National Land Transport Programme 2009–2012

Gisborne

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

Table of contents

Introduction from the Regional Director	**1**
Regional maps	**4**
Regional summary	**5**
Regional tables	**9**
Glossary	**19**
Key to map abbreviations	**20**

NZ Transport Agency
Published August 2009

ISBN 978-0-478-34681-7 (print)
ISBN 978-0-478-34680-0 (online)

National Office
Victoria Arcade
44 Victoria Street
Private Bag 6995
Wellington 6141
New Zealand

T 64 4 894 5400
F 64 4 894 6100

Introduction from the Regional Director

I'm pleased to introduce to you this National Land Transport Programme (NLTP) for 2009–2012 – the mechanism through which the NZ Transport Agency (NZTA) 'gives effect' to the *Government policy statement on land transport funding* (GPS).

The global economic situation has changed dramatically in the past 18 months, with significant effects for the New Zealand economy. In response, and as part of its commitment to improving New Zealand's economic outlook and performance, the government has set clear expectations and priorities for the land transport sector. These expectations are articulated in the GPS.

The GPS is the government's statement of its short- to medium-term goals for transport investment. Issued in May 2009 and covering the 10 years between 2009 and 2019, it has a clear message: the number one priority for investment in land transport is increasing economic growth and productivity in New Zealand.

In particular, this means directing investment into high-quality infrastructure projects and transport services that encourage the efficient movement of people and freight and contribute to economic activity and employment. It's to be achieved by investing in the transport network, extracting better value for money from all land transport activities and enhancing individual projects' economic efficiency. Improvement of key routes also assists in delivering route security, network efficiency and provides safety benefits.

The NZTA's role is to allocate money from the National Land Transport Fund to activities within activity classes in the GPS. Through our Investment and Revenue Strategy and a rigorous assessment and prioritisation process, we aim to draw a balance between national and regional priorities (identified in our regional land transport programme (RLTP)), and between networks' local and regional, and inter-regional and national roles. We're also committed to delivering value for money in all transport activities, in all regions.

A strong commitment to value for money has also led to changes in how R (regionally distributed) funding is used. R funds come from fuel excise duty and light road user charges and are allocated proportionally to regions based on population. In the past, R funding was used to fund lower-priority projects that would otherwise not qualify for funding.

To ensure value for money, R funding will be used for the highest-priority projects in this NLTP, providing a guaranteed minimum level of funding for the Gisborne region.

The National Land Transport Fund can only be used to fund activities listed in the NLTP. The tables in this NLTP list:

- Activities that have been given funding approval and represent committed funding.
- Activities that the NZTA anticipates may be given funding approval during 2009-12 (category 2 activities). More activities are listed than will be funded because many do not progress as planned.
- Reserve activities that are expected to be funded beyond 2009-12, but might be funded in 2009-12 (if circumstances justify it).
- Activities that are not expected to be funded because they have too low a priority to warrant funding.

This document details the funding provided for the Gisborne region – and as a dynamic document will be reviewed and updated regularly to reflect any approved variations to programmes, with the latest version available on the NZTA's website at www.nzta.govt.nz. For information on funding for the rest of New Zealand (and how the NLTP is developed and managed) please see the 'national' document, which is also available at www.nzta.govt.nz.

Gisborne – the context

Investment in the Gisborne region for the next three years is driven by two key priorities: route security and safety. It reflects how we see the NLTP delivering the best value to the Gisborne

region: supporting the regional economy, connecting communities, getting people and freight to their destinations, and getting them there safely.

Route security and safety are vital in ensuring that our region's roads remain a reliable lifeline for a local economy that hinges on pastoral farming, horticulture, forestry and fishing. Forestry traffic, for example, is expected to be maintained at 2.5 million to three million tonnes in the next 20 years, a more than 300 percent increase on 2008/09, and this must be supported by a safe and reliable transportation system. We also need to support recreational and tourist activities, while working to preserve the remarkable natural environment with which the region is blessed and on which the economy relies.

All regional activities included in this NLTP were drawn from the Gisborne RLTP. However, RLTPs throughout New Zealand proposed greater levels of activity than could be supported by the funding available. As a result, this NLTP prioritises and indicates which activities that the NZTA anticipates funding because their indicative priority is sufficient to warrant it.

Highlights of Gisborne's NLTP

This NLTP provides an investment of $91.5 million for the Gisborne region over the 2009–2012 period.

The importance of route security to sustaining economic development was highlighted in August 2008 when subsidence at Goldsmith's Hill on State Highway (SH) 35 just north of Ruatoria resulted in a lengthy road closure.

While the Goldsmith's Hill realignment, which opened to traffic in July, will greatly improve route security on this stretch of highway, state highway and local roading networks remain vulnerable to the extremes of weather often seen in winter. This was illustrated by the closure of SH35 at Busby's Hill in July and its subsequent effect on the community and industries.

One of our top priorities is to minimise these disruptions and keep the entire roading network open for business. Key to this will be improvements to essential logging routes on the state highway network, particularly to the north on SH2 via the Waioeka Gorge, on SH35 around the East Coast, and south on SH2 to Hawke's Bay. The Matahorua Gorge project in Hawke's Bay will have significant benefits for the Gisborne region by helping to secure this lifeline between Gisborne and Napier.

