

Notice of Requirement

Under Sections 168A, 169, 18741, and 190 of the Resource Management Act 1991.



! A copy of your submission must also be given to the requiring authority as soon as possible. All information provided in your submission is available to the public (on request)

1. Applicant details

Name in full:

Surname:

First Name(s)

Organisation (if applicable):

Address:

No.

Street/Road

Suburb

Town/City

Postcode

Mobile:

Other phone:

Email:

2. Submission details

Reference number:

Requiring authority:

The notice is for:

I support the application

I oppose the application

I am neutral (neither support or oppose)

Submission details - state which parts of the application you support, oppose or wish to have amended:

I/we seek the following recommendations or decision from the Territorial Authority (please give precise details including the general nature of any conditions sought. Use additional pages if required):

I wish to speak at the hearing in support of my submission.

Would you consider presenting a joint case with others who have made a similar submission.

I do not wish to speak at the hearing in support of my submission

3. Signatures

Signature of person making submission or person authorised to sign on behalf of submitter:

Date:

Postal address of person making submission (if different from previous page):

Name and phone number (if different from previous page)

Contact person:

Mobile:

Other phone:

Email:

4. Trade competitor declaration

I declare I am NOT a trade competitor of the requiring authority.

I declare I am a trade competitor of the requiring authority who is directly affected by an effect of the activity to which the requirement relates that:

Adversely affects the environment;

Does not relate to trade competition or the effects of trade competition.

Signature:

Date:

Notes

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority for the purposes of section 308B of the Resource Management Act 1991, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- Adversely affects the environment, and
- Does not relate to trade competition or the effects of trade competition.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

- it is frivolous or vexatious:
- it discloses no reasonable or relevant case:
- it would be an abuse of the hearing process to allow the submission (or the part) to be taken further:
- it contains offensive language:
- it is supported only by material that purports to be independent expert evidence but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Office use only

Date received:

Support

Oppose

W.T.B.H

N.B.H

Waka Kotahi NZ Transport Agency Reference: 2023-0036

15 February 2023

Gisborne District Council
Attn: Ila Daniels
PO Box 747
GISBORNE 4040

Via email: service@gdc.govt.nz; NotifiedRC@gdc.govt.nz

Dear Ila,

Submission on Notice of Requirement to designate land for educational purposes at 171 Barton St & 23 Ranfurly Street, Kaiti, Gisborne

Attached is the Waka Kotahi NZ Transport Agency submission on the proposed designation of land for educational purposes (Relocation of TKKM o Horouta Wananga roll of 300 students).

We welcome the opportunity to discuss the contents of our submission with Gisborne District council and the Ministry of Education as required.

If you have any questions, please contact me.

Yours sincerely



Kelly Standish
Senior Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

Phone: 021 240 8724

Email: kelly.standish@nzta.govt.nz

Copy to: roleary@propertygroup.co.nz

Submission on Notice of Requirement to designate land for Educational purposes at 171 Barton St & 23 Ranfurly Street, Kaiti, Gisborne

To: Gisborne District Council
C/- Ila Daniels
15 Fitzherbert Street
Gisborne 4040

Via email: NotifiedRC@gdc.govt.nz

From: Waka Kotahi NZ Transport Agency
PO Box 11777
Palmerston North 4442

1. This is a submission on the following:

Notice of Requirement to designate land for educational purposes at 171 Barton St & 23 Ranfurly Street, Kaiti, Gisborne.

2. Role of Waka Kotahi

Waka Kotahi is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roding Powers Act 1989. The primary objective of Waka Kotahi under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by Waka Kotahi. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

3. Statutory Functions, Powers and Responsibilities of Waka Kotahi

Waka Kotahi is a Crown entity responsible for, among other things, the management, construction, operation and maintenance of New Zealand's State highway network. The Transport Agency's statutory objective under the Land Transport Management Act 2003 (LTMA) is to:

- a) Undertake its functions in a way that contributes to an effective, efficient and safe, land transport system in the public interest and
- b) Manage the state highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with this Act and the Government Roding the Powers Act 1989

Accordingly, Waka Kotahi has responsibility for Wainui Road (State Highway 35). LTMA's focus on the 'Land Transport System' means that the Transport Agency does not focus solely on the state highway network. It must contribute to the wider land transport system, including local roads which are administered by other bodies such as Auckland Transport.

