

December 2021

# Streets for People

Waka Kotahi NZ Transport Agency  
2021-24 Expression of interest  
and application form



*“Our vision for 2050 is a low-carbon, safe and healthy transport system that is sustainable and multimodal and where public transport and active modes are the first choice for most daily transport needs. Towns and cities are reshaped to reduce people’s reliance on cars and support active, healthy and shared transport choices.”*

- Toitū te Taiao, Waka Kotahi Sustainability Action Plan  
<https://nzta.govt.nz/toitu>



# Introduction

Rapid reallocation of street space to encourage walking and cycling is critical to achieving emissions reduction goals and making towns and cities safer and more liveable.

We invite councils to apply for the Streets for People fund as part of National Land Transport Plan 2021 -2024 (NLTP 21-24).

## How we got here – Innovating Streets for People

The evolution to Streets for People is a primary focus of *Keeping Cities Moving*, Waka Kotahi NZ Transport Agency's mode-shift action plan. Innovating Streets launched in 2019 with an initial pilot phase to identify key barriers to piloting changes in streets. The finalised programme – Streets for People – delivers on the Government's desire to create liveable cities and thriving regions, as set out in the Ministry for the Environment's Emissions Reduction Plan (consultation draft 2021).

Following on from the pilot, Waka Kotahi partnered with 32 councils through the Innovating Streets for People fund to deliver 78 tactical projects in 2020/2021. Across Aotearoa, a range of quick, effective, and affordable solutions were delivered.

With a focus on trial and innovation, these projects allowed councils to dynamically test new street layouts, materials and approaches, while growing community engagement and developing practitioner experience with tactical methods in real time.

This fund enabled collective learning, quickly upskilling a nationwide community of practice. It also yielded insights into how to remove barriers, bring forward elements of long-term plans, and partner with the community to get things done. All this learning feeds into a framework for future success.

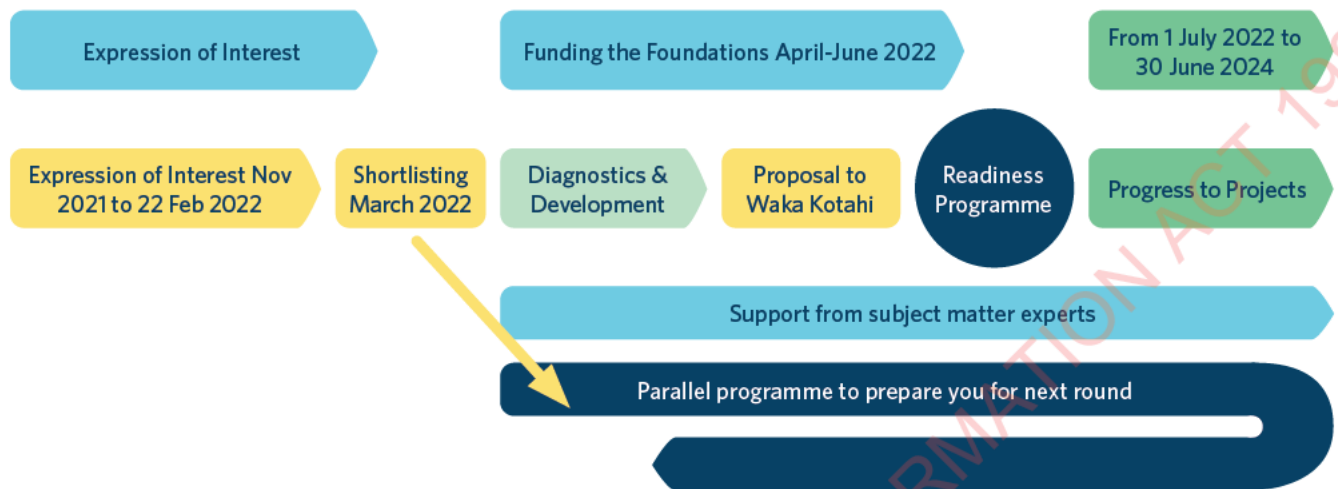
## Where we are now – Streets for People

Streets for People builds on the innovations and learnings of the past two years, widening the scope to empower towns and cities ready to accelerate their long-term vision by using tried and tested tactical methods.

The programme runs for the whole of the current NLTP period to June 2024, a timeframe that allows councils to build strong foundations for delivering on bold climate action in the future.

