

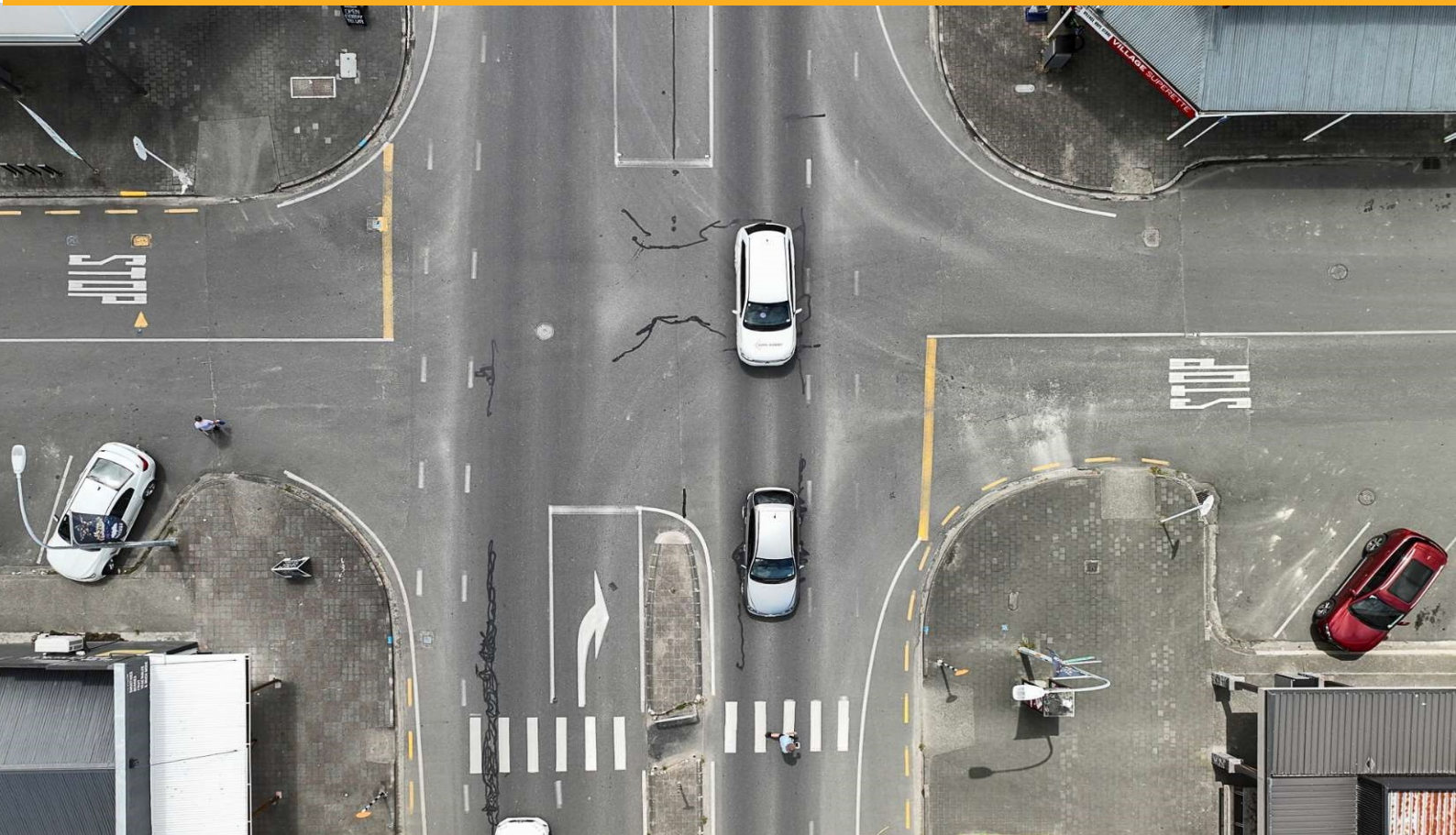


Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

Te Mahere Waka Whenua o Te Tairāwhiti

Te Tairāwhiti Regional Land Transport Plan

Resilient and safe transport choices





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He Whakatakinga Introduction

Background

The 2024-34 Regional Land Transport Plan (RLTP) for Te Tairāwhiti is the primary document guiding integrated land transport planning and investment in our beautiful region, vibrant places, and amazing people.

The land transport system is made up of many assets - including paths, walkways, cycle trails, bus shelters, railway lines, roads, intersections, vehicle parks, traffic signals, signs, crossings, bridges, drainage gullies, road markings and lighting. All these assets work together and enable people to live their lives and businesses to grow, using the oldest methods of travel – walking and horseback - and vehicles such as cycles, scooters, wheelchairs, buses, cars, vans, and trucks.

The land transport system connects places where people live, to destinations they need to access; whilst also linking wealth generating business to ports, airports, other regions of New Zealand and the rest of the world.

All parts of Te Tairāwhiti land transport system need to provide a safe, efficient, resilient, and environmentally friendly level of service to people and businesses, which requires effective asset management and significant improvements to multi-modal infrastructure and services to support sustainable economic growth. The system needs to evolve in response to pressures placed upon it, both from growing demand for travel and external environmental forces such as severe weather, natural disasters, and climate change. People and communities need to have confidence that the land transport system is available when they need it, and to provide genuine transport choices across a range of modes.

The land transport system is also a place where people live, work, socialise, shop and play. Our villages, townships and city are shaped by land transport, and rely on it to function. There are natural assets - such as parks, gardens, streams, rivers, wetlands, forests, estuaries, and oceans - which are located near to the land transport system. There are significant and increasing negative impacts from some transport infrastructure assets and motor vehicle use, on places where people, flora, and fauna live.

Protection and enhancement of land transport and natural assets is the responsibility of both local and central government, as well as communities, businesses, and individuals. This RLTP explains how, why, and where future investment will be made to improve performance of the land transport system – its constituent parts, how those parts interact and how they impact people, place, and environment.



Wider Policy Context

Policy environment

The RLTP sits within a complex and dynamic policy environment, which is summarised in Figure 1:

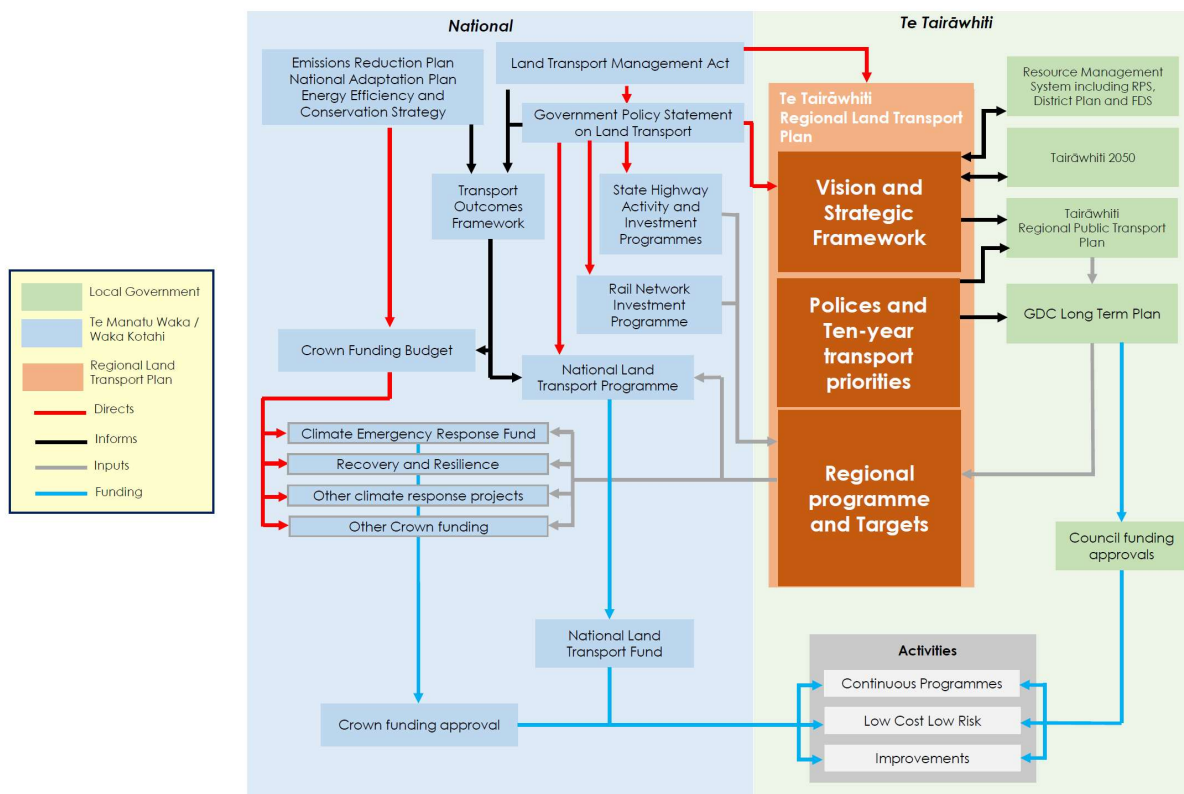


Figure 1: The RLTP sits within a complex wider policy context

Section 14 of the Land Transport Management Act (LTMA) 2003¹ 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” (outlined in section 3).
- Is consistent with the Government Policy Statement on Land Transport (GPS).

The RLTP 2021-2031 was published in June 2021². Once adopted later in 2024, this document will constitute a refreshed and updated RLTP for the next ten years, and the investment proposals will feed into the National Land Transport Programme (NLTP).

The GPS is the Government’s strategy for investing in the land transport system - and outlines what Ministers want to achieve, and therefore how they expect funding to be allocated from the National Land Transport Fund (NLTF) across different types of activities (for example road maintenance, public transport, walking and cycling etc.). The current draft GPS was issued in August 2023 and, at this stage, the 2021 GPS remains official government policy.

¹ [Land Transport Management Act 2003](#)

² [Regional Land Transport Plan](#)



Whilst prepared based on 2021 GPS and some of the direction in the draft GPS from August 2023, the RLTP will, where necessary, be updated to reflect the new government priorities as expressed in the final 2024 GPS if it is in place prior to adoption.

More information on the wider national and regional strategic setting can be found in the supporting document: *Our Transport Network*.

Transport Outcomes Framework

Published by Ministry of Transport (MOT), the Outcomes framework³ takes a strategic, long-term, and integrated approach and makes clear what government is aiming to achieve through the transport system in the long term. The five outcomes are:



Figure 2: The Transport Outcomes Framework is critical in guiding RLTP policy

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

Outcome	Description	Corresponding Te Tairāwhiti RLTP Objective
Inclusive Access	Enables all people to participate in society through access to social and economic opportunities such as work, education, and healthcare. To be inclusive, the transport system must be accessible to all people in New Zealand including those with disabilities, low-income earners, and people of different ages, genders, and ethnicities.	Everyone has access to transport to get where they need to go.

³ [Transport Outcomes Framework](#)



Outcome	Description	Corresponding Te Tairāwhiti RLTP Objective
Health and safe people	The system protects people from transport-related injuries and harmful pollution and makes physically active travel an attractive option.	A transport system that is healthy and safe for all users, with no deaths or serious injuries.
Economic prosperity	The transport system supports economic activity via local, regional, and international connections, with efficient movements of people and products.	A transport system that enables efficient movement of people and goods, to from and throughout the region.
Environmental sustainability	The transport system transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality and air quality.	A transport system which supports low-carbon travel and communities and has minimal impact on the environment.
Resilience and security	The transport system minimises and manages the risks from natural and human-made hazards, anticipates and adapts to emerging threats, and recovers effectively from disruptive events.	A land transport network that is resilient to changes in climate, land use and demand.

Table 1: How the RLTP is shaped by the Transport Outcomes Framework

National policy changes and a very different local environment has resulted in a significant review and revision of the 2021-2031 RLTP. This document represents a greater level of ambition across three local transport investment priorities:

- Community Resilience and Asset Management;
- Road and Community Safety; and
- Mode Shift and accessibility.

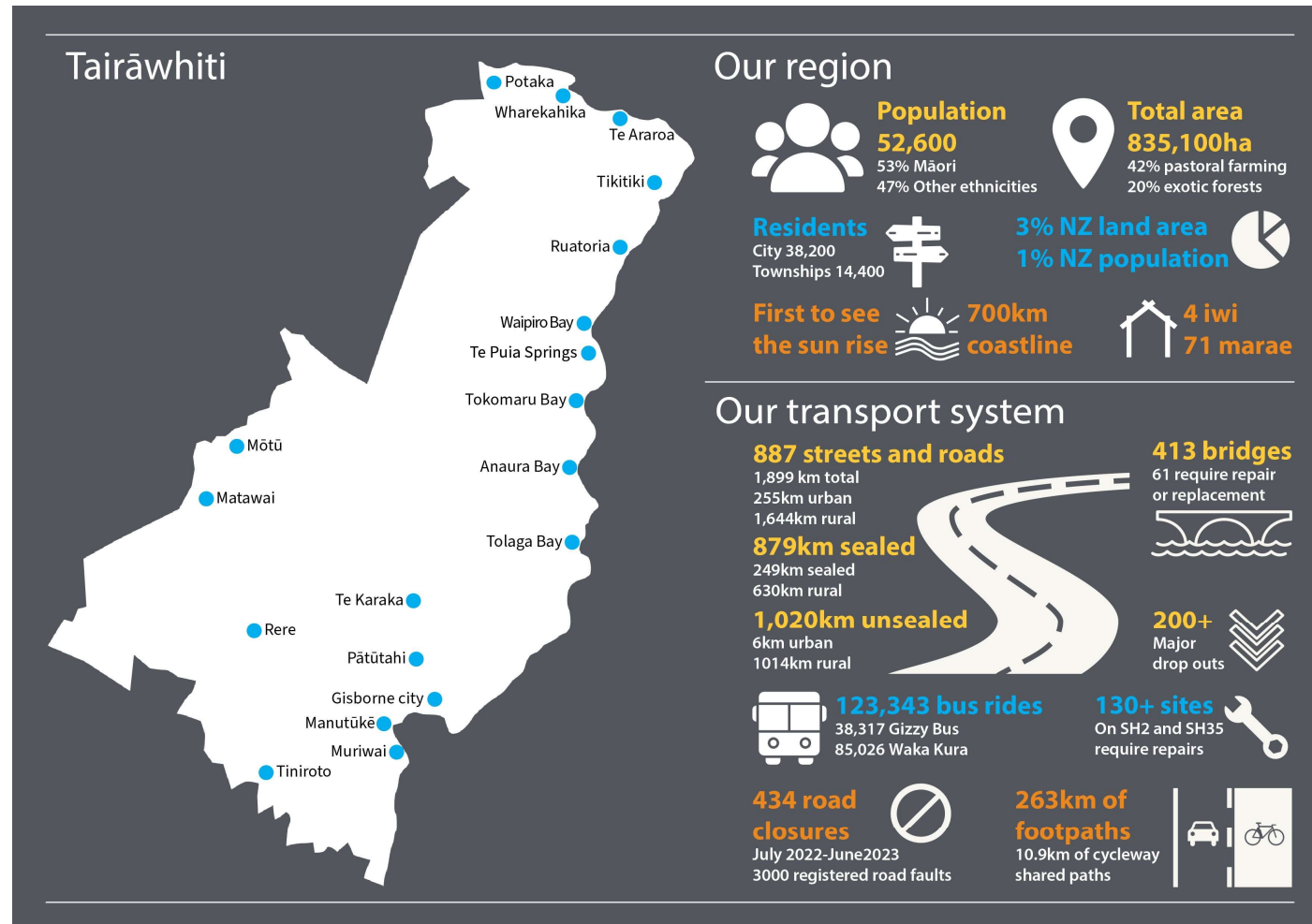
Structure of this Document

The remainder of this RLTP document is structured as follows:

- **Strategic context:** describes the people, places, economy, and environment of Te Tairāwhiti. More detailed information can be found in the supporting document: *Our Transport Network*.
- **Strategic framework:** the vision, objectives, targets and policies that make a positive and powerful case for change in land transport system investment.
- **10-year transport investment priorities:** specific strategic responses and activities that address immediate challenges to realising the potential of Te Tairāwhiti region.
- **Programming and funding:** Details of transport projects, timescales, and sources of funding for the next ten financial years.
- **Monitoring framework:** Key Performance Indicators (KPIs) and targets which will enable success to be measured.
- **Appendices:** Includes significance policy and compliance with the Land Transport Management Act.



Te Horopaki Rautaki Strategic Context





Te Anga Rautaki Strategic Framework

The RLTP Strategic Framework outlines a vision, objectives and policies for transport planning and investment in Te Tairāwhiti region.

The transport system is already under significant pressure from demand for travel placed upon it. The poor physical condition of transport system assets – including footpaths, roads, bridges, and drainage systems – is the result of maintenance investment not keeping pace with demand from motor vehicle travel. The day-to-day symptoms seen by the travelling public include rough pavement surfaces, potholes, and excess surface water.

Severe weather events over the last three years have exposed the lack of asset resilience and have led to a significant reduction in the level of service. Cyclone Gabrielle left communities cut off for weeks and a repair bill stretching into the hundreds of millions of dollars. Some local routes – such as Tiniroto Road – remain closed. The rail line from Gisborne to Wairoa is currently mothballed and requires significant investment to repair damage from successive weather events.

The safety of all transport users is compromised when surface condition of paths and roads is poor. Whether from general traffic increases or higher volumes of freight, the condition and functionality of the land transport system is now at a critical juncture.

The challenge of climate change means that the region needs to focus on both mitigating GHG emissions from transport and building resilience to a range of natural hazards including coastal inundation, land slips, flooding, high winds, and prolonged heatwaves.

Resilience includes both asset condition improvement and provision of alternatives to the roading network – both for local and longer distance journeys. As recent severe weather events have demonstrated, reliance on just one transport asset or route results in a high level of vulnerability in the event of disruption. In turn this situation results in sub-optimal economic outcomes, both in terms of immediate costs to people and businesses, as well as longer term threats to the attractiveness of the region as a place to invest.

As the transport system becomes more resilient to the pressures placed upon it, opportunities to significantly improve economically efficient and environmentally sustainable access for people and goods must be grasped if the region is to address its deep-seated economic and social challenges. The current dependence on single occupancy private car travel represents a significant challenge for moving towards healthy, sustainable, and efficient active and shared transport.



Vision for Transport

The purpose of a vision is to summarise what success will look like when we get there, moving from where we are now to where we want to be.

