

# AGENDA/KAUPAPA



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

## REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee

DATE: Thursday 28 November 2024

TIME: 1:00PM

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

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# Regional Transport

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

## Purpose

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

- To prepare a regional land transport plan, or any variation to the plan, for the approval of the Council.
- To provide the Council with any advice and assistance the Council may request in relation to its transport responsibilities.

## Terms of Reference

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

## Power to Act

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

## Power to Recommend

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

## Special Notes

The Committee has no delegated authority.

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

The Council has provided the NZ Transport Agency member the ability to appoint another person to act as the NZ Transport Agency representative in the event the NZ Transport Agency member cannot attend a Committee meeting. The delegate has full voting rights.

The NZ Transport Agency member may abstain from voting on issues that they consider have political repercussions.

### 3.1. Confirmation of non-confidential Minutes - 4 September 2024

# MINUTES

## Draft & Unconfirmed



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

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## MINUTES of the REGIONAL TRANSPORT / WAKA WHENUA / MOANA / RANGI Ā-ROHE Committee

Held in Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne on Wednesday 4 September 2024 at 1:00PM.

### PRESENT:

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

### IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Community Lifelines Tim Barry, Internal Partnerships & Protection James Baty, Strategic Planning Manager Charlotte Knight, Acting Regional Manager System Design (Central North Island) Lisa Malde, Democracy & Support Services Manager Heather Kohn and Committee Secretary Jill Simpson.

The meeting commenced with a karakia.

**Secretarial Note:** Director Community Lifelines Tim Barry and Acting Regional Manager System Design (Central North Island) Lisa Malde attended the meeting via audio visual link.

### 1. Apologies

There were no apologies.

### 2. Declarations of Interest

There were no interests declared.

### **3. Confirmation of non-confidential Minutes**

#### **3.1 Confirmation of non-confidential Minutes 23 May 2024**

MOVED by Cr Gregory, seconded by Cr Thompson

That the Minutes of 23 May 2024 be accepted.

**CARRIED**

#### **3.2 Confirmation of Confidential Minutes 23 May 2024**

MOVED by Cr Pahuru-Huriwai, seconded by Linda Stewart

That the Confidential Minutes of 23 May 2024 be accepted.

**CARRIED**

#### **3.3 Action Register**

Item 10.1: To be reworded as follows:

To recirculate reports and updates to Councillors regarding the removal of heavy traffic from Ormond Road.

#### **3.4 Governance Work Plan**

Noted.

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

There were no leaves of absence.

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

Acknowledged the passing of Kiingi Tuheitia.

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

Whiti Timutimu representing Te Runanga o Ngati Porou and Keita Kohere Technical Director/Principal Planner Mahea NZ Limited attended in relation to feedback from Ngati Porou on the current National and Regional investment in State Highway 35.

Questions of clarification included:

- Section 18H of the Land Transport Management Act 2003 relates to Maori contribution to decision-making and Treaty obligations under the Land Transport Management Act.
- It is about exploring the scope of what we can do together. The example used is State Highway 35 but the way it is operating is in isolation of the environmental aspect of our awa and landuse. The objective is to integrate the portfolios that are operating in silos for the outcomes that we are collectively seeking.
- We are here for Ngati Porou. We are the largest iwi in the country (98,000 at the last census). We want to ensure we do better for our people. We are here to ensure we can move forward building strong partnerships with our stakeholders.
- There is a legal relationship between Council and Te Runanga o Ngati Porou.

The Chair explained that as a Committee they would like to take some time to go through the documents. The relationship is important to Council.

Whiti Timutimu explained from today onwards we wish to forge stronger partnerships working pakihwi ki te pakihwi (shoulder to shoulder). The Board would like a strong relationship with Council. In terms of our Taiao our people have told us their priority is to come to the table and have conversations. We are here for the betterment of our iwi.

## **7. Extraordinary Business**

There was no extraordinary business.

## **8. Notices of Motion**

There were no notices of motion.

## **9. Adjourned Business**

There was no adjourned business.

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

### **10.1 24-249 2023-2024 Regional Land Transport Plan Annual Monitoring Report**

Strategic Planning Manager Charlotte Knight attended and answered the following questions of clarification:

- Please note there will be some gaps in data as information requested from New Zealand Transport Agency by Council has not been received. This is because of staff on annual leave along with other pressures.
- Feedback on Streets for People Project will be provided in a separate report to the Operations Committee.
- The priority investment areas listed in the 2021-2031 Regional Land Transport Plan ie Safety, Reliability and Resilience and Access have changed slightly under the new Plan. The next Monitoring Report will provide this summary.
- Key Research Ltd conduct our Annual Residents Satisfaction Surveys.

NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart commented that it was good to see the inclusion of the Te Ringa Maimoa benchmarking and encouraged all members to familiarise themselves with it. This is a long term partnership with NZTA Waka Kotahi with an aim to improve and provide support and guidance across the Road Controlling Authority's network to understand better management of our sites, make smarter investment decisions continually, and enhance our performance. The quality of the data and how it is presented is a great snapshot of overall performance against your peer group.

- 'Stopping Places' is defined under the One Network Framework and the definition will be sent to Councillors.
- Early Contractor Involvement (ECI) model is a type of methodology for procurement where problems are worked on collaboratively to endeavour to solve an issue.

- Waiting for the Minister to formally announce the new setting of speed limit rules. The proposal for the new rules did enable 110kmph on expressways in certain parts of the country where it is safe to do so. It also proposed to reverse the 30kmph limit on suburban streets and replace with variable speed limits. Variable speed limits outside school gates at drop off and pick up times was also proposed. It was also proposing that speed limits be reversed on state highways, arterial and open roads that were put in place since 2020. This would impact some of the speed limits in place across the Tairāwhiti network. The announcement is expected at the end of September. This will give clarity and a timeline to undertake speed reversals.

MOVED by Cr Gregory, seconded by Cr Telfer

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

1. Notes the contents of this report.

**CARRIED**

## **10.2 24-248 New Zealand Transport Agency Waka Kotahi September 2024 Regional Update**

Linda Stewart noted that the Minister has announced the adoption of the National Land Transport Plan (NLTP) for 2024/27. The Minister has also announced moving forward with tolling consultation on three sections of the State Highway, two of which are in the Central North Island ie the Manawatu Tararua Highway with the other being Otaki to North of Levin. These are both new State Highways and under the current legislation can be proposed for tolling. Consultation will be for a four week period.

Questions of clarification included:

- NZTA are looking at what they do in terms of management and maintenance of roundabouts and focus is guided by the GPS. Management of berms, mowing, weed spraying will be decreased as it is not classed as priority. The Grey Street roundabout will be looked at noting comments from the Committee.
- The realignment of the Waikare Gorge has secured probable funding through the National Land Transport Plan. For years 1 - 3, 2024/27, further consenting work, planning and design and property work will be carried out. A few more details are required to be provided internally to fully confirm the funding. When budget 2024 was announced the allocation was part of the announcement to ensure a permanent solution was offered for the Waikare Gorge Realignment. The Minister sought further information from NZTA on the options ie continue on the current alignment or to go for a realignment. The NZTA Board have agreed that the realignment makes more fiscally responsible investment. The probable funding indicates as well as doing the realignment we need to ensure that the viability of the current alignment is protected.



- There are regular drive-overs, along with a series of community engagements and business engagements in relation to the State Highway 2 Mohaka Rail Viaduct. In relation to the point made on the impact of delays on travel and journey times, this has been noticed since the cyclones. A number of measures have been put in place around school busses, school times and peak hour times as a response to the community feedback. Would also like to note that a lot of the work that is underway, for example the Devil's Elbow, many people are focused on the elbow itself, however there is more significant work in an area where no-one can see what is happening. It is in these areas that NZTA try to manage community understanding and frustration. NZTA are adapting the traffic management to make the journey as smooth as possible.
- TREC are funded until work is completed within the allocated 2024 budget. Technically this will take them through until end of June 2026. It is not a massive rebuild alliance any more so has been sized accordingly. In terms of its footprint, it is substantially reduced in head count.
- The Funding Assistance Rate was reviewed in 2023 and this is based on a number of factors including deprivation index, rating bases, Council debt etc. so each FAR rate across the country is different.

MOVED by Cr Telfer, seconded by Cr Gregory

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

1. Notes the contents of this report.

**CARRIED**

**Secretarial Note:** In relation to the Public Deputation from Te Runanga o Ngati Porou the Chair read out Section 18H of the Land Transport Management Act 2003 to ensure the Committee's understanding.

**Secretarial Note:** An Extraordinary Regional Transport meeting will be held on 11 September to discuss to the 2024-2027 National Land Transport Plan final decisions.

## 11. Close of Meeting

There being no further business, the meeting concluded at 2.20pm.

Ani Pahuru-Huriwai

**CHAIR**

### 3.2. Confirmation of Extraordinary Minutes - 11 September 2024

# MINUTES

## Draft & Unconfirmed



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

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## MINUTES of the EXTRAORDINARY REGIONAL TRANSPORT / WAKA WHENUA / MOANA / RANGI Ā-ROHE Committee

Held in Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne on Wednesday 11 September 2024 at 10.25AM.

### PRESENT:

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

### IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines Tim Barry, Chief Financial Officer Pauline Foreman, Cr Alder, Cr Foster, Cr Tibble, Cr Cranston, Lisa Malde (NZTA), Democracy & Support Services Manager Heather Kohn and Committee Secretary Jill Simpson.

The meeting commenced with a prayer/karakia.

**Secretarial Note:** Cr Pahuru-Huriwai, Linda Stewart (NZTA), and Lisa Malde (NZTA) attended the meeting via audio visual link.

### 1. Apologies

There were no apologies.

### 2. Declarations of Interest

There were no interests declared.

### 3. Leave of Absence

There were no leaves of absence.

### 4. Acknowledgements and Tributes

There were no acknowledgements or tributes.

### 5. Public Input and Petitions

There were no public input or petitions.

## 6. Extraordinary Business

There was no extraordinary business.

## 7. Notices of Motion

There were no notices of motion.

## 8. Adjourned Business

There was no adjourned business.

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

### 9.1 24-264 Road Safety Education Funding

Chief Executive Nedine Thatcher Swann attended and advised there has been a 56% decrease in funding allocated for Regional Road Safety. Staff have reprioritised the programmes given the significant drop in funding.

Questions of clarification included:

- The revised programme of works has been submitted to the New Zealand Transport Agency Waka Kotahi, however changes can be made should Councillors wish to do so.
- The Community Road Safety Fund is a contestable fund. The Committee will be advised around timeframes and confirmation of initiatives.
- There are a number of other programmes operating in the driver licensing area.
- From a National level driver licensing is a high priority for this Government and the Minister. There are two streams of work happening to address some of the pressure the system is under, and further recruitment of driver licensing officers is making good headway. The accelerated programme is to recruit another 70 across the Motu by the end of 2024. There is a further target with Vehicle Testing New Zealand (VTNZ) for 2025. It has been noted in the National Land Transport Plan the huge success of the trial in Tairāwhiti around the Community Driver Testing Officers and, because of this success, there is a commitment to work with this region to secure ongoing funding to support the initiative.
- Discussions have been held with other providers in Tairāwhiti to get a better understanding of what they can provide and who they are providing to. Based on Council's funding criteria from NZTA only learners and restricted licences can be catered to.

MOVED by Cr Gregory, seconded by Cr Pahuru-Huriwai

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

1. Approves (subject to any amendments) the revised Road Safety Programme for 2024 – 2027.

**CARRIED**

## **10. Close of Meeting**

There being no further business, the meeting concluded at 10:41 am with a closing karakia.

Daniel Thompson

**CHAIR**

### 3.3. Action Register

Meeting Date	Document	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
23/05/24	Regional Transport 23 May 2024	Report 24-149 Adoption of Te Tairāwhiti Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP)	Awaiting external response	To recirculate reports and updates to Councillors regarding the removal of heavy traffic from Ormond Road.	Charlotte Knight	18/06/2024 Charlotte Knight  Overview report and update on funding outcomes to be presented to Operations Committee after the NLTP funding outcomes are known NLTP announcements anticipated September	28/11/2024

### 3.4. Governance Work Plan

2024 Regional Transportation							Meeting Date
HUB	Activity		Name of agenda item	Purpose	Report type	Owner	28-Nov
Sustainable Futures	Strategic Planning		<b>Report 24-275</b> Funding Outcomes for 2024 -27 NLTP Funding bid	The purpose of this report is to provide feedback on the funding outcomes for local roads users.	Information (I)	Tina Middlemiss	
Sustainable Futures	Strategic Planning		<b>Report 24-313</b> 2024-2025 Quarter One RLTP monitoring report	The purpose of this report is to provide an update on progress against the 2024-2034 Regional Land Transport Plan programme of works and performance measures from 1 July 2024 to 30 September 2024.	Information (I)	Charlotte Knight	
Sustainable Futures	Strategic Planning		<b>Report 24-322</b> Strategic Network Resilience Programme Business Case Update	Inform Regional Transport Committee (RTC) members as to progress of the Strategic Rooding Network Resilience Programme Business Case (PBC). • Invite feedback on the proposed problem and benefit statements from RTC members.	Information (I)	Tina Middlemiss	
Sustainable Futures	Strategic Planning		<b>Report 24-340</b> New Zealand Transport Agency Waka Kotahi September 2024 Regional Update	The purpose of this report is to introduce the New Zealand Transport Agency (NZTA) Waka Kotahi Regional update for November 2024	Information (I)	Charlotte Knight	

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



24-275

**Title:** 24-275 Funding Outcomes for 2024-27 NLTP Funding Bid

**Section:** Journeys Infrastructure

**Prepared by:** Tina Middlemiss - Asset Planning Manager

**Meeting Date:** Thursday 28 November 2024

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Legal: No

Financial: Yes

Significance: **Medium**

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

#### PURPOSE - TE TAKE

The purpose of this report is to provide feedback on the funding outcomes for local roads.

#### SUMMARY - HE WHAKARĀPOPOTOTANGA

2024-2027 National Land Transport Programme final decisions were announced early September.

According to the official correspondence letter dated 3<sup>rd</sup> September from New Zealand Transport Agency Waka Kotahi (NZTA) (**appendix 1**) Gisborne investment for 2024-27 including State highways is a total of \$255m and is largely focused on fixing the cyclone-damaged roading network and maintaining resilience of the region's land transport network.

Crown Resilience Programme (CRP) funding was announced 4<sup>th</sup> October approving a further \$3.2m for Local Roads at 84% FAR (Funding Assistance Rate) and 5 new projects on state highways in our region.

This report provides commentary and analysis of local road component of this funding received with a breakdown of funding requested compared to that approved provided in **appendix 2**.

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

## RECOMMENDATIONS - NGĀ TŪTOHUNGA

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

1. Notes the contents of this report.

*Authorised by:*

**Tim Barry - Director Lifelines**

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**Keywords:** National Land Transport Programme, Walking and Cycling, RLTP, Crown Resilience Programme, NLTP, Public Transport

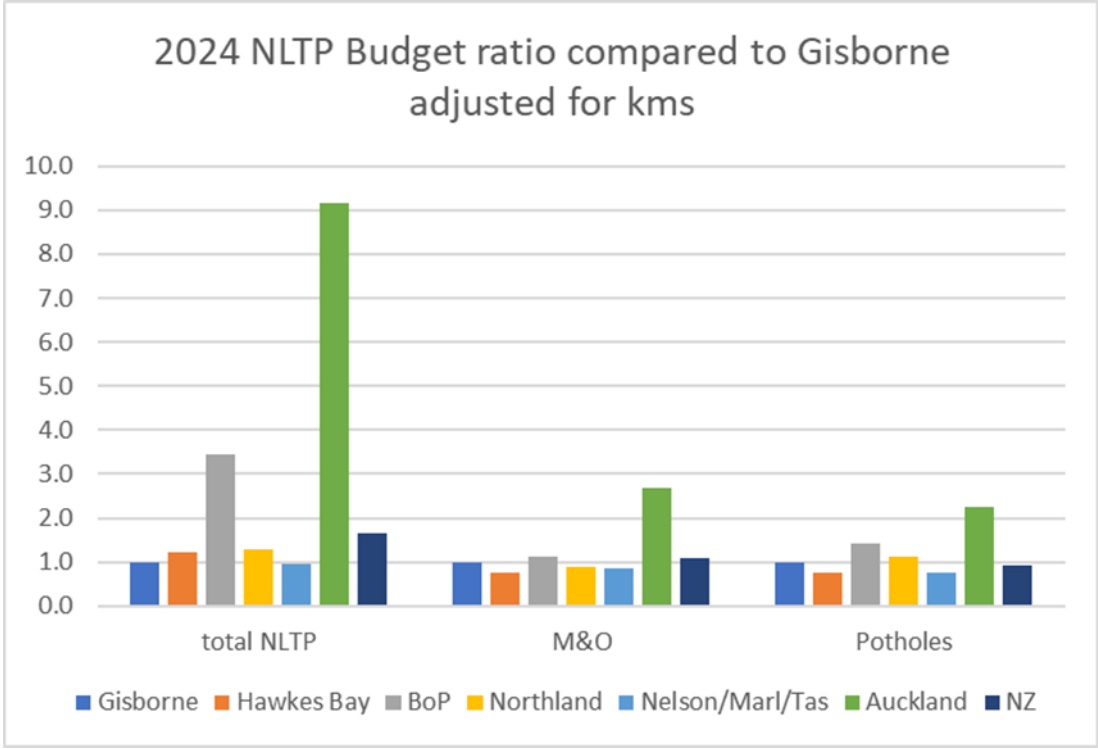


**BACKGROUND - HE WHAKAMĀRAMA**

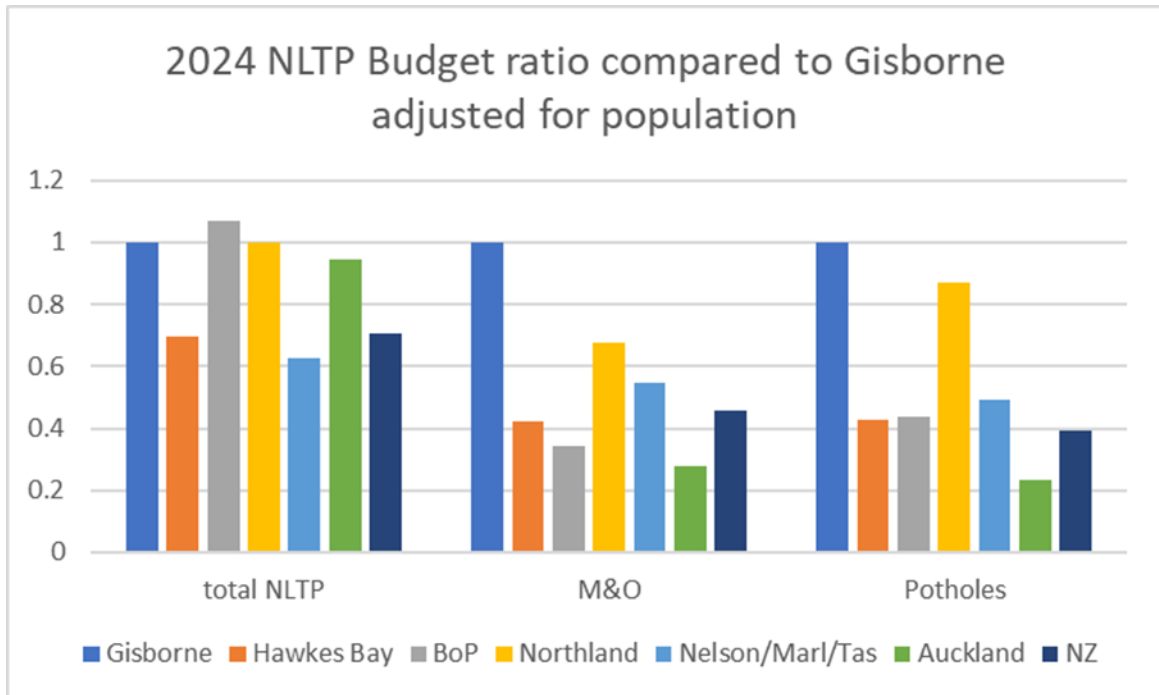
1. The 2024-34 Regional Land Transport Plan (RLTP) for Te Tairāwhiti is the primary document guiding integrated land transport planning and investment in our region.
2. Funding bids outlined in the RLTP were submitted to the National Land Transport Programme (NLTP) for the first 3 years 2024-27 of the plan.
3. The current funding assistance rate (FAR) provided by the NLTP for local roads in our region is 68% with some increased rates for emergency works and other initiatives. In order to unlock this funding councils are required to match with local share of the remaining 32% and meet all funding activity criteria as required.
4. NZTA maintain and manage State Highways which are 100% funded by the NLTP.