We're seeking councils who grasp the potential to reduce emissions by reshaping streets to expand low-carbon transport choices. Councils who understand that broad community connections, strong Treaty partnerships, and creative collaboration will deliver great outcomes.

# Setting you up for success



## Submit your Expression of Interest and application:

The EOI establishes your ability to partner with us by inviting you to demonstrate your organisational readiness, willingness and processes that will enable you to implement rapid approaches. We will also be looking for a strong sense of direction and strategic alignment with our national goals. Based on expressions of interest, we will progress a shortlist of candidates into the programme.

## Streets for People 2021-2024 programme

The Streets for People Funding Programme consists of two phases. Successful candidates must complete Phase 1 to unlock funding in Phase 2.

**Phase 1 – Funding the Foundations (pre-implementation):** For the shortlisted councils, this step begins your programme journey and ensures your proposal has the supporting foundations in place to deliver successfully. Our staff and consultants will support you and the wider cohort to further develop your proposals. Your council's leadership will then present your finalised proposal to a panel of senior leaders at Waka Kotahi to demonstrate how your proposal will be delivered. You must successfully complete this step to secure funding to deliver the projects in your proposal.

**Phase 2 – Funding the Projects (implementation):** The second phase will fund the projects once the foundations are in place. Successful candidates will have access to a dedicated support programme including a network of our staff, experts, and colleagues across the country and beyond. We will also provide a standardised monitoring and evaluation programme to accelerate and share learnings.

The programme can provide up to 90% Funding Assistance Rate (FAR) with a focus on capability and capacity building and embedding learned tactical methods into project delivery.

Further details about the programme on the Waka Kotahi website [www.nzta.govt.nz/streets-for-people](http://www.nzta.govt.nz/streets-for-people).

# What you need to know to apply

## What are the minimum requirements?

Checklist: are you an eligible entity with an eligible project?	
Organisation lodging this application is a Road Controlling Authority or Territorial Authority (Councils)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Applicant is aligned with the national direction (emissions reduction, safety, mode shift)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Applicant has project(s) identified within an approved RLTP and/or the NLTP that is committed to mode shift, safety and emission reduction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Applicant can co-invest in the project	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

## What is the timeline?

EOI applications open	30 November 2021
EOI applications close	5pm on 22 February 2022
Shortlisted participants notified	31 March 2022
Shortlisted applicants begin Phase 1: Funding the Foundations	from 1 April 2022
Phase 2: Funding the Projects	from 1 July 2022

## What is the process for assessment?

- The EOI assessment is based upon your council's commitment, willingness, systems, and processes, along with the strategies you have in place.
- We will use the criteria and weightings (see next section) to review EOI applications.
- We will assess whether you are ready to transition from Phase 1 to Phase 2 based on your ability to deliver your proposal, your commitment, as well as the potential for your proposal to meet national objectives.

## Who will assess the applications?

- An expert advisory group of Waka Kotahi staff will review the EOI applications and decide which applications will progress into the Readiness Programme based on the set criteria.
- During the first phase, shortlisted councils will develop their proposal further. These will be presented to and assessed by a panel of senior Waka Kotahi leaders and invited external experts if necessary. Please see our frequently asked questions for details on this process.

# Criteria for assessment

The criteria are guided by the extensive evaluation of the Innovating Streets for People 2020/2021 fund. The evaluation has helped us identify key criteria to set you up for success in rapid road space reallocation.

Our evaluation found that:

- Successful Innovating Streets for People projects were tied to long-term planning or a wider programme, as opposed to a one-off piece of infrastructure.
- Successful councils treated pilots as an opportunity for mode shift and social change, rather than just provision of infrastructure.
- Successful councils allocated relevant and dedicated resources throughout the life of the project.
- Successful councils demonstrated visible involvement from their leadership groups.

## How the criteria are weighted

- Criteria one and two are non-negotiable and therefore do not have any weighting.
- Criteria three – six will be weighted.