The proposed 30-year RLTP vision is:

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

We want the land transport system to support economic growth through being easy to use, safe, and environmentally sustainable; whilst being able to withstand pressures placed upon it. Transport needs to enhance and enrich people's lives, both through the access it provides and the experience that it brings. We live in one of the most beautiful parts of the world, and travelling around should be both highly enjoyable and safe. Transport should also be a good neighbour and ensure that it does not create costly and damaging local and global environmental impacts.

Strategic Objectives

The purpose of strategic objectives is to describe key outcomes that will deliver the vision. Each of these objectives mirrors the MOT Transport Outcomes Framework.

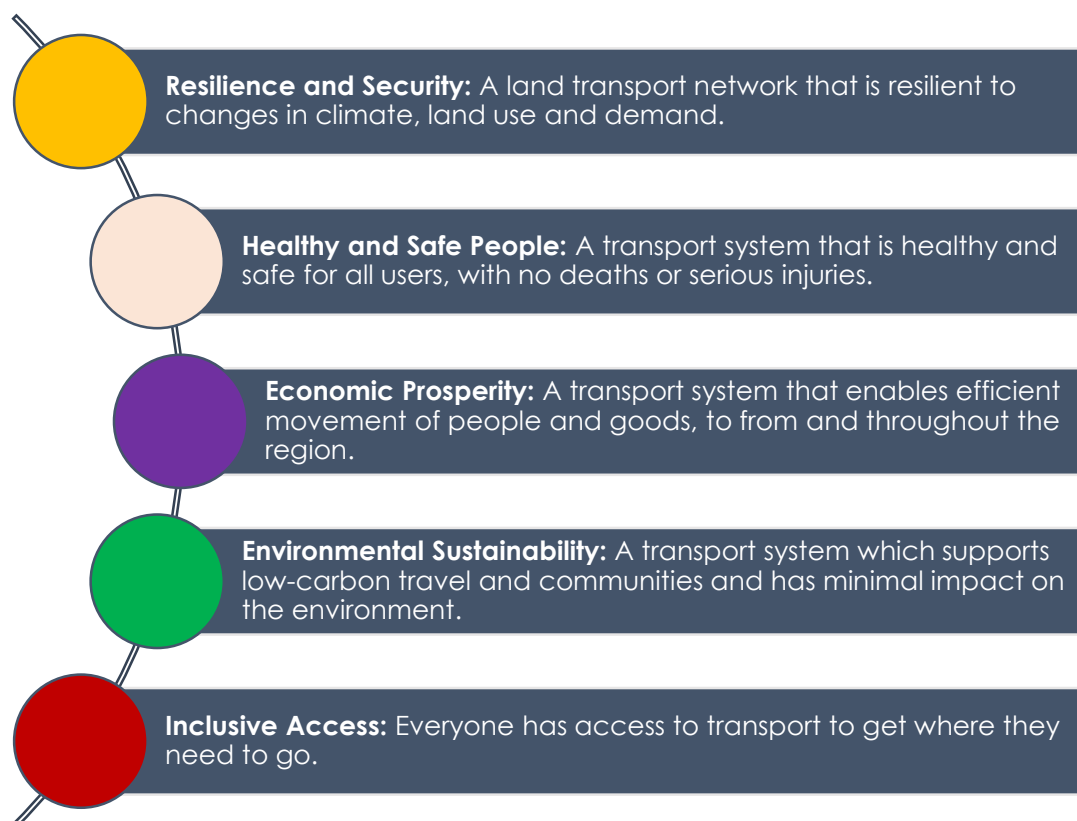


Figure 3: There are five RLTP strategic objectives



Policies

Each strategic objective requires an integrated set of policies which explain how it will be achieved. The policies are delivered by GDC, and partners such as Waka Kotahi, NZ Police, KiwiRail, transport operators, and contractors.

A land transport network that is resilient to changes in climate, land use and demand.	
1.1	Key economic growth and productivity areas (such as the Gisborne City CBD, Eastland Port, airports, and regional centres), together with primary and manufacturing industries, will be well connected across the region to support efficient access for people and freight.
1.2	Levels of service for the key economic growth and productivity areas will be defined for transport infrastructure assets, to enable ability to withstand the impact of future weather and climate change events.
1.3	Develop a risk-based approach to identification and prioritisation of future asset maintenance and resilience activities, focussing on where impacts will be most severe for communities and business in the event of future weather-related and climate change disruption.
1.4	Future location, design, construction, and maintenance of transport assets will ensure that new and existing transport infrastructure is resilient to natural hazards and adapts to climate change.
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.
1.6	Close joint working with neighbouring regions will develop a consistent level of service for the roading network and promote resilience through development of multi-modal links to reduce reliance on a single asset.

Table 2: Policies for Resilience and Security strategic objective

A transport system that is healthy and safe for all users, with no deaths or serious injuries.	
2.1	Road infrastructure will be upgraded where practical to reduce the number of crashes at intersections, and on sections of road which do not meet modern standards for width, surface condition, and horizontal alignment.
2.2	Road safety education and publicity will be targeted at key high risks groups of people, and children who are often in a better position to learn good practice and behaviour.
2.3	Fair and consistent enforcement of traffic laws, targeted at high-risk behaviours including driving under the influence of drink or drugs, will be used to address the unacceptable levels of crashes which are the result of reckless and illegal behaviour.



A transport system that is healthy and safe for all users, with no deaths or serious injuries.	
2.4	Safe and appropriate speeds on the region's roads will be promoted through a range of engineering, education, enforcement, and encouragement interventions.
2.5	A strategy for active travel in Gisborne city will prioritise the improvement of safety for pedestrians, cyclists, and micro-mobility users, so that more people use these low carbon modes of travel.

Table 3: Policies for Healthy and Safe People strategic objective

A transport system that enables efficient movement of people and goods, to from and throughout the region.	
3.1	The Waka Kotahi One Network Framework (ONF) will be used to develop a Network Operating Plan (NOP) which explains how the transport network should be operated at different times of day for the different transport modes; and to balance both movement and place functions.
3.2	New development will be located in areas and / or corridors which are accessible to high quality public and active travel, and configured so that access needs by these modes are prioritised.
3.3	Mode shift towards public and active transport for shorter distance travel will be promoted as a means of optimising use of the existing transport network.
3.4	Key freight routes will be designated and upgraded to accommodate the highest (50max) levels of permissible weight, with bylaws to prevent rat running on local access roads.
3.5	Managing demand for car parking will be used to promote vibrant, pedestrian friendly local and regional urban centres.
3.6	Explore and realise opportunities for new asset maintenance funding and financing models, which include users paying a fair share of costs to preserve or enhance levels of service.
3.7	Low Traffic Neighbourhoods (LTNs) will be identified, designated, and designed to give space back to communities, and enable a wider range of uses / events.
3.8	Sea and rail freight alternative routes to the region's roading network will be investigated and (where appropriate) delivered, in order to promote effective competition and reduce costs for business.

Table 4: Policies for Economic Prosperity strategic objective



A transport system which supports low-carbon travel and communities and has minimal impact on the environment.	
4.1	Low emission modes of transport – walking, cycling, micro-mobility and public transport will receive substantially higher investment so that there is a step change in mode shift and reduction in local and global pollutants.
4.2	The public transport fleet will become zero emission through introduction of electric buses and other vehicles in the community transport sector.
4.3	The provision of electric vehicle charging points across the region will be coordinated and delivered in partnership with private sector providers.
4.4	Impacts of transport infrastructure maintenance and improvements on the environment – including fish passage and water quality – will be mitigated through planning and design.
4.5	Procurement processes for council contracts will be strongly based on obtaining the best practicable environmental option, in order to reward innovation and reduce impacts.
4.6	Travel to school will be prioritised for low emission transport modes from an early age, to ingrain strong sustainable travel habits and health benefits from an early age.

Table 5: Policies for Environmental Sustainability strategic objective



Everyone has access to transport to get where they need to go.	
5.1	<p>The region's public transport network will be continuously improved so that public transport services:</p> <ul style="list-style-type: none"> • Meet people's access needs, at times they want to travel. • Provide competitive and reliable journey times. • Provide affordable value for money. • Are easy to understand and use. • Are safe, comfortable, and reliable. • Provide flexibility, allowing people to change their plans.
5.2	A bus network in Gisborne city will provide inclusive, convenient, efficient, and accessible core services for children, adults, disabled people, and senior citizens.
5.3	The core bus network will run a minimum of half-hourly on weekdays, and hourly evenings and weekends.
5.4	A range of public transport service options will be investigated and provided for townships and rural areas outside of Gisborne city, based on community consultation and access needs.
5.5	A policy and funding framework for charitable trust-operated community transport will be developed to address access needs for people in the region.
5.6	Integrated and safe active travel networks will be developed for Gisborne city and the smaller townships, to enable people to undertake shorter journey without the need for a private car.
5.7	Road networks of the region's urban areas will be re-configured to support safer active travel through re-allocation of road space, upgrades to walkways / cycleways, more mid-block crossing points, improvements to intersections, and reductions in motor vehicle speeds.
5.8	New development in Gisborne city will be located on key public and active travel corridors; thereby promoting shorter distance travel by non-car modes and promoting a vibrant street scene.

Table 6: Policies for Inclusive Access strategic objective

Each of these policies provide investment decision making guidance for activities within the RLTP, and other Gisborne District Council documents such as the Regional Public Transport Plan (RPTP), Future Development Strategy (FDS), Active Travel Strategy, and Mode Shift Plan.



Ngā Take Matua Whakahaumi Waka Whenua Investment Priorities

The 10-year transport investment priorities explain how GDC and partners will deliver the objectives, targets and policies set out in the RLTP Strategic Framework.

The process for identifying, testing, and deciding on the 10-year investment priorities is summarised in Figure 4. Problem statements have been developed using the Investment Logic Mapping (ILM) process. Problems and benefits are ranked with a percentage to give a broad indication of priority, whilst recognising that they are inter-linked.

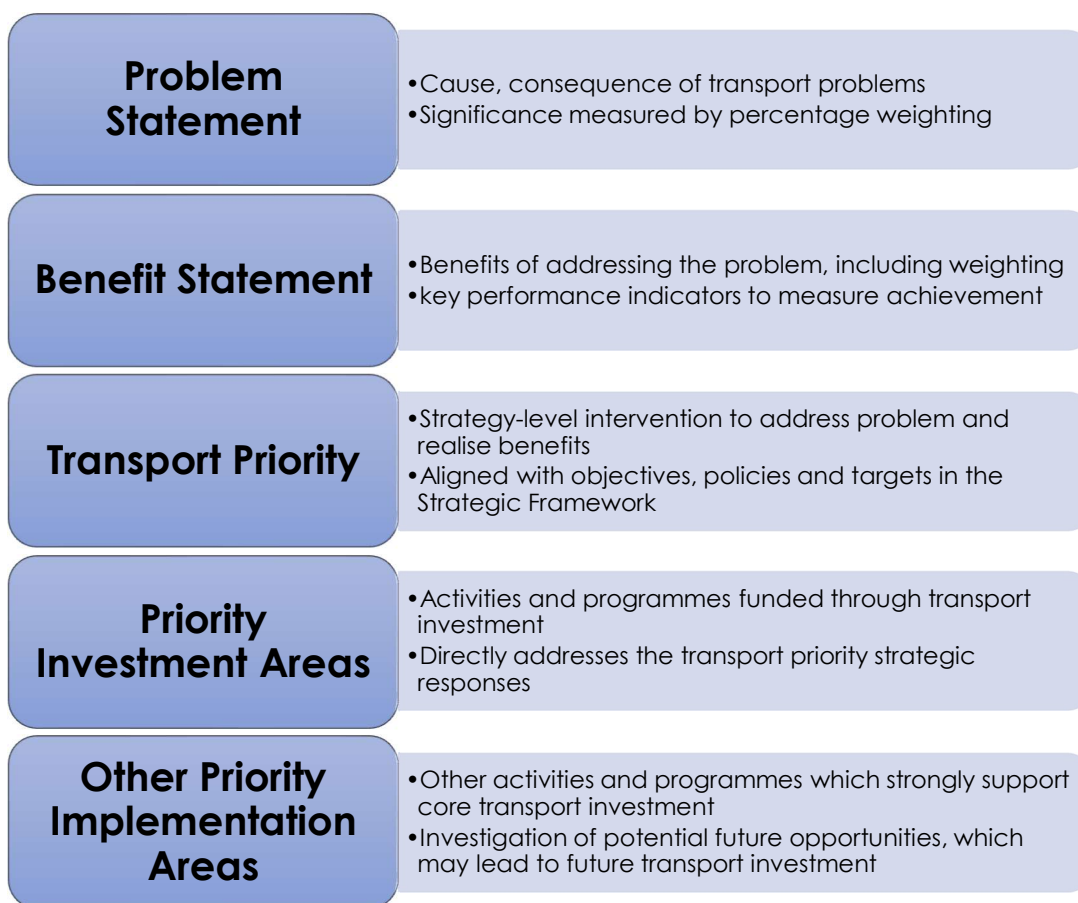


Figure 4: Process for establishing 10-year Investment Priorities



Problem 1: Community Resilience and Asset Management

Figure 5 summarises the problem and benefit statements for **community resilience and asset management**, which is the region's highest priority with a weighting of 55%.

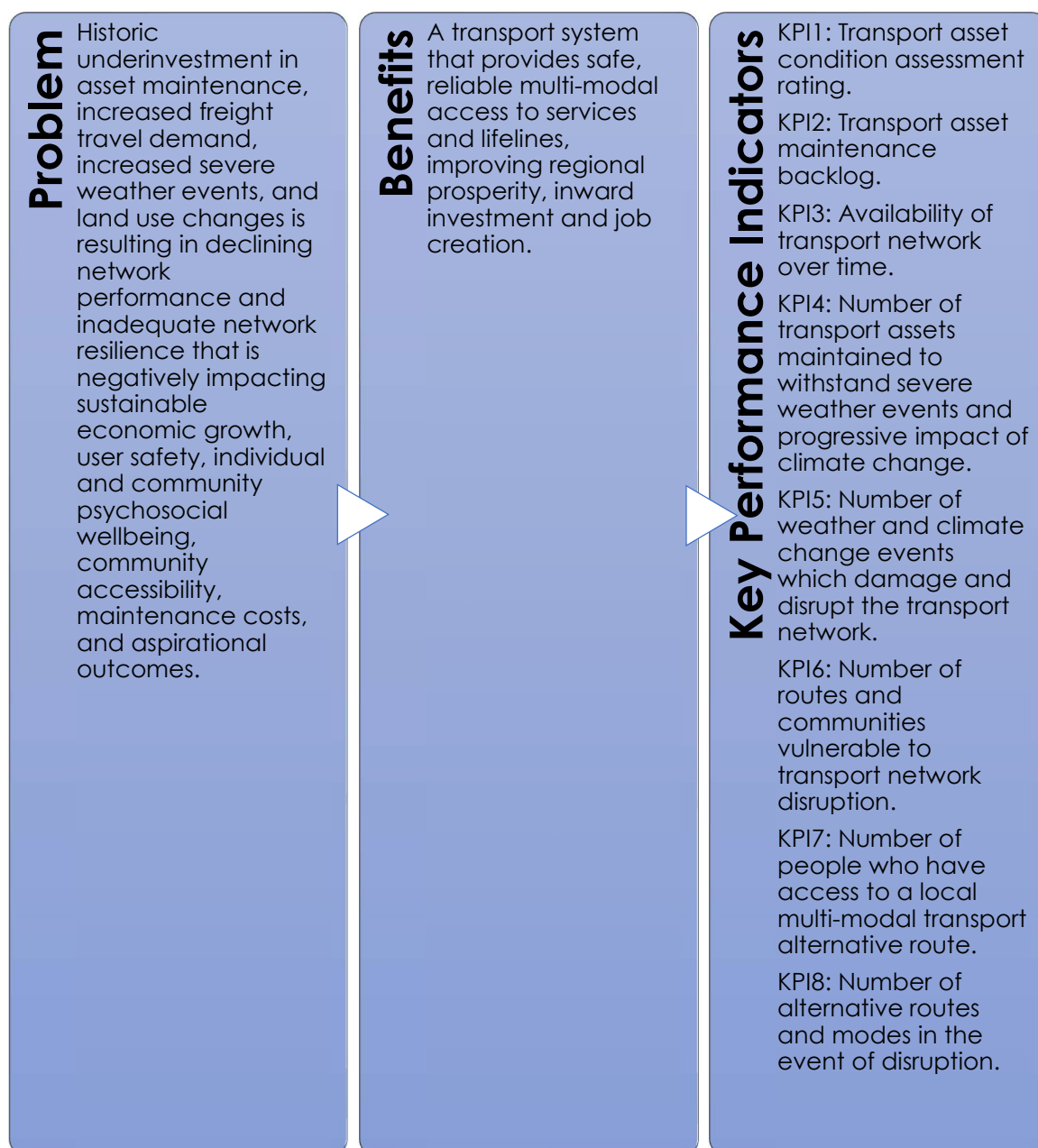


Figure 5: Community Resilience and Asset Management is our highest priority

The transport priority which addresses the resilience problem is:

Transport Priority 1: Community Resilience and Asset Management

Investment in long term multi-modal asset renewal and improvement will enable the region's transport network to meet demand for freight, provide greater travel choice, promote equitable access, withstand future severe weather (and other events), and provide safe and accessible travel choices to all members of the community and businesses.



Problem 2: Road and Community Safety

Figure 6 summarises the problem and benefit statements for road and community safety, with a weighting of 25%. Safety also makes a significant contribution to the other two objectives, as a resilient and accessible transport network must be safe for all people to use. Fewer crashes reduce the risk of key routes being blocked and unavailable, whilst active travel modes can be strongly encouraged if the system is perceived to be (and actually is) safe to use.