Another key project that will help make journeys reliable as well as safer is the SH35 Kopuaroa Hill Realignment just south of Ruatoria, which is likely to proceed with construction in the next three years.

Our focus on route security, efficiency and safety, particularly for freight to ports and markets, means we're sustaining funding at existing levels for state highways and local roads to ensure we keep up with required maintenance.

Keeping the roads well maintained is also important for safety on Gisborne roads, where the combination of tight terrain and a large number of trucks poses particular safety challenges. In addition to routine maintenance, we'll continue to fund safety improvements throughout the roading network.

We'll also continue to address traffic accidents caused by speed and/or alcohol, with a particular emphasis on reducing the number of young road users involved in crashes, the number of accidents involving cyclists and the number of accidents at intersections. This NLTP includes an investment in the existing network's safety performance.

Meanwhile, the funding available to support passenger transport services across the central region will ensure that all existing bus and total mobility services continue.

The NLTP also provides for a review of the Gisborne Regional Land Transport Strategy in 2010.

For an overview of all projects in the region likely to receive funding in the next three years, see the map on page 4.

Working with the Gisborne region

The Gisborne Regional Transport Committee has a pivotal role in shaping the Gisborne region's transport future through the Regional Land Transport Strategy and the RLTP.

The committee comprises elected members from the unitary authority, the NZTA, and community representatives with expertise in areas such as access and mobility, safety and personal security and economic development.

One of the committee's key tasks is to develop Gisborne's three-year RLTP, which prioritises all the regional transport activities proposed by the NZTA and Gisborne District Council.

This regional perspective enabled the NZTA to build a geographic view of land transport requirements nationwide, and to align regional and national views in deciding on the most appropriate allocations of funds to give effect to the GPS priorities. Public submissions on Gisborne's draft programme were reflected in the final programme that went to the NZTA Board, which made the ultimate funding decisions for the NLTP.

I believe this NLTP will support Gisborne's social and economic wellbeing well into the future and assist its important contribution to the national economy. I look forward to working closely with our regional partners and the Gisborne community to ensure it is implemented successfully.

Jenny Chetwynd
NZTA Regional Director, Central


NZ TRANSPORT AGENCY
WAKA KOTAHI
GISBORNE REGION
0 7 14 21 28 35
Kilometres
Potaka
Hicks Bay
Te Araroa
Gudgeons Hill
35
Tikitiki
Ruatoria
Kopuaroa Hill Realignment
Curve North of Makarika Rd
Opotiki
Te Puia Springs
Tokomaru Bay
Busby's Hill Realignment
North Tolaga Bay Seal Widening
Matawai
Panikau Hill Slow Vehicle Bays
Tolaga Bay
2
Tolaga – Gisborne Seal Widening
Te Karaka
Ormond
Pilmer & Farmer Rds Intersection & Curve Improvement
Gisborne
Makaraka
Pouawa
Gisborne Stock Effluent Disposal Facility
Aniwaniwa
38
Gisborne – Napier Passing Opportunities
Wairoa
Investigation /Design phase
Construction
NZTA project
Territorial authority boundary
State highway
Other roads
© NZ Transport Agency August 2009

Regional summary

Overview of the transport system

Table 1: Key statistics on the Gisborne region (June 2007-July 2008)

	Gisborne region	New Zealand	Region as % of NZ
Population	45,900	4,268,500	1
Land area (km²)	8400	275,400	3
Imports (gross tonne)[1, 2]	1.3 million	79.2 million	2
Exports (gross tonne)[1,2]	1.6 million	73.4 million	2
Gross domestic product (GDP) ($)	1,400 million	155,400 million	1
Passenger transport – bus – boardings	588,400	92,777,200	1
Passenger transport – rail – boardings	-	18,346,600	-
Passenger transport – ferry – boardings	-	4,695,000	-
Vehicle kilometres travelled	400 million	40,200 million	1
Fatalities[3]	4	366	2
Serious injuries[3]	31	2553	2
Local roads – urban all (km)	224	17,298	1
Local roads – urban sealed (km)	224	16,956	1
Local roads – rural all (km)	1660	65,601	3
Local roads – rural sealed (km)	582	33,698	2
State highways – all (km)	331	10,906	3
State highways – sealed (km)	331	10,850	3
State highways – motorway (km)	-	172	-

Notes:

1 Indicative only – based on a ratio determined from a 2002 report on international and inter-regional freight movements.

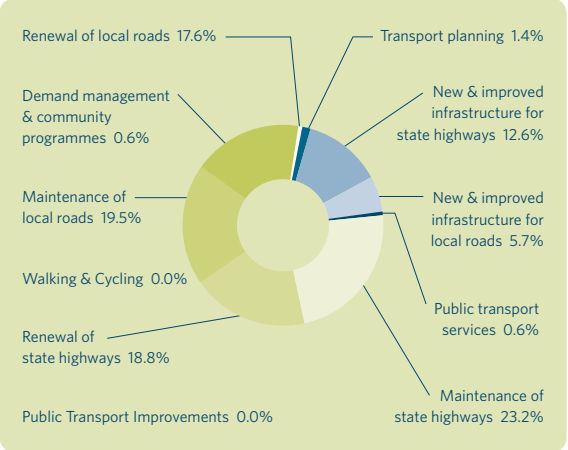
2 Includes both international and inter-regional freight movements.