### Criteria 1: Alignment with national goals

- The applicant can demonstrate commitment to delivering national goals particularly in one or more of these areas:
  - Emission reduction (targets)
  - Safety (targets)
  - Mode shift (target)
  - Access to opportunities (targets)

### Criteria 2: Local strategic planning in place

- The applicant can demonstrate the proposal is part of an activity specifically included in an approved Regional Land Transport Plan (RLTP) and/or the NLTP
- The applicant can demonstrate the proposal sits within an approved document, related to mode shift, emissions reduction and safety
- These can include (but are not restricted to):
  - Walking or cycling strategies/ plans
  - Mode Shift Plans
  - Activity Management Plans
  - Programme Business Cases
  - Regional Land Transport Plans
  - Town Centre Plans (placemaking)
- These should include:
  - clear targets
  - the actions and projects that will be implemented to deliver on the targets
  - project timeframes and cost; and
  - resources required to deliver.

- The applicant can demonstrate how the proposal sits within the wider network in relation to other modes and their movement and place. This can include (but not restricted to):
  - Network Operating Framework
  - One Network Framework

**Why this is important:** *Evaluation of the 2020-2021 Innovating Streets programme established that alignment to a strategic plan helped to set a project up for success.*

*As the strategy or plan has often already been with the community, this demonstrates a long-term commitment, and helps set the wider context (and targets) of the individual project as the shared goal to work towards.*

### **Criteria 3: Commitment to co-investment (Weighting: 15%)**

- The applicant can demonstrate it can deliver the projects identified by:
  - Having allocated capital through its relevant funding processes, within the current Long Term Plan with the ability to spend within (2021/24) funding period.

**Why this is important:** *From the 2020-2021 programme, we have established that aligning projects with planned permanent upgrades helps establish a long-term view of the project and builds confidence with the community.*

*The test and trial phase helps realise the benefits of the project before permanent investment, by improving the design and developing evidence for further treatment. Having a pathway to permanence is key to ensuring the consolidation of the previous phase.*

### **Criteria 4: Leadership and willingness to deliver (Weighting: 25%)**

- The applicant must demonstrate commitment to tactical and rapid implementation approaches to deliver walking and cycling projects. This includes:
  - commitment from the elected members
  - commitment (and time) from a senior leader (or leaders) within the organisation (and will also be part of the programme leadership group).
  - commitment to adapting and changing standard approaches (including processes such as engagement, decision making and programme governance).

**Why this is important:** *We have seen from the 2020-2021 programme evaluation that projects where there was early briefing, commitment and agreement of project goals and outcomes across all leadership levels in councils and from elected members helped to maintain commitment through challenging engagement periods.*

*Championing and commitment to projects within councils also helped at a process level, to ensure that standard processes could be adapted as needed if they formed barriers to delivery.*



### Criteria 5: Ability to deliver – developing a well-supported team (Weighting: 35%)

- The applicant can demonstrate it has or will allocate the resources required to create a well-supported, multi-disciplinary team that has the skills and expertise to deliver rapid implementation projects (rather than business-as usual).

It is important to not view a Streets for People project as a separate project, but as the means to bring forward a permanent solution earlier in a more innovative way. Project resource should include (but may not be an individual for each role):

- Project lead
  - Communication and engagement lead
  - Community champion
  - Design and placemaking lead
  - Technical specialist (transport)
  - Monitoring and evaluation lead
  - Social procurement and Volunteer coordination lead
  - Activities and events coordinator
  - Or approved consultant – specialist technical advice
- The applicant can demonstrate a commitment to adopt systems and processes to:
    - encourage and support the team to adapt and change standard approaches to enable rapid delivery of the projects.
    - support the wellbeing of the team and leaders throughout project initiation and delivery.
    - manage and moderate conflict (internal and external).
    - allow timely decision-making processes which facilitate the rapid rollout and iteration of projects.
    - have risk protocols to identify and manage risks that are appropriate for the rapid rollout of projects as opposed to business-as-usual projects.
    - support building the capability of the team.

**Why this is important:** *From the 2020-2021 programme evaluation we have seen more success from projects that established a multidisciplinary project team from the outset, including consultants, communications and engagement staff and community champions. Likewise, projects did well when they had a full-time project manager with community development skills.*

*Moreover, tactical projects involve more interfacing with the community through co-design, and often use faster delivery models. Resourcing a dedicated team is crucial to successful delivery, rather than expecting people to manage the project on top of a regular workload.*

## Criteria 6: Demonstrated partnership approaches (Weighting: 25%)

- The applicant can demonstrate:
  - Strong, meaningful, and enduring partnerships with Māori to enable projects that support Māori aspirations 'or a plan for developing this partnership.
  - experience in creating and sustaining active partnerships through delivery of projects. This includes private, not-for-profit and education sectors.
  - a social procurement policy is in place for these types of projects that enables authentic local and community involvement, and the development of local community capability.
- The applicant can identify who they are working with at Waka Kotahi or within their own authority, on other projects that may impact Streets for People e.g., safety – speed reduction around schools, walking and cycling, public transport, etc. This is to ensure a comprehensive approach.