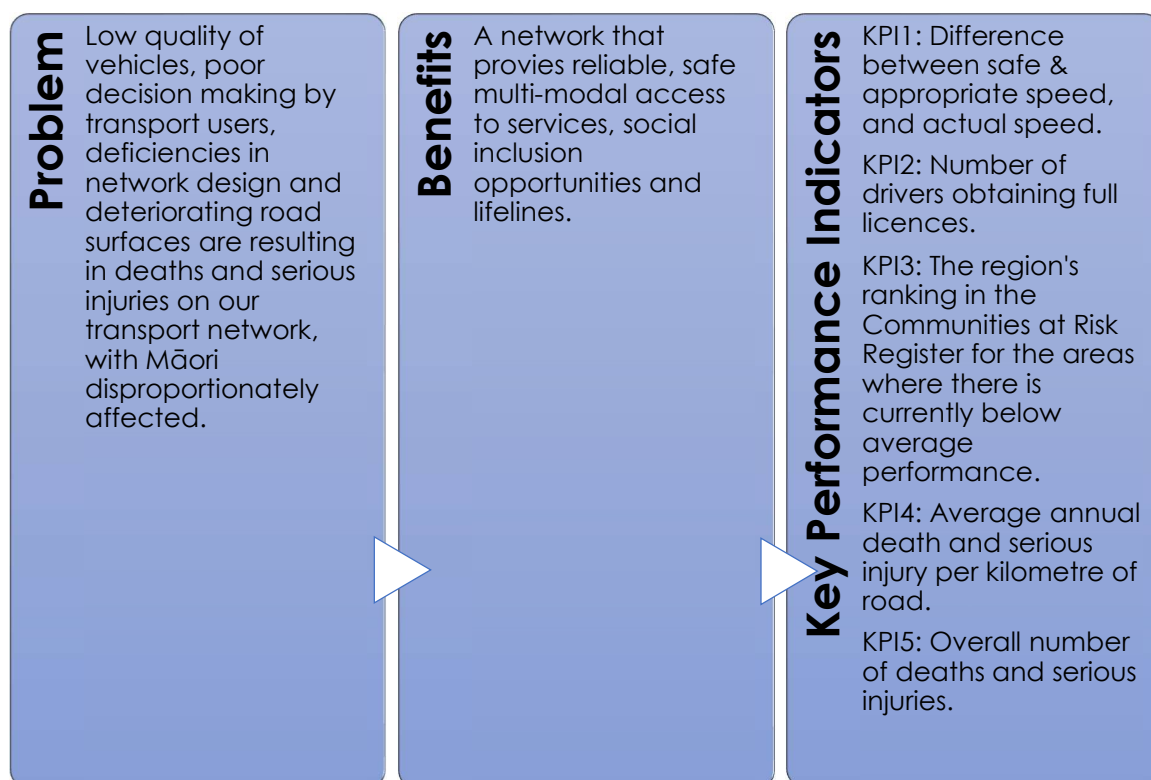


Figure 6: Road Safety is an enduring challenge and remains a key focus of the RLTP

The transport priority which addresses the safety problem is:

Transport Priority 2: Road and Community Safety

Investment in coordinated safety infrastructure, education, enforcement, and encouragement to reduce and eventually eliminate deaths and serious injuries for all transport system users, but especially Māori who are over-represented in the statistics



Problem 3: Mode Shift and Accessibility

Figure 7 summarises the problem and benefit statements for mode shift and accessibility, with a weighting of 20%.

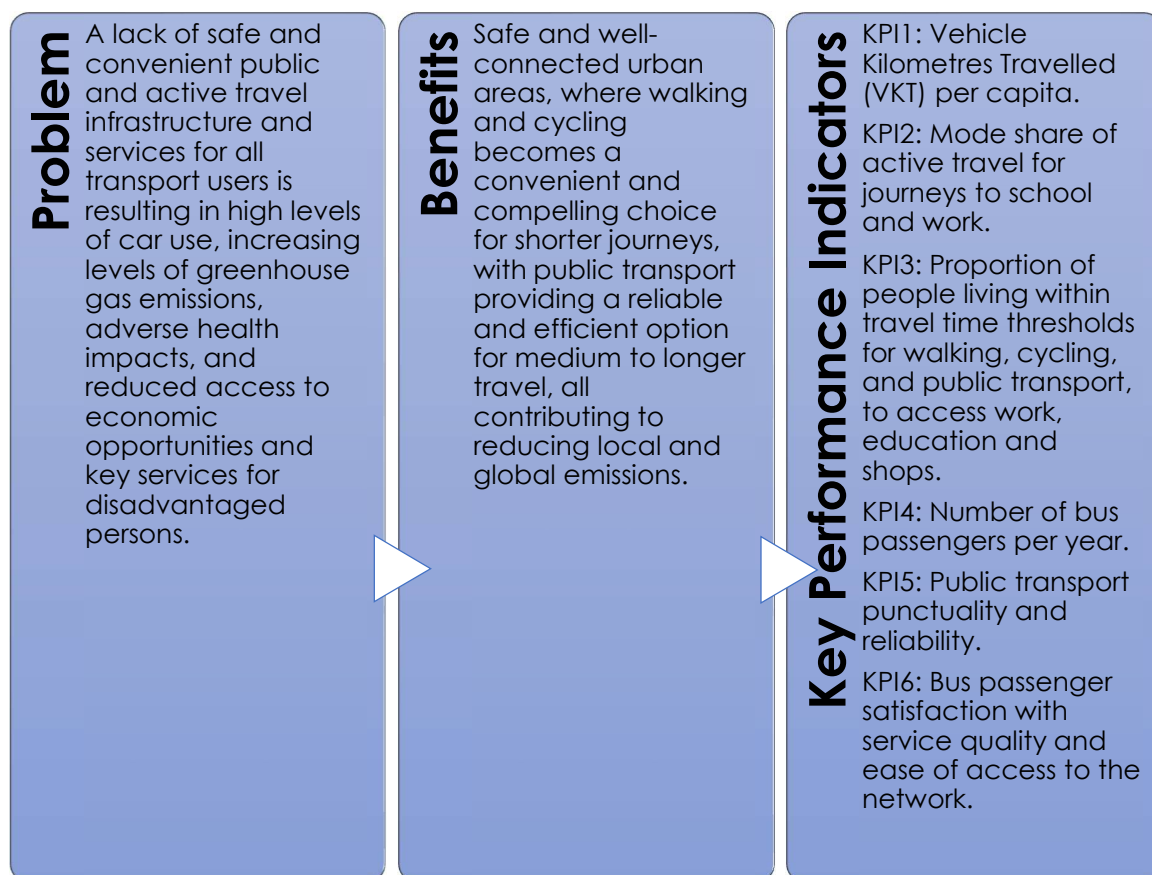


Figure 7: Mode Shift and Accessibility is a strong part of our investment story

The transport priority which addresses the mode shift problem is:

Transport Priority 3: Mode Shift and Accessibility

Investment in public / shared transport solutions and low carbon alternatives to current fossil fuel vehicles, to enable people to access economic, education, and social opportunities without having to own a vehicle.

Investment Strategy

In this RLTP there is a high emphasis on investing in the **whole transport system** to:

- Deliver economic efficiency across the transport network, so that people have reliable journeys where delays are minimised.
- Support movement of freight and commercial travel by the most appropriate mode, better maintaining assets on local, regional, and inter-regional corridors, and thereby increasing resilience to severe weather and climate change.
- Protect people from harm because of vehicle crashes and encourage more healthy and active travel.



- Contribute to economically vibrant and liveable places by providing people with good travel options, with all parts of the transport system - roads, rail, sea, public transport, and walking and cycling routes - working together.
- Prioritise a reduction in greenhouse gases emitted by transport to help to achieve the central government targets and protect public health, through:
 - Location of new development along high frequency public transport corridors or areas through the Future Development Strategy (FDS).
 - Provision for, and active promotion of, alternative modes of travel to the single occupancy private car.
 - Reducing the supply and availability of free car parking and using the space for both active travel routes and beneficial destination-based uses on expanded pavements.
 - Active pursuit of decarbonisation of the regional bus fleet in line with government direction.
 - Planning for future provision of electric vehicle charging infrastructure.

As implementation of the RLTP progresses, GDC and Waka Kotahi will be proactive in identifying opportunities to deliver travel demand management and behaviour change programmes that provide greater travel choice.

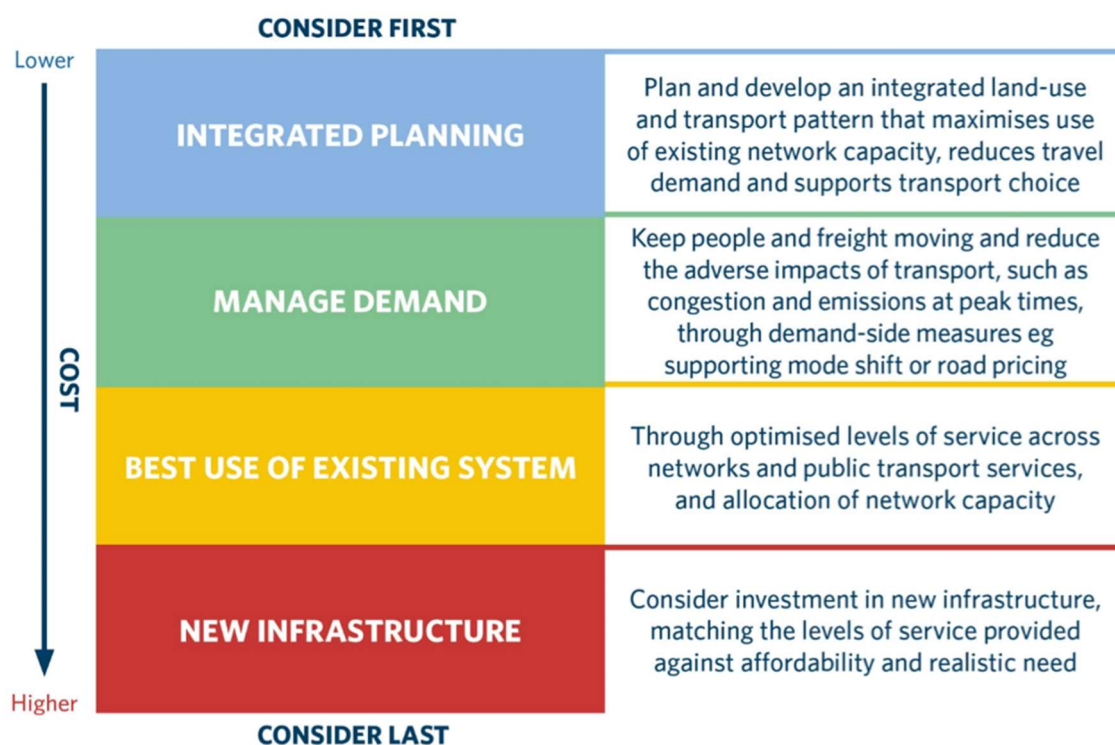


Figure 8: This RLTP is based on the Waka Kotahi Intervention Hierarchy

This approach will be delivered through application of the **Waka Kotahi intervention hierarchy**, which is used to promote integrated planning, demand management and



optimisation activities ahead of infrastructure solutions. The hierarchy is primarily used to help drive better value for money when planning for, and investing in, transport interventions.

Priority Investment Areas

Each of the three **transport priorities** summarised above translates into a more detailed set of **priority investment areas**, which provide a link between problems, benefits, and projects in the RLTP programme.

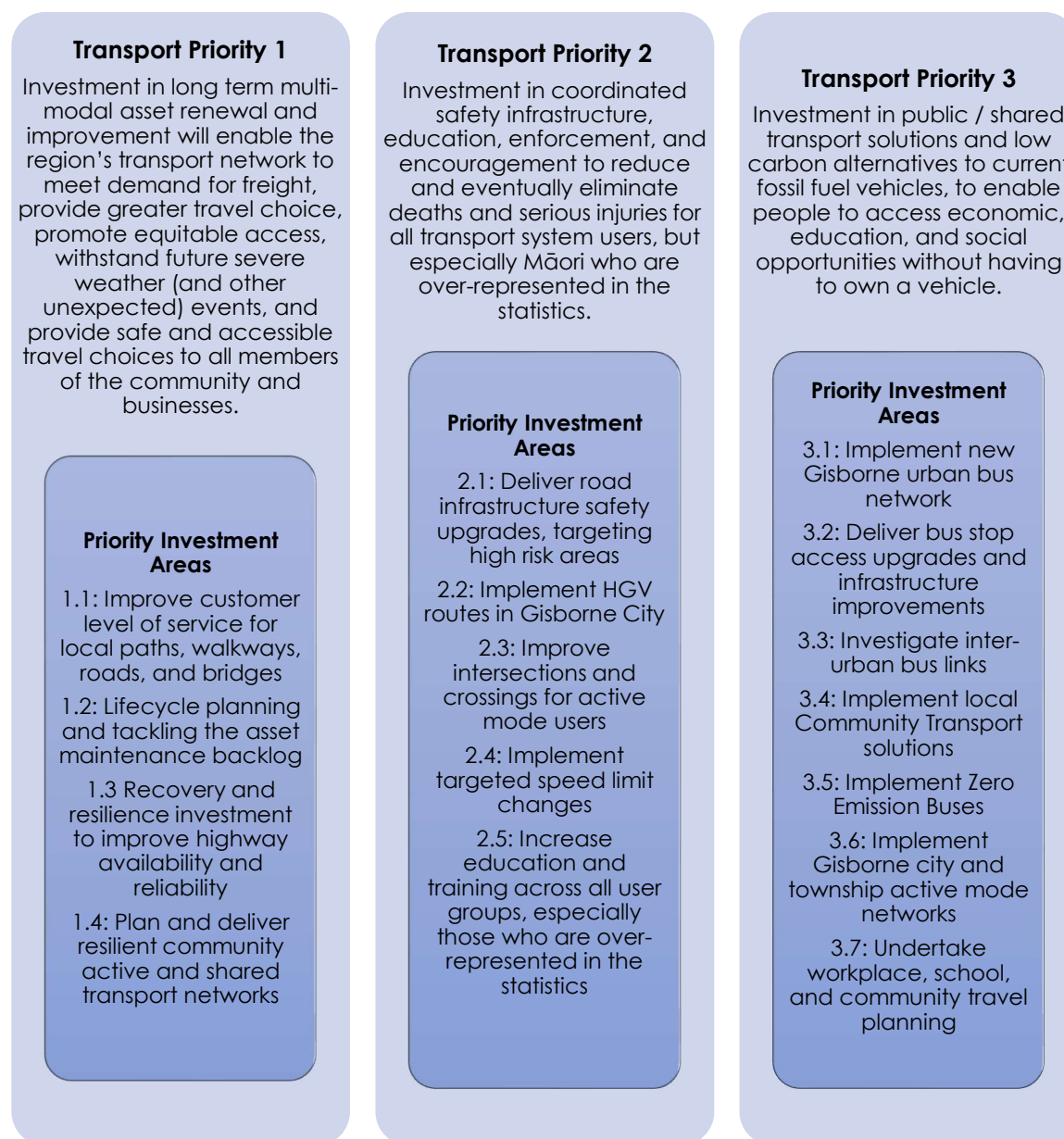


Figure 9: Priority Investment Areas are nested under each Transport Priority

Other Priority Implementation Areas

Each transport investment priority is supported by **other priority implementation areas**, which encompass a range of broader policies, activities and investments which enable benefits to be realised.



Other priority implementation areas include spatial planning via the Future Development Strategy (FDS) and reduction of Greenhouse Gases (GHGs) through wider sustainability initiatives which have a strong relationship with transport. They also include transport-related activities undertaken by partner organisations, which not directly funded by the RLTP, including road policing.

RLTP Investment Case

The following sections set out clear and convincing assessment of each transport priority, based on:

- **Strategic case for change:** why we need to invest.
- **Priority Investment Areas:** where money needs to be invested to deliver the transport priority.
- **Other Priority Implementation Areas:** supporting policies and initiatives outside of transport, or longer-term planning exercises.
- **Link to the RLTP Programme:** a high-level summary the RLTP programme investment activities to deliver the priority investment areas.

More information and evidence on these priorities can be found in the supporting document: *Our Transport Network*.

Transport Priority 1: Community Resilience and Asset Management

Strategic Case for Change

Te Tairāwhiti is a remote region with very challenging geography and topography. Sandwiched between inland mountain ranges and a rugged undulating coastline, the region's communities and the local economy depend on a roading network that is subject to significant pressures from the forces of extreme weather and climate change, and there are few alternative routes or multi-modal travel options in the event of disruption.

This pressure is magnified by two other forces. Firstly, the geological conditions beneath the roading network are the most challenging anywhere in New Zealand. The absence of a solid rock base on which to build roads results in very expensive construction maintenance requirements. The constant movement of tectonic plates is a more existential threat, which could result in huge levels of disruption in the event of a major earthquake.

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

The condition of the roading assets has suffered. Even before the most recent severe weather events, the 2021 RLTP notes:

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



Such a situation would be a challenge in a wealthy region, but Gisborne is one of the smallest and most economically deprived in the country. The total population is only 50,000 and low average per capita incomes result in a rating base which is simply unable to generate the necessary funds to address what is now a huge backlog in maintenance activity – over 20 times greater in total than the current annual allocation for local roads.

For some years, the region has been stuck in a downward spiral of patching up transport assets which will now need to be completely renewed, and in some cases moved, in order to deliver a level of service (LOS) that communities and businesses require to sustain local livelihoods.

LOS are broad statements that describe, from the customer and operator perspective, performance of the region's infrastructure assets, based on key outcomes such as safety, serviceability, and sustainability. LOS consider the performance of the whole network rather than that of individual assets.

In Te Tairāwhiti LOS for transport system assets are based around five key critical success factors, which are inter-linked:

- **Resilience:** performance of each transport asset contributes to meeting stakeholder expectations for transport network availability and serviceability, especially people who are disabled, without access to a car, and in isolated communities.
- **Safety:** providing a safe transport network is a statutory requirement for Road Controlling Authorities. It is essential, therefore, that the approach to asset management makes a positive contribution to reducing deaths and serious injuries.
- **Sustainability:** environmental contribution of transport infrastructure and associated maintenance activity. This includes activities that limit direct adverse impacts on water quality and fish passage; and reducing carbon emissions and noise pollution, through reuse of materials, recycling, and low noise surfacing.
- **Accessibility:** contribution towards improving journey time reliability, as well as providing multi-modal access to isolated communities and people who are especially vulnerable to transport disruption.
- **Financial performance:** efficient service delivery, repairing at the right time, good choice of robust materials, thereby delivering value for money for the ratepayer and road user.

Every time an asset is patched up, it becomes more vulnerable to both general wear and tear, and future severe weather events which, with climate change, will become more frequent. The LOS goes down, and each subsequent repair bill becomes even higher and more unaffordable for local ratepayers. Put simply, it is a false economy to keep patching up a transport network and expect it to support development of a modern, resilient, and socially inclusive economy. More resilient infrastructure requires larger up-front investment but is balanced by reducing costs of emergency maintenance each year as events occur. Even more importantly, devastating economic and social consequences of severe weather events can be mitigated.

The almost total reliance on the roading network has been very apparent post Cyclone Gabrielle in February 2023. The introduction of a three-month emergency sea freight service between Gisborne and Napier demonstrated the need for resilience through other modal options, such as rail and water.