3 Safety data is for the year ending 2008.

Expected expenditure in Gisborne

Table 2: Expected expenditure in Gisborne

Gisborne	2009/12	% of total
Walking and Cycling	-	0.0%
Transport planning	1.3	1.4%
Public Transport Improvements	-	0.0%
New & improved infrastructure for state highways	11.6	12.6%
New & improved infrastructure for local roads	5.3	5.7%
Public transport services	0.5	0.6%
Maintenance of state highways	21.3	23.2%
Renewal of state highways	17.2	18.8%
Maintenance of local roads	17.9	19.5%
Renewal of local roads	16.1	17.6%
Demand management & community programmes	0.6	0.6%
	91.5	**100%**



Note: includes R funds of $13m, T funds of $1m

State highway operations, maintenance and renewal

About $38.5 million of the forecast NLTP expenditure in Gisborne will go into operating and maintaining the region's state highway network to meet future service levels. The funding will also enable the NZTA to:

- resurface approximately 60 kilometres and reconstruct approximately 16 kilometres of highway per annum
- continue a programme to improve the stability of subsidence sites on SH35 more quickly and reliably
- widen the carriageway to target seal widths as part of maintenance activities, when appropriate and affordable
- provide a more forgiving roadside environment to reduce the severity of accidents
- continue to focus on low-skid-resistance sites to maintain the standard of surface friction performance
- improve safety and prevent road blockages on sections of state highway with a high incidence of rock falls
- improve its response to ice- and snow-prone sections of state highways to reduce winter crash rates
- improve roadside drainage facilities
- continue to improve traffic management at incidents on the network.

State highway improvements

SH35 north of Gisborne is a vital yet vulnerable lifeline for the local economy and community. Likely provision of funding for the construction of Kopuaroa Hill realignment will help improve route security and safety just south of Ruatoria. SH35 is also likely to benefit from the construction of a number of new slow vehicle bays.

Also on SH35, we propose beginning investigations into realigning Busby's Hill south of Tokomaru Bay to improve the reliability of this important route.

In addition, and as part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, the NZTA intends installing a stock effluent facility within the Gisborne region to complement the North Island Stock Effluent Strategy.

The NLTP allocates $11.6 million for improvements on Gisborne state highways.

Local road operations, maintenance and renewal

The NZTA's priorities for local road operations, maintenance and renewal are as described in 'State highway operations, maintenance and renewal' above. The NLTP allocates $33.9 million over the three-year period to these activities on Gisborne's local roads. The NZTA expects the council to manage its operations, maintenance and renewal activities including any changes in costs within this approved allocation.

The funding will help ensure that local road maintenance in the Gisborne region continues to enhance route security and safety, particularly given the increasing demands from heavy vehicle traffic and the need to support economic development in the region.

Local road improvements

The NZTA's priorities for local road improvements are as described in 'State highway improvements' above.

Gisborne District Council has developed a programme of improvements that will enhance its roading network and improve safety for all users. The work programmed for the next three years is valued at $5.3 million.

Public transport services

The funding for existing passenger transport services in the Gisborne region is to remain at current levels which will ensure that all existing bus and total mobility services continue.

Like maintenance, operations and renewal activity class funding, the NZTA expects organisations to manage their operations, maintenance and renewal activities including any changes in costs within their approved allocation. A challenge is to improve the effectiveness of public transport networks by extracting the maximum value from past and current investments. The NZTA is developing a national framework for a farebox policy that will assist regional authorities as part of this process.

Walking and cycling

Gisborne District Council also has the opportunity to apply for 'T funds', which are allocated to areas of high social deprivation as determined by a Ministry of Health index. The funds focus on areas with significant transport issues affecting an established community.

Areas in the region that might seeking T funding for cycling and walking projects include Tikitiki, Muriwai, Te Karaka, Tolaga Bay, Tokomaru Bay, Ruatoria, Te Araroa and Te Puia.

Demand management and community programmes

NLTP funding of $550,000 will enable Gisborne District Council to deliver local transport safety and sustainability activities throughout the region.

The NZTA's primary investment focus for 2009/10 is on programmes that deliver on a relevant road safety strategy and achieve a change in travel behaviour that will reduce severe congestion in major urban areas.

The NZTA Board has requested a review of this activity class to provide evidence of the benefits and value for money that its programmes deliver.

Accordingly, the funding for this activity class is approved for 2009/10 only, with the review expected to establish the funding direction for the subsequent two years. One result of this review is expected to be the development of guidelines and processes to ensure that demand management and community programmes are supported by evidence of benefits and value for money.

Transport planning

Planning for the future of Gisborne's transport network is programmed to be undertaken through the:

- Gisborne Land Transport Strategy Review, which will enable Gisborne District Council to explore integrated planning opportunities with various stakeholders
- Regional Passenger Transport Plan Study.

Road policing

National Land Transport Fund funding for New Zealand Police road policing activities in the Gisborne region in 2009/10 totals $5.237 million.