**Why this is important:** Throughout the 2020-2021 programme evaluation, we have seen more effective delivery and more community buy-in from those projects who have utilised existing relationships, employed local businesses and established community-led communications early on.

Buy-in from community members, businesses and iwi groups on the ground has helped embed projects and their outcomes within the community, often with more affordable and more innovative approaches to materials and engagement than BAU procurement models.

## How will funding be made available?

- All successful Streets for People applications will be managed through Transport Investment Online (TIO).
- If a successful project already exists in TIO (or that is a subset of a project in TIO), we will add in 'Streets for People phase' to the activity at the up to 90% FAR.
- If the Streets for People phase results in any adjustments to a council's walking and cycling programme as a whole, those changes will be made in TIO by the council at the same time.
- Activities should already be included in current RLTPs.
- There will be a separate Streets for People phase for pre-implementation and implementation.
- The Streets for People share of the funding component will be fixed.
- Any Streets for People funding sought is to be inclusive of any overheads for project management and admin fees.
- Geospatial data will need to be provided in TIO.

# Now that you are ready to apply

## To help you complete this application form

Make sure you have read the Streets for People website section so that you understand the Streets for People programme:

[www.nzta.govt.nz/streets-for-people](http://www.nzta.govt.nz/streets-for-people)

Please also read the following supporting material for the Streets for People programme available:

- Brochure
- Frequently Asked Questions
- Featured Projects
- Programme Evaluation Summary

If you would like assistance with completing this form, please get in touch by emailing [streetsforpeople@nzta.govt.nz](mailto:streetsforpeople@nzta.govt.nz).

Lastly, sign up for our Streets for People newsletter to stay informed of any updates relating to this fund by emailing [streetsforpeople@nzta.govt.nz](mailto:streetsforpeople@nzta.govt.nz) with a request to receive the newsletter.

## Once you have completed this form

Email us a copy of the completed application form (see next section below) to [streetsforpeople@nzta.govt.nz](mailto:streetsforpeople@nzta.govt.nz). Attach a letter of support (or an email) from your project sponsor and attach any other supporting information you wish to provide.

If you do not receive an email confirmation of receipt of your application within two working days, please contact us.

Unfortunately, we are unable to accept application forms received by post, fax, or hand delivery.

# Application form

## Contact details

Please enter answers in the right-hand column.

Project title and applicant key details	
Name of council	Gisborne District Council
Key contact	s 9(2)(a)
Job title or role	Journeys Asset Manager
Contact phone number	s 9(2)(a)
Contact email address	s 9(2)(a)

RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982



# Your Streets for People programme

To assess your project, we need to understand your overall strategic vision, and what you are seeking to deliver to meet the national ambition.

Please limit each answer to 200-300 words.

## Criteria 1: Alignment with national goals

Show your council's alignment and commitment to national direction.

Te Tairāwhiti Regional Land Transport Plan strategic priorities are Safety (50%), Access (20%) and Resilience (30%). The 2021 plan made a significant step change from 2018 towards improving safety and access targets to align with the GPS, councils LTP for social, cultural, environmental and economic wellbeings, and Tairāwhiti 2050 (Spatial Plan) where walking, cycling and public transport are preferred choices.

Investment was secured in the NLTP for low cost low risk projects under the Road to Zero and Walking and Cycling categories which would benefit from Reshaping Streets by building capability for incorporating innovative ways of engaging with the community.

The Projects along with their budget, implementation years and % that can be attributed to Reshaping Streets include: Uawa Trails (\$684k, Y1&2, 5%), Walking and Cycling Network plan/trials (\$100kpa, Y1-3, 100%), School Safety improvements (\$570k, Y1-3, 5%), Traffic Calming (\$270k, Y1-3, 5%), Intersection Safety Improvements (\$175k, Y1-3, 5%), Township upgrades (\$700k pa, 5%).

