

15<sup>th</sup> November 2021

Gisborne District Council  
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Kia ora koutou

**Submission: Draft Traffic AND Parking Bylaw 2021**

The Eastland Wood Council would like to speak to the hearing panel regarding this submission.

**Eastland Wood Council - Te Kaunihera Pororākau o Te Tairāwhiti**

The Eastland Wood Council (EWC) is an incorporated society which provides a collective voice for the forestry industry in Tairāwhiti, for the benefit of Tairāwhiti.

**Our philosophy**

Forestry is a vibrant, respected industry in Tairāwhiti

**Our Strategic Goals**

- **Kaitiakitanga** Care for the Environment
- **Haumarutanga** Health And Safety
- **Whakawhanake** Growing Our People
- **Te Huarahi** Roads to Market

**“ Kotahi te kakano, he nu inga hua o te rakau. A tree comes from one seed but bears many fruit. “**

**Introduction**

EWC believes in the value of collaboration and acknowledges the improved efficiencies that have been achieved with the establishment of a roading forum in partnership with GDC.

**Proposal 5 - Heavy traffic user charges**

The roading network is of critical importance to our industry, our people and all communities in Tairāwhiti. EWC is committed to working closer with GDC to improve the planning and delivery of important regional priorities, including our roads and transport.

EWC supports an increase in budget to maintain our roads (Per EWC's submission to the GDC Long Term Plan).

Many of the regions roads are in poor condition and additional funding (capital and maintenance) is required to improve the current state.

The forestry industry accepts its responsibility to pay for the scale and impact of its use on a fair and equitable basis which accurately reflects the proportion of use and impact from all major industries using the regions roads.

The EWC supports the use of calculations and analysis in determination of roading rates on a fair and equitable basis.

We too acknowledge that budgetary constraints prevent GDC from undertaking roading maintenance on some sections of rural roads. As such, EWC members are prepared to resource this maintenance on a case by case basis.

One of EWC's advocacy priorities is to highlight the need for increased roading investment in Tairāwhiti by central government and this kaupapa is ongoing.

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

The reasoning provided in support of this proposal also highlights why heavy vehicles should NOT be restricted to State Highway 35 (Awapuni Road/Customhouse Street/Wainui Road).

*EWC acknowledges the thinking behind this proposal, however in practice the proposed solution causes more problems and increases the risk profile.*

We therefore do not support the proposal, because;

- of the diminished wellbeing of residents along this route
- the impact on Makaraka School (136 students) and Awapuni School (287 students), both which face the road
- the impact on Makauri School (193 students) per access and egress
- the wellbeing of residents in Ormond Road have been considered 'above' the families that live along the proposed route. Is that fair?
- Ormond Road is wider than Awapuni Road and it does not have a road facing school. Ormond Road appears to be managing the truck numbers which self-regulate.
- From a transport perspective, the proposed route will increase a one-way trip to the Port by 8.2km and adds at least 15 minutes driving time.

EWC member, Ernslaw One, measured the distance from the Ormond Road intersection to the Port via two routes:

- Going directly along the Back Ormond Road to the Port, and
- Along Ormond Road down Harper to SH2 and then into the Port.

<b>ROUTE</b>	<b>Kilometres</b>
Ormond Road	14.7
SH2 (Makaraka) via Harper Road	22.9

The difference is **8.2km**

Normal harvesting operations sees between 450 - 500 logging truck loads transported to the Port per day.

If 100 of these trucks are diverted along the proposed route, this equates to an additional 820 kms driven for every one-way trip (double for return trips).

The suggested route will require significant roading upgrades, resourcing that in our view could be better used elsewhere.

EWC asks GDC to please consider retaining the status quo, for the reasons provided above. Lets keep talking too.

Naku noa na



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### **The Forestry Industry is a Key Driver of the Economy in Tairawhiti**

Further analysis of Facts & Figures 2019/2020 has enabled EWC to obtain a report specific to Tairawhiti / East Coast.

- Forestry represents the largest GDP by industry for our region (\$253 million) for year ending March 2019.
- Forestry export revenues through Eastland Port totals \$438,808,547 for year ending March 2020.
- East Coast and Hawkes Bay together supply and manufacture the second largest volume of sawn timber in New Zealand (493,436 cubic metres)
- The forestry industry in Gisborne employed 1072 FTE's for the year ending March 2019 (the fourth largest employer by industry in Gisborne)

We also need to acknowledge the significant contribution the forestry industry makes to Trust Tairawhiti and in turn the many community groups operating right across our region that exist the result of this philanthropic income.

In the 12 months to March 2021; Eastland Port's share of 2021's dividend to Trust Tairawhiti was \$4.4 million. This was 50% of the dividend distribution of \$8.8 million. There is another \$1.2 million distribution which is Eastland Ports capital note interest that is paid at Group level.

<https://www.gisborneherald.co.nz/business/20210805/eastland-group-rebounds/>