time again, are placed in situations of not being able to be financially supported by GDC due to not being contractors within the system. This gives the priority and capital to the larger companies who are already stretched completing the extensive rebuild programmes. Creating a process that removes barriers for smaller contractors to undertake minimal work such as landslide clearing will reduce timeframes and reconnect communities at a higher rate. Alternatively, these contractors can be placed in a state of preparedness prior to weather events such as Cyclone Gabrielle.

We recommend:

- *An expression of interest form sent out to known local contractors to register their interest and capability, including available resources such as machinery.*

- *Provide workshops and opportunities for these contractors to meet the Qual and other relevant qualifications to certify work on projects.*
- *Create a register of known, certified, local contractors within communities.*

## Investigation and planning for alternative routes

We acknowledge the need to explore alternative routes as means to provide additional access into the region to:

1. Reduce traffic impact on the roading network.
2. Provide alternate access in case of emergency of major roading network

failure. However considerations must be given to:

### Rail

With an existing roading network operating on a current erodible landscape, would introducing rail come with more of a cost to maintain than maintenance of the current roading network? Would the same, if not similar, issues persist with this mode of transportation?

*Extensive consultation with Te Runanganui o Ngati Porou as PSGE MUST be completed in the first instance for any plans of investigation within our Takiwa.*

### Sea

The Nga Rohe Moana o Nga Hapu o Ngati Porou Act 2019 is a legal framework recognising the mana motuhake of Nga Hapu o Ngati Porou in their respective cultural boundaries. This is a legal framework that protects the mana motuhake of these Hapu, in order of sustainable management of natural and physical coastal resources.

*Engagement and extensive consultation for any sea routes in the first instance MUST include Te Runanganui o Ngati Porou as the PSGE and Nga Hapu o Ngati Porou.*

## Opportunities for Environmental monitoring and data collection

Te Runanganui o Ngati Porou, hapu and whanau hold the role and responsibility of kaitiaki of their whenua, wai, flora, fauna and other native and taonga species that reside within the boundaries of our takiwa and moana. Up and coming opportunities for whanau to engage and be involved in the river catchment planning are essential and any knowledge or research that can be contributed to the informing of these catchment plans are beneficial in ensuring the resilience of our communities and the ability for our people to continue to live at place for many generations to come.

- *Te Runanganui o Ngati Porou, hapu and whanau OWN and reserve the right to access any data collected regarding the ecological recording or status of any taonga species, whenua or water monitoring that takes place within our Takiwa in accordance with the PSGE and JMA.*
- *For any research, information and data collection and storage conducted in the Ngati Porou takiwa, a memorandum of understanding must be drafted by GDC in partnership with Te Runanganui o Ngati Porou to ensure appropriate protocols are in place.*
- *Te Runanganui o Ngati Porou requires official notification no less than 2 weeks from the date of works for any ecological monitoring or survey happening within the Ngati Porou takiwa.*
- *Opportunity for whanau involvement and participation in this must be present as they are the kaitiaki of their respective whenua, they hold Matauranga that is imperative to creating understanding of our environment that can inform future sustainability for the environment.*
- *TREC (Transport Rebuild East Coast) have an existing relationship with Te Runanganui o Ngati Porou and are engaging with Iwi in this space.*

#### Significant variations to the RLTP

- *Te Runanganui o Ngati Porou require notification on any changes made to the RLTP. As this is a living document with expectations of collaboration and partnership between Iwi and Hapu, we expect that any variations will require consultation and notification given to Te Runanganui o Ngati Porou in the first instance.*

## Conclusion

### Conclusion:

In final thoughts, it is important to acknowledge the unique opportunity presented to Te Tairāwhiti in our efforts to remain sustainably on this land. With this, we welcome a new tide and look forward to strengthening partnerships and good examples of healthy relationship and practice between Government, Regional Government and Iwi.

*“Kia haumanu te mauri o te whenua: Kia haumanu te mauri o te moana: Kia haumarū te mauri o te ira tangata”*

*“To revive, to restore and to protect the life essence of the land: To revive, to restore and to protect the life essence of the sea: The life essence capability of human-kind will be enhanced”*