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

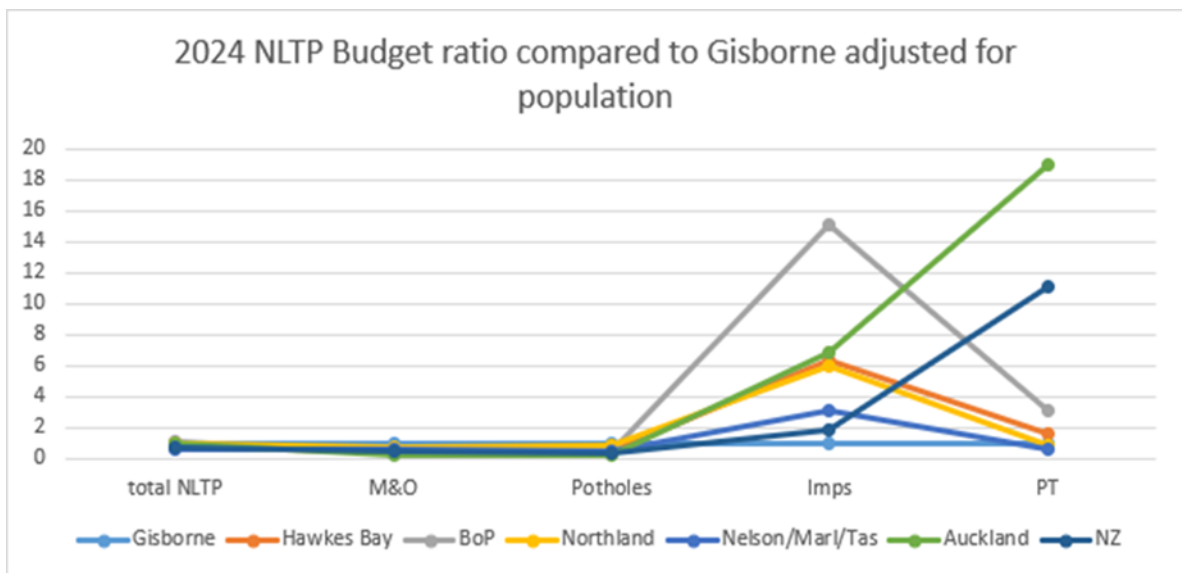
5. According to the official correspondence letter dated 3rd September from NZTA (**appendix 1**) Gisborne investment for 2024-27 including State highways is a total of \$255m and is largely focused on fixing the cyclone-damaged roading network and maintaining resilience of the region's land transport network.
  - The \$255m forecast investment includes:
    - \$98m forecast maintenance operations investment.
    - \$136m forecast for pothole prevention.
    - \$10.5m forecast improvements investment
    - \$5.6m forecast public transport investment
    - \$500,000 forecast safety investment
      - \$1.4m forecast walking and cycling investment
6. Compared to some of the other provincial regions when adjusted for kilometres of road the funding allocation for our region compares well but receives a lot less per kilometre than a larger centre like Auckland.



- Accounting for population, funding received is more than most regions per capita reflecting our more remote lifestyles and therefore lower volume of use of roads with 2% of the nation's roads and 1% of the nation's population in our region.

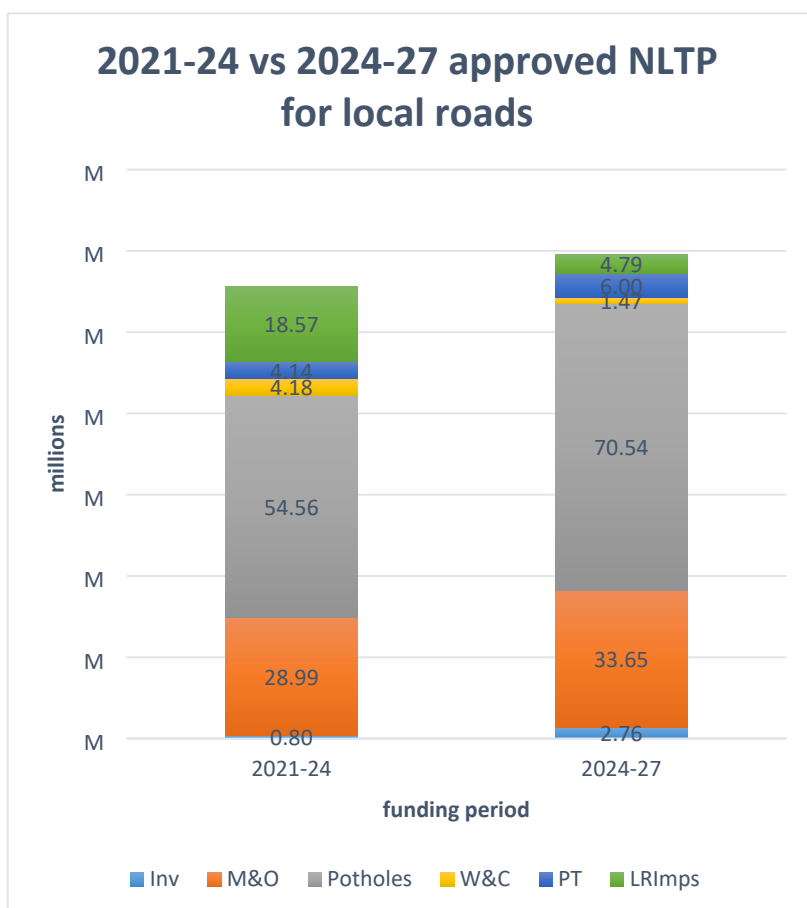


- Across the activities there is a divergence however when it comes to improvements and public transport (PT) with a lot more allocated to other centres reflecting the Roads of National significance (RONs) and cost of major Public Transport (PT) infrastructure investment in the main centres.



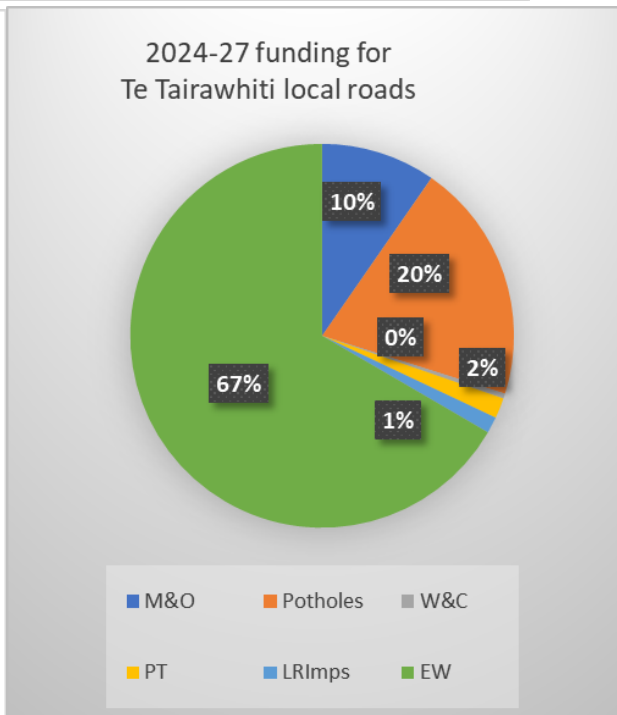
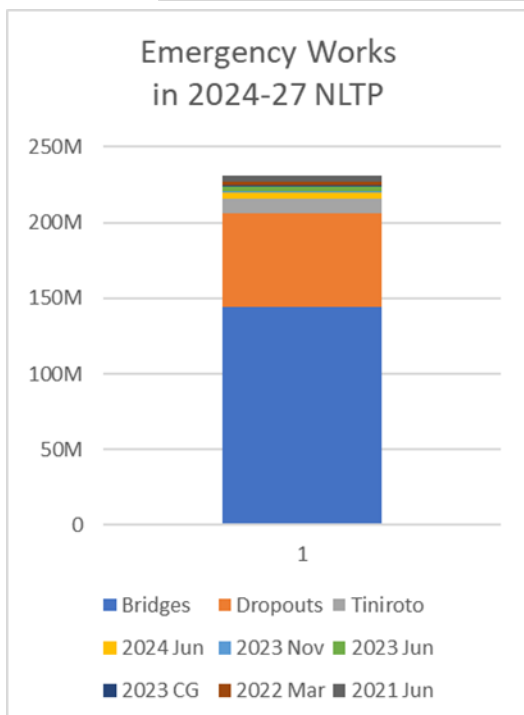
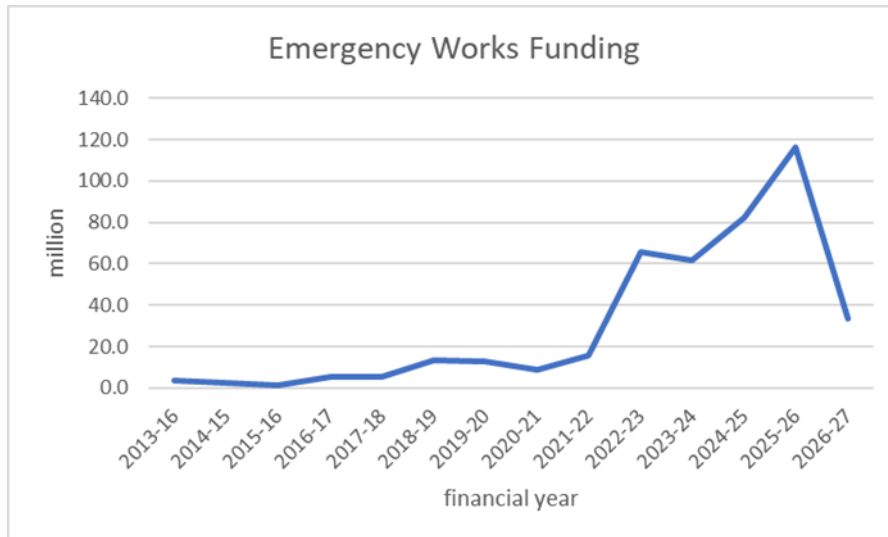
- Improvement funding (i.e, mainly RONs) Gisborne lags behind with only a 3rd of what Nelson/Marlborough & Tasman combined get while Northland and Hawkes Bay get 6 times more and Bay of Plenty 15 times more funding. PT in Auckland and the RONs show the greatest imbalance of funding per capita towards these regions.

10. Further **Crown Resilience Programme (CRP)** funding was announced 4th October approving a further **\$3.2m** towards resilience improvements for Local Roads and 5 new projects on state highways in our region. Further information about this fund is available on NZTA website here [Crown Resilience Programme \(CRP\) | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](https://nzta.govt.nz)
11. For **local roads 2024-27 investment** for this region has seen a **5%** overall increase from the previous three years of investment with significant changes for some activities where need was shown in the asset management plan.
12. There have been significant reductions in investment in Local Load Improvements (LImps) and Walking and Cycling (W&C) and increases in Maintenance & Operations (M&O), Pothole Prevention, Public Transport (PT) and Investment Planning (Inv).



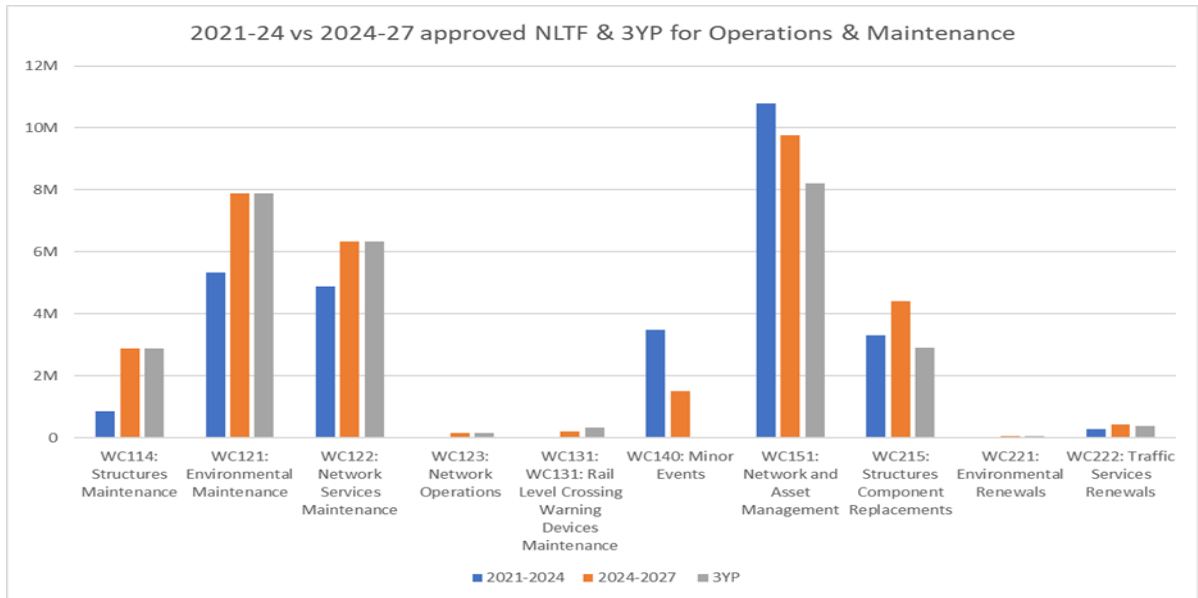
Maintenance & Operations	▲ 16%	Investment Planning	▲ 244%
Pothole Prevention	▲ 29%	Local Road Improvements	▼ 74%
Public Transport	▲ 45%	Walking & Cycling	▼ 65%

13. **Emergency works (EW)** funding increases by **▲63%** over the next three years but this will continue to change as recovery is resolved and in response to any future weather events. By 2025/26 levels of spend are anticipated to be twice that of last year.

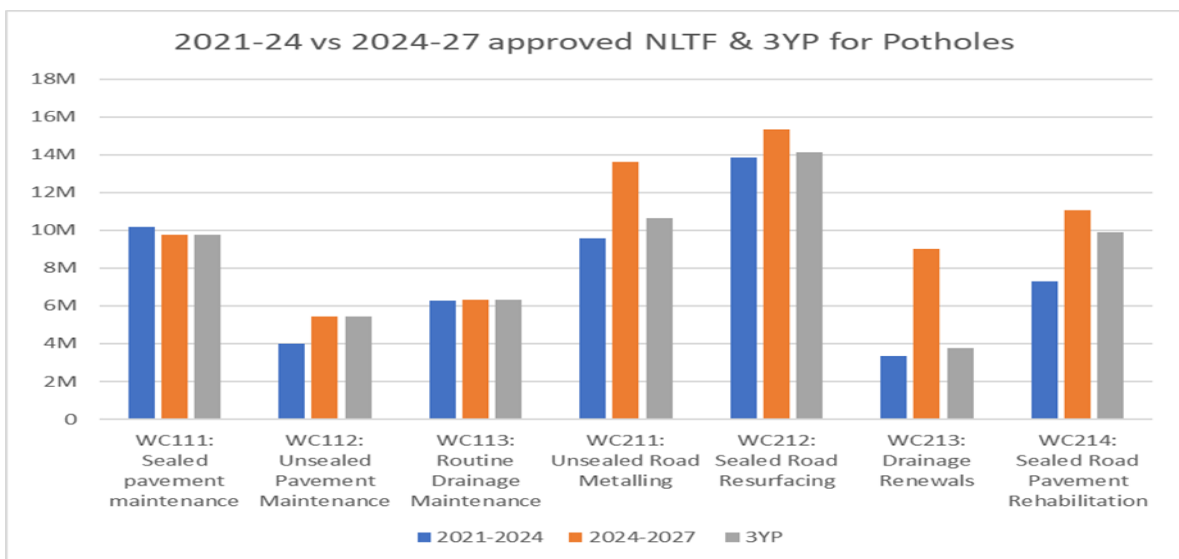


14. At this stage emergency funding appears to be much higher (almost twice that) than all other activities combined. Bridges and dropouts make up most of the cost with the remains of other events and Tiniroto making up the rest.

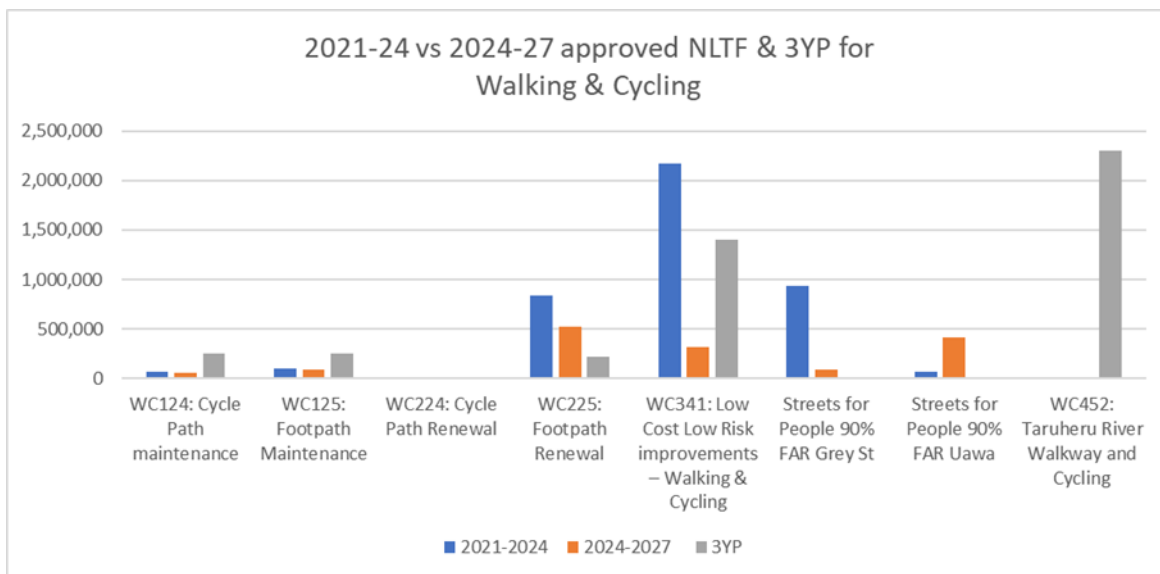
15. Compared to 2021-24 **Maintenance and Operations** have received **▲16%** more funding. Significant increases have been approved for Structures, Network Services and Environmental Maintenance for bridges, retaining walls, tree and vegetation clearance, delineation, line marking, signage and lighting maintenance. Some savings are expected in asset management with efficiencies expected with nationally led consistent asset data management systems (ADMS).