This includes:

- $4.507 million for strategic policing of the 'fatal five' road safety issues: speeding, drink/drugged driving, restraints, dangerous/careless driving and high-risk drivers
- $480,000 for incident and emergency management, crash attendance and investigation, and traffic management
- $27,000 for road policing resolutions, which include sanctions, prosecutions and court orders
- $224,000 for community engagement in road policing, which includes police community services and school road safety education.

The NLTP and the detailed 2009/10 Road Policing Programme can be viewed on the New Zealand Police website at www.police.govt.nz/service/road. The programmes for 2010/11 and 2011/12 will be published annually on the site once they have been approved by the Minister of Transport.

Regionally significant projects from 2012/13 onwards

Post 2012/13, regionally significant projects include:

- construction of SH35 Busby's Hill realignment
- stability works on SH35 Gudgeon's Hill
- SH2 seal widening north of Tolaga Bay.

Regional tables

Key (for tables)

FTE staff	The number of full time equivalent NZ Police staff allocated to the activity.
Phase type	The phase type of the project phase listed on this row.
S	Study
I	Investigation
D	Design
C	Construction
P	Property purchase
NLTP status	The status of the programme within the 2009/12 NLTP.
COM	A commitment carried forward from previous years.
APP	Approved new works, allocations approved for expenditure on the related project or programme.
CAT2	Projects included in the NLTP which have not been given funding approval, but may be considered for funding during 2009/12 and, based on information submitted to the NZTA, are expected to meet the requirements for funding. Funding applications for the projects are expected during the course of 2009/12.
RES	Projects included in the NLTP which have not been given funding approval and are not likely to be promoted for funding during 2009/12 either due to expenditure being programmed beyond 2009/12 or because preliminary assessment of their profile (based on submitted information) gives them a priority below that expected to be funded in 2009/12.
Funding priority	
Probable	Category 2 activities which, based on information submitted to the NZTA, probably have sufficient priority to warrant funding.
Possible	Category 2 activities which, based on information submitted to the NZTA, possibly have sufficient priority to warrant funding, subject to funding being available.
Res. A	Reserve activities indicatively programmed over 2009/12 that, based on the information submitted to the NZTA, have a lower indicative profile and priority and are therefore not expected to be affordable unless there is a significant improvement in priority and funding is available.
Res. B	Reserve activities indicatively programmed to start beyond 2011/12 which would be considered for funding during 2009/12 should circumstances warrant, considering their priority and the availability of funding.
Not fundable	Types of activity that are not funded through the NLTP, or activities with such low priority that funding is not contemplated.
SH	The state highway associated with the project or programme.
WC	Work category.
Profile	A three letter string describing the strategic fit of the activity and the effectiveness and efficiency of the solution. H is High, M is Medium, and L is Low.
Total phase costs $000	The total cost of the project phase for all years, including local share subsidy.
Prev. spend $000	The total spent to date on the phase for all years, including local share subsidy.
%FAR	The funding assistance rate applying to the phase.
NLTF	The total cost to be spent in 2009/12 on implementing the phase and the funding from the National Land Transport Fund available for this.
Indicative funding source	The funding source of the project phase. The funding source is definite for commitments or approved new works. It is indicative for Cat 2, and will potentially change.
C	Crown funds allocated in accordance with schedule 2, clause 14 of the Land Transport Amendment Act 2008.
T	Community transport funds allocated in accordance with NZTA policy set out in general circular 08/12 to meet transport needs for communities in areas of high socio-economic deprivation.
R	Regionally distributed funding from the named region.
N	Nationally distributed funds.

Work categories

001 Regional land transport planning and management
002 Studies and strategies
003 Activity management plans
111 Sealed pavement maintenance
112 Unsealed pavement maintenance
113 Routine drainage maintenance
114 Structures maintenance
121 Environmental maintenance
122 Traffic services maintenance
123 Operational traffic management
124 Cycle path maintenance
131 Level crossing warning devices
141 Emergency reinstatement
151 Network and asset management
161 Property management (state highways)
171 Financial grants
211 Unsealed road metalling
212 Sealed road resurfacing
213 Drainage renewals
214 Sealed road pavement rehabilitation
215 Structures component replacements
221 Environmental renewals
222 Traffic services renewals
231 Associated improvements
241 Preventive maintenance
321 New traffic management facilities
322 Replacement of bridges and other structures
323 New roads
324 Road reconstruction
325 Seal extension
331 Property purchase (state highways)
332 Property purchase (local roads)
333 Advance property purchase
341 Minor improvements
421 Demand management
432 Community programmes
442 Sea freight operations
445 Rail freight infrastructure
446 Sea freight infrastructure
451 Pedestrian facilities
452 Cycle facilities
511 Bus services
512 Passenger ferry services
513 Bus and passenger ferry concession fares
514 Passenger transport facilities operations and maintenance
515 Passenger rail services
517 Total mobility operations
519 Wheelchair hoists
521 Total mobility flat rate payments
531 Passenger transport infrastructure
533 Passenger transport road improvements
711 Strategic road policing
712 Incident and emergency management
713 Road policing resolutions
714 Community engagement in land transport
811 Research programme
812 National education and promotion programmes
813 Training and support programme
911 Programme management
912 Performance monitoring
913 Crash analysis system