More information and data can be found in the supporting document: *Our transport network*.

Priority Investment Area 1.1: Improve Customer Level of Service for Local Paths, Walkways, Roads, and Bridges

Based on the purpose of the transport route, LOS establishes asset performance required by each of road user group, and community.

The first challenge for improving LOS is to define a minimum viable base (MVB) which is acceptable to stakeholders (even if it is not what they ideally want). Table 7 sets out a proposed MVB LOS:

LOS Category	Minimum Viable Base (MVB) Level of Service (LOS)
Safety	Condition of the asset reduces the risk of crashes occurring as a result of road surface and other assets - such as signs, road markings, lighting, and barriers – being defective; and base level improvements address identified issues that represent a risk to users.
Resilience	Transport routes remain open unless there is a risk to personal safety, any closures are addressed within hours or (in extreme cases) a few days, and there are contingency plans for evacuation of the most vulnerable people and communities.
Sustainability	Activity will not result in demonstrable harm to natural assets – flora and fauna – or ecosystems within which they reside; and all potential adverse environmental impacts have effective mitigation measures in place. The built environment within urban areas will not be damaged or compromised by inappropriate use of transport assets, and areas with a strong place function will be protected from high levels of moving traffic.
Accessibility	Journey times will be predictable, with real-time information providing advice on temporary delays, diversion routes, and a choice of available travel modes.
Financial Performance	Asset lifecycle planning will ensure the right level of investment is provided at the right time, so that the MVB LOS does not deteriorate, and requires further funds to address the problem.

Table 7: The Minimum Viable Base LOS is important to establish, manage and meet customer expectations.

Where it is physically impossible to provide the MVB LOS (for example in relation to diversionary routes or different mode options) alternatives, such as use of digital technologies or re-location of essential services to more accessible locations, may have to be considered.

Improving the LOS will then require various GDC and partner strategies and investment proposals to identify improvements, as summarised in the following table:



LOS Attribute	Potential LOS Improvement Delivered
Safety	Additional safety interventions such as local widening, intersection treatments, barriers, high friction surfacing, signing and improved facilities for non-motor vehicle modes (including cycle lanes and pedestrian crossing points).
Resilience	Additional investment in alternative routes or higher-specification capital interventions on current routes that provide additional resilience above the MVB – which could include stronger bridges, deeper highway pavements, higher capacity, or additional culverts, raised road levels etc.
Sustainability	Opportunities to positively enhance existing environmental assets, as well as creating new ones, which could include habitats, surface run-off prevention, safe corridors for species movement, reserves for public access etc. Re-allocation of space in urban areas to active travel modes, and place-based functions such as outdoor dining and public spaces.
Accessibility	Provision of new and improved infrastructure assets for public and active travel, including bus stops, bus lanes, walkways, cycle lanes and low traffic neighbourhoods. Appropriate levels of access for freight, on routes which are best able to handle it.
Financial Performance	Best-in-class asset management with additional data collection, modelling, information systems, and analysis to determine optimum strategies for type and timing of intervention, based on comprehensive real-time and predictive data.

Table 8: Potential Future LOS improvements build on the MVB and can be delivered by asset management

Priority Investment Area 1.2: Lifecycle Planning and Tackling the Asset Maintenance Backlog

As a result of both historical under-investment and severe weather events, the level of asset management funding required is now very large.

The GDC Activity Management Plan (AMP) preferred programme developed for NLTP 2024-27 period will require a total investment of \$108.5 million over three years – a 30% increase compared to 2021/24. While the large bulk of this increase can be attributed to increased inflation across contracts of around 17%, higher frequency and severity of adverse weather events has also seen a need for a large uplift in the Minor Events category from \$1.5 million to \$9.5 million. Other notable increases are in drainage and footpaths to help speed up support for greater resilience to climate change, with mode shift and protected roads.



The Waka Kotahi State Highway Investment Proposal (SHIP)⁴ outlines a number of proposals for maintenance and operations on SH2 and SH35:

- Significant increase in road surface and pavement renewals activity to increase the longevity of new pavements and reduce the incidence of potholes and similar faults and related repair works.
- Increasing drainage renewals to better deal with the effects of climate change.
- Increasing safety through the installation and renewal of barriers, safety markings, and digital safety devices.
- Increasing investment to forward works planning.
- Delivering work more efficiently by doing low cost low risk improvement activities simultaneously, including Crown-funded resilience activities.

All of this is in addition to recovery and resilience work, to deal with the impact of severe weather.

Priority Investment Area 1.3: Recovery and resilience investment to improve highway availability and reliability

Even significant proposed investment in asset management is dwarfed by the requirements of the recovery and resilience plans for the State Highways and local roads post Cyclone Gabrielle in February 2023. Table 9 provides a summary of the initial estimated investment for local roads⁵:

Activity	Proposed Investment (\$m)					
	2023-24	2024-25	2025-26	2026-27	2028+	Total
Repair or replace 61 bridges	18	30	54	18	-	120
Re-open Tiniroto Road	4.5	7.5	13.5	4.5	-	30
Repair 200 dropouts	12.6	21	37.8	12.6	-	84
Slash removal from bridges	1.875	3.125	5.625	1.875	-	12.5
Associated works	7.294	12.156	21.881	7.294	-	48.625
Bridge resilience	27	45	81	27	-	180
Flood protection and drainage resilience	-	-	-	-	169.097	169.097

⁴ [State Highway Investment Proposal 2024-34](#)

⁵ For more information about recovery see: [Nga Rori Tūkinohia Waipuke Flood-damaged road network](#)

Activity	Proposed Investment (\$m)					
	2023-24	2024-25	2025-26	2026-27	2028+	Total
Route security resilience	-	-	-	-	63.750	63.750
Total	71.269	118.781	213.806	71.269	232.847	707.972

Table 9: The Recovery and Resilience bid represents a huge investment in local road asset management

For State Highways, work is ongoing to identify key projects required for repair and resilience purposes and, at present, a number of temporary routes and bridges are in place.

Figure 10 provides a summary of the recommended Waka Kotahi programme, which as yet are not confirmed for funding:

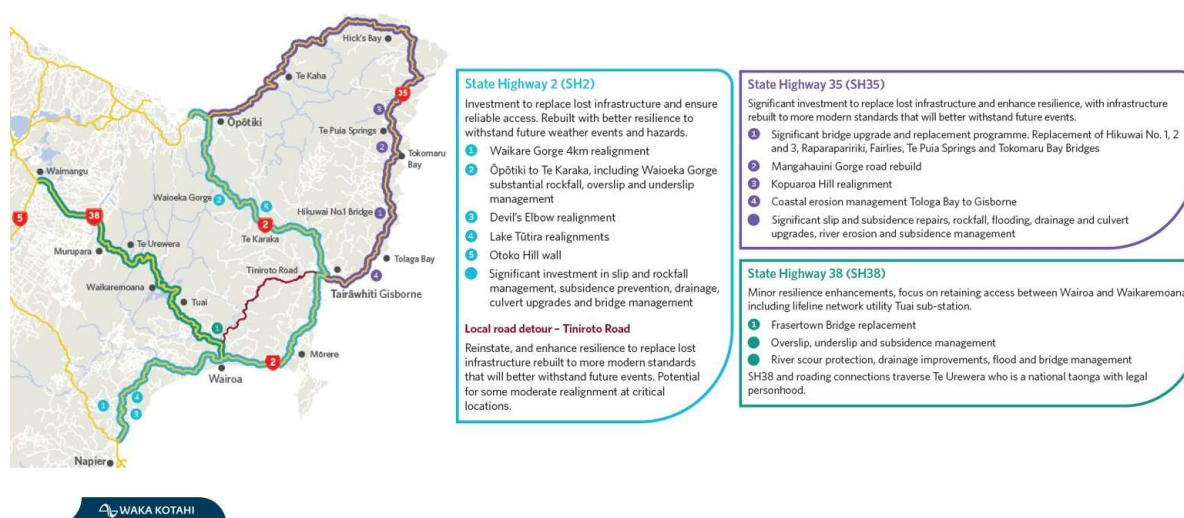


Figure 10: This is the State Highway recovery and resilience programme

The Tairāwhiti Wairoa Resilience Strategic Response Business Case identifies three phases of work, in what is likely to be a nine-year programme. Some of these projects are located in the adjacent Hawke's Bay region but are still highly important for access to and from Te Tairāwhiti.

Phase	Extent of Work and Potential Investment
1 (years one to four)	<p>Areas at greatest risk and criticality to the transport system where few or no detours exist, such as SH2 Ōpōtiki to Te Karaka and Waioeka Gorge (\$650 million), SH35 Mangahauini Gorge (\$180 million), SH35 resilience works (\$500 million), bridge replacement programme including Hikuwai No. 1, 2 and 3 and others (\$125 million), and SH38 Frasertown Bridge replacement (\$12 million).</p> <p>Initial investigation stages of larger realignment projects to ensure that detailed plans are developed as soon as possible such as SH2 Devil's Elbow, between Wairoa and Napier, with interim works online to keep the corridor available. This will</p>



Phase	Extent of Work and Potential Investment
	<p>then allow further decisions (including funding) to be made after investigation.</p> <p>Larger investments that have developed designs and approvals and property processes underway, specifically SH2 Waikare Gorge 4km realignment, between Wairoa and Napier, to progress to detailed design and delivery (\$223 million).</p> <p>Investigation (and any business cases) to ensure Phase 2 and 3 projects are ready to go when funding is approved.</p>
2 (years five to seven)	<p>Works include some of the longer term more significant strengthening elements that will take time to develop, including Devil's Elbow realignment (\$330 million), SH2 and SH35 resilience works (\$700 million), and Tiniroto Road enhancements (\$28 million). Also includes projects that are important but not necessarily purely resilience-focussed (for example SH2 / SH35 intersection safety upgrade).</p> <p>Phase 2 investigations for medium to higher complexity projects that are important but less critical, to be delivered during Phase 3 including SH2 Lake Tūtira realignments (\$56 million), SH35 resilience works (\$100 million), and Busbys Hill realignment (\$258 million).</p>
3 (years eight and nine)	<p>Works that may need longer engagement lead-in times such as SH38 targeted resilience package (\$100 million) and longer-term realignment projects.</p>

Table 10: There is likely to be a three-phase programme of resilience work on the State Highway network

The intended benefits of the programme include:

- More reliable, resilient, and equitable critical lifeline access for people to jobs, healthcare and to connect whānau on the East Coast.
- Substantial investment proposed in the state highway network and key local road detours to raise the current poor baseline levels of resilience and to deliver greater security and availability of access for communities and freight.
- Partnering with iwi and hapū and to understand aspirations.
- Uplifting lower socio-economic communities through opportunities to sustainably support local businesses and job creation, including Māori regional economic development.
- A more resilient transport system which will support multiple outcomes in the region, providing the confidence to invest, retain and grow employment and attract industry and investment.
- Promotion of inter-generational equity.

In some instances, continuing vulnerability of transport routes to impacts of severe weather and coastal erosion may require alternative routes to be considered and implemented. The



draft GPS notes that consideration of “managed retreat” and “retirement of at-risk assets” is real and present, not just a theoretical exercise.

State Highways 2 and 35 run close to a coast that is steadily eroding, and traverse challenging terrain where landslips from above and dropouts from below are a constant challenge. neither are local roads any less immune from vulnerabilities in critical locations, as demonstrated by closure of Tiniroto road because rockfall risk at the Hangaroa bluffs.

Active travel routes are often close to water because of the high amenity value of rivers and coasts – the Taruheru river path in Gisborne city is a good example. However, there is a need to ensure that such routes remain open in the event of flooding, or else have alternatives in place if conditions are too dangerous.

Therefore, the recovery and resilience work will actively assess risk and bring forward proposals to realign transport routes, or create alternatives in the event of closure, so that system resilience and accessibility is maintained.

Priority investment area 1.4: Plan and Deliver Resilient Community Active and Shared Transport Networks

Resilience is more than transport assets being able to physically withstand major natural disasters – it is a crucial factor in how communities plan for and cope with weather extremes, economic disruption, and resource depletion. Ultimately, resilience is about a community’s ability to come together and continue to function in the aftermath of an extreme event, which benefits everyone.

One of the ways to boost community resilience is to develop better local connections for active travel – including walking, cycling and horse riding. This can be done at a very local level, through street audits to assess and deliver LOS improvements for active travel users, and at a strategic level through visionary projects. Both approaches are needed.

In the event of severe weather disruption, a key element of resilience is having multi-modal alternatives for local journeys to access essential supplies (particularly food, water, and fuel) as well as other resources necessary for survival. If neighbours and communities are to function, they need to have local public transport and active travel routes to use. In some cases, these local multi-modal routes may be the only option for moving around communities in the event of road closures.

Links to the RLTP programme

Table 11 summarises links between the investment priorities and RLTP programme.

Priority Investment Area	Link to RLTP Programme
1.1 Improve Customer Level of Service for Local Paths, Walkways, Roads, and Bridges	Proactive asset management is not just about replacing what is there, but also grasping the opportunity to improve LOS for specific groups who currently do not have sufficient safe access through on-road facilities and space. When roads are being resurfaced through the maintenance continuous programme, GDC will take the opportunity to re-allocate space to active modes – especially cyclists along roads and pedestrians at crossings / intersections.
1.2: Lifecycle Planning and Tackling the Asset Maintenance Backlog	Over the three years of the next RLTP, the local road maintenance activity will invest a total of \$107.5 million. There will be significant investment in both sealed and unsealed road maintenance and pavement renewals, as



Priority Investment Area	Link to RLTP Programme
	well as unsealed road metalling, sealed road rehabilitation, drainage, environmental maintenance, and minor events.
1.3: Recovery and resilience investment to improve highway availability and reliability	<p>The required level of investment in the local road network to get to the base LOS detailed in the Recovery Plan bid. The final three items in the table (just under \$413 million, or 58% of the total) are specifically targeted at resilience.</p> <p>Both State Highway and local roading investment programmes feature a number of projects where transport routes are proposed to be realigned away from high-risk locations, in order to maintain the integrity of the network.</p>
1.4: Plan and Deliver Resilient Community Active and Shared Transport Networks	<p>The GDC Active Travel Strategy is continuing the process of planning, designation, and delivery of core network of multi-modal routes across the city of Gisborne; and it is anticipated that that this process will also be extended to the local townships up the East Coast.</p> <p>A range of projects to deliver on and off-road active travel routes are being proposed in the RLTP programme.</p> <p>The Regional Public Transport Plan (RPTP), supported by investment through the RLTP programme, is an expanded urban bus network in Gisborne city, with a greater number of routes providing different options in the event of disruption.</p> <p>The Te Ara Tipuna long distance active travel route project represents potential investment in sustainable base infrastructure in Te Tairāwhiti, as a network of ara / accessways around the East Coast, for local communities and visitors to hike, bike, and trek; and, to provide the connection and catalyst for businesses and employment offering services, provisions, and experiences.</p>

Table 11: The Priority Investment Areas for Community Resilience and Asset Management have direct Links to the RLTP programme

Other Priority Implementation Areas

Table 12 summarises a number of other implementation areas that will support the transport investment priorities and the RLTP programme.

Other Priority Implementation Area	Description
Emergency Coordination Centre	Officially opened in September 2023, the Tairāwhiti Emergency Coordination Centre (ECC) will serve as the regional command centre for managing and recovering from disasters in Tairāwhiti and will function as the central communication hub for Civil Defence Emergency Management (CDEM) groups outside our region and government agencies.
Rural patient transport and access to specialist services on East Coast	For patients living on the East Coast of Tairāwhiti there has been difficulty getting to and from specialist appointments at the Gisborne Hospital. As there are continued and intermittent closures on SH35 and local East Coast roads a transport pilot has been established to support the provision of access to specialist services on the coast, and for patient transfer for



Other Priority Implementation Area	Description
	<p>whānau who require in-person specialist appointments at Gisborne Hospital.</p> <p>At the end of the pilot period an evaluation will take place to assess whether the demand remains based on impact on whānau access to specialist care.</p>
Social and Community Wellbeing in the Recovery	<p>Whilst significant investment in assets is the basis of the Recovery Plan, it is vital that social and community wellbeing is considered as a key outcome.</p> <p>Communities are being resourced and supported with clear lines of communication to lead recovery. A policy of reciprocity will be central to maintaining positive relationships with communities.</p> <p>A focus will be on responding to immediate recovery needs and rapidly working to address areas of anxiety for communities. Services and initiatives will be agile and able to respond to community needs as they develop.</p> <p>Recovery initiatives will support community level resilience to future events, while resilience is built into key projects and activities.</p> <p>Central planning acknowledges the importance of taking a cross-regional lens to recovery; and that work needs to be inclusive of and open to other groups who may be self-determining their own recovery.</p> <p>Recovery initiatives will be implemented in ways that recognise and seek to address, where possible, inequities in outcomes.</p>
Natural Resilience and Adaptation Solutions	<p>Whilst transport assets will be made more resilient to future severe weather events, it will be necessary to reduce the risk through a wider range of solutions.</p> <p>A programme is underway to better understand natural hazards in the region and the risk posed to the natural, built, economic and social environments because of climate change. To fast track this programme of work there is a need to prioritise place-based adaptation planning. The Future of Severely Affected Land (FOSAL) framework, developed by central government and being implemented at place, is one approach.</p> <p>There is also a need to consider how built infrastructure and land development can adapt to a changing climate. This includes the incorporation of nature-based infrastructure such as dune systems, native forests and wetlands to increase resilience to a changing climate.</p>
Improve local services and employment opportunities in rural townships	<p>Reliance on travel to Gisborne city for communities on the East Coast is being partly addressed by developing more employment opportunities, local services, and social facilities within local townships.</p>
Social Connections	<p>A significant aspect of resilience is ensuring the communities have strong social connections to support each other when things go wrong. This can be more challenging when meeting</p>



Other Priority Implementation Area	Description
	places are damaged, or communication methods fail in an adverse event. As part of post-cyclone recovery, plans are in place to ensure communities are supported, especially vulnerable members of society, in any future events.