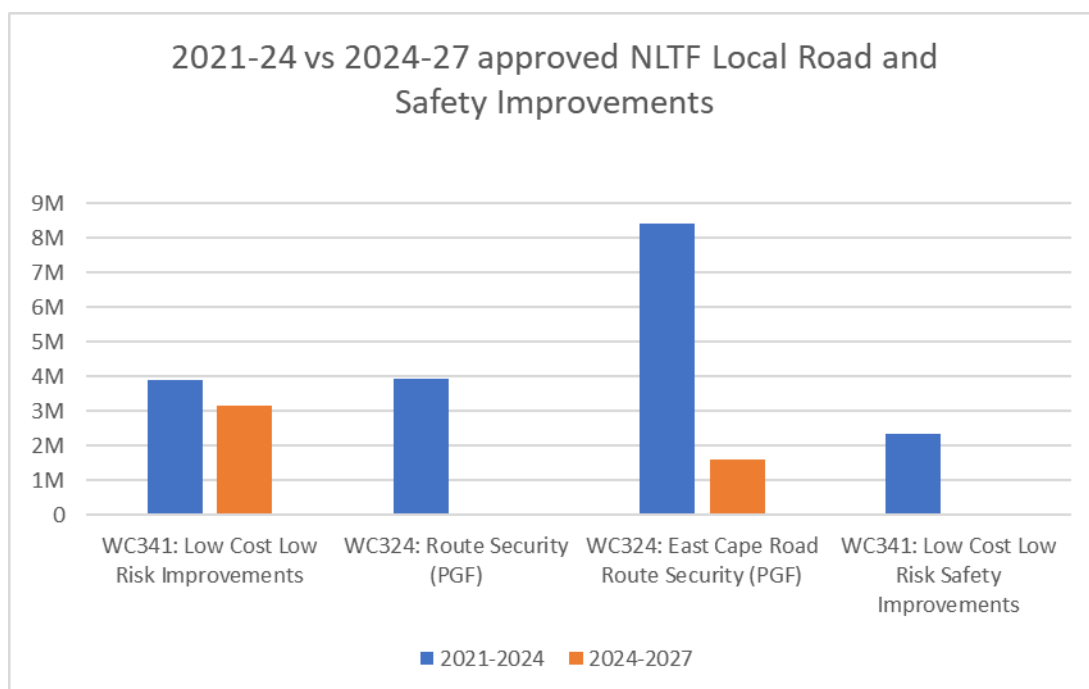
16. **Pothole prevention** (previously called renewals but without bridges which have been moved into the maintenance and operations categories) receives **▲29%** more funding compared to 2021-24. Most activities have received increased funding with some local share gaps remaining to be resolved as emergency works and resilience becomes more defined over time.



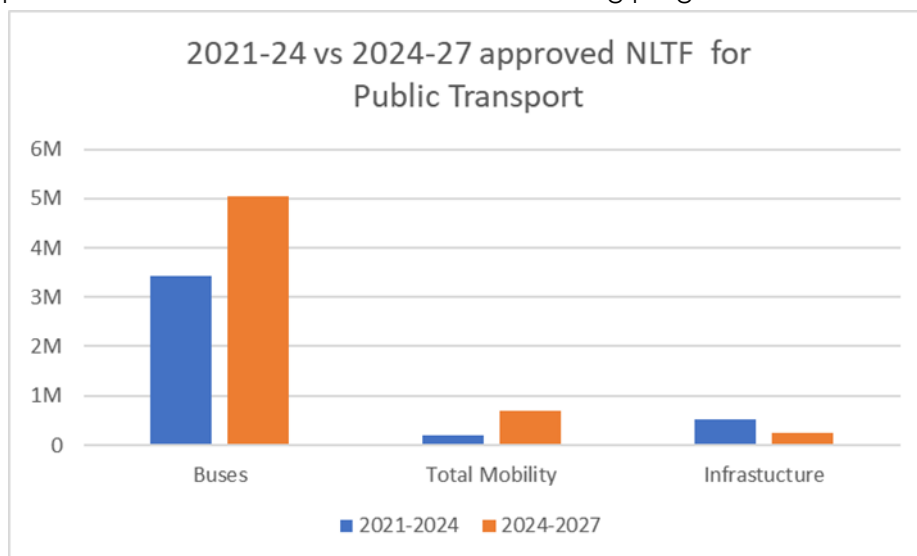
17. **Walking and Cycling** has reduced by two thirds ▼**65%** from 2021-2024 to be less than 1% of the overall funding, only 3% of that requested. This will significantly reduce the ability to keep footpaths and cycleways at the current level of service and lead to further deterioration of the walking and cycling network. As a direct consequence many of the benefits outlined in the newly approved Active Transport and Mode-Shift Strategies will not be realised in this funding period. Low-cost low risk projects were most effected and Taruheru path failed again after previous attempts. Streets for People carried over into 2024 financial year and is now complete.



18. **Local Road Improvements** which included resilience and safety work has also reduced to only 26% of 2021-2024 levels of funding ▼**74%** with minimal funding at 1% share of roadings budgets. Only resilience work has been approved.



19. **Road Safety Promotion** requested the same amount as 2021-24 but decreased ▼**56%** to \$550k. The new GPS has changed the way that Road Safety Promotion and Activities are to be delivered, for example this funding can no longer be used for regional road safety advertising which is to be carried out nationally by NZTA instead. This decreased funding will significantly compromise our ability to deliver our commitments to road safety in the 2024-27 RLTP. Nationwide advertising will not address the specific issues relating to this region such as user groups who are overrepresented in statistics. See **report 24-264** for the revised Road Safety Programme 2024-2027.
20. **Public Transport** funding has been increased by ▲**45%**. This is an increase for buses and Total Mobility, but less infrastructure improvements funding has been received. Some of the minor route improvements to bus services identified in recent Public Transport reviews and RTP hope to be realised in new service contracts being progressed.



21. **Heavy vehicle route – background and next steps** At the 3YP deliberations on 11 June 2024 a report giving an update on work on the HGV route was requested. At the Gisborne District Council (Council) meeting on 27 June 2024, at which the RLTP was adopted, staff suggested that this update be brought to Council/Committee after the outcome of the NZTA funding decisions was known (**24-199**). The requested update is provided in **Attachment 3**.

### ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA

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

**Overall Process: High** Significance

**This Report: Medium** Significance

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

**Overall Process: High** Significance

**This Report: Medium** Significance

Inconsistency with Council's current strategy and policy

**Overall Process: High** Significance

**This Report: Medium** Significance

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

**Overall Process: High** Significance

**This Report: Medium** Significance

The effects on individuals or specific communities

**Overall Process: Low** Significance

**This Report: Low** Significance

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

**Overall Process: High** Significance

**This Report: Medium** Significance

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

## TREATY COMPASS ANALYSIS

### Kāwanatanga

23. The current funding model is guided by the governments policy statement for land transport and has limited consideration of the diverse functions, roles, and responsibilities of iwi, mana or tangata whenua.

### Rangatiratanga

24. The current funding model doesn't consider any co-governance or co-management arrangements with iwi, mana or tangata whenua.

### Oritetanga

25. The current funding model takes consideration of regional demographics such as index of deprivation when setting funding assistance rates in order to share funding equitably across the regions. The average funding assistance rate (FAR) is 53% and this region will receive 68% FAR for the 2024-27 NLTF period.

### Whakapono

26. The current funding model includes some future planning projects which can consider how Council acknowledges or empowers the application of tangata whenua tikanga and kawa arrangements with iwi, mana or tangata whenua in our mahi and ways of working.

## TANGATA WHENUA/MĀORI ENGAGEMENT - TŪTAKITANGA TANGATA WHENUA COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI

27. There has been no engagement with tangata whenua or the community in preparing this funding outcomes report.



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

28. Land transport infrastructure has been identified as a major contributor to climate change through carbon emissions generated from infrastructure itself (upfront construction emissions and maintenance emissions) and the use of it (operational emissions). Climate change impacts and implications will be addressed as appropriate for each project. Emergency work alone is likely to increase emissions with funding double that of BAU.
29. Public Transport gets people where they're going while emitting far fewer climate-warming greenhouse gases than private cars. Estimates say that global public transport capacity must double by 2030 if the world is to limit global warming to 1.5 degrees and avert the worst impacts of climate change. Overall Public Transport has received 23% more funding.
30. Walking and Cycling projects aim to encourage mode-shift in accordance with our Active Transport and Mode-shift Strategies. Funding for these projects were declined and as a direct consequence many of the benefits outlined in the newly approved Active Transport and Mode-Shift Strategies will not be realised in this funding period.

## **CONSIDERATIONS - HEI WHAKAARO**

### **Financial/Budget**

31. This report notes the funding outcomes of the 2024-2027 RLTP bid to the NLTP which accounts for two thirds of roadings funding and is reliant on there being one third local share in council's 2024 – 2027 long term plan to access this with. The funding outcome report attached details those approved, declined or noted as probable or possible.

### **Legal**

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

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

33. This report notes the funding outcomes of projects within the 2024-2027 RLTP and council's 2024 – 2027 long term plan. Funding changes noted in this report will affect councils' ability to meet some of the desired outcomes of these plans.

## **RISKS - NGĀ TŪRARU**

32. Funding changes that will present risks to some projects are noted in this report.

## **ATTACHMENTS - NGĀ TĀPIRITANGA**

1. Attachment 1 - Gisborne RTC NLTP Final Decision Letter 20240903 (2) [**24-275.1** - 14 pages]
2. Attachment 2 - Funding outcomes for 24 27 bid [**24-275.2** - 16 pages]
3. Attachment 3 - Overview of heavy vehicle route mahi to date [**24-275.3** - 4 pages]

03 September 2024

Tina Middlemiss  
Secretariat  
Gisborne Regional Transport Committee  
[Tina.Middlemiss@gdc.govt.nz](mailto:Tina.Middlemiss@gdc.govt.nz)  
cc. Linda Stewart [linda.stewart@nzta.govt.nz](mailto:linda.stewart@nzta.govt.nz)

Dear Tina,

### **2024-27 National Land Transport Programme – Final decisions**

The NZ Transport Agency Waka Kotahi (NZTA) Board has now adopted the 2024-27 National Land Transport Programme (NLTP). The NLTP is our commitment to the Government's priorities for the land transport system set out in the Government Policy Statement on land transport 2024 (GPS 2024). These are boosting economic growth and productivity, increasing resilience and maintenance, improving safety and focusing on value for money.

Thank you for the huge amount of time and effort that went into developing and prioritising activities for inclusion in your Regional Land Transport Plan (RLTP). It's only through working closely together that we've been able to develop this NLTP.

### **Gisborne Investment for 2024-27**

- A total of \$255 million is forecast to be invested in Gisborne in the 2024-27 National Land Transport Programme (NLTP) period.
- Investment in Gisborne during the 2024-27 NLTP is focused on fixing the cyclone-damaged roading network and maintaining resilience of the region's land transport network.
- The \$255 million forecast investment includes:
  - \$98m forecast maintenance operations investment
  - \$136m forecast for pothole prevention
  - \$10.5m forecast improvements investment
  - \$5.6m forecast public transport investment
  - \$500,000 forecast safety investment
  - \$1.4m forecast walking and cycling investment

### **Gisborne investment highlights for 2024-27**

- Work to improve the safety and resilience of crucial freight routes across the region
- Improve resilience throughout the region with 217 lane kilometres of maintenance works including chipseal and rehabilitation.
- Strengthen the condition of the road and improve safety on SH2 Waihuka, north of Whakarau Road, SH2 Tarawa, near Maxwells Road, and SH35 Hicks Bay
- Reseal SH35 at Uawa River Flats
- Reseal or rebuild 217 lane kilometres of the state highway network
- Progress the design for a permanent replacement bridge for SH35 Hikuwai Bridge, through recovery funding

- Embed safety improvements into cyclone recovery work

**More information**

This factsheet includes key highlights of our investment in Gisborne. For more information on the 2024–27 NLTP, visit our website.

The table in Attachment 1 identifies the activities in your RLTP that have been included in 2024-27 NLTP with a different priority than that identified in your RLTP. The activities that have not been included are also identified and the reason for their exclusion is provided.

**Ministerial Expectations in GPS 2024**

GPS 2024 includes a Statement of Ministerial Expectations for NZTA and the sector in general. This statement recognises the need for active cooperation of all players in the sector to deliver the results for the land transport system that New Zealanders want and deserve.

NZTA is expected to ensure that road controlling authorities and public transport authorities follow the Ministerial expectations where applicable. In particular, it is expected that NZTA will ensure Ministerial expectations are incorporated into the requirements placed on other road controlling and public transport authorities as a condition of inclusion of their projects in the National Land Transport Programme (NLTP).

We've reflected in Attachment 2 how approved organisations can actively support the delivery of the Minister's expectations in GPS 2024. I would also urge you to ensure that you and your staff are familiar with the contents of the GPS including Section 5 where the Minister's expectations are set out.

**Conditions of inclusion in the NLTP and funding**

Alongside adoption of the NLTP, the NZTA Board also approved terms and conditions that apply to NLTF funding approvals during this NLTP period for activities of approved organisations or NZTA (for its own activities). These terms and conditions are set out in Attachment 3 and tie in the general requirements and conditions set out on NZTA's website and any other conditions attached by NZTA to funding of any specific activity. They also reflect and support the Ministerial expectations highlighted above.

These terms and conditions provide that NZTA may develop and provide to approved organisations (and NZTA (for its own activities)) other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress), and self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements. We are currently in the process of considering what specific requirements, self-assessment and reporting requirements are needed to achieve the Ministerial expectations. We will provide these to you once they have been developed. Generally, this is likely to include requiring:

- periodic self-evaluation and reporting of your performance against Ministerial expectations, including identifying improvements in practices to enhance performance;
- monitoring alignment with Ministerial expectations by NZTA as part of future investment audits.

We also anticipate that the reconstituted Road Efficiency Group (REG) will support opportunities for benchmarking, sharing of best practice, use of REG tools etc. to assist in meeting these expectations.

The Director of Regional Relationships for your region, Linda Stewart, will be in contact with you to answer any questions you may have relating to the decisions made and to discuss any questions or concerns you may have. However, please feel free to contact her at your own convenience.

We look forward to continuing to work closely with you in coming months as we work to deliver the Government's priorities.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nicole Rosie', written in a cursive style.

Nicole Rosie  
Chief Executive

### Attachment 1 2024-27 National Land Transport Programme (NLTP) funding decisions

The table below shows activities that have not been included in the 2024-27 NLTP and the rationale for this exclusion, as required under the Land Transport Management Act.

It also shows activities that have been included in the 2024-27 NLTP but with a different priority order to that in the Regional Land Transport Plan.

Activities were not included because they either:

- have no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP;
- are not eligible for funding from the NLTP; or
- do not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM).

New activities included in the NLTP have been categorised as:

- **Probable:** It is likely that there will be available funds in the activity class to approve funding for the activity, provided priority, scope or scale do not materially change. Inclusion as a probable activity is not a commitment to funding but gives an indication of availability of funding for these priority activities.
- **Possible:** It is unlikely that there will be available funds in the activity class to approve funding for the activity unless circumstances change. Changes might include insufficient “probable” activities come forward for funding approval; or NLTF funding is increased; or alternative funding becomes available.

While all care has been taken to ensure all the figures are correct, with the tight timeframes there may be some errors or omissions in the detail provided here.

To see the complete list of activities included in the 2024-27 NLTP go to <https://www.nzta.govt.nz/nltp>

Activity ID	Phase ID	Organisation	Activity	Project phase	Activity class	RTC priority (TIO)	NZTA priority	NLTP funding status	Rationale for inclusion/exclusion
161748	288923	Gisborne District Council	Activity Management Plan 2024-27	Improvement to existing AMP	Investment management (incl. Transport Planning)		4	Probable	NZTA funding priority aligns with the RTC
138211	276626	Gisborne District Council	Childers Widening	Single-Stage Business Case	Walking and cycling improvements		10	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
171860	290450	Gisborne District Council	City Centre Multi-Modal Gap Analysis	Programme business case	Investment management (incl. Transport Planning)		6	Possible	NZTA funding priority aligns with the RTC
163797	289565	Gisborne District Council	East Coast Connectivity	Programme business case	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC

163216	289305	Gisborne District Council	National Ticketing System	Implementation	Public transport infrastructure		3	Probable	NZTA funding priority aligns with the RTC
163787	289550	Gisborne District Council	Regional Land Transport Planning Management 2024-27	Implementation	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
138230	276631	Gisborne District Council	Tairāwhiti Walking and Cycling Network	Implementation	Walking and cycling improvements	1	11	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
138230	290448	Gisborne District Council	Tairāwhiti Walking and Cycling Network	Single-Stage Business Case	Walking and cycling improvements	1	11	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
138209	276625	Gisborne District Council	Taruheru Nelson to Main Road Link	Single-Stage Business Case	Local road improvements	7	7	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
138229	276630	Gisborne District Council	Taruheru River Walkway and Cycling	Implementation	Walking and cycling improvements	3	11	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
138229	278032	Gisborne District Council	Taruheru River Walkway and Cycling	Single-Stage Business Case	Walking and cycling improvements	3	11	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
138208	276624	Gisborne District Council	Taruheru Subdivision Improvements	Implementation	Walking and cycling improvements		4	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
138208	278033	Gisborne District Council	Taruheru Subdivision Improvements	Single-Stage Business Case	Walking and cycling improvements		4	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the

									Investment Prioritisation Method (IPM)
163307	289377	Gisborne District Council	Te Tairāwhiti Transport Model	Programme business case	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
105270	232317	NZTA (Gisborne)	Eastland Port Access	Pre-implementation*	State highway improvements	5	9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
105270	232318	NZTA (Gisborne)	Eastland Port Access	Implementation	State highway improvements	5	9	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
105270	232319	NZTA (Gisborne)	Eastland Port Access	Property	State highway improvements	5	9	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
174208	291864	NZTA (Gisborne)	GIS Share Data Driven Struct Asset Mgmt	Implementation	Investment management (incl. Transport Planning)		3	Probable	NZTA funding priority aligns with the RTC
162805	289167	NZTA (Gisborne)	GIS Share Digital engineering/BIM	Detailed Business Case	Investment management (incl. Transport Planning)	8	3	Probable	NZTA funding priority aligns with the RTC
162805	289169	NZTA (Gisborne)	GIS Share Digital engineering/BIM	Implementation	Investment management (incl. Transport Planning)	8	3	Probable	NZTA funding priority aligns with the RTC
174941	291892	NZTA (Gisborne)	GIS Share Pre-imp 2027-30 Bridge Rep	Pre-implementation*	State highway improvements		3	Probable	NZTA funding priority aligns with the RTC
166091	289809	NZTA (Gisborne)	GIS Share VFM Safety Imp Prog	Implementation	State highway improvements		5	Probable	NZTA funding priority aligns with the RTC
162640	289057	NZTA (Gisborne)	Gisborne Share	Programme	Investment management (incl.		6	Possible	NZTA funding priority aligns with the RTC



			Environmental PBC	business case	Transport Planning)				
164676	289711	NZTA (Gisborne)	Gisborne System Plan PBC	Programme business case	Investment management (incl. Transport Planning)		6	Possible	NZTA funding priority aligns with the RTC
162754	289108	NZTA (Gisborne)	SH2/35 Hamanatu a, Gisborne Airport CVRSC	Implementation	State highway improvements	9	3	Possible	NZTA funding priority aligns with the RTC
162754	289109	NZTA (Gisborne)	SH2/35 Hamanatu a, Gisborne Airport CVRSC	Property	State highway improvements	9	3	Possible	NZTA funding priority aligns with the RTC
162171	288397	NZTA (Gisborne)	TREC-GIS SH2 Corridor Opotiki-Gisborne	Implementation	State highway improvements	6	3	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
162171	288398	NZTA (Gisborne)	TREC-GIS SH2 Corridor Opotiki-Gisborne	Property	State highway improvements	6	3	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
162171	292117	NZTA (Gisborne)	TREC-GIS SH2 Corridor Opotiki-Gisborne	Single-Stage Business Case	State highway improvements	6	3	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
162171	292118	NZTA (Gisborne)	TREC-GIS SH2 Corridor Opotiki-Gisborne	Pre-implementation*	State highway improvements	6	3	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
162172	288399	NZTA (Gisborne)	TREC-GIS SH35 Corridor Opotiki-Gisborne	Implementation	State highway improvements		9	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP

162172	288400	NZTA (Gisborne)	TREC-GIS SH35 Corridor Opotiki- Gisborne	Property	State highway improvements		9	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
162172	290877	NZTA (Gisborne)	TREC-GIS SH35 Corridor Opotiki- Gisborne	Pre- implementation*	State highway improvements		9	Start year outside 2024-27 NLTP	has no cash-flow shown in the 2024-27 period so are not proposed to form part of this NLTP
161714	284664	NZTA (Gisborne)	TREC-GIS SH35 Mangahau ni Gorge	Implement ation	State highway improvements		9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
161714	284665	NZTA (Gisborne)	TREC-GIS SH35 Mangahau ni Gorge	Property	State highway improvements		9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
161714	290864	NZTA (Gisborne)	TREC-GIS SH35 Mangahau ni Gorge	Pre- implementation*	State highway improvements		9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)
161714	292119	NZTA (Gisborne)	TREC-GIS SH35 Mangahau ni Gorge	Single- Stage Business Case	State highway improvements		9	Not included in 2024-27 NLTP	does not have sufficient priority to include in the NLTP based on our assessment under the Investment Prioritisation Method (IPM)

## Attachment 2

### Supporting delivery on the Minister of Transport's expectations outlined in GPS 2024

#### *A focus on delivery*

Approved organisations are expected to:

- demonstrate contribution of their proposed activities to the GPS strategic priorities and GPS expectations.
- actively seek to progress and deliver their funded activities in line with the GPS expectations.
- ensure their business cases are focussed on the primary transport objective(s) of their projects, are completed in a timely fashion to control costs and deliver on the strategic priorities of the GPS.
- maintain a tight control on the scope and cost of their projects and adopt a “no frills” approach. (GPS 2024 gives examples of “no frills” and NZTA is considering providing further guidance around this approach).