The Government Policy Statement on Land Transport (the GPS) outlines the Government's strategy to guide land transport investment over the next 10 years. An updated version of the GPS was released in 2021 and sets out four strategic priorities, being:

- a) Safety: The objective for this priority is for a land transport system where no one is killed or injured.

- b) Better Transport Options: The objective for this priority is providing people with better transport options to access social and economic activities.
- c) Climate Change: The objective for this priority is developing a low carbon land transport system that supports emission reductions, while improving safety and inclusive access.
- d) Improving freight connections: The objective for this priority is improving freight connections for economic development.

4. State highway environment and context

The proposed location for Te Kura Kaupapa Māori o Hotouta Wananga Kura (wharekura) is situated on local roads with a wide frontage to Ranfurly Road, the unformed Barton Street and a smaller frontage to Crawford Road. The Poho o Rawiri Marae is situated opposite the proposed location of the wharekura on Ranfurly Street at the foot of Kaiti Hill or Titurangi.

The transport network immediately surrounding the proposed site for the wharekura predominantly consists of local roads, some of which contain walkways and cycleways.

To the west of the proposed wharekura on Crawford Road is a logging storage yard and a Diesel Stop for Heavy Vehicles. Crawford Road then adjoins Hirini Street adjacent to Eastland Port.

There are some residential dwellings in the immediate vicinity however as the wharekura has a special character it is likely to attract tamariki from further afield in the Residential areas of Gisborne to the North and East of Wainui Road (State Highway 35).

There are some 21,000 vehicles per day travelling on the highway (3.4% heavy vehicles), and 3,100 vehicles per day on Hirini Street (16% heavy vehicles). The State Highway has a speed limit of 50 km per hour at this location.

There are three intersections on the State Highway which could provide vehicular access to the proposed wharekura being SH35/Hirini Street, SH35/Crawford Road and SH35/London Street.

The intersection of Wainui Road and Hirini Street has been identified as being at capacity and requiring upgrading, with a detailed business case having been completed in 2017. The funding of interventions is currently identified in Safety Improvement Programme beyond 2024.

The following operational issues for example have been observed at or near the Wainui Rd / Hirini St intersection:

- Turning traffic, particularly trucks, can find it difficult at busy times to find a gap to turn into or from Hirini Street. This results in queuing and delays on the Wainui Road and Hirini Street.
- Vehicles often cut through the petrol station on the corner of this intersection to avoid the stop sign and queues; and
- There is a high level of failure to give way which can result in accidents at the intersection.

There have been a variety of crashes at the Wainui Road (SH35) / Hirini Street intersection, with the only serious crash being a cyclist on Hirini St. Driver error was prevalent in all crashes with alcohol, lane position, speed, and poor observation being the key crash factors. The speed of traffic at the intersection and presence of heavy vehicle presents a risk for motorists but especially other more vulnerable road users at the intersection.

The section of Wainui Road (SH35) from Crawford St to the Bridge has a medium high rating for the number of crashes (collective risk). Rear end crashes remain most prevalent followed by intersection crashes. Poor observation, alcohol, lane position and failure to give way were the main causes. A serious pedestrian crash has been recorded near the Esplanade and involved a mobility scooter. A motorist also

pulled out in front of a cyclist near Maki St. The volume and speed of traffic on this stretch of highway presents challenges for all users, particularly for those trying to access or cross the highway.

