

Walking and Cycling Strategy

for the Gisborne District 2004



Prepared by Gisborne District Council with the assistance and cooperation of NZ Land Transport Safety Authority, Transit New Zealand, Gisborne Police, Tairāwhiti Public Health Unit, Turanga Health, Sport Gisborne, Primary, Intermediate and Secondary Schools, Accident Compensation Commission and Tourism Eastland.



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PART 1.0 ■ EXECUTIVE SUMMARY

1.1 Vision

This Strategy identifies a walking and cycling vision for the Gisborne District and provides a strategic approach to further the realisation of the community vision, which is:

Gisborne District is a walking and cycling friendly region. Walking and cycling are safe, convenient, enjoyable and popular forms of transport and leisure that contribute to community health, well-being and tourism.

At a time when the benefits of walking and cycling are being increasingly recognised, there is also a growing recognition that further action is likely to be required for these benefits to be fully realised. This strategy provides a strategic direction to encourage and direct such future action.

1.2 Purpose of the Strategy

The Strategy identifies actual and potential walking and cycling networks and facilities, as well as actions that are designed to increase pedestrian and cyclist numbers. The Strategy seeks to address the significant issues identified by the community in relation to these activities, including increasing safety and improving the experience for those who already participate to some extent.



1.3 Implementation and Review

One of the fundamental roles of Council is to promote the social, economic, environmental and cultural wellbeing of the community. Council's leadership in the development and implementation of this strategy is derived from this fundamental role. The Strategy anticipates that a wide range of other bodies will also take responsibility for its implementation including Land Transport New Zealand, Transit New Zealand, Gisborne Police, Health Agencies, Tourism Eastland, sports and recreational clubs and private individuals.

Important steps in Council's implementation of the Strategy will be the preparation of proposed ten-year implementation programmes, to provide input into the Long Term Council Community Plan (LTCCP), as well as 12-month "action plans" to provide input into Council's annual plan process. The Strategy's implementation will be reviewed on a three yearly basis to ensure that progress is being made.

1.4 Public Survey Results

A Public Survey conducted in July 2004 indicated that 80% of the respondents either walk, bike or play sport on at least a weekly basis. Only 6% of the sample did not undertake any of these activities in the past year and this was usually for health or age reasons.

Just 3% of those surveyed considered the existing provision of cycling facilities to be very satisfactory. The survey results indicate that the community consider there to be serious safety issues associated with the existing cycling facilities.

Walkers were generally more satisfied with facilities although only 6% were very satisfied with the current walking facilities.¹

Most people walk or ride for fitness and the results infer that most participants are aware of the health benefits. Safety was given as a significant reason for non-participation and as a significant concern by those who presently walk or cycle.

1.5 Environment and Human Behaviour

The Strategy identifies two key components that need to be considered to increase the uptake of walking and other sustainable transport options like cycling. The first is the environment and the second is human behaviour.

Better public transport, safer routes, pleasant surroundings and small to medium distances are all key environmental elements that make walking and cycling attractive. There is a need for education and promotion so that people want to participate and understand the benefits of walking and cycling. These benefits are not just around health outcomes. They also include a greater sense of community, less traffic congestion, greater economic benefits and an increase in creativity, particularly in children. The benefits are detailed further in Part II of the Strategy.

1.6 Gisborne Environment - Issues

A mild climate and relatively flat urban topography make Gisborne potentially an attractive location for cycling and walking. Why do more people not take advantage of this opportunity to walk or cycle as transport or for leisure?

One frequently cited reason is that most walking and cycling activities occur within the road network and little conscious provision has been made to date for the specific needs of cyclists particularly. Recognition of the need to consider and plan for cyclists and walkers, as legitimate road network users, is essential to the success of this Strategy.



¹ Gisborne District Cycling and Walking Survey as Digi Poll Ltd survey conducted by International Research Consultants Ltd, prepared for Gisborne District council in July 2004. Page 8.

The design, construction and maintenance of road facilities, especially intersections, roundabouts and road markings are key components which determine the safety of cyclists, and walkers to a lesser extent, within the Gisborne District.

To help encourage walking and cycling for leisure, the Council should strive to provide high-quality leisure routes, recognising the importance such facilities have on the health, well-being and attractiveness of the community.

1.7 Conclusion

This Walking and Cycling Strategy seeks to support and encourage walking and cycling as part of daily life activities. The aims is to help promote more active lifestyles and improved physical, mental and emotional health, as well as encouraging increased community "connectedness" and to offset the isolating effects of busy lifestyles, home entertainment and motor vehicle use.

2.0 VISION and ACTIONS

2.1 Introduction

In 2002, the Government released the New Zealand Transport Strategy, the first national transport strategy to seek to integrate all modes and users of transport. The Government also identified funding for local communities to facilitate projects or actions designed to maximize the contribution of walking and cycling to achieving the NZTS vision and objectives through initiatives designed to increase participation in walking and cycling activities.

