

Te Mahere Waka Whenua o Te Tairāwhiti

Te Tairāwhiti Regional Land Transport Plan

Summary for consultation



Getting around our region has not always been easy, but the last three years have seen 10 severe weather events which have brought our network to its knees.

The Regional Transport Committee (RTC) has produced a draft Regional Land Transport Plan (RLTP) which proposes a visionary and ambitious programme of investment to deliver a safe, reliable and resilient transport system that meets the needs of individuals, communities and businesses.

We have to fix the transport system, otherwise our region will continue to be vulnerable to future severe weather events and climate change.

Investment in the network proposed under this RLTP includes Council and Waka Kotahi recovery and BAU work programmes.

This time around was meant to be more of a tutu and refresh. However, given the large scale of recovery mahi around the region, and the increasing importance of ensuring our network is resilient, we've done a more in-depth review.

The draft RLTP needs input from the people that matter the most – our communities across our beautiful region. We would love you to tell us what you think!

Challenges and opportunities

As you can imagine, we are not short of challenges when it comes to fixing our transport network. Road surfaces are rough, and potholes are increasingly common (and they're not little either!). The roading network is subject to frequent and multiple closures, which makes getting people and produce about very challenging. We need to attract inward investment to grow our regional wealth, and make best use of our port. We can't do that if the roads are munted.

There have been many years of trying to "sweat the assets" to keep our budgets and rates rises low, and we feel that needs to change as ultimately it is costing us a lot more. Our road safety record is not good – far too many whanau are experiencing the tragedy of a death or serious injury. People who do not have access to cars are often isolated because they don't have credible public or active travel (walking, cycling, scootering and mobility aid use) options.

Our buses could and should carry far more people than they do currently. We have an incredibly beautiful city and region to walk and cycle around, we need to make sure it is safer and a more pleasant experience to get on our bikes or take a walk.

Despite our challenges, it is not all doom and gloom. More people want to call Te Tairāwhiti home, and growth supports more jobs and services in Gisborne city and our smaller townships. People and businesses are attracted by the amazing lifestyle, culture and natural beauty the region offer. We need to work hard on making it easier to get out and about.

Strategic Context

The strategic context describes our vision for transport, strategic objectives, and policies which will help us take robust decisions. This diagram summarises the RLTP strategic intent:

Vision: Our communities and businesses are connected to each other and to our markets by a safe, sustainable, and resilient transport network.	
Objectives:	
Resilience and Security: A land transport network that is resilient to changes in climate, land use and demand.	Healthy and Safe People: A transport system that is healthy and safe for all users, with no deaths or serious injuries.
Economic Prosperity: A transport system that enables efficient movement of people and goods, to from and throughout the region.	Environmental Sustainability: A transport system which supports low-carbon travel and communities and has minimal impact on the environment.
Inclusive Access: Everyone has access to transport to get where they need to go.	
Objective	Policies
Resilience and Security	(1) Develop well-connected economic growth areas; (2) Design resilient levels of service for transport infrastructure; (3) Adopt risk-based approach to asset maintenance prioritisation; (4) Locate, design, construct, and maintain transport assets that are resilient to natural hazards; (5) Promote choice of routes to improve system resilience; (6) Closer working with neighbouring regions on transport resilience.
Healthy and Safe People	(1) Upgrade safety infrastructure at intersections and sections of road; (2) Target road safety education high risk groups, as well as children; (3) Target high-risk behaviours (such as drink and drug driving) for law enforcement; (4) Promote safe and appropriate speeds; (5) Prioritise safety needs of pedestrians and cyclists.
Economic Prosperity	(1) Develop Network Operating Plan to balance movement and place functions; (2) Locate new development in active travel and public transport corridors; (3) Optimise network through mode shift towards active travel and public transport; (4) Designate key freight routes on the most appropriate roads; (5) Manage demand for car parking to promote city centre vitality; (6) Explore new asset management funding and financing models; (7) Designate and design Low Traffic Neighbourhoods; (8) Investigate alternative sea and rail routes to vulnerable road corridors.
Environmental Sustainability	(1) Invest in lower emission forms of transport; (2) Convert bus fleet to zero emission; (3) Provide electric charging points across the region; (4) Mitigate environmental impact of transport infrastructure; (5) Promote environmental outcomes through procurement; (6) Prioritise low emission transport modes for travel to school.
Inclusive Access	(1) Improve the region's public transport network; (2) Refresh and improve Gisborne city bus services; (3) Develop core half-hourly weekday Gisborne city bus network with hourly services evenings / weekends; (4) Investigate services for rural areas / smaller townships; (5) Develop policy and funding framework for community transport; (6) Develop integrated public and active travel networks; (7) Reallocation of road space to active modes; (8) Locate new development in Gisborne city on public and active travel corridors.