#### *A focus on core business*

Road controlling authorities are expected to:

- act primarily as delivery agencies (alongside NZTA), recognising that the Ministry of Transport is to lead the oversight and development of policy for New Zealand's transport system.

#### *A focus on value for money*

Approved organisations are expected to:

- choose the most advantageous combination of whole of life cost and infrastructure quality to meet a “no frills” specification that delivers the primary transport objective of the project in the most cost-effective manner. This requires identifying the project's primary objectives and will affect option selection. (NZTA is currently revising its guidance in this regard).
- monitor its operational expenditure to ensure that it is achieving value for money and that it can deliver within approved NLTF funding approvals. Reporting on operational expenditure continues to be via Transport Investment Online. Forecasting future expenditure continues to be via the Programme Monitor on a quarterly basis.
- focus on providing services that meet the needs and expectations of users.
- in the case it has approved funding for a road safety promotion programme, will identify the most cost effective and beneficial method for carrying out that programme. This may be supporting national advertising, rather than engaging in regional or local advertising and only engaging in advertising where necessary.

Road controlling authorities are expected to:

- obtain value for money by keeping costs under control and identifying savings that can be reinvested back into maintaining or improving the land transport network.
- actively seek to reduce expenditure on temporary traffic management through a risk-based approach while maintaining safety of workers and road users.
- report expenditure on temporary traffic management in a way that these costs can be reported by NZTA to the Minister each month. This requires requesting contractors to itemise TTM costs in their contract claims.
- consider the use of standardising design or delivery of building and maintaining roading infrastructure where appropriate to do so to obtain value for money.
- be open to new models of delivery that are likely to result in better and smarter services and/or lower costs.
- for proposed investments in walking and cycling, undergo robust consultation with community members and business owners that could be affected by the investment, prior to any investment decisions being made.

#### *Consider other revenue sources and other funding and delivery models*

Approved organisations are expected to:

- consider relevant funding and financing options in relation to each of their projects.
- consider relevant sources of third party funding in relation to their projects and actively pursue those deemed suitable and include in each project's funding mix.
- consider relevant delivery models that represents value for money and balance appropriate levels of risk and timely delivery.

#### *Increased focus on performance and efficiency*

Road controlling authorities are expected to:

- comply with requirements in the NZTA Performance and Efficiency Plan that are relevant to an RCA. These relate to management of programmes, asset management practices, price/quality trade-offs for maintenance and operations expenditure, business case and cost estimation, managing overheads and back-office costs, and other GPS requirements and Ministerial expectations.
- monitor and provide information to NZTA to enable monthly reporting to the Minister on delivery of the Performance and Efficiency Plan.
- review their activity management plans in order to improve long-term maintenance outcomes by increasing the percentage of rehabilitation of the local road network towards 2% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 2% in future years.
- review their activity management plans in order to achieve long-term maintenance outcomes by increasing resurfacing the local road network towards 9% per annum. RCAs will deliver in accordance with approved funding for 2024-27 and will identify what funding is required to lift to 9% in future years.
- demonstrate progress towards fixing potholes on local roads within 24 hours of inspection. This requires best endeavours where it is value for money to repair potholes within that timeframe. RCAs will report on a monthly basis the response times for repairing potholes on its local road network.

#### *Specific expectations relating to public transport*

Public transport authorities are expected to:

- actively work towards increasing farebox recovery by 30 June 2027. This includes operating within approved funding of public transport continuous programmes, reviewing services that are delivering very low farebox recovery and considering appropriate fares.
- support and actively work towards transition to, delivery of and operation of the National Ticketing Solution in partnership with NZTA. This includes aligning concessionary fare structures with national policy to make the National Ticketing Solution cost effective and value for money for customers.

*Supporting NZTA to report on the expectations*

Approved organisations are expected to:

- use best endeavours to support NZTA in reporting on progress towards meeting the Minister's expectations in relation to GPS 2024 by providing information relating to their respective local transport networks.

### Attachment 3

#### Terms and Conditions of NLTF funding for activities during NLTP 2024-2027 period

1. The following terms and conditions apply to the approval by NZTA of funding from the National Land Transport Fund (**NLTF**) during the 2024-2027 NLTP period for approved activities carried out by an approved organisation or NZTA (for its own activities).
2. The approved organisation or NZTA (for its own activities):
  - 2.1 must comply with all the general requirements and conditions set out on NZTA's website (as amended from time to time in [2024-27 NLTP investment requirements | NZ Transport Agency Waka Kotahi \(nzta.govt.nz\)](#)) applying to organisations who receive NLTF funding for approved activities, and any other conditions that NZTA attaches to funding of any activity (including those conditions communicated to approved organisations when advising indicative funding allocations for continuous programmes);
  - 2.2 must take all reasonable and practicable steps available to it to support it:
    - (a) meeting the Minister of Transport's expectations for the land transport sector set out in Section 5 of the Government Policy Statement on land transport 2024/25–2033/34 (including as those expectations are communicated in writing by NZTA for particular types of funding or activity); and
    - (b) satisfying any other requirements and conditions specified by NZTA in relation to an approved activity and a particular Ministerial expectation; and
  - 2.3 must comply with any self-assessment and reporting requirements linked to Ministerial expectations (referred to below).
3. NZTA may develop (and update) and provide to approved organisations and NZTA (for its own activities):
  - 3.1 other specific requirements to achieve Ministerial expectations (including measures to assess whether an approved organisation is making appropriate progress); and
  - 3.2 self-assessment and reporting requirements to demonstrate the steps that an approved organisation has taken to meet relevant expectations and any specific requirements.
4. If NZTA determines that:
  - 4.1 the steps taken (or the progress being made) by an approved organisation, or NZTA for its own activities, to meet relevant expectations or any specific requirement is not satisfactory; or
  - 4.2 an approved organisation, or NZTA for its own activities, has failed to comply with the self-assessment and reporting requirements,

NZTA may, at its discretion:

  - 4.3 require the approved organisation, or NZTA, to provide further information to NZTA and/or propose how it will address or remedy the matter;
  - 4.4 amend the funding approval for the relevant approved activities to lower the amount of funding approved; and/or
  - 4.5 withhold (or make subject to additional supplemental conditions) funding for that approved activity





# Te Mahere Waka Whenua o Te Tairāwhiti

## Te Tairāwhiti Regional Land Transport Plan

2024-2027 Funding outcomes for local roads





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## 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 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.

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 three investment priorities for this RLTP are:

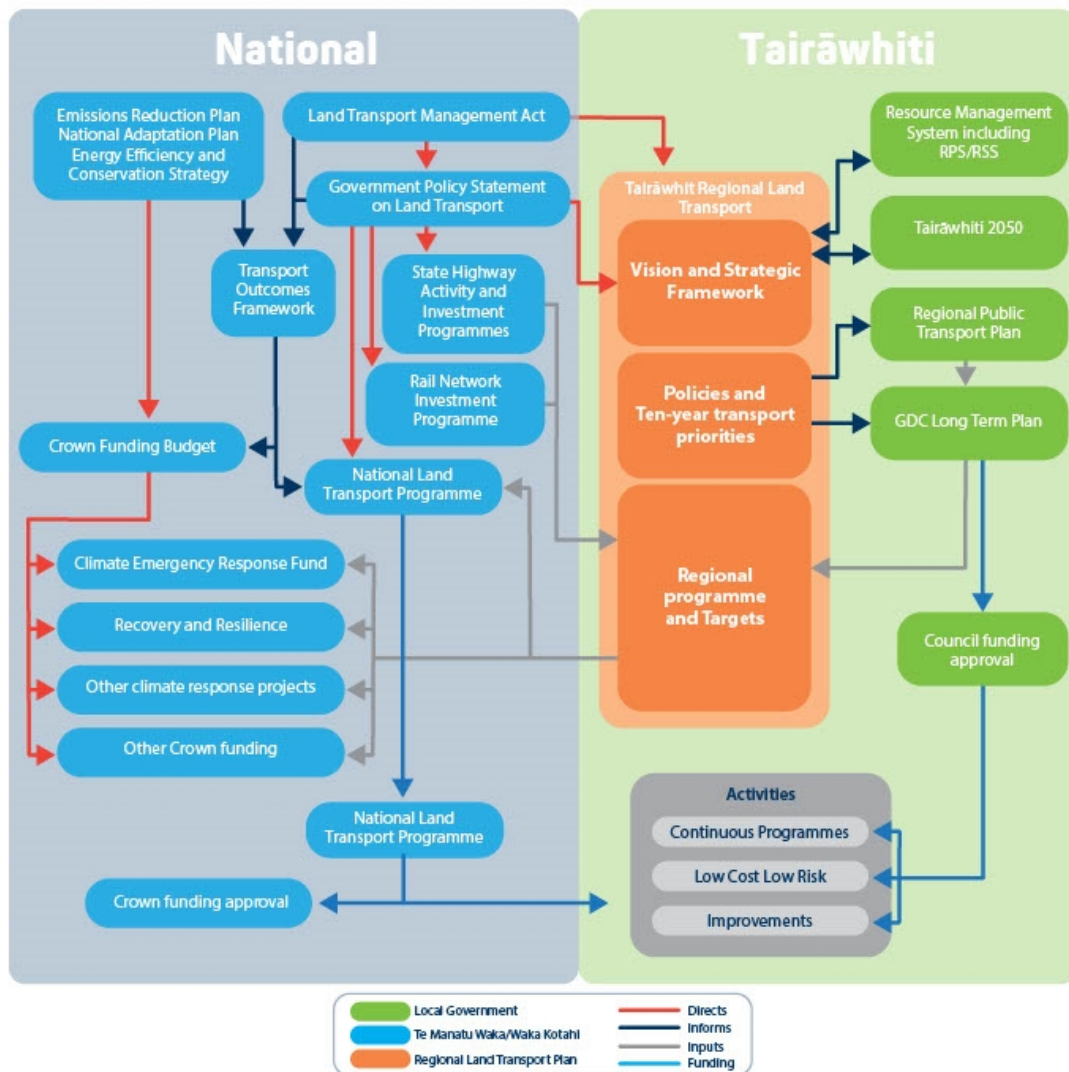
1. **Community resilience and asset management** (which is the region's highest priority with a weighting of **55%**): Investment in long term multi-modal asset renewal and improvement will enable the region's transport network to meet demand for freight, provide greater travel choice, promote equitable access, withstand future severe weather (and other) events, and provide safe and accessible travel choices to all members of the community and businesses.
2. **Road and community safety (25%)**: 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

3. **Transport choice and accessibility (20%):** 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.

## Wider Policy Context

### Policy environment

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





**NZTA funding indication key:**

Funded	Probable	Possible	Declined	TBC
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Note FAR 68% unless otherwise stated.

## Investment Management

Investment Management activities comprise \$3m over the 2024-27 period. Funding allocation for investment management is yet to be approved but most have received a 'probable' endorsement by NZTA except for the City Centre Multi-Modal which has only a 'Possible' endorsement. The East Coast Connectivity PBC is a shared business case with Hawkes Bay Regional Council who also applied for funding however their funding was declined which will limit the work that can be undertaken for this project.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC1: Regional Land Transport Planning	410,000	410,000	220,500	220,500	231,525
WC2: Tairāwhiti Transport Model	100,000	100,000	400,000	400,000	-	-
WC3: Activity Management Planning	126,000	126,000	132,300	132,300	138,915	138,915
WC3: AMDS Implementation*	200,000	Not via TIO				
WC3: Healthy Waterways Plan	50,000	Incl in AMP	50,000	Incl in AMP	50,000	Incl in AMP
WC4: East Coast Connectivity PBC	200,000	200,000	300,000	300,000	-	-
WC4: City Centre Multi-Modal Gap Analysis	100,000	100,000	350,000	350,000	50,000	50,000
<b>Totals</b>	<b>1,186,000</b>	<b>936,000</b>	<b>1,452,800</b>	<b>1,402,800</b>	<b>470,440</b>	<b>420,440</b>

\*AMDS is 100% NZTA funded.



## Local Road Operations

Local Road Operations activities comprise \$33.65m over the 2024-27 RLTP period. The requested allocation was largely matched with only minor discrepancies (\$229 less overall) spread evenly across the activities accounting for updated projections of inflation.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC114: Structures Maintenance	917,868	947,158	963,761	964,519	1,011,949
WC121: Environmental Maintenance	2,500,000	2,579,779	2,625,000	2,627,066	2,756,251	2,674,353
WC122: Network Services Maintenance	2,007,836	2,071,909	2,108,228	2,109,887	2,213,640	2,147,865
WC123: Network Operations	52,778	54,461	55,416	55,460	58,186	56,458
WC131: WC131: Rail Level Crossing Warning Devices Maintenance	104,408	71,831	0	73,148	115,037	74,464
WC140: Minor Events	500,000	490,997	500,000	499,997	500,000	508,997
WC151: Network and Asset Management	3,100,000	3,198,925	3,255,000	3,257,561	3,417,751	3,316,198
WC215: Structures Component Replacements	1,414,741	1,439,920	1,465,478	1,466,314	1,518,752	1,492,707
WC221: Environmental Renewals	22,302	23,014	23,417	23,436	24,588	23,857
WC222: Traffic Services Renewals	133,812	138,082	140,503	140,613	147,528	143,144
<b>Totals</b>	<b>10,753,745</b>	<b>11,016,076</b>	<b>11,136,803</b>	<b>11,218,001</b>	<b>11,763,682</b>	<b>11,419,924</b>



## Pothole Prevention

Pothole Prevention activities comprise \$70.54m over the 2024-27 RLTP period.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC111: Sealed pavement maintenance	3,097,804	3,196,667	3,252,694	3,255,262	3,415,330
WC112: Unsealed Pavement Maintenance	1,720,000	1,775,926	1,806,000	1,808,479	1,896,300	1,841,032
WC113: Routine Drainage Maintenance	2,000,000	2,063,828	2,100,000	2,101,657	2,205,000	2,139,487
WC211: Unsealed Road Metalling	4,500,352	4,457,565	4,617,172	4,539,272	4,500,352	4,620,979
WC212: Sealed Road Resurfacing	5,180,788	5,013,904	5,234,315	5,105,808	4,902,389	5,197,713
WC213: Drainage Renewals	2,911,358	2,957,134	3,026,925	3,011,338	3,095,772	3,065,542
WC214: Sealed Road Pavement Rehabilitation	3,692,200	3,625,724	3,692,200	3,692,184	3,692,200	3,758,643
<b>Totals</b>	<b>23,102,502</b>	<b>23,090,748</b>	<b>23,729,306</b>	<b>23,514,000</b>	<b>23,707,343</b>	<b>23,937,252</b>



## Emergency Works and Future Resilience Planning and Implementation

Emergency Works activities comprise \$232.26m over the 2024-27 RLTP period. Decisions regarding emergency funding continue to evolve with some in approved status and others assessed as 'probable'. There is a range of funding rates from 100%, normal FAR + 20%, and normal FAR 68%. depending on the event meeting certain criteria.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC141: Strategic Network Resilience PBC Lite @ 100% FAR	436,132	436,132	-		-
WC141: Bridge rebuild programme (black bridges) St Leger 88%	18,500,000	18,500,000	21,200,000	21,200,000	13,842,853	13,842,853
WC141: Bridge repair-programme (red/orange bridges) 88%	11,399,631	11,399,631	-		-	
WC141: Bridge rebuild programme additional sites 100%	-		75,000,000	75,000,000	-	
WC141: Bridges Initial Response 100%	2,865,434	2,865,434				
WC141: Bridges – Recovery 88%	1,750,000	1,750,000				
WC141: Major Reinstatement - Drop out repairs 88%	30,000,000	30,000,000	20,000,000	20,000,000	9,862,116	9,862,116
WC141: Dropouts Initial Response 100%	1,353,120	1,353,120				
WC141: Dropouts Recovery 88%	105,189	105,189				
WC141: Rebuild of Tiniroto Road 88%	-		-		10,000,000	10,000,000
WC141: Tiniroto Road Landslide 88%	153,231	153,231	-		-	



Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC141: 2024 Jun Rain Event 68%	2,227,641	2,227,641			
WC141: 2024 Jun Rain Event Bridges 88%	1,937,266	1,937,266				
WC141: 2023 Nov Rain Event 88%	559,311	559,311				
WC141: 2023 Sep Rain Event 88%	2,808	2,808				
WC141:2023 June Rain Event 88%	3,076,994	3,076,994				
WC141: 2023 Feb CG Data recon 100%	63,884	63,884				
WC141: 2023 Feb CG repairs 88%	604,150	604,150				
WC141: 2023 Feb CG repairs non-complex 100%	8,750	8,750				
WC141: 2022 Mar/Apr Rain Event 88%	2,654,513	2,654,513				
WC141: 2021 Nov Rain Event 88%	724,190	724,190				
WC141: 2021 June 20 Rain Event 68%	1,618,821	1,618,821				
WC141: 2021 June 20 Rain Event 88%	523,582	523,582				
WC141: 2020 June 3 Rain Event 68%	1,500,000	1,500,000				
WC141: 2020 June 3 Rain Event 68%	291,861	291,861				
<b>Totals</b>	<b>82,356,508</b>	<b>82,356,508</b>	<b>116,200,000</b>	<b>116,200,000</b>	<b>33,704,969</b>	<b>33,704,969</b>



## Walking and Cycling Maintenance and Renewals

Walking and Cycling Maintenance and Renewals activities comprise \$2.42m over the 2024-27 RLTP period. Only 21.5% of requested funding has been approved. This will significantly reduce the ability to keep footpaths and cycleways at the current level of service and lead to further deterioration of the walking and cycling network. As a direct consequence many of the benefits outlined in the newly approved Active Transport and Mode-Shift Strategies will not be realised in this funding period.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC124: Cycle Path maintenance	80,313	19,207	84,329	19,559	88,546
WC125: Footpath Maintenance	78,019	26,963	81,920	27,457	86,016	27,951
WC224: Cycle Path Renewal	52,500	0	55,125	0	57,881	0
WC225: Footpath Renewal	768,361	171,180	806,779	174,318	847,118	177,455
<b>Totals</b>	<b>979,193</b>	<b>217,350</b>	<b>1,028,153</b>	<b>221,334</b>	<b>1,079,561</b>	<b>225,317</b>

## Walking and Cycling Improvements

Walking and Cycling improvement activities comprise \$0.81m over the 2024-27 RLTP period. This represents only 3% of the funding requested. The \$310k for Low-Cost Low Risk (LCLR) is approved for Townships walking and cycling only. Other projects that did **NOT** receive funding include extending the Oneroa Path to the Junior Bike Park and Midway Surfclub, Taruheru River Path and Walking and Cycling Network improvements. As mentioned above, the benefits outlined in the newly approved Active Transport and Mode-Shift Strategies will not be realised in this funding period. Some Streets for People funding was able to be extended into the first 2 months of 2024/25 to allow for completion of the projects.





Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC341: Low-Cost Low Risk improvements – Walking & Cycling	6,057,761	310,000	4,550,000		1,250,000
Streets for People 90% FAR Grey St	89,689	89,689				
Streets for People 90% FAR Uawa	408,782	408,782				
WC 451: Taruheru River Walkway and Cycling BC	60,000	0	-		-	
WC452: Taruheru River Walkway and Cycling Implementation	1,500,000	0	4,000,000	0	4,400,000	0
WC451: Walking and Cycling Network trials	100,000	0	100,000	0	100,000	0
WC452: Walking and Cycling Network Implementation	1,900,000	0	1,900,000	0	1,900,000	0
<b>Totals</b>	<b>10,116,232</b>	<b>808,471</b>	<b>10,550,000</b>	<b>0</b>	<b>7,650,000</b>	<b>0</b>



## Local Road Improvements

Local Road Improvement activities comprise \$4.8m over the 2024-27 RLTP period. This includes final year of funding for route security projects and some low cost low risk resilience projects.

Only resilience projects under Low-Cost Low Risk have been approved. There is no funding for any safety or access projects such as the multi modal school travel efficiency at Stanley/Gladstone roundabout and Nelson Road TKKM o Nga Uri A Maui, LED lighting upgrade, the full Speed Management Plan and Travel Demand Management.

The 2024-34 Regional Land Transport Plan priorities for the communities' roads resilience, access and safety rely on carrying out these local road improvements. Without this funding we are unlikely to meet performance measures set out in the RLTP. Future improvements out to six years with no funding allocation in this 3 year investment period are included for visibility. Some existing PGF projects have continued into 2024/25.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC341: Low-Cost Low Risk Improvements	2,515,000	1,050,000	2,134,000	1,072,000	2,099,000
WC323: Childers Road Widening						
WC323: Taruheru Nelson to Main Road Link						
WC324: Taruheru Subdivision Improvements	30,000	0			106,200	0
WC324: East Cape Road Route Security (PGF)	1,604,784	1,604,784				
<b>Totals</b>	<b>4,149,784</b>	<b>2,654,784</b>	<b>2,134,000</b>	<b>1,072,000</b>	<b>2,205,200</b>	<b>1,050,000</b>



## Road Safety Promotion

Road Safety Promotion activities comprise \$0.55m over the 2024-27 RLTP period. This is a significant decrease, only 44% of the requested funding was approved. Local road safety infrastructure projects are included in the local road improvements section above which has not been approved yet either. The new GPS has changed the way that Road Safety Promotion and Activities are to be delivered, for example this funding can no longer be used for regional road safety advertising which is to be carried out nationally by NZTA instead.

This decreased funding will significantly compromise our ability to deliver our commitments to road safety in the 2024-27 RLTP. Nationwide advertising will not address the specific issues relating to this region such as user groups who are overrepresented in statistics.

See report 24-264 for the revised Road Safety Programme 2024-2027.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	Road Safety Promotion	420,000	184,666	420,000	184,667	415,000
<b>Totals</b>	<b>420,000</b>	<b>184,666</b>	<b>420,000</b>	<b>184,667</b>	<b>415,000</b>	<b>184,667</b>



## Public Transport Operations

Public Transport Operations activities comprise \$5.467m over the 2024-27 RLTP period. Bus services and Total Mobility operations and management funding has been approved. Low-Cost Low Risk Public Transport improvements for services and infrastructure have **not** been approved. The National Ticketing System funding has been assessed as 'Probable'.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC511: Passenger Services - Bus	1,254,000	1,254,000	1,379,400	1,378,304	1,613,340
WC517: Total Mobility 60% FAR	203,505	203,505	176,706	176,528	202,237	201,727
WC519: Total Mobility Wheelchair Hoists and Ramps 60% FAR	6,000	6,000	6,000	6,000	6,000	6,000
WC521: Payments for Total Mobility Wheelchair Hoists & Ramps 100%	15,279	15,279	16,807	16,794	18,487	18,446
WC524: Public Transport Operations and Management	55,000	55,000	135,000	134,952	135,000	135,000
WC525: Operations and Maintenance of real-time and ticketing systems (National Ticketing System)	-		250,000	250,000	-	
WC532: Low Cost / Low Risk Public Transport Services improvements*	450,000	0	1,756,681	0	1,844,515	0
<b>Totals</b>	<b>1,968,784</b>	<b>1,533,784</b>	<b>3,720,594</b>	<b>1,962,578</b>	<b>3,819,579</b>	<b>1,971,116</b>



## Public Transport Operations – CERF top-ups & Super Gold Cards

Public Transport Operations CERF top ups activities comprise \$0.274m over the 2024-27 RLTP period.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC511: CERF Bus Driver wage uplift @ 66% FAR	99,785	99,785	96,232	96,232	Incl 511 above
WC517: CERF Community Connect Total Mobility 100% FAR	40,000	40,000				
WC:522 Super Gold Cards 100%	38,256	38,256				
<b>Totals</b>	<b>178,041</b>	<b>178,041</b>	<b>96,232</b>	<b>96,232</b>	<b>0</b>	<b>0</b>

## Public Transport Infrastructure

Public Transport Infrastructure activities comprise \$0.258m over the 2024-27 RLTP period. Improvements required for increased services under Low-Cost Low Risk have not been approved.

Work Category and Activity	2024-25	Funded	2025-26	Funded	2026-27	Funded
	WC514: Public Transport Facilities & Infrastructure - Operations and Maintenance	18,100	18,100	18,100	18,100	18,100
WC534: Public Transport Facilities & Infrastructure - Renewals	64,676	64,676	67,910	67,910	71,305	71,305



<b>Work Category and Activity</b>	<b>2024-25</b>	<b>Funded</b>	<b>2025-26</b>	<b>Funded</b>	<b>2026-27</b>	<b>Funded</b>
WC532: Low Cost / Low Risk Public Transport Infrastructure improvements	1,450,000	0	1,750,000	0	1,750,000	0
<b>Totals</b>	<b>1,532,776</b>	<b>82,776</b>	<b>1,836,010</b>	<b>86,010</b>	<b>1,839,405</b>	<b>89,405</b>



Te Kaunihera o Te Tairāwhiti  
**GISBORNE**  
DISTRICT COUNCIL

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## Update on Heavy Goods Vehicle (HGV) Route

### Work on a Network Operating Framework identified HGV route/s as a priority to progress

Staff have been working on identification and operationalisation of an HGV route since 2017. Heavy vehicles are currently able to transit the city using State Highway 35, Ormond Road, Esplanade, Hirini Street, Rakaiatane Road, and Kaiti Beach Road.

The first phase of a Gisborne Network Operating Framework (NOF) was undertaken from mid-2017. A NOF is “an agreed process that enables collaborative discussions and that links strategic intent with operational and planning decisions ([see NZTA website](#)). Phase 1 identified strategic objectives and road use hierarchy maps and was approved by RTC in late 2018.

In 2019, Council fully funded and progressed the second phase of the NOF. This involved development of a tool to identify and assess operating gaps on the transport network for all modes of transport. HGV route/s were identified as a priority to progress.

### A preferred route was identified in 2020

Council conducted public consultation on HGV route options from 13 July to 7 August 2020 based on an assessment report from WSP (**Report 20-16**). The options were a dual route (the existing arrangement via both Ormond Road and Awapuni Road) and a state highway route (Awapuni Road only). The WSP assessment concluded that the dual route performed better in terms of travel time, but the state highway route performed better in terms of capital and maintenance costs, residential amenity, equity, and air quality.

In this consultation, 195 respondents (57%) preferred the state highway route option, whilst 43% preferred the dual route option.

Those in favour of the state highway route consistently cited Ormond Road as having a higher residential presence, more schools, and more shops. Other prominent reasons included Awapuni Road being better designed for heavy traffic, keeping school children safe and minimising the cost of road damage by restricting vehicles to one route.

Those in favour of the dual route included various Awapuni Road residents and a submission from Awapuni School. Prominent reasons included property damage caused by trucks shaking homes, noise pollution, general safety issues resulting from increased congestion, danger to schools on the route, and wanting to spread the effects of heavy vehicles. There was also concern about current and increased logging trucks hurting tourism and residents due to cafes, the pool complex, Oneroa walkway, surf lifesaving clubs, and beach access only being accessible via Awapuni Road.

The outcomes from the July-August consultation were reported back to Council on 24 September 2020 (**Report 20-258**). Figure 1 shows the preferred route resulting from that consultation (the state highway route).



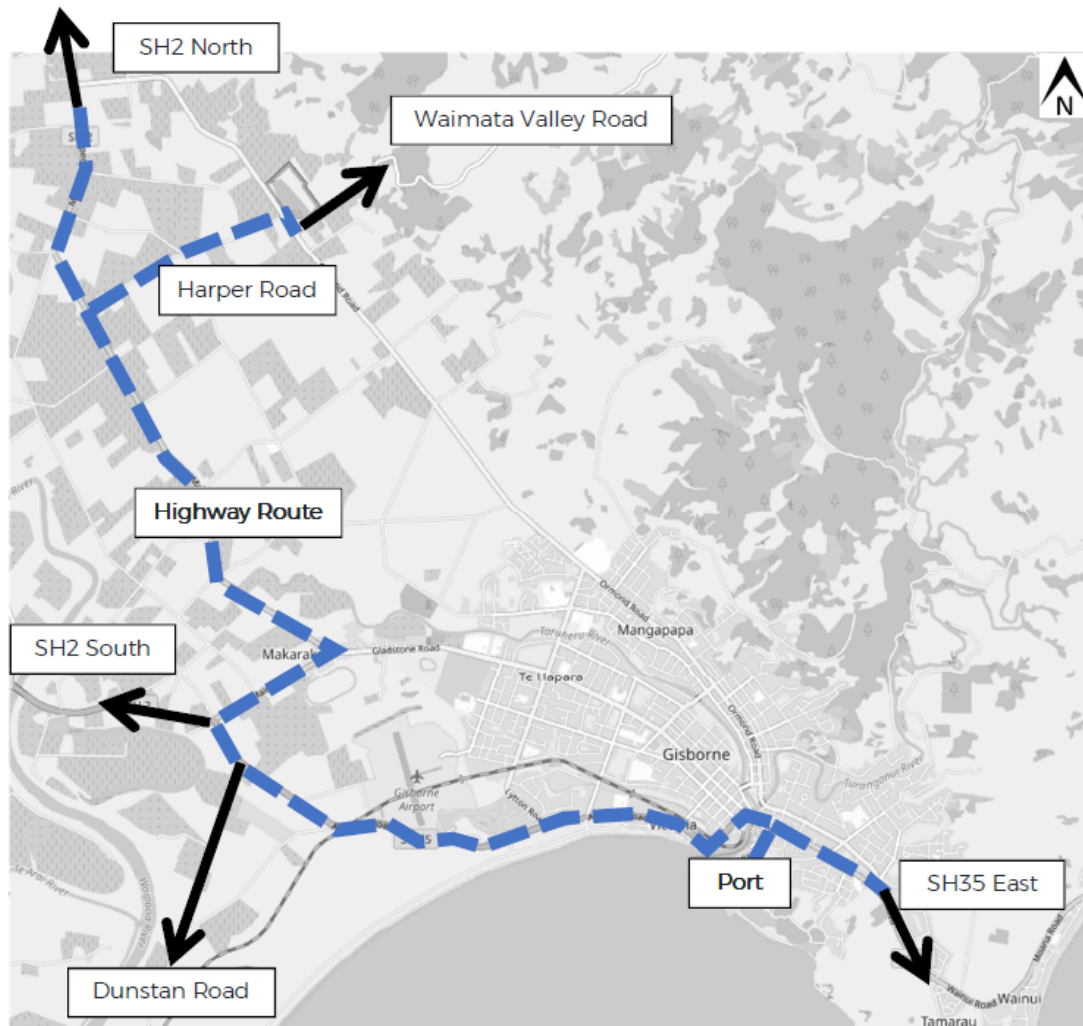


Figure 1: Preferred HGV route through the urban area

Heavy freight vehicles coming from Back Ormond Road or SH2 would be required to use SH35 via Awapuni Road to access the Port. Heavy vehicle access to Ormond Road would be restricted. Heavy freight vehicles coming from Waimata Valley onto Back Ormond Road would be required to use Harper Road to access SH2 to head to the Port or continue on Back Ormond Road to head north towards Opotiki.

#### Further consultation was undertaken in 2021

Council resolved in September 2021 to include a clause restricting heavy vehicle traffic to the preferred route in the Traffic and Parking Bylaw 2021 (**report 21-147**):

*Proposal 11 - That heavy vehicle traffic in the urban area be restricted to State Highway 35 (Awapuni Road / Customhouse Street / Wainui Road).*

Consultation on the draft bylaw ran from 13 October to 15 November 2021. Most submissions received (66%) were in support of proposal 11 restricting heavy vehicles in the urban area to the state highway.

In general, support was from submitters living on or near affected local roads and opposition from residents living on Awapuni Road. The main concern raised by residents centred on improving safety and reducing noise and congestion on their roads. Similar issues to the 2020 consultation were raised in support of and opposition to the proposal.

NZTA was generally supportive of the proposal with the caveat that Council monitors the impact on schools and the safety of children walking to and from the area.

### The controls to restrict HGV traffic to the preferred route are not yet active

The Traffic and Parking Bylaw 2021 was made in December of that year including the controls necessary to restrict heavy vehicles to the preferred route. Clause 20(1) of the bylaw provides that "The Council may by resolution prohibit or restrict, subject to such conditions as the Council things fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads."

A resolution to apply these controls to the preferred HGV route must be made by Council and included in the Traffic and Parking Bylaw Resolution Register for the controls to come into force. The resolution necessary to apply the controls was made in September 2021 (proposal 11), but in December 2021 Council resolved not to include proposal 11 in the register on the advice of staff (**reports 21-247 and 21-262**). This was due to the funding not being allocated by Council or NZTA for the necessary network upgrades to ensure the preferred route would be safe for the expected volumes of traffic. The controls are therefore not yet active and a Council resolution to include them in the resolution register will be required to activate them.

### Safety and other upgrades are needed before the route can be activated

Figure 2 below provides an overview of the upgrades that were raised as part of the Traffic and Parking Bylaw process and subsequent decision not to operationalise the route at that time.

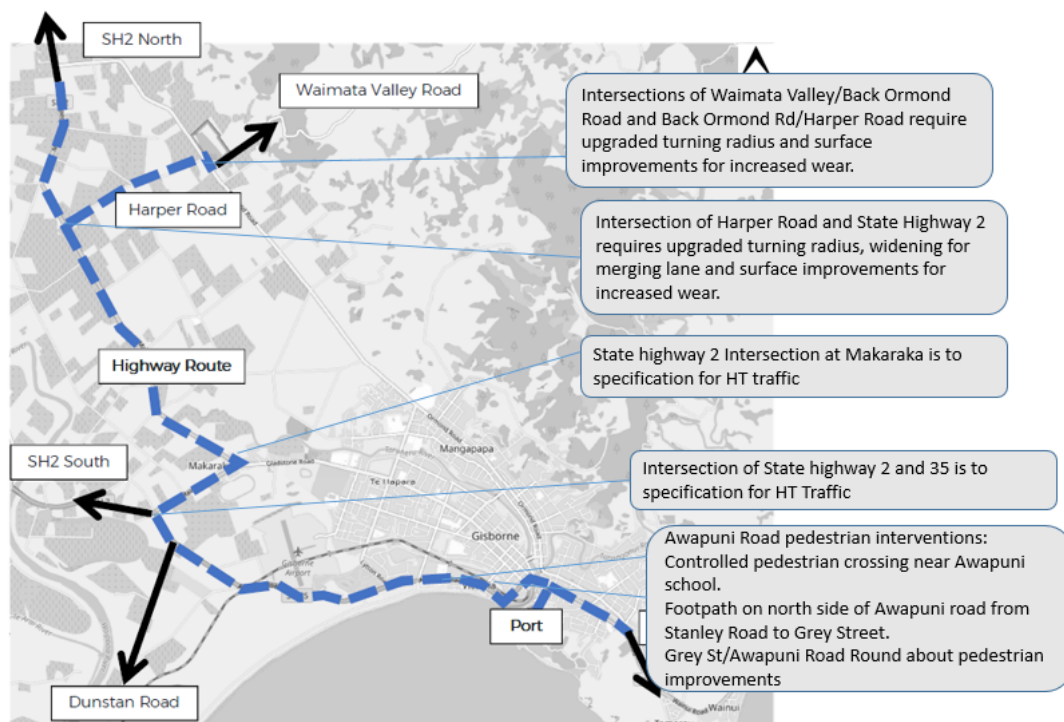


Figure 2: Safety upgrades necessary to operationalise the preferred HGV route

In addition to the measures shown in Figure 2, Harper Road will need upgrades to make it a viable link road. In particular, there is a one-way bridge that would need upgrading for safety and efficiency reasons.

With the policy mechanisms in place via the bylaw, the outstanding work required is around improving the safety of the route. The preferred route cannot be implemented until safety upgrades at key intersections on the state highway network and improvements to local roads are undertaken. This relies on funding being allocated through NZTA's State Highway Improvement Programme (SHIP) for those located on state highways and NLTF funding, including Low Cost Low Risk (LCLR) programmes, for local roads.

**Staff have continued working with NZTA to progress the HGV route**

There has been differing advice from NZTA over the years as to what further work is required for funding to be unlocked for the necessary upgrades to be delivered. In 2023, during development of the 2024-34 RLTP, staff discussed inclusion of the HGV route in the plan with NZTA. NZTA advised that required upgrades should be included in the LCLR programme funding bid alongside a programme business case/model for more significant works.