One of the requirements to access government funding, is that local communities need to have their own vision and strategy for walking and cycling in their region. The parties involved in the development of this document acknowledge the benefit of planning strategically for the future health and well-being of our community through encouraging a safe, enjoyable and convenient environment for participation in walking and cycling activities.

Walking and cycling are two of the best and easiest ways of being active. Each can be done in small amounts each day. They are free or relatively inexpensive and can be incorporated into everyday life.

The good news is that New Zealanders already do lots of walking. In fact research from Sport and Recreation NZ (SPARC) shows that walking is the number one recreation activity. Where New Zealand can improve is by making it easier for people to walk.

However both walking and cycling are on the decline. Indications are that between 1990 and 1998 the number of cycling trips in New Zealand reduced 39%.² The decline in both walking and cycling as forms of household travel is most apparent among the young.

There are two key components that need to be considered to increase the uptake of walking and other sustainable transport options like cycling. The first is the environment and the second is human behaviour.

Better public transport, safe walkways and roads, pleasant surroundings and small distances are all key environmental elements of making walking and cycling attractive. However, people need to want to walk or cycle and understand the benefits of these activities. These benefits are not just around health outcomes. They also include a greater sense of community, less traffic congestion, greater economic benefits and an increase in creativity, particularly in children.

2.2 What is a Walking and Cycling Strategy?

The Strategy identifies actual and potential walking and cycling networks and facilities, as well as actions that are designed to increase pedestrian and cyclist numbers. The Strategy seeks to address the significant issues identified by the community in relation to these activities, including increasing safety and improving the experience for those who already participate to some extent.

2.3 Why do we need a Strategy?

Walking and Cycling (as modes of transport and as leisure activities) have many social, economic and environmental benefits:

² Getting there- on foot, by cycle, Ministry of Transport, February 2005

- ▶ Walking and cycling provide access, mobility and transport choice to members of our City and District.
- ▶ People engage with their communities more closely on foot and by cycle than when travelling in a motor vehicle. Because of this, walking and cycling can play an important role in the development of more lively, better connected and friendly communities.
- ▶ Walking and cycling are good for our health. They allow us to be physically active while going about our daily business. Walking and cycling are major sources of exercise and leisure.
- ▶ Walking and cycling are among the most environmentally friendly forms of transport. Unlike motor vehicles, they are non-polluting and use no fossil fuels.
- ▶ Tourism can also benefit from walking and cycling. Inviting walking environments encourage tourists to stay longer and spend more; cycle tourists tend to stay longer than those using other modes of transport.

At a time when the benefits of walking and cycling are being increasingly recognised, there is also a growing recognition that further action is likely to be required for these benefits to be fully realised. This strategy provides a strategic direction to encourage and direct such future action.

2.4 Council's Role

Council (with the assistance of other agencies) is responsible for the ongoing development and monitoring of this strategy. Council is also one of the key agencies responsible for its implementation. Council provides core facilities and infrastructure on which cycling and walking depend, such as reserves, roads and signs. Council is also one funding source for new initiatives to promote walking and cycling.

Council's involvement in the development and implementation of this strategy is based on one of its most fundamental roles: to promote the social, economic, environmental and cultural wellbeing of the communities of their region. In performing this role, Council takes its direction from legal statutes, adopted council documents, strategic documents and processes of consultation to ascertain the needs and views of its communities.

2.5 Other Participants

Other participants in the development and implementation of this strategy include:

Tairāwhiti District Health, Public Health Unit

Involved in promoting safety, including road safety.

Turanga Health, Injury Prevention

Involved in promoting safety, including road safety.

The Accident Compensation Corporation (ACC)

ACC also has a role in promoting road safety.

SPARC and Sport Gisborne

Sport Gisborne promotes active communities through programmes such as "push play" and green prescription. Sport Gisborne is funded primarily by Sport and Recreation New Zealand (SPARC), a government organisation.

Land Transport New Zealand

(LTNZ)- LTNZ's objective is to contribute to an integrated, safe, responsive and sustainable land transport system. LTNZ allocates funding for transport projects throughout New Zealand and promotes road safety. Activities to promote Walking and Cycling are one the specific activity classes for LTNZ funding.

Transit New Zealand

Responsible for operating the state highway system, parts of which are in the Gisborne District walking and cycling network.

The NZ Police

The Police are also involved in promoting general road safety. Police education officers run programmes aimed at walking and cycling safety for school children.

Department of Conservation

A significant provider of recreational walking facilities and information on these facilities.

Sports Clubs (for example: Gisborne Amateur Cycling Club)

Clubs raise awareness of walking and cycling recreational opportunities and take an active role in the development and maintenance of facilities. Clubs are also facility users.