Transport priorities for the next 10 years

We can't do everything, we don't have enough money or people. To narrow our focus and prioritise where we focus our resources these are our three 10-year transport priorities:

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.

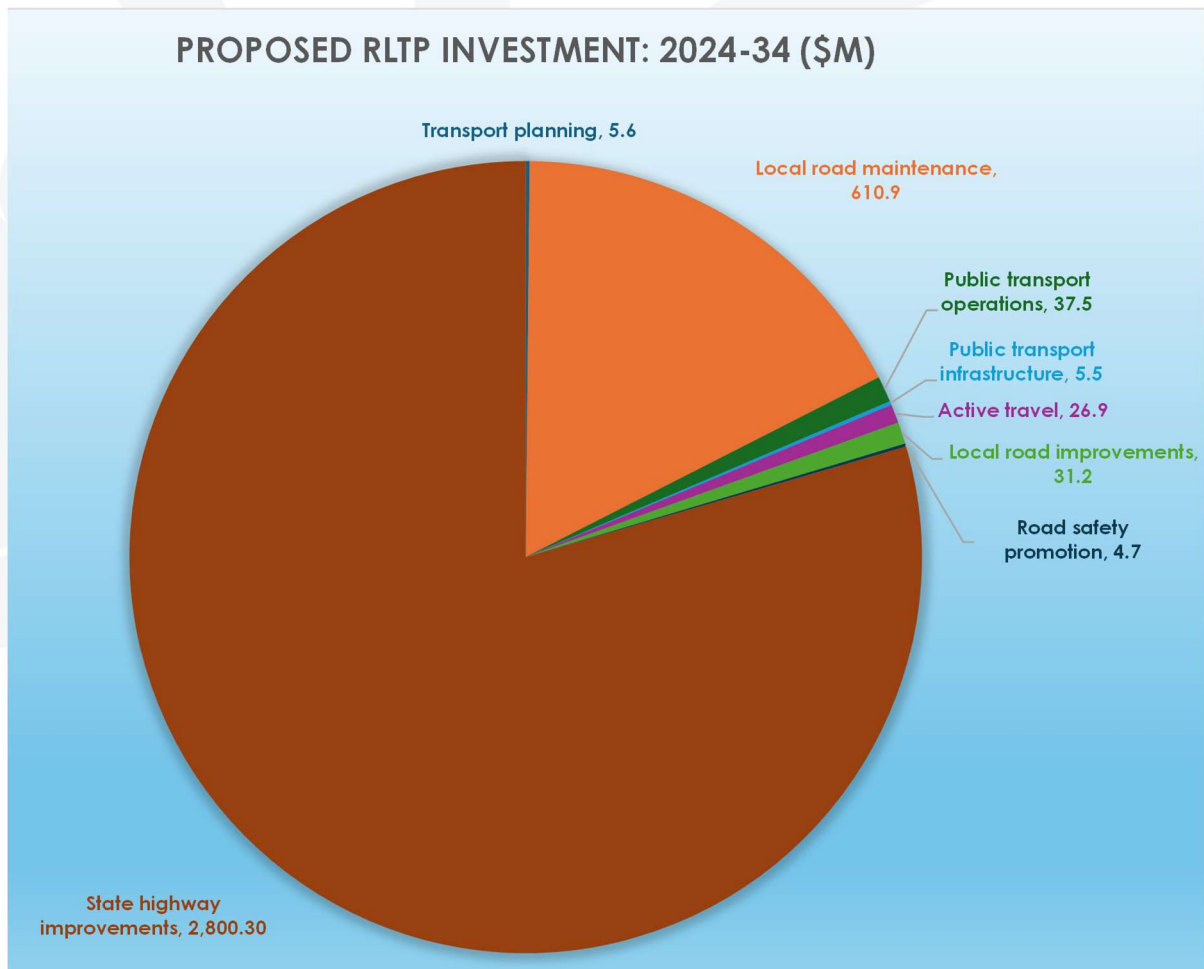
Transport Priority 2: Road and Community Safety

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.

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.