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF ($000)	2010/11 NLTF ($000)	2011/12 NLTF ($000)	Funding priority	Funding source*
Gisborne District Council												
Renewal of local roads												
Road renewals	Local Roads			App.			26,625.0	5,090.5	5,234.7	5,383.6		N
Prevenattive Maintenance	Construction	-		Cat2	241	59%	174.8	33.4	34.4	35.4		
Operation and maintenance of local roads												
Road operations and maintenance	Local Roads			App.			29,574.7	5,750.9	5,825.8	5,881.2		N
New & improved infrastructure for local roads												
Minor improvements 2009/12	Local Roads			App.	341		-	867.3	787.3	789.9		N
Improve, expand or replace network group	Group allocation			Alloc.				500.0	500.0	500.0		
T Funds - Bridge Replacement - Wharekahika Bridge	Construction	-	MMH	Cat2	322	69%	750.0	517.5	-	-	Probable	T
Bridge Replacement - Rip	Construction	-	MMH	Cat2	322	69%	1,000.0	-	-	690.0	Probable	R
Bridge Replacements - Whakoau Bridge	Construction	-	MMH	Cat2	322	69%	500.0	-	345.0	-	Probable	R
Seal Widening - 09/10	Construction	-	MMM	Cat2	324	69%	124.9	86.2	-	-	Possible	R/N
Seal Widening - 10/11	Design	-	MMM	Cat2	324	69%	128.6	-	88.8	-	Possible	R/N
Seal Widening - 11/12	Investigation	-	MMM	Cat2	324	69%	132.5	-	-	91.4	Possible	R/N
T Funds Road reconstruction - Waiomatatini	Construction	-	MMM	Cat2	324	85%	1,000.0	-	845.0	-	Probable	T
User benefits improvements group	Group allocation			Alloc.				400.0	400.0	400.0		
Seal Extension - 09/10	Construction	-	LMM	Reserve	325	69%	317.8	219.2	-	-	Res. A	
Seal Extensions - 10/11	Design	-	LMM	Reserve	325	69%	327.3	-	225.8	-	Res. A	
Seal Extensions - 11/12	Investigation	-	LMM	Reserve	325	69%	337.1	-	-	232.6	Res. A	
T Funded Seal Extensions - 09/10 - Ruatoria/Tiki	Construction	-	LMM	Cat2	325	85%	137.7	116.4	-	-	Probable	T
T Funded Seal Extensions - 10/11 - Te Puia/Toko	Construction	-	LMM	Cat2	325	85%	137.7	-	116.4	-	Probable	T
T Funded Seal Extensions - 11/12 - Te Karaka/Muriw	Construction	-	LMM	Cat2	325	85%	137.7	-	-	116.4	Probable	T
Public transport services												
Bus services	Operations			App.	511	50%	556.2	92.7	92.7	92.7		N
Public transport facilities maintenance and operations	Operations			App.	514	60%	10.5	2.0	2.1	2.2		N
Public transport professional services/ administration	Operations			App.		50%	60.0	10.0	10.0	10.0		N
Total mobility flat payments	Operations			App.	521	100%	29.1	9.6	9.7	9.9		N
Total mobility operations	Operations			App.	517	50%	283.9	47.3	47.3	47.3		N
Wheelchair hoists	Operations			App.	519	60%	56.0	8.4	16.8	8.4		N
Demand management & community programmes												
Community Programmes 2009 -2012	Implementation			App.	432	75%	-	173.9	-	-		N
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				15.2	15.2	15.2		
Cycling and Walking Facilities	Construction	-	LMM	Reserve	452	69%	86.1	19.3	19.8	20.3	Res. A	
T Funds Cycling and Walking 09/10 - Ruatoria	Construction	-	LMM	Cat2	452	85%	50.0	42.3	-	-	Probable	T
T Funds Cycling and Walking 09/10 Te Aroroa	Construction	-	LMM	Cat2	452	85%	20.0	16.9	-	-	Probable	T
T Funds Cycling and Walking - 09/10 Tikitiki	Construction	-	LMM	Cat2	452	85%	10.0	8.5	-	-	Probable	T
T Funds Cycling and Walking - 10/11 - Te Karaka	Construction	-	LMM	Cat2	452	85%	40.0	-	33.8	-	Probable	T
T Funds Cycling and Walking - 10/11 - Muriwai	Construction	-	LMM	Cat2	452	85%	30.0	-	25.4	-	Probable	T
T Funds Cycling and Walking -11/12 - Te Puia	Construction	-	LMM	Cat2	452	85%	30.0	-	-	25.4	Probable	T