It is expected that the upgrade and funding of the intersection will be in partnership between Waka Kotahi, the Gisborne District Council and potentially Eastland Port given they rely on Hirini St for access. Currently the upgrade of this intersection is on hold pending the provision of the Network Operating Framework / Plan) being provided by the Gisborne District Council. The adoption of which will identify mode priority for the various roads.

5. The specific provisions of the proposal that this submission relates to are:

State Highway efficiency and safety

The wharekura will offer a distinctive learning environment and would attract students from the wider catchment. The wharekura would result in an increase in vehicle movements at the beginning and end of the school day at the surrounding intersections with the State Highway. The majority of Gisborne's residential housing is located on the eastern side of the Turanganui River, and the shortest route to the proposed wharekura being via Hirini St and the state highway intersection.

It is noted that the wharekura currently utilises shuttle buses to assist with transportation of tamariki to and from the wharekura. This combined with offsetting a small amount of residential development, and the use of other active modes of transport has the potential to reduce the impact of additional traffic at the Wainui Road / Hirini Street intersection. The impact of the wharekura on the operation of the state highway is expected to be relatively modest in context with the existing traffic volumes and uses.

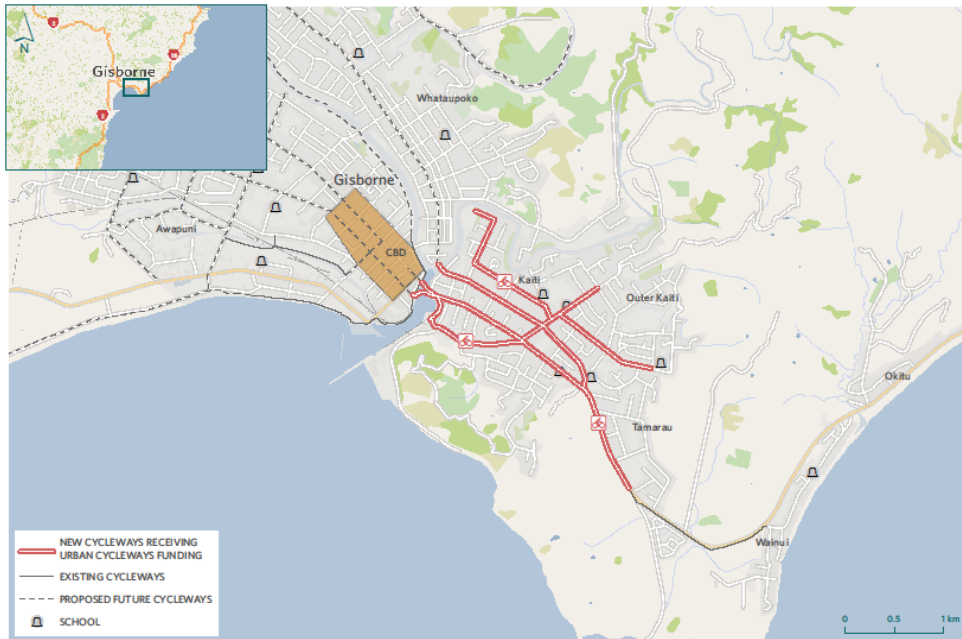
Freight trucks/logging

Currently freight trucks are the only land-based mode of transport in and out of the port for freight. There may be other options that are not being utilised, including rail. There is only one route to the Port, via Hirini Street. The way the truck route and roads are in and around Gisborne, trucks must come in and out of the Port and Gisborne along residential roads. No trucks are using the Esplanade or Crawford Road, as they are currently not connected through to the Port and during the Detailed Business Case it was noted that an agreement is in place between the Port and the trucking firms that trucks are not to use (residential) Crawford Road.