There is lots more detail in the RLTP if you want to read more about the priority investments under these three priorities.



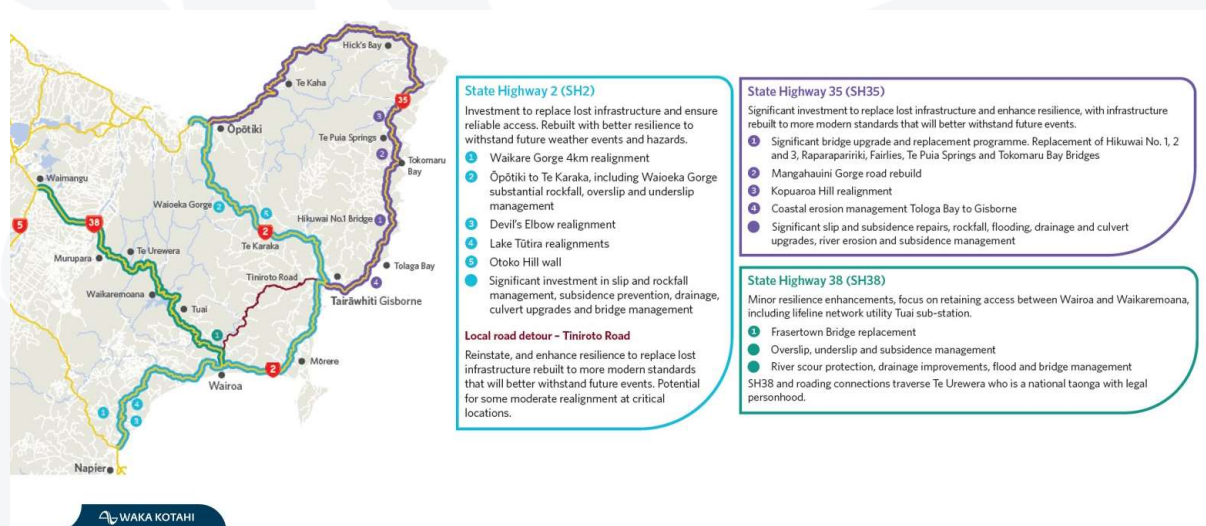
There is quite a lot of mahi being proposed in the RLTP. Our investment is focused on local road maintenance and State Highway improvements, as these will make the greatest contribution to fixing and improving our transport system.

The RLTP programme needs money from the National Land Transport Fund (NLTF), which comes from road users across New Zealand, via Waka Kotahi (NZTA). Council also provides local share funding toward local road activities and services through the rates that you pay each year (roughly one third of the total cost for local road programmes and projects).

There is no way that we will be able to get all the money we need from the NLTF or local share. We will need extra funding from the Government, particularly for the recovery mahi needed across the region. Whilst this is clearly a lot of money, the costs of continuing to clear up after each and every severe weather event will be even higher – not to mention it is really disruptive and a real down buzz for everyone.

Significant projects in the work programme

The big-ticket items in the work programme revolve around recovery and future resilience of the network, both local roads and State Highways 2 / 35. The following map outlines proposed projects on the State Highway network:



For more information on the local roads recovery programme please visit our recovery webpage: <https://www.gdc.govt.nz/services/tairawhiti-road-to-recovery/flood-damaged-road-network>

The RLTP has prioritised all the major projects over \$2m into the following list:

Project	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.
Taruheru 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	Improvements to the SH35/Hirini St intersection to provide safer and more efficient access to Eastland Port.
SH2 Interregional Connections (Waioeka Gorge)	Investment to improve route security through the Waioeka Gorge and minimise the impact of large slips, improving route safety and reliability.
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.

Project	Description
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.

Tell us what is important to you

The Let's Talk Transport Tairāwhiti public consultation runs from 2 to 29 February, and in addition to the RLTP you can also comment on:

- The Regional Public Transport Plan (RPTP);
- Mode Shift Plan; and
- Active Travel Strategy.

This really is an important time for transport in our region. You can share your feedback with us via the Let's Talk Transport Tairāwhiti web page <https://participate.gdc.govt.nz/lets-talk-transport>, or send your comments to:

By Post: P.O Box 747, Gisborne 4040

By email: service@gdc.govt.nz

If you want to read more, the full RLTP document can be found at: <https://participate.gdc.govt.nz/lets-talk-transport>

Thanks for taking the time to read this. We look forward to hearing from you.