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF ($000)	2010/11 NLTF ($000)	2011/12 NLTF ($000)	Funding priority	Funding source*
T Funds Cycling and Walking - 11/12 - Tokomaru Bay	Construction	-	LMM	Cat2	452	85%	35.0	-	-	29.6	Probable	T
T Funds Cycling and Walking - 10/11 Tologa Bay	Construction	-	LMM	Cat2	452	85%	50.0	-	-	42.3	Probable	T
Cycleway - Awapuni to MacDonald Road (R Funded)	Construction	-	LML	Reserve	452	69%	241.9	-	166.9	-	Res. A	
Cycleway Grey Street - Midway Surf Club (R Funded)	Construction	-	LML	Reserve	452	69%	400.0	276.0	-	-	Res. A	
Taruheru Cycleway River Walkway - R funded	Construction	-	LML	Reserve	452	69%	1,000.0	6.9	338.1	345.0	Res. A	
Cycleway - Gisborne to Wainui (R Funded)	Construction	1	LML	Reserve	452	69%	266.6	184.0	-	-	Res. A	
Transport planning												
Regional land transport planning management	Implementation			App.	001	100%	159.5	54.9	52.4	52.3		
District Wide Bridge Review Programme	Study	-	MM_	Cat2	002	75%	400.0	75.0	75.0	150.0		N
Study - Regional Passenger Transport Plan	Study	-	MM_	Cat2	003	75%	50.0	37.5	-	-		N
Study - Strategic Route Security	Study	-	MM_	Cat2	002	75%	25.0	-	18.8	-		N
Study - Accessibility Study for Rural Coastal Towns	Study	-		N/F								
Study - Environmental Quality of Pedestrian and Cycle Routes	Study	-		N/F								
Regional development												
Lower Tauwhareparae Road (RD)	Construction	-		Com	324	100%	900.0	600.0	-	-		
Waimata Valley Road STage 2 (RD)	Construction	-		Com	324	100%	4,600.0	2,400.0	-	-		
Arero Road (RD)	Construction	-		Cat2	324	100%	20.0	-	20.0	-		
Armstrong Road (RD)	Construction	-		Cat2	324	100%	130.0	130.0	-	-		
Hokoroa Road (RD)	Construction	-		Cat2	324	100%	700.0	-	700.0	-		
Keelan Road (RD)	Construction	-		Cat2	324	100%	180.0	180.0	-	-		
Maraetaha Rd Intersection (RD)	Construction	-		Cat2	324	100%	100.0	-	100.0	-		
Maraetaha Road (RD)	Construction	-		Cat2	324	100%	65.0	-	65.0	-		
Tarewa Road (RD)	Construction	-		Cat2	324	100%	650.0	-	650.0	-		
Tauwhareparae Road Various [RD]	Construction	4		Cat2	324	100%	1,200.0	1,200.0	-	-		
Tuahu Road (RD)	Construction	-		Cat2	324	100%	30.0	-	30.0	-		
Tuakau Road (RD)	Construction	-		Cat2	324	100%	550.0	-	550.0	-		
Tutamoe Road (RD)	Construction	-		Cat2	324	100%	425.0	-	425.0	-		
Upper Mata Road (RD)	Construction	-		Cat2	324	100%	325.0	-	325.0	-		
Upper Tauwhareparae Road (RD)	Construction	-		Cat2	324	100%	325.0	-	325.0	-		
Waimata/Hokoroa Road (RD)	Construction	-		Cat2	324	100%	100.0	100.0	-	-		
Waipaoa Bridge (RD)	Construction	-		Cat2	324	100%	500.0	500.0	-	-		
Supergold card												
Supergold trip adminstration	Implementation			App.			3.0	1.0	1.0	1.0		
Supergold trip payments	Implementation			App.			45.0	15.0	15.0	15.0		
Gisborne Highway & Network Operations												
Renewal of state highways												
Road renewals	State Highways			App.			16,553.6	6,745.7	4,903.9	4,903.9		N
Preventive Maintenance 9/12	Construction	-		Cat2	241	100%	5,179.9	1,758.2	1,845.8	1,575.9		
Scour Investigation 9/12	Construction	-		Cat2	241	100%	321.0	104.0	107.0	110.0		