Table 12: Other Priority Implementation Areas for community resilience and asset management support the RLTP Programme

Transport Priority 2: System Safety

Strategic Case for Change

The 2021 RLTP noted a number of challenges in the region:

- The majority (85%) of Te Tairāwhiti roads are rural, typically featuring meandering alignments with narrow seal, and high (100 km/hour) speed limits.
- Limited alternative routes which force all road users to share infrastructure and can therefore create safety conflicts.
- Road alignments, construction and road space are unforgiving with out-of-context curves and limited safety infrastructure, with a mistake often resulting in fatalities or serious injuries.
- In Gisborne city, increasing demand for port services has meant higher volumes of heavy vehicles through mixed use city streets, and risk to vulnerable road users.
- The region's crash data reflects a large proportion of high-risk driver behaviour, with an over representation of non-compliant driver licensing and drug and alcohol related crashes.
- Limited skills, impaired abilities and unforgiving roading infrastructure, particularly in rural areas combines to increase personal risk leading to unacceptable levels of deaths and serious injuries.

None of these challenges have gone away, and a continued effort to reduce the unacceptably high level of crashes, that result in the death and serious injury of our people, is needed.

The 2021 RLTP has a 2030 target for reduction in DSI crashes to an average of 29 per year across the whole of the region. The year before the RLTP (2020/21) was a particularly bad one, with nine deaths and 47 serious injuries (56 DSIs in total). Minor and non-injury crashes, which are an important indicator of risk, totalled 492.

More information and data can be found in the supporting document: *Our transport network*.

Priority Investment Area 2.1: Deliver Road Infrastructure Safety Upgrades, Targeting High Risk Areas

In the main urban area of Gisborne city, work on the council's walking and cycling strategy has established that many people face significant infrastructure barriers when it comes to safe travel by active travel modes in particular. There are also significant concerns about the presence of logging trucks on Ormond Road, which is a key active travel corridor.

In rural areas, GDC is proposing a series of intersection safety improvements on local roads to address identified crash risks:



Intersection	Proposed Treatment
Hansen Road / Haisman Road	Improved signs and road markings
Onslow Road / Ellmers Road	Improved signs and road markings
Tucker Road / King Road	Improved signs and road markings
Bushmere Road / Bloomfield Road	Advanced warning signs
Bushmere Road / Ferry Road	To be determined
Bushmere Road / Jackson Road	To be determined
Bushmere Road / Bell Road	To be determined
Bushmere Road / Farmer Road	To be determined
Kirkpatrick Road / Wharekopae Road	To be determined

Table 12: Nine intersections are immediate priorities for rural safety improvements

The Waka Kotahi State Highway Investment Programme (SHIP) states that over the 2024-27 period the focus will be building back better - embedding safety improvements into the cyclone recovery work.

A range of safety interventions will be delivered through the Low Cost Low Risk Road to Zero speed and infrastructure programme.

Waka Kotahi will place a high emphasis on coordination with cyclone recovery work and planned maintenance activities, to build back better and improve safety as part of these projects. Increased investment in maintenance and renewal activities, barrier, pavement and surfacing renewals (some of which will be smaller scale interventions) will improve safety across the network.

Priority Investment Area 2.2: Implement HGV Routes in Gisborne City

With increases in the number of logging trucks accessing Eastland port in Gisborne (now between 450 and 500 per day), significant pressure has been felt on local roads in the city which link to the main forestry areas, in particular:

- Ormond Road / Back Ormond Road
- King Road
- Lytton Road
- Gladstone Road
- Grey Street
- Crawford Road

This pressure takes the form of both impact on the carriageway surface and structure, as well as the safety risks that large numbers of logging trucks pose for pedestrians and cyclists in local areas.

The GDC preferred route for logging trucks is SH35 and SH2, as these routes are better able to cope with levels of traffic and have fewer local communities impacted, although Awapuni Road and Customhouse Street are important local routes (including two schools).

Following public consultation in late 2021, Heavy vehicle route restrictions on a number of local roads have been included in the GDC bylaw resolution register but some cannot be



activated until safety upgrades at key intersections on the State Highway network are implemented.

Technical investigations into re-opening the Wairoa to Gisborne railway line have identified potential for an inland port at Matawhero – seven kilometres to the west of the city centre – that could provide an opportunity to reduce levels of freight traffic on SH35 through Awapuni Road and Customhouse Street. In principle logs could be loaded on to trains and then taken to Napier for transfer on to ships.

In the next RLTP period, a Single Stage Business Case (\$SBC) will identify the safety improvements at intersections which would be necessary to designate SH2 / SH35 as the freight route to the port. This will include assessment of pedestrian and cyclist safety and route improvements in Awapuni, which could see an increase in heavy vehicle volumes. There are opportunities through the Low Cost Low Risk programme to progress some of the necessary safety improvements.

Priority Investment Area 2.3: Improve Intersections and Crossings for Active Mode Users

The topography and road layout in Gisborne city is conducive to high levels of walking and cycling. In the western half of the city, a grid road system provides closely spaced and direct routes between a wide range of origins and destinations. There are often multiple convenient options to travel between two points of the grid, which makes for a good choice for active travellers. The road layout is different in the eastern half of the city – particularly Kaiti – which is more of a maze of circuitous routes which are less direct. However, as a whole the city is very flat and supports active travel.

The challenge is that road intersections and lack of mid-block crossings, in many cases, pose significant risks to active travellers, especially people who are disabled or who have temporary mobility impairments.

The following projects are included in the 2024-27 Low Cost Low Risk (LCLR) programme for Road to Zero.

Intersection	Proposed Design
Aberdeen Road / Roebuck Road	Roundabout and raised crossings to slow vehicles and prioritise walking and cycling
Gladstone Road / Derby Street	Raised safety platforms
Gladstone Road / Carnarvon Street	Raised safety platforms
Gladstone Road / Grey Street	Raised safety platforms
Grey Street / Kahutia Road	Streets for People project permanent solution - raised safety platforms
Lytton Road / Nelson Road	Raised pedestrian crossings
Lytton Road / Aberdeen Road	Roundabout and raised crossings to slow vehicles and prioritise walking and cycling
Gladstone Road / Albert Street	Left in left out only (no right turns)
Gladstone Road / Cook Street	Left in left out only (no right turns)
Grey Street / Palmerston Road	Priority intersection upgrade



Intersection	Proposed Design
Rutene Road / De Lautour Road	Raised pedestrian crossings

Table 13: Eleven intersections are immediate priorities for urban safety improvements

Priority Investment Area 2.4: Implement Targeted Speed Limit Changes

Work on the full local road Speed Management Plan is in progress with further sites identified as needing more work before further public consultation can proceed.

Timeframes under the new speed rule required consultation on the full speed management plan to be completed by October 2023. However, GDC has received an extension to the timeframe due to recovery priorities and the delays experienced navigating the interim approval process impacting implementation. The new government has since announced that speed management plans will not be mandatory and won't lead to blanket speed limit changes.

The Waka Kotahi State Highway Investment Programme (SHIP) highlights speed reductions near kura and marae, in townships and key urban / rural areas.

Priority Investment Area 2.5: Increase Education and Training Across All User Groups, Especially Those Who Are Over-represented in the Statistics

The poor road safety record in the region has its roots in inadequate levels of driving skills and behaviour. GDC has a comprehensive Road Safety Plan which includes a strong emphasis on publicity, education, training and enforcement.

Activity	Summary Description
New road safety publicity approach	<ul style="list-style-type: none"> Brighter colours for publicity material. Fewer full-scale campaigns. More smaller messaging shared. More use of social media platforms. Sharing facts and knowledge about road safety. More interactive with road users.
Road safety rebranding	<ul style="list-style-type: none"> Confirm the rebrand name is to be "Road Safe Tairāwhiti". A review will confirm purpose, vision, objectives, outcomes, accountability, and performance to align to the new brand.
Campaigns	<ul style="list-style-type: none"> Drive to the Conditions: This focus is a broad topic that covers many risk factors. These risks include speed, traffic volumes, bad weather, icy roads, condition of the road and sunstrike. Drink Driving: A major contributing factor to many fatal and serious crashes on our network, drink driving will remain as a campaign as it has done in the previous financial years. Each year drink driving is the focus for the summer months and with the new changes, will now become a focus that runs for half of the year.
Fatigue	<ul style="list-style-type: none"> GDC will work with the Hawke's Bay Impairment Prevention Team to deliver roadside fatigue stops to promote the



Activity	Summary Description
	<p>importance of planning long distance trips to prevent fatigue on the network.</p> <ul style="list-style-type: none"> • These checkpoints will be on SH2 and SH35, with a major focus on freight and logging truck drivers. These road users typically drive long distance daily and their journeys start at early hours. • Road Safety will undertake fatigue stops in collaboration with Road Safe Hawke's Bay as regions share travellers.
Smaller messaging	<ul style="list-style-type: none"> • Smaller messaging can include 15" videos and graphics that share the information as posts on GDC social media platforms. • These messages will focus on risks, such as restraints, speed, distraction, and fatigue.
Cycle training	<ul style="list-style-type: none"> • 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. • Through this programme, Road Safety plans to promote cyclist awareness to other road users, this includes: <ul style="list-style-type: none"> ◦ Caution of cyclists at roundabouts. ◦ Caution of cyclists at intersections.
Whakamanahia	<ul style="list-style-type: none"> • Whakamanahia is an alcohol impairment education programme that focuses on reducing the rate of repeated alcohol related harm within Te Tairāwhiti region. • Participants in the programme are those who have committed a drink driving offence and are required to attend the course as part of their community service time. • Content for Whakamanahia is not advertised for promotion or education on media platforms and will only be used for education purposes during courses.
School safety	<ul style="list-style-type: none"> • Park & Stride encourages parents to drop their children further away from the school so they can walk part way. The aim is to reduce congestion outside the school gates, making school drop off and school pick up safer for students. • Drop off and pick up locations for all students is no more than 500 metres from the school gates or no more than a 15 minute. These locations can be in nearby side streets, and in nearby parks and car parks. • Mangapapa School in Gisborne city have expressed interest in the initiative to address the congestion issue outside their school to make daily drop off and pick up safer for students.

Table 14: The Road Safety Plan takes a targeted approach to publicity, education, training, and publicity

Table 15 summarises the Key Performance Indicators that will be used to establish the impact of the road safety activity:



Activity	Key Performance Indicators
Driving Impairment	<ul style="list-style-type: none"> Reduction in fatal and serious crashes where alcohol and / or drugs was a contributing factor. Increase in attendees that participate in the drink driving programme Whakamanahia as part of their community service time. Reduction in drink driving infringements.
Fatigue	Reduction in fatal and serious crashes, where fatigue was a contributing factor.
Restraints	<ul style="list-style-type: none"> Reduction in fatal and serious crashes, where restraints not worn was a contributing factor to fatal or serious injuries. Reduction in seatbelt infringements.
Cycle education	<ul style="list-style-type: none"> Reduction in fatal and serious crashes where a cyclist was involved. Increase in number of people choosing to cycle on the network. Increase in students cycling to school. Number achieved in course participants (500 participants in year one).
Alcohol	<ul style="list-style-type: none"> Reduction in repetitive drink driving offences. Reduction in the number of course participants (as less people offend and are referred).
Nga Ara Pai	<ul style="list-style-type: none"> Achievement of the target for learner licences in urban Tairāwhiti. Achievement of the target for restricted licences in urban Tairāwhiti. Decrease in offences where a driver is found to have the incorrect licence.

Table 15: The Road Safety Plan will be actively monitored and assessed using a number of Key Performance Indicators

[Links to the RLTP Programme](#)

Table 16 summarises links between the investment priorities and the RLTP programme.

Investment Priority	Link to RLTP Programme
2.1: Deliver Road Infrastructure Safety Upgrades, Targeting High Risk Areas	Investment in nine intersection upgrades at an estimated cost of \$765,000 in the 2024-27 period.
2.2: Implement HGV Routes in Gisborne City	An investment of \$350,000 in a Single Stage Business Case (SSBC), to outline the necessary intersection and highway safety improvements, as well as a new roundabout for the SH35 / Hirini Street intersection (access to Eastland Port).
2.3: Improve Intersections and Crossings for Active Mode Users	Investment in eleven intersection upgrades at an estimated cost of \$4.7 million in the 2024-27 period.



Investment Priority	Link to RLTP Programme
2.4: Implement Targeted Speed Limit Changes	GDC has included \$180,000 for traffic calming measures in the 2024-27 period. There are four school safety traffic calming projects proposed for Central School Gisborne, Ormond, Te Kura Kaupapa Māori O Nga Uri A Maui, and Te Karaka.
2.5: Increase Education and Training Across All User Groups, Especially Those Who Are Over-represented in the Statistics	<p>The Gisborne District Council Road Safety Promotion programme for 2024-27 supports the delivery of the New Zealand Road Safety Strategy (Road to Zero) by encouraging road users to adopt safer behaviours.</p> <p>The programme addresses the key safety issues: young drivers, speed, fatigue, drinking and driving, driving to the conditions and will continue to deliver general road safety messages. General messaging will also support education of new safety infrastructure being installed as part of Road to Zero safety improvements. Promotion of the cycle education is included in the 2024-27 programme, to support grades 1 and 2 Bike Ready module delivery in schools.</p>

Table 16: The Priority Investment Areas for Road and Community Safety Management have direct Links to the RLTP programme

Other Priority Implementation Areas

Other Priority Implementation Area	Description
Driver licensing	<p>Nga Ara Pai (NAP) is a 10-week driving course to help people who do not have the resources to do so, achieve their learner and restricted licenses.</p> <p>NAP applications are referrals made from the community and referrals that come from Police.</p> <p>NAP is only available to those in urban Tairāwhiti and is not to beneficiaries as Ministry of Social Development have their own programmes.</p>
Investigate cost saving safety incentives for drivers	<p>Work with insurance companies to assess the potential to promote lower premiums which reward good driver behaviour, monitored through vehicle tracking devices which are able to assess speed and general manner of driving.</p> <p>Promote and improve personal vehicle maintenance standards, based on saving money by getting work done at the right time.</p>
Road safety in Māori communities.	<p>Work with iwi and hapū on road safety campaigns and initiatives to ensure a kaupapa Māori approach is taken to road safety.</p> <p>Investigate introduction of Community Safety Champions in communities with high instances of Māori road casualties.</p>
Continue traffic law enforcement	Police to continue with targeted enforcement of traffic laws in relation to speeding and driving under the influence of drink and / or drugs.



Other Priority Implementation Area	Description
	Consideration of safety cameras to undertake additional enforcement without a Police presence.

Table 17: Other Priority Implementation Areas for Road and Community Safety support the RLTP programme

Transport Priority 3: Mode Shift and Inclusive Access

Strategic Case for Change

The dominant form of transport for moving people in New Zealand is the private car. At the 2018 census, two-thirds of all workers, and over a third of all students, travelled to their place of work or study by car, either as a driver or passenger.

In Te Tairāwhiti, at the 2018 census 70% of people were drivers or passengers in a car whilst travelling to work, with the figure for education being 45.5%. This greater level of car usage reflects the dearth of alternative options for many people. Despite recent growth in public transport, walking and cycling in some urban areas, private vehicle travel is also increasing. Shared and active modes do not yet account for a significant proportion of total journeys and New Zealand remains a very car dependent country overall, with one of the highest rates of vehicle ownership in the Organisation for Economic Cooperation and Development (OECD).

There are three complementary ways in which the challenge of high private car growth can be tackled:

- **Avoiding or reducing travel:** through undertaking more activities (such as work, education, and shopping) from home and combining more than one purpose in a single journey.
- **Shifting the mode of travel:** substituting car journeys for public transport and active travel.
- **Improving the mode of travel:** replacing Internal Combustion Engine (ICE) vehicles with zero emission (battery electric and hydrogen) alternatives.

The RLTP includes a focus on the development of an integrated shared and active travel network, based on linking multi-modal transport and service hubs across the region. This network will give everyone the confidence to know they have a genuine non-car choice for their journey.

More information and data can be found in the supporting document: *Our transport network*.

Priority Investment Area 3.1: Implement New Gisborne Urban Bus Network

A public transport network review has proposed a new GizzyBus network, which will include:

- Improvements to the existing network within current budgets, through creation of three cross-town hourly two-way routes (see Figure 18).
- Faster for passengers, as routes will mostly travel two-way on roads except for the section at either end.
- Subject to increases in the budget, further service improvements could include:
 - Higher frequency, with services either hourly or half hourly on weekdays.

- Introduction of weekend services, generally hourly or two-hourly.
- New services to parts of the city not currently served potentially including Awapuni, Kiwa Pools, Gisborne Airport, Eastland Port, Kaiti (Crawford Road), Tamarau, Wainui Beach and Okitu.
- Earlier start and later finish times for buses on weekdays (providing a 7am to 7pm service).

Key actions being promoted through the Regional Public Transport Plan (RTP) include:

- Use current / future passenger demand forecasts and public engagement to establish the new urban network.
- Review current school bus provision and better integrate services with the urban network.
- Establish requirements for direct journeys versus use of a transfer in the city centre.
- Produce a business case which establishes strategic fit value for money, financial impact, commercial arrangements, and deliverability.
- Progressively implement the new urban bus network based on new contracts under the Sustainable Public Transport Framework (SPTF).

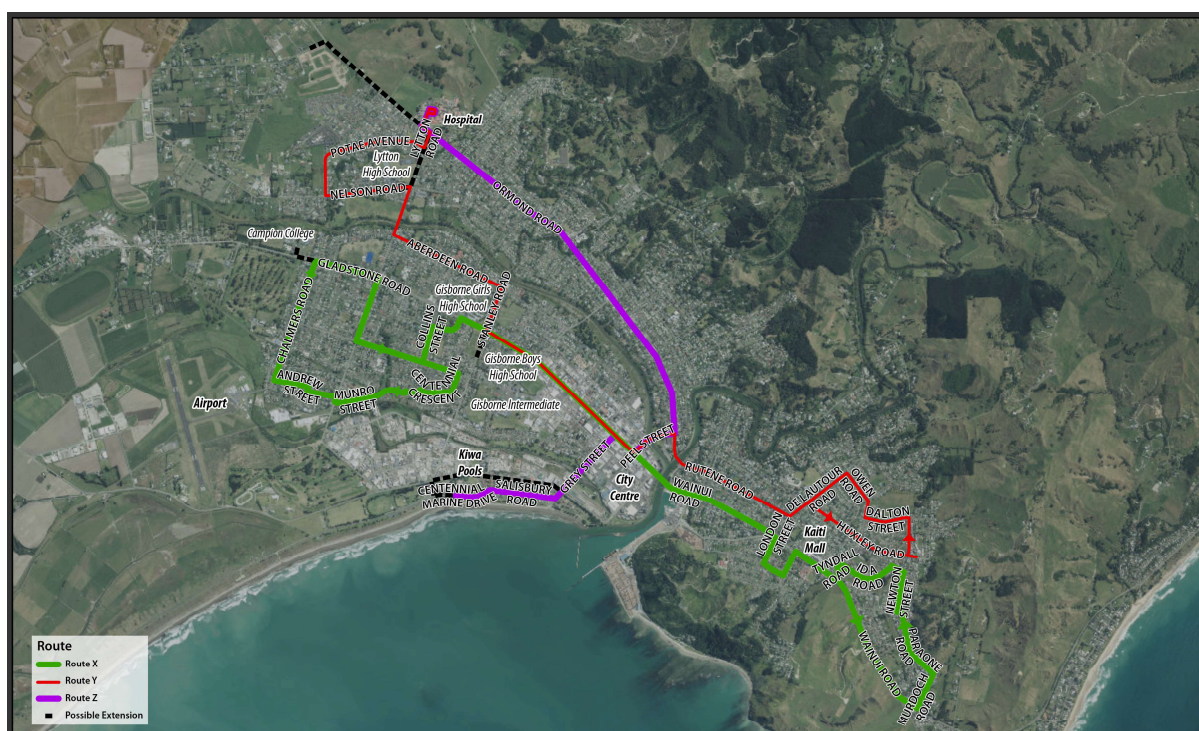


Figure 18: Proposed Changes to the Do-minimum GizzyBus network are based on three cross-city which run mostly two-way

Following public consultation and Long Term Plan budget setting, it is proposed to introduce the new network at the next GizzyBus contract change in mid-2025 or 2026.