## Criteria 2: Local strategic planning in place

Provide a summary of local strategies, plans, programmes, and projects, and provide links to any relevant documents. Outline the objectives.

The projects described for this applications are: Uawa Trails – this is the off-road cycl network in Tolag Bay which is community led and connects schools and mara with beaches reserves shops and wharf. Walkin and Cyclin Network plan/trial – the test is to improve the urban active network with better connections and safety; School Safe – safety improvements at the school gate and journeys to school (Eg Elgi); Traffic Calming – 3 locations with resident petitions including South Street, Tynall Road and Waiomata Inland Road (Ruatira Township); Intersection safety improvement to improve walking and cycling at intersections and roundabouts; Township upgrades – community led improvements to townships which include road safety aspects for pedestrians and cyclists.

Each of these projects involves working closely with local communities. The locations of the projects detailed here align with ON for activity streets and local streets. Our council is currently developing a Mode Shift Strategy to link all these projects which aim to encourage movement away from single occupant cars. We also recently submitted the emissions reduction plan for support for these initiatives. We are about to consult on our Speed Management Plan which will link 1% of our network to OF in Y1-3. Here engagement with community is the most support. This will reduce speeds around urban areas in our Township and BD.

### Criteria 3: Commitment to co-investment (15%)

For example: can you demonstrate your commitment to co-investment, resources already in place, and any current funding commitments to the strategy and/or plan.

Gisborne District Council is committed to funding these projects through local share in the Long Term Plan. The community responded strongly in support of walking and cycling through the LTP consultation and changes were made to include projects such as Uawa Trails, the W&C Network trials and the Taruheru River Shared Path.

Each project is sufficiently funded for community consultation and education by approximately 5% with the exception of the Walking & Cycling Network plan/trials which can be 100% attributed to Reshaping Streets initiatives which can help bridge the engagement gap we see as often hindering these types of projects. We see this as an opportunity to augment the way we design and educate the solution with the community.

Most of the staff who will be working on these projects have recently completed the Safe Systems Assessment course with a focus on safety for pedestrians and cyclists and are currently finishing off the NZC in Infrastructure Procurement Procedures unit standard for 80 credits with a focus on social procurement.

#### Criteria 4: Leadership and willingness to deliver (25%)

For example: can you illustrate your council's attitude, demonstrated leadership and willingness to deliver, innovative approaches (engagement, technical), and appetite for risk.

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)



**Criteria 5: Ability to deliver – Developing a well-supported team (35%)**

Demonstrate your experience, resources, team building, team support and oversight.

b 9(2)(a)

**Criteria 6: Demonstrated partnership approaches (25%)**

Provide examples of local partnerships and/or partnership approaches.

§ 9(2)(a)

§ 9(2)(a)

§ 9(2)(a)

# Declaration

I declare on behalf of the Applicant:

## Please check

- ☒ that the statements in this project are true and the information provided is complete and correct. There have been no misleading statements or omission of any relevant facts
- ☒ that all named key personnel have agreed to be included in this project
- ☒ that a letter or email from the project sponsor (who has the financial delegation to approve) is attached
- ☒ that if successful, I consent to the public release, including publishing on the internet, of the name of the Applicant, the amount of funding sought, the amount of funding offered, contact details of the Applicant and a description of the activity/project, and undertake to cooperate with Waka Kotahi on communications relating to this project, which may be in the form of a media release, case study, web content, conference presentation or whitepaper, sharing via social media, or other form as agreed with Waka Kotahi
- ☒ that I understand the obligations of Waka Kotahi under the Official Information Act 1982 and that, notwithstanding any relationship of confidence created as a result of this project, the provisions of this Act apply to all the information provided in this project
- ☒ that all necessary internal approvals (CEO etc.) and relevant budgets for the project to proceed, subject to successful application, will be in place by 31 March 2022.
- ☒ that I am authorised to make this application on behalf of the Applicant identified in Section 4 of this form.

## Signature

This declaration must be signed by a person with the legal and financial authority to commit your organisation to a transaction

s 9(2)(a)

Print name

s 9(2)(a)

Signature

22 February 2022

Date

Director Lifelines

Title

Gisborne District Council

Organisation

s 9(2)(a)

@gdc.govt.nz

Email