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF ($000)	2010/11 NLTF ($000)	2011/12 NLTF ($000)	Funding priority	Funding source*
Operation and maintenance of state highways												
Road operations and maintenance	State Highways			App.			20,377.6	6,789.5	6,794.0	6,794.0		N
EW SH35 Kemps Hill 08/09	Construction	-		Com	141	100%	-	200.0	-	-		N
New & improved infrastructure for State highways												
SH 35 Tolaga to Gisborne Seal Widening	Design			Com	324	100%	70.0	20.0	-	-		R
Dymock Road Curve	Construction			Com		100%	370.0	370.0	-	-		R
Kopuaroa No 3 Bridge Replacement	Design			Com		100%	191.7	30.0	-	-		R
Panikau Hill Slow Vehicle Bays	Investigation			Com		100%	33.0	33.0	-	-		R
SH2 Pilmer & Farmer Roads I/S	Investigation			Com		100%	90.0	20.0	-	-		N
SH35 Slow Vehicle Bays Stage 1	Design			Com		100%	40.0	40.0	-	-		N
Minor improvements 2009/12	State Highways			App.	341		-	874.2	802.2	802.2		N
SH 35 Tolaga to Gisborne Seal Widening	Construction	1	MML	Cat2	324	100%	6,510.2	1,034.9	1,596.4	1,655.6	Probable	R/N
Improve, expand or replace network group	Group allocation			Alloc.				2,218.8	2,440.6	2,440.6		
Curve Nth of Makarika Rd	Construction	-	MMH	Cat2	324	100%	570.0	570.0	-	-	Probable	R
Gisborne Napier Passing Opportunities -Gisborne	Design	-	MMH	Cat2	324	100%	85.0	-	85.0	-	Probable	R
Gisborne Napier Passing Opportunities -Gisborne	Construction	-	MMH	Cat2	324	100%	800.0	-	250.0	250.0	Probable	R
Gisborne Stock Effluent Facility	Construction	-	MMH	Cat2	321	100%	220.0	220.0	-	-	Probable	R
SH2 Pilmer & Farmer Roads I/S	Design	-	MMH	Cat2	324	100%	45.0	45.0	-	-	Probable	R
SH2 Pilmer & Farmer Roads I/S	Construction	-	MMH	Cat2	324	100%	849.0	-	849.0	-	Probable	R
Busby's Hill Realignment	Investigation	-	MMM	Cat2	324	100%	106.0	-	106.0	-	Probable	R/N
Improved Driver Information 9/12	Construction	-	MMM	Cat2	321	100%	366.0	118.4	122.0	125.6	Probable	R/N
Kopuaroa Hill Realignment	Investigation	-	MMM	Cat2	324	100%	106.0	106.0	-	-	Probable	R/N
Kopuaroa Hill Realignment	Design	-	MMM	Cat2	324	100%	109.0	-	109.0	-	Probable	R/N
Kopuaroa Hill Realignment	Construction	-	MMM	Cat2	324	100%	4,500.0	-	-	1,200.0	Probable	R/N
North Tolaga S/W	Investigation	-	MMM	Cat2	324	100%	109.0	-	-	109.0	Probable	R/N
Panikau Hill Slow Vehicle Bays	Design	-	MMM	Cat2	324	100%	40.0	-	40.0	-	Probable	R/N
Panikau Hill Slow Vehicle Bays	Construction	-	MMM	Cat2	324	100%	600.0	-	-	600.0	Probable	R/N
Pavement Smoothing 9/12	Construction	-	MMM	Cat2	324	100%	30.2	10.2	10.4	9.6	Probable	R/N
Property Acquisitions 9/12	Property	-	MMM	Cat2	331	100%	315.6	102.1	105.2	108.3	Probable	R/N
Rehabilitation Seal Widening 9/12	Construction	-	MMM	Cat2	324	100%	457.5	148.0	152.4	157.0	Probable	R/N
Safety Retrofit 9/12	Construction	-	MMM	Cat2	324	100%	1,372.4	444.0	457.3	471.1	Probable	R/N
SH 35 Slow Vehicle Bays Stage 1	Construction	-	MMM	Cat2	324	100%	84.0	-	-	84.0	Probable	R/N
SH 35 Slow Vehicle Bays Stage 2	Construction	-	MMM	Cat2	324	100%	782.0	-	-	782.0	Probable	R/N
Strategic Plan Initiatives 9/12	Construction	-	MMM	Cat2	324	100%	1,097.9	355.2	365.9	376.8	Probable	R/N
Gudgeon's Hill Stability Work	Investigation	-	MMM	Cat2	324	100%	125.0	-	125.0	-	Probable	R/N
Gudgeon's Hill Stability Work	Design	-	MMM	Cat2	324	100%	100.0	-	-	100.0	Probable	R/N
Kopuaroa No 3 Bridge Replacement	Construction	-	MML	Cat2	322	100%	2,090.0	1,031.0	1,059.0	-	Possible	N
SH 2 Motu Bridge Replacement	Investigation	-	MML	Cat2	322	100%	150.0	-	150.0	-	Possible	N
SH2 Motu Bridge Replacement	Design	-	MML	Cat2	322	100%	240.0	-	-	240.0	Possible	N
North Tolaga S/W	Construction			Reserve			5,873.1				Res. B	
North Tolaga S/W	Design			Reserve			202.6				Res. B	

	Phase	Regional priority	Profile	Status	Work category	Indicative FAR*	Total phase cost	2009/10 NLTF ($000)	2010/11 NLTF ($000)	2011/12 NLTF ($000)	Funding priority	Funding source*
Demand management & community programmes												
Community Advertising 9/12 - Gisborne	Implementation			App.	432	100%	-	7.3	-	-		N
Walking and cycling facilities												
Walking and Cycling - Access and community benefits	Group allocation			Alloc.				-	-	-		
SH 35 Awapuni to Mc Donald Cycleway	Design	-	LMM	Reserve	452	100%	30.9	-	30.9	-	Res. A	
SH 35 Awapuni to Mc Donald Cycleway	Construction	-	LMM	Reserve	452	100%	318.3	-	-	318.3	Res. A	
SH 35 Awapuni to Mc Donald Cycleway	Investigation	-	LMM	Reserve	452	100%	40.0	40.0	-	-	Res. A	
Customhouse St Bridge Footpath Widening	Construction	-	LMM	Reserve	451	100%	50.0	50.0	-	-	Res. A	
Gisborne - Wainui Cycleway SH 35	Construction	-	LMM	Reserve	452	100%	500.0	500.0	-	-	Res. A	
Transport planning												
Activity management plans	Study			Cat2	003	100%	611.3	215.6	197.9	197.9		N
Gisborne Kiwirap Black Routes Safety Study	Study	-	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N
Gisborne Safe and Sustainable Freight Access	Study	-	MM_	Cat2	002	100%	100.0	34.0	33.0	33.0		N