Pedestrians, cycling and schools/wharekura

The wharekura is expected to attract students from the wider catchment. Pedestrians will only travel a limited distance thus are likely to walk from the immediate area, including the residential area just north of Wainui road (SH 35). There is a pedestrian refuge on State Highway 35 located between Crawford Road and London Street. There is also a pedestrian zebra crossing with a pedestrian refuge further east on State Highway 35 outside Kaiti School. These provide improved convenience and safety for pedestrians crossing the state highway at these particular locations. There are no formal crossing facilities between the bridge and Crawford Road. This means tamariki walking to or from the wharekura to the homes on the northern side of the highway would most likely attempt to cross the busy State Highway at locations which provide no specific pedestrian crossing facilities.

Cyclists will generally use Wainui Road in preference to other routes to/from the CBD and areas to the east given it is more direct. During the Detailed Business Case it was noted that there was a perception that there is not enough room to keep cyclists and trucks/cars away from each other. Rutene Road ought to be looked into as an alternative cycle route as it provides a route that has less traffic. The Urban Cycleway Project is currently looking to provide a high-quality alternative route along Rutene Rd which could possibly divert some cyclists away from the Wainui Rd / Hirini St intersection.



Urban Cycleways Funded Projects in Gisborne

Multi-modal transport

Waka Kotahi supports multi-modal transport including active modes of transport to promote a range of transport options and avoid increasing the current reliance on private vehicles for travel. Enabling safe cycling and pedestrian access for the wharekura community living nearby to the wharekura would assist in promotion of active methods of travel. Benefits also include reduced travel costs, safer roads through reduced vehicle traffic, reduced noise, and reduced traffic pollution within the local context.

Enabling safe cycling and pedestrian access for the wharekura community using both the state highways and local roads would assist to support these methods of transport. Likewise utilising bus services also assists to reduce the reliance on private vehicles and provide alternative methods of transport.

6. Waka Kotahi seeks the following from the consent authority:

Waka Kotahi seeks that the requiring authority consult with Waka Kotahi and Gisborne District Council (due to the involvement of the local road network) regarding an appropriate travel management plan and/or Safe School Travel Plan for the proposed wharekura community. Given the identified challenges including safety risks to vulnerable road users on the state highway Waka Kotahi wishes to be involved in the formulation of any such plan with a view to support initiatives where possible.

The key aim of this request is to ensure the relevant parties involved in the surrounding network are working together to ensure the safety of the students and surrounding community on the roading network including the State Highway. Waka Kotahi continues to work with Eastland Port Ltd and Gisborne District Council (GDC) to address:

- the existing capacity issues and safety risks at the intersection of Wainui Road (SH35) and Hirini Street, for all road users.
- a review of the Wainui Road (SH35) and Crawford Road intersection in context of it being an alternative route.

- the interaction between port vehicles and other road users, particularly pedestrians and cyclists.
- Access to safe pedestrian crossing points away from intersections to enable the wharekura community to cross the state highway safely to access the wharekura.
- Initiatives to support walking and cycling, which may include improved infrastructure on existing and / or alternative routes.

7. The submission of Waka Kotahi is:

- Waka Kotahi supports the Notice of Requirement to designate land for educational purposes at 171 Barton St & 23 Ranfurly Street, Kaiti, Gisborne with provisions to ensure the safety of the wharekura community taking account of the existing safety concerns within the surrounding road network and capacity issues at the Hirini Street / Wainui Road (SH 35) intersection to the extent outlined in this submission.

8. Waka Kotahi does wish to be heard in support of this submission.

9. Waka Kotahi is willing to work with the Ministry of Education and Gisborne District Council in advance of a hearing.

Signature:



Kelly Standish
Senior Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Pursuant to an authority delegated by Waka Kotahi NZ Transport Agency

Date: 15 February 2023

Address for service: Waka Kotahi NZ Transport Agency
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Palmerston North 4442

Phone: 021 240 8724
Email: kelly.standish@nzta.govt.nz

Copy to: Minister of Education
c/- The Property Group Limited
PO Box 12066,
Palmerston North 4444
Attention: Ryan O'Leary
Via email: roleary@propertygroup.co.nz