Priority Investment Area 3.2: Delivery of Bus Stop Access Upgrades and Infrastructure Improvements

Depending on the eventual new network, a significant number of additional bus stops may be required on roads which are currently only served in one direction, or not at all. Many



existing bus stops need to be significantly improved to meet basic accessibility standards, including making the facility safe, obvious, step-free and considering elements such as seating type, hard surfaces and kerb depth and height.

Bus service improvements may need to be supported with enhanced priority infrastructure which will deliver attractive, accessible, and reliable journeys for passengers, especially commuters who have a high value of time.

Table 19 summarises proposed bus infrastructure interventions.

Intervention	Benefits
Bus stop access, including safe crossing points, footpaths, shelter, lighting, static & real time information, and level boarding for disabled people	Provides a consistently high-quality level of service for a range of passengers, both people who have the choice of using the bus and those who don't
Bus priority lanes, gates, boarders, and priority at traffic signals	Enables buses to bypass congestion, remain in the flow of traffic and provide a faster, more reliable service than the private car
Branded bus stop flags and totems	Provides a clear highly visible statement that the bus network exists and can get people where they need to go

Table 19: Bus infrastructure interventions proposed for the region, and the key benefits

Key actions being promoted through the Regional Public Transport Plan (RPTP) include:

- Establish comprehensive best practice planning and design criteria for bus stop access including walking distance, convenient routes, safe crossings, good quality facilities and level boarding.
- Partner with disabled people to develop best practice planning and design guidance that addresses barriers to travel.
- Undertake comprehensive access audit of all bus stops, and identify gaps in level of service based on the
- Develop a prioritised multi-year programme of bus stop upgrades, starting with locations where there is the highest demand and most profound access challenges.
- Changes to stop locations in response to route revisions and identified accessibility challenges.
- Ensure that appropriately sized bus stop clearways are denoted and rigorously enforced.

At a number of locations, such as destinations of high-demand and where there is the opportunity for transfer between services, integrated multi-modal hubs will be developed:

- City Centre (Gladstone Road, replacing Bright Street).
- Kaiti Mall.
- Gladstone Road (Countdown and Pak 'n Save supermarkets).
- Hospital.

Key actions being promoted through the Regional Public Transport Plan (RPTP) include:



- Progress technical work on improving passenger and bus operator facilities in the city centre.
- Secure funding to deliver the potential new Gladstone Road bus hub location, along with suitable passenger and driver facilities.
- Develop bus hubs, integrated with the regional walking and cycling network, in urban centres and tourist destination locations across the region.
- Develop appropriate travel information to promote journeys that better integrate active modes and public transport.
- Identify services, destinations and stop locations which have the highest demand for cycle travel.
- Provide secure cycle parking facilities at the busiest stops and hubs.
- Ensure that bus contracts specify vehicles which can accommodate bicycles.

Priority Investment Area 3.3: Investigate Inter-urban Bus Links

The lack of public transport links connecting the East Coast townships will be addressed through investigation and trialling a Connector service from Gisborne city.

A potential East Coast Connector service could provide a daily service between Gisborne city and Tolaga Bay, Tokomaru Bay, Ruatoria and Te Araroa. It is proposed to include funding to investigate and deliver a trial service within the RLTP programme, which may run as far as Tolaga Bay or Tokomaru Bay in the first instance. Community transport services from other East Coast townships could potentially connect into the Connector service.

Other possible Connector services which will also be investigated, in conjunction with neighbouring Regional Councils, could include:

- Gisborne – Wairoa (and possible extension to Napier).
- Gisborne – Te Karaka – Matawai – Ōpōtiki.

Key actions being promoted through the Regional Public Transport Plan (RPTP) include:

- Use current / future passenger demand forecasts and public engagement to investigate value for money options.
- Produce a business case which establishes strategic fit value for money, financial impact, commercial arrangements, and deliverability.
- Progressively implement the inter-urban routes based on new contracts under the Sustainable Public Transport Framework (SPTF).

Priority Investment Area 3.4: Implement Local Community Transport Solutions

There is a compelling need to improve public transport service options in smaller townships and rural communities, especially for people who do not have access to a private car or who are unable to drive.

It is proposed to introduce a regional community transport planning and funding framework which will work with local people to assess need for services to cover a range of journey purposes:

- Health.



- Shopping.
- Work.
- Education.
- Visiting friends and whanau.

Key actions being promoted through the Regional Public Transport Plan (RPTP) include:

- Develop service planning and design criteria for assessment of fixed route and on-demand services.
- Develop a community transport framework, forum and funding stream that will enable provision of charitable trust-operated services.
- Engage with communities and local service providers to establish and design community transport services around passenger needs.

Priority Investment Area 3.5: Implement Zero Emission Buses

From July 2025, the Government mandate is that no new diesel buses can be introduced into council-funded urban or school services. From 2035, all buses must be zero emission.

The next bus service contract in 2025 or 2026 will feature either:

- Newer second-hand Euro VI vehicles which deliver significantly better environmental performance (compared with older diesel vehicles) in terms of local and global air pollutants; or
- New or possibly converted zero emission buses (most likely battery electric).

Key actions being promoted through the Regional Public Transport Plan (RPTP) include:

- Undertake a feasibility study and Programme Business Case (PBC) to map out a clear roadmap to decarbonisation.
- Develop an agreed policy position on ownership of zero emission bus assets, including vehicle, depots, and charging equipment.
- Evaluate and progress funding opportunities for trialling of hydrogen buses on services with high daily vehicle kilometres.
- Take advantage of funding opportunities for acceleration of zero emission bus implementation into the urban fleet.

Priority Investment Area 3.6: Implement Gisborne city and Township Active Mode Networks

Completion of the active travel strategy will identify:

- Key user groups who have specific access needs and abilities to use routes.
- How the current transport system meets those needs and abilities, and the gaps in provision.
- Safe, convenient, and integrated active travel networks in Gisborne city and the smaller townships.
- Locations for safe and secure cycle and scooter parking.
- Projects which will deliver the active travel network.



- Supporting initiatives including Low Traffic Neighbourhoods and creation of pedestrian priority places in the city centre.

Priority Investment Area 3.7: Undertake Workplace, School, and Community Travel Planning

Travel Demand Management (TDM) is a broad description of several interventions which incentivise people to change their mode of transport, including:

- Travel planning within workplaces, schools, and communities.
- Education, publicity, and marketing of alternatives to the private car.
- Management of car parking supply and pricing.

Travel Demand Management supports both improved urban form and providing alternatives to private car travel by providing a series of “nudges” which change thinking, perceptions, and behaviours around how people travel. Choice is always at the heart of TDM, and interventions are about providing appropriate signals to people about the best option for their journeys.

A workplace travel plan (WTP) is a package of measures put in place by an employer to encourage less single occupancy car use. WTPs usually aim to address commuting habits of employees, although many also incorporate measures aimed at journeys made during the course of work, including business and delivery travel, and also travel by patients, students, shoppers, tourists, or other visitors to an employer's site. Local councils are often involved in both developing a WTP for their own staff, whilst also encouraging other employers to develop their own, site-specific initiatives.

To support implementation of better bus services, active travel networks and multi-modal hubs across the region, WTPs can be further developed by:

- Introduction of a regional employer travel forum to share ideas and best practice.
- Development of a staff travel plan for GDC.
- Encouragement of employers across the whole region to develop WTPs.
- Formulation of employer-based public transport ticketing options to reward frequent use.
- Investigation of subsidy schemes for active travel equipment.

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.

A School Travel Plan (STP) consolidates all this work into an ongoing programme of activity to promote shared and active travel.

To support safe, healthy, and independent travel by school children, STPs can be further developed by:

- Refreshment of existing STPs.
- Extension of the STP programme across the whole Te Tairāwhiti region.
- Sharing of good practice and lessons learned across the region.
- Introduction of STPs at new and expanded schools.



- Setting practical policies for safe and comfortable travel clothing, in particular waterproof jackets.
- Integration of STPs with any proposed Low Traffic Neighbourhoods (LTNs).
- Designation of “school streets” which are created as safe spaces for children who walk and cycle.

A Community Travel Plan (CTP) is a series of initiatives to provide residents in existing and new communities with an enhanced range of sustainable transport opportunities. The overriding objectives of CTPs are to reduce the level of single occupancy car use and maximise the use of shared and active travel for local journeys.

The most easily identifiable benefits of an CTP are those that are directly related to reductions in vehicle use, namely lower levels of traffic, noise, air pollution and crashes. There are a broader range of wider benefits of RTPs, including:

- Promotion of healthy lifestyles.
- Energy savings by using less petrol or diesel for shorter distance trips.
- Opportunities for social interaction.
- Support for local shops and community facilities.
- Promotion of green spaces.

Te Tairāwhiti has many local reserves and active travel routes which are significant community assets which can be accessed and enjoyed by walking and cycling. Local bus services connect residential areas to centres of retail and community activity. An CTP can promote and enhance these community assets.

In new developments, CTPs can be used to provide people with information and incentives to use alternative modes before habitual travel patterns become established. Personalised Travel Plans (PTPs) are an important sub-set of CTPs. Information is in the form of local active travel routes and bus services, which may include those delivered as part of the development itself. Incentives can be tailored to people's lifestyle needs and aspirations, so that if (for example) someone is interested in cycling they receive offers from local cycle retailers.

To promote shared and active travel as an integral part of local transport choice, it is proposed to develop a number of activities around CTPs, including:

- Requirement for CTPs to be developed as part of the Structure Planning and consenting process for developments of over 30 units.
- Identification of existing local communities and champions where CTPs can be developed, in response to local issues such as concerns around safety.
- Production of PTPs and tailored travel information packs / incentives for local residents.
- Designation of improved and new local shared / active transport networks.

Key actions to progress this priority investment area include:

- Funding of a full-time regional travel demand management and behaviour change coordinator for Te Tairāwhiti.



- Funding of a multi-year travel demand management and behaviour change programme for the coordinator to deliver.

Links to RLTP Programme

Table 20: Priority Investment Areas for Mode Shift and Accessibility and links to the RLTP programme

Investment Priority	Link to RLTP Programme
3.1: Implement New Gisborne Urban Bus Network	Funding to continue with the existing GizzyBus and Waka Kura network in Gisborne city is part of the Public Transport Continuous Programme and is estimated at \$4.6 million in the 2024-27 period. Delivery of the new network is covered by additional proposed investment from the Low Cost Low Risk Programme of \$3.6 million in 2025-26 and 2026-27.
3.2: Delivery of Bus Stop Access Upgrades and Infrastructure Improvements	Improvements to existing bus stops, and construction of additional facilities to support the new network, has an allocation of \$4.5 million in the 2024-27 period. There is proposed investment of \$1m to upgrade the City Centre Bus Hub and \$150,000 at Kaiti Mall, to support introduction of more frequent services on the core east-west corridor.
3.3: Investigate Inter-urban Bus Links	The proposed East Coast Connectivity Programme Business Case (PBC) will investigate longer distance public transport links. The 2024-27 Low Cost Low Risk Programme includes \$650,000 in 2025-26 and 2026-27 for a two-year trial service for an East Coast Connector between Gisborne and various townships.
3.4: Implement Local Community Transport Solutions	The public transport continuous programme includes \$200,000 per annum to support community transport services across the region.
3.5: Implement Zero Emission Buses	Introduction of Zero Emissions Buses (ZEBs) will be investigated as part of the next GizzyBus / Waka Kura contract. No potential costs are current available, but Waka Kotahi advice is that diesel and battery electric buses are approaching parity on a Total Cost of Ownership (TCO) basis.
3.6: Implement Gisborne city and Township Active Mode Networks	There is significant investment proposed in the 2024-27. In Gisborne city, a total of \$11.85 million has been allocated for several improved walking and cycling (active travel) routes. In townships, \$1.75 million has been identified for a series of projects. In Uawa (Tolaga Bay), \$900,000 is identified for an active travel link between the township and the wharf. GDC 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.
3.7: Undertake Workplace, School, and Community Travel Planning	GDC has identified funding to appoint a travel plan officer to work with partners to implement initiatives in schools, workplaces, and other locations. The Wednesday Challenge is an initiative to encourage people to change their mode of travel on one day per week, as a means of demonstrating what can be achieved and giving people confidence to make more frequent mode shift



Investment Priority	Link to RLTP Programme
	choices. GDC is willing to support further work undertaken by The Wednesday Challenge.



Other Priority Implementation Areas

Table 21: Other Priority Implementation Areas for Mode Shift and Accessibility support the RLTP programme

Other Priority Implementation Area	Description
Parking Management	<p>More efficient and environmentally sustainable choices of travel modes can only be achieved if free and plentiful car parking is turned into more productive destination-based activity.</p> <p>Implement Gisborne city parking strategy to assist with developing vibrant centres and transport emissions reduction through lower traffic levels.</p> <p>Undertake a public transport demand and revenue forecasting exercise which will establish willingness to pay, optimise farebox recovery and assess public transport costs against those for car parking.</p>
City and town centre regeneration	<p>Improve 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.</p>
Electric Vehicles	<p>Coordinate improvement of regional electric vehicle charging infrastructure to enable more people to have confidence to use a zero-emission private vehicle when it makes sense to do so.</p>
Fares and ticketing	<p>Further increase the price differential between cash and card fares.</p> <p>Continue to work on the Project Next national public transport payment system.</p> <p>Consider a policy of 100% cashless travel, with introduction of PayWave facilities.</p>
Public transport information	<p>Undertake audit of timetable and service information at bus stops to identify gaps.</p> <p>Produce suitable timetables, route maps, network maps and other information for provision at stops.</p> <p>Install additional information cases where these do not exist, and replace where additional information may be required.</p>
Enviroschools	<p>Enviroschools is a nationwide programme supported by Toimata Foundation, founding partner Te Mauri Tau, and a large network of regional partners. Early childhood centres and schools commit to a long-term sustainability journey, where tamariki / students connect with and explore the environment, then plan, design, and act in their local places in collaboration with their communities.</p>
Public transport access to new development	<p>Efficient and accessible bus routes and stop locations in new development areas are critical for providing an attractive alternative to the private car, and to embed a culture of high public transport usage from day one.</p>



Other Priority Implementation Area	Description
	<p>Routes into and through new development should be as direct and straight as possible, avoiding long meandering one-way alignments and loops, which provide very slow journey and unattractive times for passengers. Routes should be no more than 400 metres from the edge of the development, so that walk times are limited to maximum of eight minutes to the nearest stop (for people who are able-bodied).</p> <p>There is a need to ensure that best practice guidance is available for both developers and councils to be used during the Structure Plan process.</p>
Re-brand Council's public transport network	Investigation of a re-branding of both the whole network and individual routes / services as part of the new contract.
Passenger rail and coastal ferries	Part of a proposed East Coast Connectivity business case considering multi-modal longer distance links both within the region, and with Hawke's Bay.
Future Development Strategy (FDS)	Proposes higher density development along public transport and active travel corridors, coupled with lower parking standards.



Ngā kaupapa mahi me te pūtea The Work Programme and Funding

This section of the RLTP forms the regional programme of land transport activities in Te Tairāwhiti for which funding is sought from the 2021-24 National Land Transport Programme (NLTP). The RLTP programmes have been prepared in accordance with the legislative requirements under the Land Transport Management Act 2003.

Development timeframes for Activity Management Plan, RLTP strategic sections, RLTP Programme and the Long Term Plan need to be consistent with the Government Policy Statement on Land Transport (GPS).

Activities for which funding has already been approved - local road maintenance, operations and renewals programmes, ongoing programme of public transport and minor capital works in the Low Cost Low Risk programmes - are automatically included in the RLTP. Maintenance and Renewals figures included in the programmes are subject to moderation by Waka Kotahi and are likely to be different when the final NLTP is released. Other activities are included at the discretion of the Regional Transport Committee (RTC).

Ongoing transport planning, such as development of activity management plans, regional public transport plans and regional land transport plans, and development of programme business cases are not prioritised. These activities are critical to ensuring the continued operation of the transport system and to identify what investment is needed. As such, they have first call on unallocated funding, ahead of activities to improve the transport system.

New improvement activities including, major infrastructure investments and those projects over \$2 million, are prioritised to signal those that should have first call on the remaining funding after continuous programmes and existing committed projects have been funded.

During the period of these RLTPs variations to the programmes or projects included in these RLTPs may be required. Where a variation is requested, it shall be assessed against the Policy for Assessing Variations.

The regional programme outlines proposed transport investment by the region's approved organisations – GDC and Waka Kotahi. This includes a total ten-year financial forecast for all activities included within the programme that make up the submission for funding from the NLTP. The NLTP is the mechanism through which the NLTF is allocated.

GPS Activity Classes

Activities proposed for funding must meet criteria for one of the following activity classes, as determined by the GPS:

- Public transport services.
- State highway maintenance.
- Local road maintenance.
- Investment management.



- Rail network.
- Public transport infrastructure.
- State highway improvements.
- Local road improvements.
- Safety.
- Walking and cycling improvements.
- Coastal shipping.
- Inter-regional public transport.