**The preferred route is an investment priority in the 2024-2034 RLTP**

The RLTP includes the preferred HGV route as an investment priority (Priority Investment Area 2.2), noting:

*In the 2024-27 RLTP period, a proposed Transport Model will identify the state highway and local roading improvements 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 local road and NZTA Low Cost Low Risk programmes to progress some of the necessary safety improvements.*

Funding for The Transport model has been given a 'probable' rating in the 2024-2027 NLTF funding and awaits final approval in November.

**Title:** 24-313 2024-2025 Quarter One RLTP monitoring report  
**Section:** Strategic Planning  
**Prepared by:** Charlotte Knight - Strategic Planning Manager  
**Meeting Date:** Thursday 28 November 2024

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Legal: No

Financial: No

Significance: **Low**

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

### PURPOSE - TE TAKE

The purpose of this report is to provide an update on progress against the 2024-2034 Regional Land Transport Plan programme of works and performance measures from 1 July 2024 to 30 September 2024.

### SUMMARY - HE WHAKARĀPOPOTOTANGA

1 July 2024 to 30 September 2024 was Quarter One of 2024/25, the first year of the Te Tairāwhiti Regional Land Transport Plan 2024-2034 (the RLTP).

This report provides an update to the Committee on Gisborne District Council's (Council) progress against the activity programme and performance measures (where data is available) for Quarter One. NZ Transport Agency (NZTA) will present a separate update report on their activities at the meeting.

This report complements other project and performance information that the Journeys team have presented in other Council and Committee reports and meetings. The focus of this report is on progress against our planned activities and expenditure under the RLTP.

With the funding outcomes for all programmes only received in September, there has been a focus during this period on continuous programmes and being prepared for the busy construction period over spring and summer. There has also been some reflection at a national level on the 2024 RLTP process with a view to advocating for improvements to the system, content, and timing. The Transport Special Interest Group were invited to provide some feedback within the National Land Transport Programme lessons learnt process.

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

## RECOMMENDATIONS - NGĀ TŪTOHUNGA

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

1. Notes the progress made 1 July 2024 to 30 September 2024 against planned activities and expenditure under the RLTP.

*Authorised by:*

**Joanna Noble - Director Sustainable Futures**

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

## BACKGROUND - HE WHAKAMĀRAMA

1. Under section 13 of the Land Transport Management Act 2003 (LTMA), regional transport committees on behalf of regional councils must prepare regional land transport plans every six years. These plans must be reviewed every three years (section 18CA of the LTMA).
2. Te Tairāwhiti RLTP 2024-2034 was adopted by Council on 27 June 2024 ([Report 24-199](#)). The RLTP is the primary document guiding integrated land transport planning and investment within the region. It sets out the strategic direction for land transport in the region, identifies the regional priorities for the next ten years, and outlines the proposed land transport activities for both state highways and local roads for the next six years.

### Monitoring framework

3. Section 16 of the LTMA prescribes the form and content of regional land transport plans. Section 16(6)(e) requires inclusion of measures that will be used to monitor the performance of the activities and a description of how monitoring will be undertaken to assess implementation.
4. The RLTP commits to regular monitoring being undertaken to assess implementation of the RLTP. The monitoring framework set out in the RLTP includes targets for each activity for the period of the RLTP. Some targets can be reported against more frequently than others due to the frequency of data collation and/or publication. Council holds some of the data for the performance indicators but also needs to source data elsewhere.
5. RLTP monitoring will be reported annually to the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee (the Committee) following the end of each financial year. In addition to the annual report, each quarter the Committee will receive an update that provides information on how the region is tracking against the activity programme and performance indicators.
6. NZTA provides the Committee with a quarterly regional update as a separate report.

## DISCUSSION and OPTIONS - WHAKAWHITINGA KŌRERO me ngā KŌWHIRINGA

7. The Quarter One monitoring report (**Attachment 1**) has the following parts:
  - **Overview of progress** – a high-level view of Council projects and investment under the three Transport Priorities in the RLTP (community resilience and asset management, system safety, and transport choice and inclusive access).
  - **Performance indicators reporting** – updates on the status of key performance indicators (KPIs) where Council collects data quarterly and where external data is available. The targets for measures are for the period of the RLTP, they are not annual targets.

8. The monitoring report complements reports the Committee, Council and other committees have received. Some reports since 1 July 2024 to Council and other committees that may be of interest are:

<b>Report reference</b>	<b>Meeting</b>	<b>Report title</b>
<b>24-216</b>	<a href="#">Operations - Infrastructure - 1 August 2024</a>	Operations – Infrastructure Update
<b>24-127</b>	<a href="#">Council - 8 August 2024</a>	Regional Transport Committee Deliberations Report for the draft Mode Shift Plan and draft Active Travel Strategy
<b>24-260</b>	<a href="#">Finance &amp; Performance - 11 September 2024</a>	Draft Financial Report 30 June 2024
<b>24-226</b>	<a href="#">Operations - Infrastructure - 12 September 2024</a>	Operations – Infrastructure Update
<b>24-238</b>	<a href="#">Audit &amp; Risk - 9 October 2024</a>	Council Strategic Risk
<b>24-266</b>	<a href="#">Council - 17 October 2024</a>	Annual Report and Summary

9. For Journeys Infrastructure, Recovery works to remove debris from waterways and demolish bridge remains. This is due for completion in December 2024. Bridge repairs continue for Red/Orange/Green categories with 43% of bridges completed and on track to complete the rest by the end of 2026. Eight lost bridges have been assessed for funding. Only some have been indicated as likely with others requiring further investigation or alternative solutions. The three potentially unfunded are being worked through with the affected communities. Work continues on solutions to Tiniroto Road around the Bluffs, Installation of the 1,000 Year Bridge, and the Global Consenting Network.
10. For Journey's Operations, Recovery works continue on the Slips and Dropouts Programme. The annual road maintenance programme is now available to the public on our website. [Road works | Gisborne District Council](#)
11. TREC updates are available on NZTA's website. [TREC Pānui – October 2024](#). There are 53% through the recovery programme in terms of the number of projects with construction complete across both Hawkes Bay and Tairāwhiti regions.

12. For other transport modes, procurement of new bus contracts has been going through the tendering process. Walking and Cycling projects did not receive the funding support requested so some projects are not able to proceed (such as intersection and school safety improvements), and others are compromised (such as Taruheru River Path and Townships). Safety education and promotion has been reduced and no longer includes advertising which is now done at a national level and speed management implementation is complete.
13. Transport modelling and business cases for resilience, heavy vehicles and interregional connections are in progress.

## **ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA**

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

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

Inconsistency with Council's current strategy and policy

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

The effects on individuals or specific communities

**Overall Process:** Low Significance

**This Report:** Low Significance

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

**Overall Process:** Low Significance

**This Report:** Low Significance

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



## **TREATY COMPASS ANALYSIS**

### **Kāwanatanga**

15. The current monitoring framework does not consider the diverse functions, roles, and responsibilities of mana whenua.

### **Rangatiratanga**

16. The current monitoring framework does not measure or consider mana whenua visions for rangatiratanga.

### **Oritetanga**

17. The current monitoring framework does not break down results or targets to address areas where there are inequities.

### **Whakapono**

18. The current monitoring framework does not measure or consider how Council acknowledges or empowers the application of tikanga and kawa.

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

19. There has been no engagement with tangata whenua in preparing the monitoring report.

## **COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI**

20. There has been no engagement with the community in preparing the monitoring report.

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

21. Climate change impacts and implications will be addressed as appropriate for each project.
22. Transport-generated emissions are reported on under the Environmental Sustainability performance indicators in the monitoring report.
23. Transport is the second highest emissions category for the region behind agriculture (11% of total emissions in 2018/19). This was an estimated 232,647 tCO<sub>2</sub>e in the inventory commissioned by Council in 2020.

## **CONSIDERATIONS - HEI WHAKAARO**

### **Financial/Budget**

24. There are no financial implications associated with the monitoring report.

### **Legal**

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

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

26. The monitoring report is consistent with the RLTP.

**RISKS - NGĀ TŪRARU**

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

**NEXT STEPS - NGĀ MAHI E WHAI AKE**

Date	Action/Milestone	Comments
February 2025	Quarter Two monitoring report	Meetings schedule to be confirmed
May 2025	Quarter Three monitoring report	
September 2025	Annual monitoring report	

**ATTACHMENTS - NGĀ TĀPIRITANGA**

- 1. Attachment 1 - RLTP Quarter One 2024 25 monitoring report [24-313.1 - 9 pages]



# Te Mahere Waka Whenua o Te Tairāwhiti

## Te Tairāwhiti Regional Land Transport Plan

Monitoring report for 1 July 2024 - 30 September 2024



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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 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.

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.

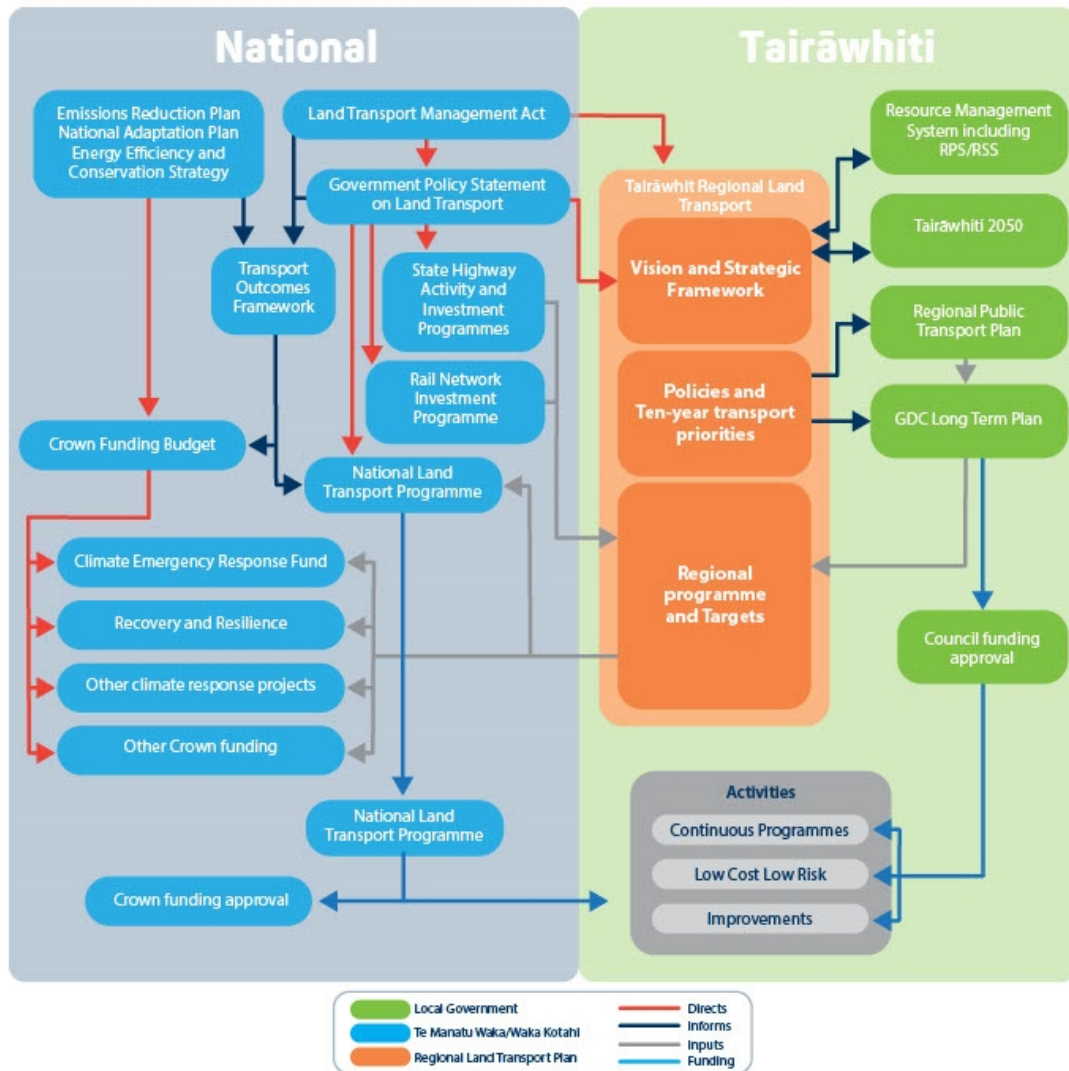
The three investment priorities for this RLTP are:

1. **Community resilience and asset management** (which is the region's highest priority with a weighting of **55%**): 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.
2. **Road and community safety (25%)**: 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
3. **Transport choice and accessibility (20%)**: 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.

## Wider Policy Context

### Policy environment

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



# Te Anga Aroturuki Monitoring

## Transport Priority 1: Community Resilience and Asset Management

Priority Investment Area	Update on work programme status
1.1 Improve Customer Level of Service for Local Paths, Walkways, Roads, and Bridges	Strategic Network Resilience programme business case (PBC) Life under development to determine resilience for appropriate levels of service to suit funding levels.
1.2: Lifecycle Planning and Tackling the Asset Maintenance Backlog	Focus is on continuous programmes and being prepared for the busy construction period over spring and summer. Implementation of the NZTA Asset Management data Standards is underway to provide consistent data on all our roading assets to improve asset management.
1.3: Recovery and resilience investment to improve highway availability and reliability	Refer to TREC updates for state highway. As of Oct 2024: "53% through the recovery programme in terms of the number of projects with construction complete" across both Hawkes Bay and Tairāwhiti regions.
1.4: Plan and Deliver Resilient Community Active and Shared Transport Networks	Procurement for new bus contracts is at the tendering stage. Funding available from the National Land Transport Fund (NLTP) for Walking and cycling is significantly reduced, so projects are on hold or being rescoped.

## Transport Priority 2: System Safety

Investment Priority	Update on work programme status
2.1: Deliver Road Infrastructure Safety Upgrades, Targeting High Risk Areas	Focus remains on recovery projects attending to bridges and roads. No funding received for local road safety improvements, work on hold.
2.2: Implement HGV Routes in Gisborne City	New permit maps on NZTA website. Transport model has received 'probable' funding in NLTP to study effects on network for improvement options.
2.3: Improve Intersections and Crossings for Active Mode Users	No funding for local road walking and cycling improvements, work on hold.
2.4: Implement Targeted Speed Limit Changes	Complete. New 2024 Rule has been released. Work ongoing to assess new requirements in rule.
2.5: Increase Education and Training Across All User Groups, Especially Those Who Are Over-	Safety education and promotion funding from NLTP reduced by two thirds. Work on hold.

Investment Priority	Update on work programme status
represented in the Statistics	

### Transport Priority 3: Transport Choice and Inclusive Access

Investment Priority	Update on work programme status
3.1: Implement New Gisborne Urban Bus Network	Procurement for new bus contracts is at the tendering stage.
3.2: Delivery of Bus Stop Access Upgrades and Infrastructure Improvements	In progress
3.3: Investigate Inter-urban Bus Links	East Coast Connectivity - Inter-regional PBC with Hawke's Bay regional Council has received 'probably' funding category from NLTP.
3.4: Implement Local Community Transport Solutions	No funding from NLTP for low-cost low risk public transport infrastructure or service improvements.
3.5: Implement Zero Emission Buses	Procurement for new bus contracts is at the tendering stage.
3.6: Implement Gisborne city and Township Active Mode Networks	\$310k funding has been approved in NLTP for Townships for year one only. Refer to the Chief Executive report for Township updates.
3.7: Undertake Workplace, School, and Community Travel Planning	No funding from NLTP for low-cost low risk for these walking and cycling projects

### KPIs and Targets

The targets are based on the five transport outcomes in the national Ministry of Transport framework (more information [here](#)). The following tables set out the KPIs and targets:



*Objective: Resilience and Security*

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
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)	<b>40 recorded closures</b> (2027)	6 closures on Local Roads showing on GDC Website (31.10.24)
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 <sup>1</sup>	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)	<b>80% with a roughness of index less than 150 (NAASRA)</b> (maintained every year until 2033-34)	Surface condition data collection in progress. Measuring condition in December 2024 24

*Objective: Healthy and Safe People*

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Safety of people using the transport system	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	NZTA Crash Analysis System (CAS)	48.60 total DSI (2018-22 rolling average)	<b>29.16 total DSI</b> (2026-30 rolling average)	37.8 total DSI (2019-2023 rolling average)

<sup>1</sup> 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)	Current progress
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.	NZTA traffic counts	To be calculated	<b>To be calculated</b>	16.67% 2023/24 (based on VKT usage on NZTA open portal data)

*Objective: Environmental Sustainability*

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Emissions caused by transport	Greenhouse Gas (GHG) emissions from land transport	Total annual emissions of all GHGs (kilotonnes CO <sub>2</sub> e) from the following Stats NZ categories: <ul style="list-style-type: none"> <li>Road, rail, water transport and transport services.</li> <li>Household.</li> </ul>	Stats NZ GDC GHG monitoring	97 kilotonnes CO <sub>2</sub> e (2021 total)	<b>72 kilotonnes CO<sub>2</sub>e</b> (by 2030) <b>Net zero</b> (by 2050)	118 kilotonnes CO <sub>2</sub> e (2023/24) 424,239,366 VKT total usage on NZTA open portal data into VEP Model V7. (Note: 2018-2022 1.2% VKT growth)



Objective: Inclusive Access

Measure	Indicator	Specification	Data Source	Baseline (Year)	Target (Year)	Current progress
Increased patronage on bus services	Number of people travelling on the Gizzybus urban and Waka Kura school services	Number of passengers boarding buses (individual single journeys) for all time periods	Bee Card Bus ticket machines	123,343 single public transport boardings (2022/23 total)	<b>135,677 single public transport boardings</b> (2024-25) <b>296,974 single public transport boardings</b> (2030-31)	Annual target (Jul/Aug/Sep) 38,507 tracking at 31% for Q1
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)	<b>90% within the service standard</b> (maintained every year until 2033-34)	Annual target
Mode share of active travel for journeys to school	Mode share of walking and cycling	Percentage of students <sup>2</sup> who travel more than three days per week to school by walking and cycling	Surveys within schools	Not applicable	<b>&gt;25%</b> (2027)	Annual target

<sup>2</sup> At schools who are part of the survey programme being launched in 2024



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**Title:** 24-322 Strategic Network Resilience Programme Business Case Update  
**Section:** Journeys Infrastructure  
**Prepared by:** James Llewellyn, Taith Consulting – Project Manager  
**Meeting Date:** Thursday 28 November 2024

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Legal: No

Financial: No

Significance: **High**

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

### PURPOSE - TE TAKE

The purpose of this report is to:

- Inform Regional Transport Committee (RTC) members as to progress of the **Strategic Roding Network Resilience Programme Business Case (PBC)**.
- Invite feedback on the proposed **problem and benefit statements** from RTC members.

### SUMMARY - HE WHAKARĀPOPOTOTANGA

Gisborne District Council (Council) has received funding from NZTA to produce a **Strategic Network Resilience Programme Business Case (PBC)**. The scope of the PBC is limited to consideration of local roads, and not State Highways which are being dealt with directly by NZTA. The 23 May Regional Transport Committee (RTC) meeting discussed and approved the PBC Project Plan.

In the last three years, Te Tairāwhiti region has suffered significantly from the impacts of severe weather, and the roading network is struggling to provide economic, social, and cultural access that people expect. Recovery has been the key focus over the 18 months, and significant sums of money continue to be spent on repairs to damaged infrastructure.