Police

	2009/10 FTE staff	2009/10 Funding ($000)
Gisborne		
Police district managed activities		
Traffic camera operations	3.6	580.7
Strategic road policing - rural arterial routes	1.8	282.4
Enhanced alcohol CBT project	2.5	394.3
Court orders	0.2	26.6
NZTA Highway and Network Operations		
Highway patrol	5.7	905.8
Gisborne and Wairoa Districts		
Speed control	3.0	472.1
Drinking or drugged driver control	5.4	861.0
Restraint device control	2.5	396.4

	2009/10 FTE staff	2009/10 Funding ($000)
Visible road safety and general enforcement	3.8	614.8
Police community services	0.3	53.3
School road safety education	1.1	170.5
Crash attendance and investigation	2.7	426.2
Traffic management	0.3	53.3
Speed control	4.9	784.3
Drinking or drugged driver control	4.2	674.5
Restraint device control	1.7	272.8
Visible road safety and general enforcement	4.0	639.4
Police community services	0.5	74.6
School road safety education	0.9	138.5
Crash attendance and investigation	3.6	575.4
Traffic management	0.7	111.9

Glossary

Activity	A land transport output or capital project, or both.
Activity class	A grouping of similar activities.
Approved organisation	A public organisation approved under section 23 of the LTMA. It's usually a regional council, a local authority or another public organisation.
ARTA	Auckland Regional Transport Authority.
ATMS	Advanced traffic management system.
Benefit cost ratio	The ratio that compares the benefits accruing to land transport users and the wider community from implementing a project or providing a service, with that project's or service's costs.
Betterment	The increased value of land arising from improved access.
Category 1 activity	An activity that is ready for funding approval.
Category 2 activity	An activity that the NZTA can anticipate funding within the three years of the NLTP, but does not currently meet category 1 requirements.
Crash book	An analytical document that provides long-term risk profiles of stretches of roads, groups of intersections and geographical areas within police districts or areas.
Farebox recovery	An arrangement in which a proportion of total operating costs is recovered through public transport fare revenue.
Fuel excise duty	A tax imposed by the government on fuel that is used to fund land transport activities.
Funding assistance rate	The percentage of the total cost of an approved activity that the NZTA pays.
GPS	The Government policy statement on land transport funding - the government's statement of its short- to medium-term goals for transport investment.
Impact	The contribution made to help achieve the government's economic, social and environmental objectives.
Investment and Revenue Strategy	A high-level direction-setting and prioritisation tool that helps the NZTA to balance competing priorities and select the best possible mix of activities for funding.
Land transport	Transport on land by any means and the infrastructure, goods and services facilitating that transport, including: • coastal shipping (including transport by means of harbour ferries, or ferries or barges on rivers or lakes) and associated infrastructure • the infrastructure, goods and services (including education and enforcement), the primary purpose of which is to improve public safety in relation to that transport.
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long-term council community plan (LTCCP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision-making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main act governing the land transport planning and funding system.
Ministry of Transport	The government's principal transport policy adviser that both leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand.
Model community	A community that aims to reduce congestion by providing user-friendly environments for walking and cycling.

Motor vehicle registration and licensing fees	The Motor Vehicle Register is established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, and records details of vehicles that are registered to operate on the road. Motor vehicle registration and licensing fees are defined as land transport revenue.
NLTF/National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
NLTP/National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the NLTF.
Pavement	The road structure that is constructed on the subgrade and supports the traffic loading.
Public transport	Passenger transport services provided or subsidised by local and central government.
Regional Transport Committee	A committee required to be established by every regional council or unitary authority comprising a range of representatives, including from the regional council, local authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and an RLTP.
Regional land transport programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport Fund prepared by a Regional Transport Committee. In Auckland, the RLTP is prepared by ARTA.
Regional land transport strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZTA, local authorities, the Waitangi Trust and the Department of Conservation, that have a legal responsibility for roading.
Road user charges	Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity.
Roads of national significance	Seven New Zealand roads identified by the GPS whose further development 'will have national benefits to the roading network and to national economic development' and that 'require significant development to reduce congestion, improve safety and support economic growth'.
RPP/Road Policing Programme	The programme of land transport enforcement activities delivered by New Zealand Police.
RSAP/Road safety action plan	A plan developed at the local level to address road safety issues in the area.
RTPP/Risk-targeted patrol plan	New Zealand Police operational tasking documents used to allocate strategic road policing resources to known safety risks by location and time.
State highway	A road operated by the NZTA, as defined by the LTMA.
Unitary authority	A local authority that undertakes the additional functions of a regional council.
Vehicle kilometres travelled	The total annual vehicle kilometres travelled in an area.

Key to map abbreviations

4L	Four-laning
PL	Passing lane
SH	State highway
Nth Bd	Northbound
Nth	North
Sth Bd	Southbound
Sth	South
East Bd	Eastbound
West Bd	Westbound

Our contact details

NATIONAL OFFICE
Victoria Arcade, 44 Victoria St
Private Bag 6995
Wellington 6141
New Zealand
T 64 4 894 5400
F 64 4 894 6100

Level 3, Dunvegan House
215 Hastings St
PO Box 972
Napier 4140
T 64 6 974 5520
F 64 6 974 5529

Level 2, Napier Library Building
22 Station St
PO Box 740
Napier 4140
T 64 6 835 1750
F 64 6 835 0283

NZ TRANSPORT AGENCY
WAKA KOTAHI

New Zealand Government

August 2009