Programme Structure

The programme is made up of:

- **Committed activities:** already funded but not yet completed, which will be completed within the period of the RLTP.
- **Continuous programmes which fund:**
 - Existing public transport services.
 - Transport planning (investment management).
 - State highway and local road maintenance.
 - Road safety promotion.
- **Low Cost Low Risk (LCLR) activities:** which are individually less than \$2 million.
- **Regionally "significant" activities:** over \$2 million total cost, in priority order.
- **Inter-regionally "significant" transport activities:** which are of importance to two or more regions.
- **Significant activities not yet developed enough to be part of the RLTP:** but may come to fruition within the period of the plan. This might be in a narrative.
- **Outline of all funding sources, not just NLTF:** which will support the overall investment programme.

Section 106 (2) of the LTMA requires each RTC to adopt a policy that determines "significance", in respect of the activities that are included in the RLTP, and their order of priority, and submitted for NLTF funding. In adopting the significance policy, the GDC has determined that the following activities are significant for the purposes of prioritisation:

- Improvement activities with a total anticipated cost exceeding \$2 million over the duration of the activity; or
- Activities that the RTC deems will make a significant contribution to the objectives of the RLTP by way of resolution.



Prioritised Significant Activities

Significant activities have been prioritised using a methodology based on the region's desired ten-year investment priorities:

Theme	Criteria	Weighting (%)
Strategic Fit & Alignment	Strategic Urgency (strategic importance of project for system resilience and performance for customers)	15
	Contribution to RLTP Strategic objectives (alignment with RLTP objectives)	15
	Benefits realisation mix (ILM co-benefit alignment)	30
Execution & Regional Impact	Ability to execute (financial and practical constraints)	35
	Regional scale of change (geographic and policy impact)	5

Table 22: Significant activities have been prioritised based on two themes and five weighted criteria

The ten-year investment priorities were used as criteria for determining the relative significance of the activities. This scoring was moderated by GDC and Waka Kotahi officers. There are nine projects over \$2m that have been prioritised in this RLTP.

Project	Summary Description
Tairāwhiti Walking & Cycling Network	Improvements to pedestrian and cycle routes in Gisborne city to better connect people with schools, shops and workplaces.
Local Roothing Recovery & Resilience Package	Region-wide programme of local roading recovery and resilience work at multiple sites across the region, including bridge reinstatements, drainage improvements, slope stabilisation and repair of under-slips.
Taruhuru River Walking & Cycling route	Provision of a new pedestrian and cyclist route parallel to the river, providing much better connections across the northwest of Gisborne city.
Tairāwhiti & Wairoa Resilience Strategic Response	Significant investment along the SH35 corridor, enhancing the resilience of this critical lifeline route for communities through replacement of bridges at Hikuwai Bridges (1,2 & 3), Raparapaririki, Fairlies, Te Puia Springs and Tokomaru Bay. Considerable investment along SH2 to replace lost infrastructure and ensure more reliable access to and from the Hawke's Bay region, includes works on Tiniroto Road as a detour route.
Eastland Port Access	Replacement of the current sub-standard priority intersection with a roundabout, in order to improve safety and efficient access to the Port. Also includes a business



Project	Summary Description
	case to consider improvements to SH35 to enable this to become the designated heavy vehicle route.
SH2 Interregional Connections (Waioeka Gorge)	Resilience works to manage significant risk of rockfall, over-slips and under-slips and keep the road open for movements to / from Bay of Plenty.
Taruheru Nelson to Main Road Link	New local highway link between Nelson Road and Main Road which relieves traffic pressure on local roads and improves safety for pedestrians and cyclists.
State Highway Digital Engineering / BIM	Regional share of the development and implementation of a national data standard for land transport assets to help keep the state highway network safe, flowing freely, well maintained and constantly improving
SH2, SH35 Hamanatua and Gisborne Airport Commercial Vehicle Regional Safety Centres	Regional share of national programme to improve heavy vehicle compliance.

Table 23: Summary descriptions of the priority significant activities

Project	Cost Estimate	Strategic Fit & Alignment	Execution & Regional Impact	Total
Tairāwhiti Walking & Cycling Network	5,700,000	31	53	83.8
Local Rooding Recovery & Resilience Package	725,000,000	20	60	80.0
Taruheru River Walking & Cycling route	7,300,000	23	53	75.0
Tairāwhiti & Wairoa Resilience Strategic Response	3,370,000,000	13	60	72.5
Eastland Port Access	12,000,000	20	53	72.5
SH2 Interregional Connections (Waioeka Gorge)	490,000,000	11	60	71.3
Taruheru Nelson to Main Road Link	4,500,000	20	38	57.5
State Highway Digital Engineering / BIM	5,256,000	38	15	52.5
SH2, SH35 Hamanatua and Gisborne Airport Commercial Vehicle Regional Safety Centres	9,750,000	29	23	51.3

Table 24: The project priority rankings have been produced using the scoring methodology

The above priority rankings do not necessarily mean that any higher ranked project will be delivered before those lower down. This is because projects are in different NLTP activity



classes, and the three major resilience investments are very likely to require significant Crown funding because of their high financial value. The region's prioritised list of projects arranged by activity class are also outlined in Tables 25 to 40 below.

The region's activities, as listed within this RLTP, are submitted to the NLTP alongside the activities from across all New Zealand. These are then prioritised at a national level before funding is allocated for each activity class – as prescribed by the GPS – and then distributed to the highest-ranking activities within the NLTP.

Factors other than the priority of an activity can contribute to the timing of its implementation and construction. For example, an activity may not proceed if it is not ready for construction and therefore, may be programmed for delivery later than an activity with a lower priority, but ready to go.



Committed Activities to be Completed by End of RLTP Period

These activities are the remainder of emergency works from severe weather events in from 2020 to 2022, as well as initial funding to deal with the impacts of Cyclone Gabrielle in 2023.

Investment Management

Investment Management activities comprise \$2.8m over the 2024-27 RLTP period, and \$6.0m over the 2024-34 period.

Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC1: Regional Land Transport Planning	Monitoring, update, and reporting of 2024-27 RLTP Production of 2027-30 RLTP	All	862,025
WC2: Tairāwhiti Transport Model	Development of a transport model which will be used to assess impacts of projects and in production of business cases	All	500,000
WC3: Activity Management Planning	Improvement actions resulting from the Activity Management Plan	All	247,215
WC3: AMDS Implementation	Development and implementation of a national data standard for land transport assets to help keep the state highway network safe, flowing freely, well maintained and constantly improving	All	200,000
WC3: Healthy Waterways Plan	The National Policy Statement for Freshwater Management (NPS-FM) includes new requirements in relation to wetlands, fish passage and stream reclamation by 31 December 2024. In relation to drainage and reduction of environmental damage from road run-off, channelling, and treatment into systems.	Environmental Sustainability	150,000
WC4: East Coast Connectivity PBC	Programme Business Case to investigate multi-modal transport options to improve connectivity and resilience between Tairāwhiti and Hawke's Bay	Resilience and Security Economic Prosperity Inclusive Access Health and Safe People	300,000



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC4: CBD Revitalisation PBC	Shared project with State highway to progress city centre improvements for improved mode shift and transport network efficiencies	Economic Prosperity Inclusive Access	500,000
All			2,759,240

Table 25: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC1: Regional Land Transport Planning	410,000	220,500	231,525	238,471	245,625	252,994	260,583	268,401	276,453	284,747	2,689,298
WC2: Tairāwhiti Transport Model	100,000	400,000	-	-	-	-	-	-	-	-	500,000
WC3: Activity Management Planning	126,000	132,300	138,915	143,082	147,375	151,796	156,350	161,041	165,872	170,848	1,493,579
WC3: AMDS Implementation	200,000										200,000
WC3: Healthy Waterways Plan	50,000	50,000	50,000	-	-	-	-	-	-	-	150,000
WC4: East Coast Connectivity PBC	200,000	300,000	-	-	-	-	-	-	-	-	500,000
WC4: CBD Revitalisation PBC	-	-	500,000	-	-	-	-	-	-	-	500,000
All	1,086,000	1,102,800	920,440	381,553	393,000	404,790	416,933	429,441	442,325	455,594	6,032,877

Table 26: Ten Year Financial Forecast



Local Road Maintenance

Local Road Maintenance activities comprise \$242.2m over the 2024-27 RLTP period, and \$610.9m over the 2024-34 period.

Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC111: Sealed pavement maintenance	Routine care of sealed pavements to maintain their structural integrity and serviceability	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	9,765,828
WC112: Unsealed pavement maintenance	Routine care of unsealed pavements to maintain their structural integrity and serviceability	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	5,515,461
WC113: Routine drainage maintenance	Routine care of drainage facilities to maintain their function	All	6,305,000
WC114: Structures maintenance	Routine work necessary to maintain the function, structural integrity and appearance of road bridges, retaining structures, guardrails, tunnels, stock access structures, vehicular ferries, cattle stops, footpaths on road structures	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	2,893,578
WC124: Cycle path maintenance	Operation and maintenance of cycle and shared path facilities, including the operation of associated lighting.	All	253,188
WC125: Footpath maintenance	Maintenance of public footpaths and facilities associated with public footpaths, such as pedestrian network connections, including stairs, alleyways, and off-road connections	All	245,955



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC140: Minor events	Response to minor, short duration, natural events that reduce service levels on part of the transport network.	Resilience and Security	150,000
WC141: Emergency Works (unfunded)	Response to a defined, major, short-duration natural event (a qualifying event) that has reduced or will reduce customer levels of transport service significantly below those that existed prior to the event and results in unforeseen, significant expenditure	All	150,000,000
WC121: Environmental maintenance	Routine care and attention of the road corridor to maintain safety, aesthetic, and environmental standards	Environmental Protection	7,881,251
WC122: Traffic services maintenance	Routine care and attention of road features that support the safety performance and functional use of the network including road furniture, pavement markings, and carriageway / pedestrian crossing lighting.	Economic Prosperity Inclusive Access Healthy and Safe People	6,329,704
WC123: Operational Traffic Management	Operation, maintenance and power costs of traffic signals and other traffic management equipment and facilities	Economic Prosperity Inclusive Access Healthy and Safe People	166,380
WC131: Rail level crossing warning devices maintenance	Maintenance and renewal of rail level crossing warning devices carried out by the relevant rail track authority where the crossing is part of the road controlling authority's road, cycle or footpath network	Healthy and Safe People	219,445
WC151: Network and asset management	General management and control of the road network and management of road assets including public footpaths and cycleways and associated facilities. Funding assistance is subject to the condition of funding set out below	Economic Prosperity Inclusive Access Healthy and Safe People	9,772,751



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC211: Unsealed road metalling	Planned periodic renewal of pavement layers, including top surface metal, on unsealed roads	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	9,617,876
WC212: Sealed road resurfacing	Planned periodic resurfacing of sealed roads	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	14,126,492
WC213: Drainage renewals	Renewal of drainage facilities that is not routine in nature, but will maintain the desired level of service and reduce future maintenance costs	All	4,134,055
WC214: Sealed road pavement rehabilitation	Replacement of, or restoration of strength to, sealed pavements where other forms of maintenance and renewal are no longer economic	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	9,876,600
WC215: Structures component replacements	Renewal of components of road bridges, retaining structures, guardrails, tunnels, stock access structures, cattle stops, footpaths on road structures and pedestrian over-bridges / underpasses.	Resilience and Security Economic Prosperity Inclusive Access Healthy and Safe People	3,198,971
WC221: Environmental renewals	Renewal of existing environmental control facilities related to roads	Environmental Protection	70,307
WC222: Traffic services renewals	Renewal of existing road furniture, lighting, signs and markings; and traffic management equipment and facilities.	Economic Prosperity Inclusive Access Healthy and Safe People	421,843
WC223: Cycle path renewal	Renewal of existing cycle paths and shared path facilities, associated street lighting and traffic management equipment and facilities	All	165,506



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC224: Footpath renewal	Renewal of public footpaths and facilities associated with public footpaths, such as pedestrian network connections, including stairs, alleyways and off-road connections.	All	2,422,258
All			242,882,449

Table 27: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC111: Sealed pavement maintenance	3,097,804	3,252,694	3,415,330	3,517,789	3,623,323	3,732,023	3,843,983	3,959,303	4,078,082	4,200,424	36,720,756
WC112: Unsealed pavement maintenance	1,721,003	1,807,053	1,897,405	1,954,327	2,012,957	2,073,346	2,135,546	2,199,613	2,265,601	2,333,569	20,400,421
WC113: Routine drainage maintenance	2,000,000	2,100,000	2,205,000	2,271,150	2,339,285	2,409,463	2,481,747	2,556,199	2,632,885	2,711,872	23,707,601
WC114: Structures maintenance	917,868	963,761	1,011,949	1,042,308	1,073,577	1,105,785	1,138,958	1,173,127	1,208,321	1,244,570	10,880,223
WC124: Cycle path maintenance	80,313	84,329	88,546	91,202	93,938	96,756	99,659	102,649	105,728	108,900	952,019



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC125: Footpath maintenance	78,019	81,920	86,016	88,597	91,255	93,992	96,812	99,716	102,708	105,789	924,824
WC140: Minor events	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,000,000
WC141: Emergency Works (unfunded) ⁶	50,000,000	50,000,000	50,000,000	50,000,000	30,000,000	20,000,000	2,000,000	2,000,000	2,000,000	2,000,000	258,000,000
WC121: Environmental maintenance	2,500,000	2,625,000	2,756,251	2,838,938	2,924,106	3,011,829	3,102,184	3,195,249	3,291,107	3,389,840	29,634,504
WC122: Traffic services maintenance	2,007,836	2,108,228	2,213,640	2,280,049	2,348,450	2,418,904	2,491,471	2,566,215	2,643,201	2,722,497	23,800,491
WC123: Operational Traffic Management	52,778	55,416	58,186	59,932	61,730	63,582	65,490	67,455	69,478	71,563	625,610
WC131: Rail level crossing warning	104,408	-	115,037	-	122,043	-	129,475	-	137,360	-	608,323

⁶ WC141 includes part of the Cyclone Gabrielle estimated expenditure for repair works that have not been funded through the FOSAL buy out package. It only includes the repair component of the recovery package, not any improvements for added resilience.



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
devices maintenance											
WC151: Network and asset management	3,100,000	3,255,000	3,417,751	3,520,283	3,625,891	3,734,668	3,846,708	3,962,109	4,080,972	4,203,401	36,746,783
WC211: Unsealed road metalling	3,500,352	3,617,172	3,500,352	3,605,363	3,713,523	3,824,929	3,939,677	4,057,867	4,179,603	4,304,991	38,243,829
WC212: Sealed road resurfacing	4,780,788	4,834,315	4,502,389	4,637,461	4,776,584	4,919,882	5,067,478	5,219,503	5,376,088	5,537,371	49,651,859
WC213: Drainage renewals	1,311,358	1,376,925	1,445,772	1,489,145	1,533,819	1,579,834	1,627,229	1,676,046	1,726,327	1,778,117	15,544,572
WC214: Sealed road pavement rehabilitation	3,292,200	3,292,200	3,292,200	3,390,966	3,492,695	3,597,476	3,705,400	3,816,562	3,931,059	4,048,991	35,859,749
WC215: Structures component replacements	1,014,741	1,065,478	1,118,752	1,152,315	1,186,884	1,222,490	1,259,165	1,296,940	1,335,848	1,375,924	12,028,537
WC221: Environmental renewals	22,302	23,417	24,588	25,326	26,085	26,868	27,674	28,504	29,359	30,240	264,363



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC222: Traffic services renewals	133,812	140,503	147,528	151,954	156,512	161,208	166,044	171,025	176,156	181,440	1,586,181
WC223: Cycle path renewal	52,500	55,125	57,881	59,618	61,406	63,248	65,146	67,100	69,113	71,187	622,324
WC224: Footpath renewal	768,361	806,779	847,118	872,531	898,707	925,668	953,438	982,041	1,011,503	1,041,848	9,107,994
Total	80,036,443	82,144,315	82,701,691	83,549,254	64,662,770	55,561,951	38,743,284	39,697,223	40,950,499	41,962,534	610,009,964

Table 28: Ten Year Financial Forecast

Public Transport Operations

Public Transport Operations activities comprise \$9.5m over the 2024-27 RLTP period, and \$39.6m over the 2024-34 period.

Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC511: Passenger services - bus	Continuation of the existing "Do-minimum" public transport network – GizzyBus urban services and Waka Kura school services (including the Kaiti Bus Initiative)	Inclusive Access	4,696,740
WC517: Total mobility operations	Continuation of the Total Mobility subsidised taxi scheme for people whose disability means they cannot use conventional public transport	Inclusive Access	582,448
WC519: Total Mobility wheelchair hoists and ramps	Purchase and installation of wheelchair hoists or ramps for Total Mobility services	Inclusive Access	18,000



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC521: Payments for Total Mobility wheelchair hoists and ramps	Payment of Total Mobility trips using a wheelchair hoist or ramp	Inclusive Access	50,575
WC524: Public transport operations and management	Off-vehicle management, operations and maintenance costs that support the delivery of bus services and Total Mobility	Inclusive Access	325,000
WC525: Operations and maintenance of real-time and ticketing systems (National Ticketing System)	Ongoing operational, maintenance and management costs associated with electronic information and data management systems such as electronic ticketing and fare systems, real-time information systems and associated operating systems necessary to support the delivery and operation of bus and Total Mobility services - funding is for implementation of the National Ticketing System (NTS)	Inclusive Access	250,000
WC532: Low Cost / Low Risk Public Transport Services improvements	Additional investment to deliver improvements to the existing public transport network, potentially including higher frequencies, new routes, and weekend / evening services	Inclusive Access Economic Prosperity Environmental Sustainability	3,601,196
All			9,523,959

Table 29: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC511: Passenger services - bus	1,704,000	1,379,400	1,613,340	1,661,740	1,711,592	1,762,940	1,815,828	1,870,303	1,926,412	1,984,205	17,429,760



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC517: Total mobility operations	203,505	176,706	202,237	208,304	214,553	220,989	227,619	234,448	241,481	248,725	2,178,567
WC519: Total Mobility wheelchair hoists and ramps	6,000	6,000	6,000	6,180	6,365	6,556	6,753	6,956	7,164	7,379	65,354
WC521: Payments for Total Mobility wheelchair hoists and ramps	15,279	16,809	18,487	15,417	15,880	16,356	16,847	17,352	17,873	18,409	168,709
WC524: Public transport operations and management	55,000	135,000	135,000	139,050	143,222	147,518	151,944	156,502	161,197	166,033	1,390,465
WC525: Operations and Maintenance of real-time and ticketing systems (National	-	250,000	-	-	-	-	-	-	-	-	250,000



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
Ticketing System)											
WC532: Low Cost / Low Risk Public Transport Services improvements	-	1,756,681	1,844,515	1,899,850	1,956,846	2,015,551	2,076,018	2,138,298	2,202,447	2,268,521	18,158,728
Total	1,983,784	3,720,596	3,819,579	3,930,541	4,048,458	4,169,910	4,295,009	4,423,859	4,556,574	4,693,272	39,641,582

Table 30: Ten Year Financial Forecast

Public Transport Infrastructure

Public Transport Infrastructure activities comprise \$4.8m over the 2024-27 RLTP period, and \$5.5m over the 2024-34 period.

Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC514: Public transport facilities & infrastructure - operations and maintenance	Management, operation and maintenance of off-vehicle facilities and infrastructure associated with the delivery of public transport services separately identified by mode or for multi-modal use.	Inclusive Access Environmental Sustainability	54,300
WC534: Public transport facilities & infrastructure - renewals	Like-for-like renewal of facilities and infrastructure associated with the delivery of contracted public transport services.	Inclusive Access Environmental Sustainability	203,891
WC532: Low Cost / Low Risk Public Transport Infrastructure improvements	Construction / implementation of low-cost, low-risk public transport improvements, to a maximum total approved cost per project of \$2 million.	Inclusive Access Economic Prosperity Environmental Sustainability	4,500,000



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
	Includes new bus shelters, Gladstone Road bus hub and Kaiti Mall bus hub		
All			4,758,191

Table 31: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC514: Public transport facilities & infrastructure - operations and maintenance	18,100	18,100	18,100	18,643	19,202	19,778	20,372	20,983	21,612	22,261	197,151
WC534: Public transport facilities & infrastructure - renewals	64,676	67,910	71,305	73,444	75,648	77,917	80,254	82,662	85,142	87,696	766,654
WC532: Low Cost / Low Risk Public Transport Infrastructure improvements	1,000,000	1,750,000	1,750,000	-	-	-	-	-	-	-	4,500,000
Total	1,082,776	1,836,010	1,839,405	92,087	94,850	97,695	100,626	103,645	106,754	109,957	5,463,805

Table 32: Ten Year Financial Forecast

Walking and Cycling

Walking and Cycling activities comprise \$15.5m over the 2024-27 RLTP period, and \$26.7m over the 2024-34 period.



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC341: Low Cost Low Risk improvements -	Walking and Cycling (Streets for People, Uawa Trails, Townships, and network connect paths)	All	11,847,906
WC452: Taruheru River Path	Continue cycle path to high schools in the west – passing through subdivisions of Nelson, Te Hapara, Riverdale, Mangapapa and the city centre	All	3,360,000
WC452: Walking and Cycling Network	Investment in pedestrian and cycle links to continue improvements to the active travel network across Gisborne City	All	300,000
All			15,507,906

Table 33: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC341: Low Cost Low Risk improvements -	5,852,512	4,796,500	1,198,894	861,415	529,277	913,875	561,510	969,530	595,706	1,028,574	17,307,793
WC452: Taruheru River Path	560,000	1,500,000	1,300,000	-	-	-	-	-	-	-	3,360,000
WC452: Walking and Cycling Network	100,000	100,000	100,000	1,900,000	1,900,000	1,900,000	-	-	-	-	6,000,000
Total	6,512,512	6,396,500	2,598,894	2,761,415	2,429,277	2,813,875	561,510	969,530	595,706	1,028,574	26,667,793

Table 34: Ten Year Financial Forecast



Local Road Improvements

Local Road Improvement activities comprise \$7.2m over the 2024-27 RLTP period, and \$31.2m over the 2024-34 period.

Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC341: Low Cost Low Risk Improvements	Local Road improvements, including Resilience, LED lighting, Travel Demand Management and Traffic Calming)	All	7,092,000
WC324: Taruheru Subdivision Improvements	Link existing footpaths / cycleways with the new subdivision to provide a coherent level of service, improving social outcomes and promoting safe and alternative mode choice	All	136,200
All			7,228,200

Table 35: Activity Summary



Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
WC341: Low Cost Low Risk Improvements	2,359,000	2,384,000	2,349,000	2,419,470	2,492,054	2,566,816	2,643,820	2,723,135	2,804,829	2,888,974	25,631,097
WC323: Childers Road Widening	-	-	-	-	-	-	378,600	-	-	-	378,600
WC323: Taruheru Nelson to Main Road Link	-	-	-	254,540	4,257,760	-	-	-	-	-	4,512,300
WC324: Taruheru Subdivision Improvements	30,000	-	106,200	694,200	115,700	722,050	-	-	-	-	1,668,150
Total	2,389,000	2,384,000	2,455,200	3,368,210	6,865,514	3,288,866	3,022,420	2,723,135	2,804,829	2,888,974	31,190,147

Table 36: Ten Year Financial Forecast

Road Safety Promotion

Road Safety Promotion activities comprise \$1.3m over the 2024-27 RLTP period, and \$4.6m over the 2024-34 period.

Local road safety infrastructure projects are included in the local road improvements section above.



Work Category and Activity	Description	RLTP Objectives	2024-27 Cost (\$)
WC432: Road Safety Promotion	Promotion, education, and advertising activities that support the safe use of the land transport network through education, advertising, awareness raising and by public information to users of the transport network. Implementation of the Gisborne Road Safety Plan.	Healthy and Safe People Inclusive Access	1,255,000
Total			1,255,000

Table 37: Activity Summary

Work Category and Activity	Cost (\$)										
	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	Total
Road Safety Promotion	420,000	420,000	415,000	442,900	456,187	469,873	483,969	498,488	513,442	528,846	4,648,705
Total	420,000	420,000	415,000	442,900	456,187	469,873	483,969	498,488	513,442	528,846	4,648,705

Table 38: Ten Year Financial Forecast



State Highway Improvements

Waka Kotahi has supplied six-year financial profiles as follows:

Activity	Phase	Cost (\$)						
		2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Total
GIS Share Environmental PBC	Programme business case	150,000	153,000	155,000	-	-	-	458,000
GIS Share Digital Data Strategy	Programme business case	7,000	15,000	4,000	-	-	-	26,000
GIS Share Digital Data Warehouse	Programme business case	-	22,000	33,000	40,000	-	-	95,000
GIS Share Digital engineering / BIM	Detailed Business Case	95,000	-	-	-	-	-	95,000
GIS Share Digital engineering / BIM	Pre-implementation	-	40,000	4,000	4,000	4,000	-	52,000
GIS Share Digital engineering / BIM	Implementation	-	-	405,000	416,000	4,289,000	-	5,110,000
SH2/35 Hamanatua, Gisborne Airport CVRSC	Implementation	200,000	2,100,000	2,800,000	1,900,000	2,400,000	-	9,400,000
SH2/35 Hamanatua, Gisborne Airport CVRSC	Property	20,000	30,000	300,000	-	-	-	350,000
Regional Transport Planning PBC	Programme business case		200,000	400,000	-	-	-	600,000
Eastland Port Access	All phases	-	-	-	545,000	450,000	-	995,000



Activity	Phase	Cost (\$)						
		2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	Total
Tairāwhiti Wairoa Resilience - Rebuild	Implementation	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	2,820,000,000
Tairāwhiti Wairoa Resilience - Rebuild	Single-Stage Business Case	35,000,000	35,000,000	30,000,000	-	-	-	100,000
SH2 Inter-Regional Connections - Waioeka	Pre-implementation	25,000,000	25,000,000	25,000,000	-	-	-	75,000
Total	All	530,472,000	532,560,000	529,101,000	472,905,000	477,143,000	470,000,000	2,837,356,000

Table 39: Waka Kotahi State Highway Improvements

Inter-regionally Significant Activities

The following table provides a high-level outline of potential inter-regional activities:

RLTP Objective(s)	Activity Outline
Resilience and Security Economic Prosperity	State Highway 2 Gisborne to Ōpōtiki: replacement of damaged / destroyed infrastructure and resilience improvements to withstand future events
	State Highway 2 Gisborne to Ōpōtiki: Programme of bridge strengthening to enable full HPMV capability between Gisborne and Ōpōtiki
	State Highway 2 Gisborne to Wairoa: replacement of damaged / destroyed infrastructure and resilience improvements to withstand future events, including upgrade of Tiniroto Road to act as detour route
	State Highway 35 Gisborne to Ōpōtiki: replacement of damaged / destroyed infrastructure and resilience improvements to withstand future events



RLTP Objective(s)	Activity Outline
	East Connectivity Programme Business Case (road, sea, and rail): to examine options for alternative routes and modes of travel in the event of further resilience challenges on this corridor
Healthy and Safe People	State Highway 2 Gisborne to Ōpōtiki: speed management and safety upgrades
	State Highway 2 Gisborne to Wairoa: speed management and safety upgrades
	State Highway 35 Gisborne to Ōpōtiki: speed management and safety upgrades
	Roadside checkpoints: work with neighbouring council road safety teams and Police to set up roadside checkpoints for fatigue, drugs, and alcohol at key times of the year
Inclusive Access	Bay of Plenty: Investigation of community transport service for Te Araroa and Hick's Bay, with potential for connection to Baybus service 150 (Potaka to Ōpōtiki) on Tuesday and Thursday
	Bay of Plenty: Investigation of community transport service for Matawai / Motu, with potential to include link to Ōpōtiki through the Waioeka Gorge
	Bay of Plenty: Possible weekday inter-regional service between Gisborne, Te Karaka, Matawai and Ōpōtiki through the Waioeka Gorge
	Hawke's Bay: Proposed weekday inter-regional service between Gisborne and Wairoa (with potential extension to Napier)
	Bay of Plenty: Te Ara Tipuna long distance active travel route between Gisborne and Ōpōtiki
Environmental Sustainability	Bay of Plenty and Hawke's Bay: identification and investigation of electric vehicle charging points on inter-regional routes.

Table 40: Inter-regionally Significant Activities



Te Anga Aroturuki Monitoring

Monitoring efficiency and effectiveness of investment is critically important for Te Tairāwhiti region, as it demonstrates both value for money and (even more importantly) a positive impact on people's lives.

A series of Key Performance Indicators (KPIs) will help track and drive the progress of the strategic objectives and policies, and to assess ability of the priority investment areas to deliver against key targets. Regular monitoring of the KPIs will be undertaken to assess implementation of the Regional Land Transport Plan (RLTP) in accordance with section 16(6)(e) of the Land Transport Management Act.

KPIs and Targets

The following tables set out the following KPIs and targets:



Objective: Resilience and Security

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
Availability of the network	Availability of the road network for use (open to BAU levels of service traffic)	Number of local road closures where traffic was not able to pass in at least one direction	Closures recorded in the RAMM database	434 recorded closures (2022-23)	40 recorded closures (2027)
Surface condition of Local Roads and State Highways experienced by car drivers	Average quality of ride on a sealed local road network, measured by smooth travel exposure ⁷	Percentage of the sealed road network has a roughness index of less than 150, based on the National Association of Australian State Roading Authorities (NAASRA) methodology	Road condition surveys / inspections Department of Internal Affairs (DIA) Non-Financial Performance Measures	81% with a roughness of index less than 150 (NAASRA) (2021/22)	80% with a roughness of index less than 150 (NAASRA) (maintained every year until 2033-34)

Table 41: Resilience and Security Targets

Objective: Healthy and Safe People

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
	Number of Deaths and Serious Injuries (DSI)	Five-year rolling average of the total number of DSIs across the region, counting back from the target year	Waka Kotahi Crash Analysis System (CAS)	48.60 total DSI (2018-22 rolling average)	29.16 total DSI (2026-30 rolling average)

⁷ This includes potholes, which are an extreme but increasingly common feature of road roughness.



Objective: Economic Prosperity

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
Use of designated freight routes	Volume and percentage of traffic on State Highways which comprises Heavy Goods Vehicles	Annual Average Daily Traffic (AADT) for heavy vehicles on State Highways, expressed as a percentage of total AADT.	Waka Kotahi traffic counts	To be calculated	To be calculated

Table 42: Economic Prosperity Targets

Objective: Environmental Sustainability

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
Emissions caused by transport	Greenhouse Gas (GHG) emissions from land transport	Total annual emissions of all GHGs (kilotonnes CO ₂ e) from the following Stats NZ categories: <ul style="list-style-type: none"> Road, rail, water transport and transport services. Household. 	Stats NZ GDC GHG monitoring	97 kilotonnes CO ₂ e (2021 total)	72 kilotonnes CO₂e (by 2030) Net zero (by 2050)

Table 43: Environmental Sustainability Targets

Objective: Inclusive Access

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
Increased patronage on bus services	Number of people travelling on the GizzoBus urban and	Number of passengers boarding buses (individual single journeys) for all time	Bee Card Bus ticket machines	123,343 single public transport boardings (2022/23 total)	135,677 single public transport boardings (2024-25)



Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)
	Waka Kura school services	periods			296,974 single public transport boardings (2030-31)
Surface condition of footpaths	Average condition of urban footpath constructed of asphalt or concrete	Percentage of footpaths that fall within the service standard for the condition of footpaths that is set out in the Engineering Code of Practice	Department of Internal Affairs (DIA) Non-Financial Performance Measures	86.5% within the service standard (2022/23)	90% within the service standard (maintained every year until 2033-34)
Mode share of active travel for journeys to school	Mode share of walking and cycling	Percentage of students ⁸ who travel more than three days per week to school by walking and cycling	Surveys within schools	Not applicable	>25% (2027)

Table 44: Inclusive Access Targets

⁸ At schools who are part of the survey programme being launched in 2024



Āpitihangā 1: Ngā kaupapa hiranga

Appendix 1: Significance policies

Significant activities for regional prioritization

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

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	<p>All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than:</p> <ul style="list-style-type: none"> • Maintenance, operations and renewal programmes • Public transport programmes (existing services) • Low cost/low risk programmes (those under \$2m) • Road safety promotion programmes • Investment management activities, including transport planning and modelling • Business cases that are not part of a package
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	<p>Any significant activity (see above):</p> <ul style="list-style-type: none"> • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport <p>Note: Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately</p>
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources	<p>Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from:</p> <ul style="list-style-type: none"> • Approved organisations (where there is no National Land Transport Fund share) • Crown appropriations • Other funds administered by the Crown.



	other than the NLTF	
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Table 45: Significance policies overview

Significant variations to the RLTP

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

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

Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D. Consultation is only required for variations that are considered 'significant' under this policy. A proposed change to the RLTP raises two core questions:

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

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

Step One: Consider the nature and scope of the variation

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

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

- Activities that are in the urgent interests of public safety.
- New activities involving preventative maintenance and emergency reinstatement.
- Changes to or new 'automatically included' activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs).
- A scope change that does not significantly alter the original objectives of the project.
- Changes to national level programmes, including the Road Policing programme
- Delegated transfers of funds between activities within groups.
- Supplementary allocations, or end of year carryover of allocations.
- Replacing one project with another project within a group of generic projects.



- Variations to timing, cash flow or total cost for improvement projects where the total cost impact is less than 20% of the estimated cost⁹
- Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act.
- A change of responsibility for implementing an approved activity from one agency to another.

May be significant:

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

Step Two: Consider the effect of the variation

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

Significance policy in relation to Plan variations

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

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

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

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

- The balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing);

⁹ Where committed improvement projects have scope or cost adjustments greater than 20% of the original approved funding level, the RTC must be advised, but these do not require further consultation.



- The extent to which, and manner in which, the matter has already been consulted on; and
- Whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.



Āpitihangā 2: Te aromatawai hāngaitanga o te RLTP ki te LTMA Appendix 2: Assessment of RPTP compliance with the LTMA

LTMA section	Description	Assessment of compliance
14(a)(i)-(ii)	<p><i>the RTC must be satisfied that the regional land transport plan</i></p> <p><i>(i) contributes to the purpose of this Act; and</i></p> <p><i>(ii) is consistent with the GPS on land transport;</i></p>	<p>The Strategic Framework sets out the region's transport objectives and investment priorities which are aimed principally at improving safety, resilience and reliability and access.</p> <p>This is consistent with the purpose of the Act; to contribute to an effective, efficient and safe land transport system in the public interest.</p> <p>The GPS 2021-24 has 4 priorities: Safety, Better Travel Options, Climate Change and Improving Freight Connections. Each of the RLTP investment priorities describes the strategic fit with the GPS.</p>
14(b)(i)-(ii)	<p><i>The RTC must have considered;</i></p> <p><i>(i) alternative regional land transport objectives that would contribute to the purpose of this act.</i></p> <p><i>(ii) the feasibility and affordability of those alternative objectives</i></p>	<p>The development of this RLTP followed the principles of the business case process. This included considering alternative objectives. The objectives in this RLTP consistent with the Act, Transport Outcomes Framework and 2021 GPS.</p>
14(c)(i)-(iii)	<p><i>The RTC must take into account any;</i></p> <p><i>(i) national energy efficiency and conservation strategy and;</i></p> <p><i>(ii) Relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act.</i></p>	<p>The region has been, and under this plan will continue, to be active in its promotion of and building capacity for HPMV vehicle operations across the network. The RLTP also makes provision for active mode users in the form of cycle and walkways and road safety improvements to reduce conflict between active modes. This is alongside the continued operation of an urban and school bus system, all of which aids facilitation of social development and transport mode change. This is consistent with the NZEECS transport objective of "a more energy efficient system".</p>



LTMA section	Description	Assessment of compliance
		The RLTP takes account of and is consistent with the Regional Policy Statements Transport objectives. Both objectives prioritise the provision of safe, efficient and convenient services which avoid, remedy or mitigate any adverse activity effects on the natural environment.
16(6)(b)	<i>A regional land transport plan must also include— (b) an assessment of the relationship of Police activities to the regional land transport plan</i>	<p>While road policing is funded directly from national sources, regional policing activity is planned and implemented alongside the road safety programme operated by Waka Kotahi and Council.</p> <p>Police enforcement is central to the delivery of the strategic objectives for regional road safety. Police collaborate with stakeholders across the region in accordance with the road safety policing directives of Road to Zero and the National Road Policing Action Plan.</p> <p>Police use an evidence-based approach to influence road user behaviour through risk targeted, general and specific deterrence enforcement strategies.</p> <p>Enforcement operations are coordinated with other regional road safety initiatives such as education to ensure that all activities are appropriately timed to achieve maximum impact.</p>
16(6)(f)	<i>A regional land transport plan must also include— a summary of the consultation carried out in the preparation of the regional land transport plan.</i>	A summary of consultation on the draft RLTP will be included in the final plan prior to adoption.



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