However, there is a wider question around how Te Tairāwhiti region transitions to focus on future long-term **resilience** of transport systems – and the communities they serve – so that Council can effectively plan and deliver positive outcomes within an affordable financial budget. Looking ahead up to 30 years, the challenge of climate change will only become more acute, and planning for the how the roading network is made as resilient as possible needs to start now.

Council and partners such as New Zealand Transport Agency (NZTA), will be faced with a wide range of resilience challenges. An evidence-based investment prioritisation method, based on the social, economic and cultural value of transport routes – coupled with realistic levels of service (LOS) - is required to ensure that robust and affordable investment decisions are made.

LOS describe the quality and performance of roading assets from a user perspective and range from A (high quality wide and straight sealed roads with a 100kph speed limit) down to F (unmetalled routes that are pretty much impassable to anything other than all-terrain vehicles).

This report discusses the three PBC **problem and benefit statements** which have been produced using a number of previous business cases and the Regional Land Transport Plan (RLTP).

Work undertaken by Council officers and technical consultants has focussed on the **Strategic Case** – which explains why positive change through resilience investment is needed. The problem and benefit statements outlined above are essential to support a robust Strategic Case.

The **Economic Case** focusses on value for money of proposed resilience investment, whereby benefits outweigh costs. The ability for roading assets to withstand impacts of climate change benefits the local economy by ensuring that people and goods can continue to get about and will encourage more businesses to make the region their home. A key aspect of the economic case is to assess investment options and select one which provides the best balance of affordable costs and tangible benefits. Unlike many business cases, this PBC will not aim to solve every potential problem and is about making the best use of limited funding. This may mean recommendations to lower LOS on a proportion of the local roading network.

The **Financial Case** sets out whole of life cost and affordability considerations for roading asset management. The current approach of allocating money to short-term emergency repairs is not an efficient use of limited funding, compared to a longer-term asset management strategy whereby damage is at least partly mitigated.

The Commercial Case and Management Cases will set out how Council will work both with roading contractors and wider partners – such as NZTA – to develop the capacity and capability needed to deal with the long-term resilience challenges. The role of working with communities on local resilience strategies will also be emphasised.

The PBC is being developed with a strong emphasis on robust and regular communication and engagement. This includes key stakeholders, Māori (iwi and hapu) and the public / local communities. Public consultation on the draft PBC is likely to take place in March / April 2025. The aim is to finalise and submit the PBC document by end of May 2025.

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

## **RECOMMENDATIONS - NGĀ TŪTOHUNGA**

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

- 1. Notes the contents of this report.**
- 2. Provide any feedback on the problem and benefit statements.**

*Authorised by:*

**Tim Barry - Director Lifelines**

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**Keywords:** Business case, severe weather, resilience, asset management, Level of Service, value for money, affordability, prioritisation.

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## BACKGROUND - HE WHAKAMĀRAMA

1. The adopted Te Tairāwhiti Regional Land Transport Plan (RLTP) 2024 has **network resilience and asset management** as its top transport investment priority<sup>1</sup>. This reflects the impact that severe weather events have had on the network over the last three to four years, coupled with the continuing pressure which comes from heavy goods traffic such as logging trucks. There is also the increasing threat of more gradual climate change impacts such as predicted sea level rise and coastal erosion.
2. More than 18 months after Cyclone Gabrielle, many access challenges remain with some communities still cut off from everyday life. Overall resilience of the roading asset continues to deteriorate in the face of significant funding challenges, with more money going into emergency works rather than longer-term proactive asset management approaches. These issues are detailed in the Council Activity Management Plan (AMP), which supports the RLTP.
3. Even as the recovery effort progresses, the RLTP strategy is very clear: there needs to be a significant focus on **future transport system resilience** if the region is to avoid the current situation again in future. Given that there have been further severe weather events even since Cyclone Gabrielle there is a continuing risk of further damage and disruption before the transport system has fully recovered.
4. Whilst current planning and investment focus on local roads is primarily on **“recovery”** – the repair and reinstatement of damaged / destroyed infrastructure such as bridges – a proposed **Programme Business Case (PBC)** will turn attention to roading network **“resilience”**.
5. Some definitions of resilience include:
  - Ability to absorb consequences of a disruptive event, minimise adverse impacts, respond effectively post-event impacts, maintain, or recover functionality, and adapt in a way that allows for learning and thriving, while mitigating adverse impacts of future events.
  - Capacity of public, private, and civic sectors to withstand disruption, absorb disturbance, act effectively in a crisis, adapt to changing conditions, including climate change, and grow over time.
  - Ability of assets, networks, and systems to anticipate, absorb, adapt to and / or rapidly recover from a disruptive event.
6. Resilience is often only thought of as an “asset management” exercise – or infrastructure resilience. Whilst maintaining and managing assets to minimise disruption is critical, the roading network exists:
  - To provide diverse services to meet a range of community needs – including economic, social and cultural access.
  - As part of a wider connected system which does not include just transport.

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<sup>1</sup> [Gisborne RLTP](#)

7. The “system” concept - encompassing a complex interrelationship between infrastructure, governments, businesses, communities, land management and other natural assets - will be a key theme of the PBC.
8. The New Zealand *National Adaptation Plan* (NAP)<sup>2</sup> states that councils must recognise and provide for management of significant risks from natural hazards as a matter of national importance in exercising their functions and powers under the Resource Management Act 1991 (RMA).
9. *A Framework for the National Climate Change Risk Assessment for Aotearoa New Zealand*<sup>3</sup> succinctly sums up the challenge:

*“In addition to modifying our actions to curb emissions, we need to understand the present and future impacts, so we can plan for how to adapt to the inevitable environmental changes we will face. This will involve not only specific adaptation actions but enhancing our adaptive capacity and resilience to reduce, adjust to and take advantage of the consequences of change.”*
10. The PBC aims to address this challenge for the local roading network. Increasing frequency of severe weather events has brought a greater urgency to create infrastructure and communities that are better adapted to a changing climate and able to quickly bounce back from disturbances and interruptions.
11. Resilience is more than transport assets physically withstanding 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 the ability to come together and continue to function in the aftermath of an extreme event, which benefits everyone.
12. The future safety and wellbeing of our communities, and prosperity of the region, is predicated on investment in post-Cyclone resilience that delivers effective, affordable and long-term solutions to infrastructure challenges and risk reduction. At the same time, as a small economically deprived region with a small rating base, Te Tairāwhiti will not have the financial resources necessary to use engineering measures to protect every roading asset against the impacts of severe weather and climate change. Therefore, investment will need to be prioritised towards the most important sections of the roading network – such as those which provide access to key lifeline services and important economic, social and cultural assets.
13. The Regional Land Transport Plan (RLTP) highlights that resilience and affordability are part of the same discussion. Future costs of recovery and “emergency” asset repair could be reduced if prioritised up-front roading resilience investment is made over the coming years. New Zealand Transport Agency (NZTA) has approved funding for the PBC which will enable Council to work with stakeholders and investment partners to develop a strategic response to future transport system resilience.

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<sup>2</sup> [National adaptation plan](#)

<sup>3</sup> [National climate change risk assessment for New Zealand](#)

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

14. The objectives of the PBC are to:

- Take stock of current work and ensure integration with ongoing recovery efforts.
- Develop an evidence-based understanding of current and future resilience risks and challenges in the region.
- Assess and plan for “mega-trends” which will influence future transport system resilience planning.
- Identify appropriate future levels of service (LOS) that transport routes will need to provide to various areas of Te Tairāwhiti region.
- Assess and prioritise resilience investment options which will most efficiently and effectively deliver positive outcomes and benefits for our communities.
- Develop a preferred programme of interventions, with high-level assessment of costs and benefits.
- Develop a community and stakeholder engagement approach which enables genuine participation in identification of challenges, opportunities, and solutions.
- Ensure that technical work is robust and focusses on the key outcomes and benefits.
- Deliver a concise and readable PBC document which makes a compelling case for future investment.

15. Defining **problems to be addressed and benefits to be delivered** is a crucial aspect the PBC. Using a number of previous Investment Logic Mapping (ILM) exercises, including from the RLTP, the following problem and benefit statements for the PBC have been drafted.

**Table 1: Problem and Benefit Statements**

Problem Statement	Benefit Statement
<p>1. Risks to the transport network from severe weather events and climate change will reduce reliable access for communities and businesses, undermining Tairawhiti's economic performance and social cohesion.</p> <p><i>Weighting: 40%</i></p>	<p>Targeted transport asset investment will:</p> <ol style="list-style-type: none"> <li>1. Better address risks from land instability and erosion.</li> <li>2. Prioritise and enhance resilience of critical assets.</li> <li>3. Enable social and economic lifeline transport routes to remain open.</li> <li>4. Increase community and investor confidence in the region through having reliable transport links.</li> <li>5. Create local employment / business opportunities and retain more investment in the local economy.</li> </ol>



<p>2. Continued under-investment in asset resilience results in transport routes which are unable to withstand traffic demand, leading to higher future maintenance costs.</p> <p>Weighting: 25%</p>	<p>Delivery of affordable resilient transport routes across the region through:</p> <ol style="list-style-type: none"> <li>1. Enhanced priority to high value transport routes that are vulnerable to disruption.</li> <li>2. Improved long-term availability of essential transport routes and lifeline nodes for social and economic purposes.</li> <li>3. Greater financial viability through proactive asset management rather than emergency after-the-event work.</li> </ol>
<p>3. Insufficient clarity of future land use changes and understanding of Level of Service (LOS) affordability to maintain road serviceability, will hinder robust, prioritized transport resilience investment decision making.</p> <p>Weighting: 35%</p>	<p>Better value for money investment decision making which is based on:</p> <ol style="list-style-type: none"> <li>1. A robust understanding of social and economic value of transport routes.</li> <li>2. Ability to maximize positive impact of investment by enhancing resilience of the highest value lifeline routes, at the right time.</li> <li>3. Maintaining access through targeted resilience maintenance and renewals to minimise risk of road closure.</li> </ol>

16. The benefit statements capture the essence of what the PBC will aim to achieve, and form the basis of Specific, Measurable, Achievable, Relevant and Timebound (SMART) **investment objectives** – which:
- Clearly communicate the intended outcomes from an investment in terms that can easily be quantified and evaluated – informing stakeholders, decision-makers and project delivery teams as to what the investment is expected to achieve.
  - Inform the selection of business options, as they are the basis for critical success factors for use in multi-criteria analysis (MCA). Investment objectives enables the effectiveness of options to be considered alongside other MCA criteria (such as costs, benefits, timing, risks and uncertainties, and interdependencies).
17. Investment objectives also help to develop clear targets for resilience outcomes which are important to communities and businesses in the region, including matters such as accessibility, economic development, environmental protection, cultural impact and value for money.
18. The PBC is made up for **five cases** which are required for a robust, affordable and deliverable investment proposal.

19. The **Strategic Case** outlines evidence that these problems are real and need to be addressed now. Technical consultants WSP – who have previously assisted Council with the Asset Management Plan (AMP) – have produced a range of GIS-based maps which will outline the **current and predicted future** states for:
- Importance of local roads in travel demand, economic, social, environmental and cultural terms.
  - Risk to the roading network from a range of natural hazards.
  - A range of climate change scenarios and key wider mega trends such as society, technology and resource sustainability.
  - Desired Levels of Service (LOS) to maintain transport system access and functionality for communities.
  - Constraints and opportunities that may impact achieving desired LOS.
  - Gaps between desired and actual LOS for priority transport routes.
20. These maps are being tested and refined with Council subject matter experts and will form an integral part of the PBC evidence base and prioritisation approach. A summary of LOS from A to F is attached to this report.
21. For the **Economic Case**, the WSP technical work will identify, assess and prioritise feasible and affordable resilience interventions that could be included in a multi-year prioritised investment programme. Work will include:
- Identifying a toolkit of possible resilience interventions and developing a hierarchy based on effectiveness, affordability, deliverability etc.
  - Developing a range of performance measures to assess costs and benefits of resilience interventions and the programme as a whole.
  - Assessing options for their overall value for money.
  - Testing sensitivity of programme costs and benefits to alternative future climate change scenarios (more pessimistic scenarios may require higher levels of investment).
  - Detailing the recommended investment programme which is affordable to NZTA (as co-funder) and Council ratepayers.
22. For the **Financial Case**, high-level work on whole of asset life costs will be undertaken to test programme affordability within likely funding envelopes. There is likely to be an emphasis on how longer-term asset resilience investment can ultimately reduce spending on short-term emergency (reactive) recovery after an event.
23. The **Commercial Case** will focus on arrangements for future procurement and delivery of planning, design and physical works within a roading resilience investment programme. Future procurement and service delivery models must adapt to a world where rapid and agile responses may be required, including the use of predictive data to identify risks which need to be addressed.

24. The **Management Case** will set out proposed programme management and delivery, including capacity / capability of the Council and partner organisations to implement the various interventions. Assessment of programme risks and mitigation measures is also a significant part of this work. Council capability and capacity may need to be different from today in any scenario where the impacts of severe weather and climate change are more intense than they are at present.
25. More detail on the five cases, including timescales for their completion, are shown in Table 5 below.

## **ASSESSMENT of SIGNIFICANCE - AROTAKENGA o NGĀ HIRANGA**

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

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

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

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

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

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

Inconsistency with Council's current strategy and policy

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

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

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

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

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

The effects on individuals or specific communities

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

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

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

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

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

26. The decisions or matters in this report are considered to be of **High** significance in accordance with Council's Significance and Engagement Policy. Public consultation on the draft PBC is proposed for March / April 2025.
27. The overall resilience planning process, and production of the PBC, will have a material impact on future RLTP and council Long Term Plan investment priorities, as well as the health and well-being of our communities.

28. Partners and stakeholders will have significant interest in the work and its outcomes, especially in terms of addressing current and future concerns about transport system and wider community resilience. This isn't just a theoretical interest; it is bound up in practical experience of how damage to the transport system has impacted people's lives.
29. The project is focussed on the very large rural hinterland outside of Gisborne city where the most significant resilience challenges exist.
30. Public interest in this work will be high, and expectations will need to be both understood and managed.

## **TREATY COMPASS ANALYSIS**

### **Kāwanatanga**

31. The project will engage with mana whenua to establish the appropriate levels of involvement in the establishment of levels of service and priority for future roading resilience projects.

### **Rangatiratanga**

32. The project enables the setting of decision-making strategies within future roading resilience projects for opportunities to partner, co-govern, co-design and collaborate.

### **Oritetanga**

33. The project seeks to establish location and extent inequities in order to address them in the levels of service and priorities for future roading resilience and strategies.

### **Whakapono**

34. The project will take appropriate guidance on how it acknowledges or empowers any application of tikanga and kawa.

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

35. Tangata whenua / Māori engagement is critical to the success of the project, as there will be significant interest in terms of:
  - a. Direct impacts on Māori land and other environmental assets of potential resilience interventions.
  - b. Improvement of social and cultural access, which has been compromised by the severe weather events.
  - c. Co-design of potential solutions which add value to Māori economic, social and cultural development.
  - d. The legal status of Ngāti Porou and other iwi as Treaty Partners in the region.
36. The project team is working closely with Council Māori Partnerships staff to ensure that appropriate engagement is undertaken, as this is critical to the success of the PBC. A series of hui are being undertaken between now and early next year. There is an iwi representative on the PBC Project Governance Group (PGG).

**COMMUNITY ENGAGEMENT - TŪTAKITANGA HAPORI**

- 37. Community engagement is an essential part of ensuring that the PBC clearly reflects the understanding of resilience as it applies to people's lives, and the transport assets they rely on.
- 38. A Communications and Engagement Plan (CEP) details the proposed process and timescales for engagement. Table 2 provides a high-level summary of proposed activities from the CEP:

**Table 2: Communications and Engagement Plan Summary of Proposed Activities**

Activity Outline	Purpose	Timescales
Project progress updates through web site	Keep people informed on the work that is being undertaken	From November 2024 onwards
Community engagement hui as part of a wide range of projects across the Lifelines Directorate	Outlining some initial findings from the data and listening to people's concerns and ideas which can be fed back into the PBC development	November 2024 to February 2025
Public consultation through web site and possible face to face drop-in sessions (if required)	Seek feedback on the proposed PBC investment programme	March and April 2025

- 39. For all communication and engagement processes, the preferred approach is to use existing channels and opportunities, rather than inventing new ones. This is because there are multiple projects across the Lifelines Directorate and a risk of "engagement overload" amongst both stakeholders and the public. However, additional opportunities will be investigated if they add significant value to what is already taking place.

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

- 40. The PBC will focus on impacts of climate change including both severe weather events - such as heavy rain, high winds, extreme heat etc. – and the gradual progression of sea level rise and coastal erosion.

**CONSIDERATIONS - HEI WHAKAARO**

**Financial/Budget**

- 41. The PBC is being funded by NZTA as part of the North Island Weather Event Response.
- 42. The recommendations from the PBC are likely to have implications for future council budgets within Long Term Plans (LTPs). Further investment is outside the scope of the current Three-Year Plan (2024-27).

**Legal**

- 43. The PBC is consistent with council responsibilities and powers under both the Resource Management Act (RMA) 1991 and the Land Transport Management Act (LTMA) 2003.

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

44. The PBC being developed:

- Is strongly consistent with, and gives effect to, policies and priorities within the adopted Regional Land Transport Plan (RLTP) 2024-34.
- Supports the Three-Year Plan recovery investment.
- Assists the Council Future Development Strategy (FDS) focus on integrated transport and spatial planning.

**RISKS - NGĀ TŪRARU**

45. The PBC project plan includes the following risks for the business case itself.

**Table 3: Summary of Risks and Mitigations**

<b>Risk Summary</b>	<b>Mitigation Summary</b>
Insufficient council resources to manage project and produce business case	External consultant project manager and business case writer has been appointed
Competing priorities for council staff time to engage with the project	Engagement with staff to integrate business case with existing workstreams
Lack of political support for the work (seen as “just another business case”)	Discussions with councillors on scope of the project, and interactions so far have been very supportive / positive
Further changes to scope as project progresses	Develop robust change control process to avoid “scope creep”
Duplication with the work of Transport Recovery East Coast (TREC)	Regular engagement and information sharing with the TREC team, facilitated by NZTA
Communities and Treaty Partners may feel that the project is “just another business case”	Early communications should emphasise scope (does not detract from recovery) and importance for future planning
Lack of capacity for Treaty Partners and wider communities to be engaged in the business case work	Close working with Communications & Engagement and Māori Partnerships colleagues within Council to identify existing channels that could be used

46. A full risk register has been developed as part of project planning. Future risks for the region’s transport network will be investigated by the PBC.

## NEXT STEPS - NGĀ MAHI E WHAI AKE

47. Table 4 summarises the next steps for the PBC process, subsequent to this meeting, up to an including endorsement by RTC and approval for Council.

**Table 4: Previous Actions and Next Steps**

<b>Date</b>	<b>Action / Milestone</b>	<b>Comments</b>
23 May 2024	RTC approved Project Plan	Enabled more detailed planning work to be undertaken
01 July 2024	Business case work formally commenced	Based on planning work undertaken in May and June
July to December 2024	Data collection, analysis and presentation	Based on a comprehensive GIS database showing risks, vulnerability and road importance
November 2024 to early 2025	Community engagement	Summary data on future roading resilience risks can help to frame positive conversations around the challenges being faced
28 November 2024	Update to RTC meeting	Feedback sought on the problem and benefit statements
February 2025	Update to RTC meeting and approval to go to public consultation on the draft PBC	Draft strategic, economic and financial cases - plus proposed investment programme - need to be ready
March / April 2025	Public consultation	A mix of online feedback and face to face drop-in sessions may be required to ensure everyone has the opportunity to have their say
April / May 2025	Finalisation of the PBC	Taking on board public consultation feedback
Late May 2025	Endorsement and approval of PBC by RTC and Council	Submission to NZTA will take place after endorsements and approvals are received

48. Table 5 provides summary details of the content for each of the five cases, along with estimated timescales for completion.

**Table 5: Details and Timescales for Production of the PBC Document**

Case	Timescale
<p><b>Strategic</b></p> <p>Strategic context (economic, social, environmental, &amp; cultural, financial), alignment with government &amp; regional policy, alignment with recovery (Council and TREC), evidence of problems &amp; opportunities (ILM and data analysis), level of service (LOS) baseline and future scenario options for investment prioritisation, outline of strategic benefits (ILM and data analysis), locations of strategic risks to the transport system, scenario planning, technology mega-trends, future land use assessment and partner / stakeholder engagement.</p>	December 2024
<p><b>Economic</b></p> <p>GIS-based location mapping, asset valuation (economic, social, environmental, &amp; cultural), value-based prioritisation methodology, intervention toolkit, option identification, long list assessment, short list assessment, economic assessment (including area / corridor), sensitivity testing, and intervention prioritisation.</p>	January 2024
<p><b>Financial</b></p> <p>Asset valuation (financial), high-level intervention costings, inflation uplifts, quantified risk assessment, optimism bias uplift, affordability analysis and cash flow assessment.</p>	January 2025
<p><b>Commercial</b></p> <p>Strategic options for future contract models, strategic supplier capacity &amp; capability assessment, client procurement &amp; contract management requirements, integration with other contracts, social value through procurement, and performance management.</p>	February 2025
<p><b>Management</b></p> <p>Delivery programme, risk assessment &amp; mitigation, activities to progress proposed interventions, scheduling / phasing, works disruption management, temporary traffic management approach, programme planning &amp; team structure, governance, quality assurance, and benefits realisation.</p>	March 2025

## ATTACHMENTS - NGĀ TĀPIRITANGA

1. Attachment 1 - Tairāwhiti Resilience PBC Strategic Case Inputs Resilience LOS 04 11 2024 [24-322.1 - 5 pages]

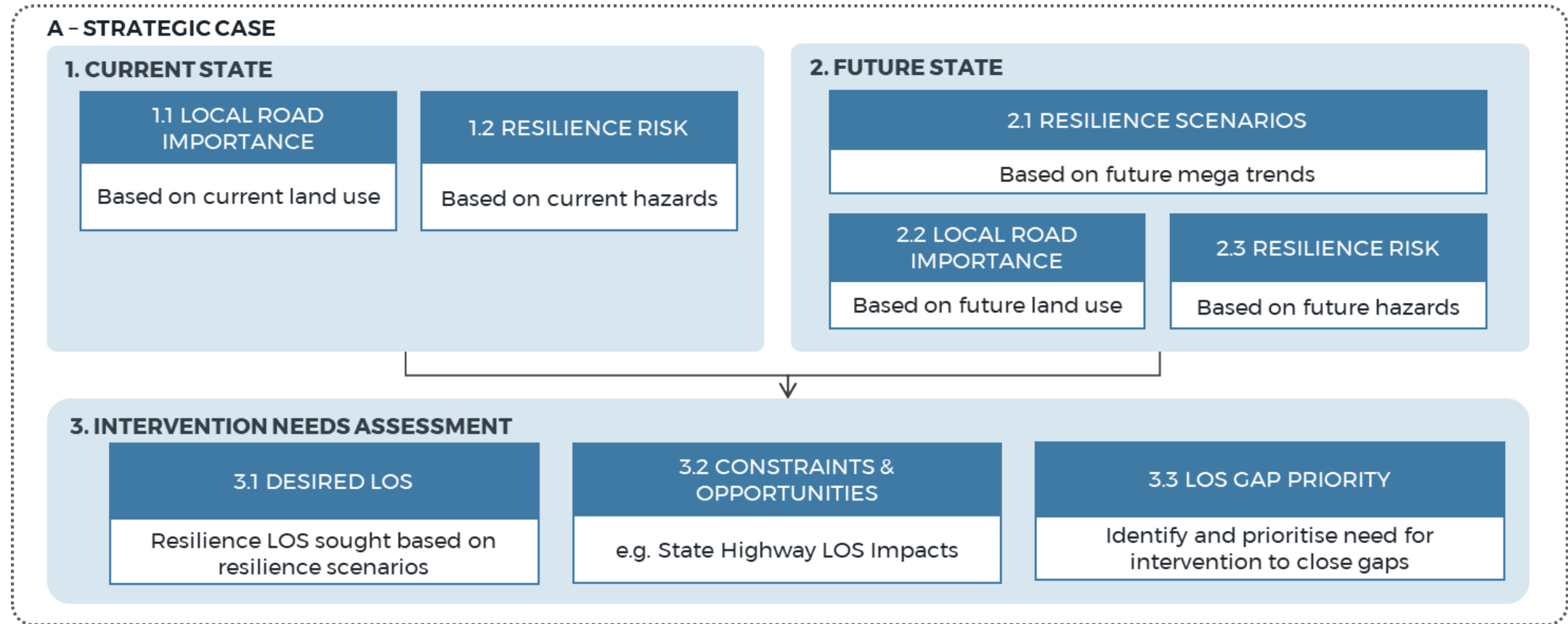






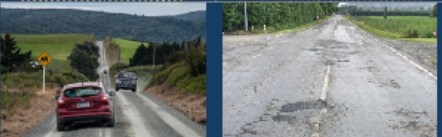


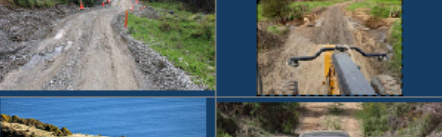
# Tairawhiti Strategic Resilient Network PBC Resilience LOS

04/11/2024

# Strategic Case - WSP technical inputs



# 3.1 Resilience LOS – FINAL DRAFT

LOS Grade	Indicative Views		Resilience LOS Factors				
			CUSTOMER		FORM & FUNCTION		
			Availability (Service disruption)	Safety & Accessibility	Road Surface & Drainage	Structures	Asset Management Approach
A		Minimal disruption expected from unplanned events. Aim to open at least one lane within 24 hours of unplanned event. Notify public of estimated road closure timeframe within 2 hours.	Mostly forgiving roads and roadsides, accessible for all travel modes and vehicle types, with no significant safety hazards.	Two lane, full width sealed road surface, with generally straight alignment and well drained.	Bridges are two lane; accessible to HPMV and overweight / over dimension HCVs (up to 62 tonnes).	Proactive maintenance and renewal undertaken to ensure maximum asset life and resilience.	
B		Minor disruption expected from unplanned events. Aim to open at least one lane within 1 to 3 days of unplanned event. Notify public of estimated road closure timeframe within 4 hours.	Road suitable for most drivers and all vehicle types, although may be more challenging for learner drivers. Road user safety guidance provided at high risk locations.	Two lane sealed road surface, with some lower standard sections that are narrower and winding. Generally well drained with limited risk of surface water.	Bridges may be one lane; accessible to all standard HCVs (up to 44 tonnes) and may be accessible to HPMVs (up to 52 tonnes).	Proactive maintenance and renewal to maintain safety and manage asset condition. Some non-hazardous road surface defects.	
C		Moderate disruption expected from unplanned events. Aim to open at least one lane within 3 days to 2 weeks of unplanned event. Notify public of estimated road closure timeframe within 24 hours.	Road suitable for most moderately experienced drivers and most vehicle types. Lower speeds and greater driver vigilance required on some sections. Road user safety guidance provided at high risk locations.	Sealed or unsealed road surface, generally two way (with some narrower sections) or wide one lane road (> 6m). Adequate drainage in place, but surface water is possible during severe rainfall events.	Bridges may be one lane; standard HCV access (up to 44 tonnes).	More reactive maintenance where there are future planned renewals. Dust mitigation in place for unsealed roads. Non-hazardous road surface defects may be present for limited periods of time.	
D		High disruption expected from unplanned events. Aim to open at least one lane within 2 weeks to 1 month of unplanned event. Notify public of estimated road closure timeframe within 3 days.	Road may be challenging for inexperienced drivers and inaccessible for some vehicle types (e.g. small 2WD or low riding vehicles), with variable conditions following disruptions and safety hazards present. Users require focus and awareness to travel safely. Route may be closed to HCVs during winter.	Typically unsealed road surface with winding geometry, generally one lane or narrow width (< 6m). Adequate drainage in place, but surface water is likely during heavy rainfall events.	Bridges are one lane; HCV weight restrictions apply.	Maintenance and renewal undertaken to achieve minimum standard at least cost. Dust management limited to times of very dry conditions. Temporary repairs may be used to reduce significant hazards. Non-hazardous road surface defects may be present for extended periods of time.	
E		Very high disruption expected from unplanned events. Unplanned events may result in prolonged closure (e.g. months). Notify public of estimated road closure timeframe within 1 week.	Road conditions vary considerably following disruptions with significant safety hazards. Only suitable for experienced drivers and 4x4 vehicle types. Route unsuitable for Class 1 HCVs.	Unsealed road surface with winding geometry, one lane roads with narrow width (< 4m). Fit-for-purpose drainage in place, but low lying areas are likely to flood easily during heavy rainfall events.	One lane bridges with weight restrictions (max weight 4 tonnes) or low level ford crossings.	Predominantly reactive maintenance and renewal to achieve minimum standard at least cost. Dust management only in extreme cases. Temporary repairs used to reduce significant hazards. Non-hazardous road surface defects likely to be present for extended periods of time.	
F		Severe disruption expected from unplanned events. Unplanned events may result in permanent closure. Notify public of estimated road closure timeframe within 1 week.	Not for general access, as noted by appropriate signage. Suitable for 4x4, ATV and horses only. No HCV access.	One lane farm track or paper road with winding geometry, narrow width (< 3m). Minimal proactive drainage.	Wet river ford crossings only.	No scheduled maintenance or renewal.	

# 3.1 Resilience LOS – TARGET LOS

This table reflects the future target for Resilience LOS depending on the Local Road Importance Category.

Local Road Importance Category	Target Resilience LOS Grade
Highest	Grade B or higher
High	Grade C or B
Moderate	Grade D
Low	Grade E
Lowest	Grade E or F

# 3.1 Resilience LOS – Gap Prioritisation Matrix

Bringing together Local Road Importance and Resilience Risk to determine the need for intervention.

		Local Road Importance				
		Lowest (1)	Low (2)	Moderate (3)	High (4)	Highest (5)
Resilience Risk	Extreme Risk (4)					Must Intervene
	High Risk (3)					
	Moderate Risk (2)					
	Low Risk (1)	Don't Intervene / Divest				

**Title:** 24-340 New Zealand Transport Agency Waka Kotahi September 2024  
Regional Update

**Section:** Strategic Planning

**Prepared by:** Charlotte Knight - Strategic Planning Manager

**Meeting Date:** Thursday 28 November 2024

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Legal: No

Financial: No

Significance: **Low**

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

### PURPOSE - TE TAKE

The purpose of this report is to introduce the New Zealand Transport Agency (NZTA) Waka Kotahi Regional update for November 2024.

### SUMMARY - HE WHAKARĀPOPOTOTANGA

At the meeting, Linda Stewart (NZTA Waka Kotahi Director Regional Relationships – Central North Island) will provide an update to the Regional Transport Committee on NZTA activities to November 2024.

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

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

### RECOMMENDATIONS - NGĀ TŪTOHUNGA

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

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

*Authorised by:*

**Joanna Noble - Director Sustainable Futures**

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

### ATTACHMENTS - NGĀ TĀPIRITANGA

1. Attachment 1- Detailed pack - RTC Gisborne - November 2024 [**24-340.1** - 10 pages]

# Regional Transport Committee

Tairāwhiti – November 2024

*Note: The following slides are detailed updates to be taken away for further reading. The committee is welcome to ask questions relating to the information as required.*



Te Kāwanatanga o Aotearoa  
New Zealand Government

# Provincial Growth Fund – Tairāwhiti Transport Investment

Activity	Funding	Key date(s)	Progress	Commentary
SH2/35 passing opportunities	\$32.65m (PGF) \$2.83m (NLTF)	Programme completion is expected by the end of summer 2024/25.		<p><b>3 remaining locations:</b></p> <ul style="list-style-type: none"> <li>• Busby's Hill is scheduled for completion this summer, depending on weather conditions.</li> <li>• Work to remediate SH2 Mohaka slow vehicle bay is still to be scheduled but likely to be before Christmas.</li> <li>• Work on the Wharerata Lookout mobile phone layby will be complete before Christmas.</li> <li>• SH2 Kakariki slow vehicle bay is complete.</li> </ul>
SH35 resilience	\$13.5m (PGF)	Programme completion is expected by the end of summer 2024/25.		<p><b>2 remaining locations:</b></p> <ul style="list-style-type: none"> <li>• Turihaua Point is scheduled for completion end of November. Was originally October but work has taken longer than expected due to environmental conditions.</li> <li>• Busby's Hill is expected to be complete this summer, depending on weather conditions.</li> </ul>
Waikare Gorge	\$5m (PGF) \$1m (NLTF) (property and construction funding is being sought)			<ul style="list-style-type: none"> <li>• Property, design and consenting activity progressed using this PGF funding.</li> <li>• The Waikare Gorge realignment project has received probable funding within the 2024-27 NLTP to continue to progress pre-implementation activity.</li> <li>• Confirmation of whether the project has been funded through the NLTP is due in the coming weeks.</li> </ul>



# Waikare Gorge Realignment

- Approx 4km realignment of SH2
- 160m 'Network Arch' bridge
- More resilient, safer, greater security of access
- Included in 2024-27 NLTP as 'probable'
- If funding is confirmed, we will progress detailed design, consenting applications and property
- Aim is to be ready to go when implementation funding is secured
- Bailey bridge maintenance to ensure resilience of existing route.



# SH2 update

## Highlights – work complete

- Waikohu Bridge #2 scour protection
- Otoko Hill instability (buttressing)
- Otoko Hill slip #1
- Otoko slip soldier pile wall
- Wairakaia Bridge #2 scour protection.



SH2 Waikohu Bridge #2

# SH2 update

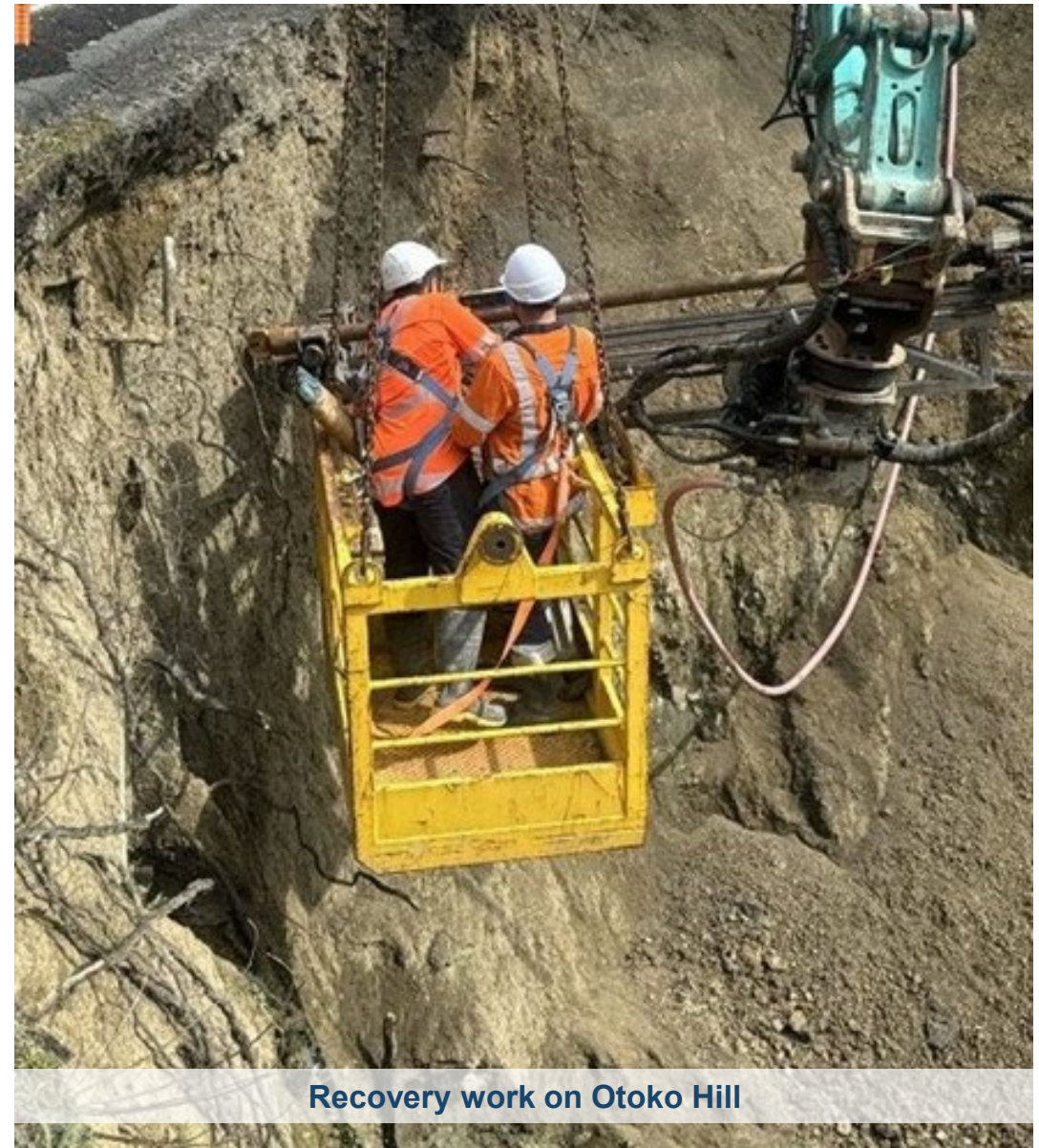
Underway and coming soon

## Underway

- Otoko Hill slips #2 and #3

## Coming soon

- Rakauroa
- Allen's existing wall
- Otoko overslip #2
- Waikohu Bridge #3.



Recovery work on Otoko Hill

# SH35 update

## Highlights – work complete

- Mangatuna River slip
- Awatere underslip #1 and #2
- Kopuaroa subsidence site (further work in this area to come)
- Turitaka Hill erosion
- Hikuwai Bridge No.1 early investigations
- Mangakuri Stream Bridge
- Ihungia Road.



SH35 Mangakuri Stream Bridge

# SH35 update

## Highlights - underway

- Rotokautuku (Waiapu) Bridge repairs
- Makarika Valley dropout #3
- Mangahauini gabion wall
- Whakaari Bluff rock revetment (pictured).



# SH35 update

Highlights – coming soon

- Awatere Gully
- Jeru Culvert
- Makarika Valley dropout #2
- Kopuaroa 1 slip
- Kopuaroa 1 Stream Bridge.



**Kopuaroa 1 Slip**

# SH35 Rotokautuku Bridge repairs

- Though the bridge is structurally sound, repairs to the bearings and cross bracing are needed to restore the damage caused by Cyclone Gabrielle and to improve its strength.
- Repair work beneath the bridge is underway and will continue through to Christmas.
- Four dates from October to December are required to raise the bridge by a few millimetres to carry out this work.
- Communications are underway.



# Hei konā mai

NZ Transport Agency