Individuals and Private Business

Individuals are the primary users of facilities such as the transport network and walking tracks. Individuals and businesses are also involved in the development and maintenance of facilities through volunteer work, corporate and individual sponsorship, bequests, funding of facilities used for commercial operations, etc.

3.0 WALKING and CYCLING NETWORKS

The following series of three maps illustrates the existing walking network and cycling network (that is, existing recreational routes and high volume transport routes) in the Gisborne urban area and coastal environs. Possible extensions to the network are shown on the maps with broken lines. Walking and cycling networks for the remainder of the Gisborne District are yet to be confirmed.

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4.0 COMMUNITY OUTCOMES

4.1 Vision of the Walking and Cycling Strategy

Gisborne District is a walking and cycling friendly region. Walking and cycling are safe, convenient, enjoyable and popular forms of transport and leisure that contribute to community, well-being and tourism.

4.2 Objectives to Guide the Strategy

The community will work towards the following objectives to achieve this vision for walking and cycling:

4.2.1 Infrastructure and Safety

1. Walking and cycle networks and facilities that:
 - a. provide safe and efficient access to and through areas of high amenity value
 - b. provide safe and efficient links between key destinations through, around and between the urban, township and coastal areas
 - c. provide a diverse range of safe and efficient recreational and sporting facilities
 - d. meet the needs of the community and visitors
 - e. are well advertised and widely recognised and utilised
 - f. enhance Gisborne's attractiveness as a place to live work, play and visit
 - g. avoid or minimise conflicts with motor vehicles.
2. The roading network, where it forms part of the walkway and / or cycleway network, shall:
 - a. be safe, accessible and desirable for pedestrians and cyclists as legitimate road users
 - b. prioritise provision of facilities and services for walking and cycling as modes of transportation.
3. Walking and cycle recreational and sporting facilities that:
 - a. provide a diverse range of safe and efficient recreational and sporting facilities
 - b. meet the needs of the community and tourists
 - c. are well advertised and widely recognised and utilised
 - d. enhance Gisborne's attractiveness as a place to live, work, play and visit.

4.2.2 Education and Encouragement

1. Residents and tourists feel encouraged to participate in walking and cycling activities as modes of transport, fitness and leisure by the existence of safe and pleasant routes and facilities, and this contributes to community health and well being.
2. A community that is more knowledgeable about the economic, environmental and social benefits of walking and cycling and less reliant on motor vehicles.

5.0 ISSUES PREVENTING PARTICIPATION OR ENJOYMENT

5.1 Infrastructure and Safety

Infrastructure

Most Gisborne cycling occurs on roadways, although there were also a wide variety of other places mentioned by respondents to the July 2004 survey³. Walkers identified that they most commonly walked in their own neighbourhoods, including to the local shops or schools, paths or tracks as well as parks or sports grounds.

Just 3% of those surveyed in July 2004 considered the existing provision of cycling facilities to be very satisfactory. The survey results suggest that the community consider there to be serious issues associated with the existing cycling facilities. The responses indicate a need for significant improvement. Thirty percent of those who ride bikes are dissatisfied with the current cycling facilities.

With regard to walkers, the survey indicated that there was generally more satisfaction with facilities although some opportunities for improvement were identified. Only 6% were very satisfied with the current walking facilities.

Safety

The paramount need of walkers and cyclists is safety. One of the best tools available for safely integrating cyclists into the transportation system is the identification and development of a cycle network, especially where this enables provision of separate cycle lanes.

Only one third of random survey respondents considered Gisborne safe to cycle around. Significantly more school-aged respondents considered Gisborne safe to cycle round. This may be due to a lack of understanding of the dangers associated with cycling or that these respondents considered themselves bullet proof. Conversely this may indicate that other respondents were overly cautious. Specific concerns about safety related to a lack of cycle lanes, concerns with roundabouts, narrow roads and traffic generally.

Two thirds of respondents considered Gisborne a safe place to walk around. Those who did not consider it safe to walk around suggested footpaths needing repairs, concerns about lighting, dogs and traffic as reasons for not feeling safe.

³ Gisborne District Cycling and Walking Survey as Digi Poll Ltd survey conducted by International Research Consultants Ltd, prepared for Gisborne District Council in July 2004.

5.2 Issues Identified – Infrastructure and Safety

Issues identified through the various consultation exercises undertaken to date are summarised below. For a full explanation of all issues identified refer to Part II, Section 10 of this strategy:

5.2.1 The existing road network is increasingly unsafe for cyclists.

5.2.2 State Highways are not designed to be safe for cyclists.

5.2.3 Roundabouts are not designed to be safe for cyclists.

5.2.4 Layby areas are not recognised, for maintenance purposes, as cycleways.



Fitzherbert Street Roundabout

(Photo: Kim Smith)



Smooth surface not carried into layby area,
Ormond Road (Photo: Kim Smith)

5.2.5 Little consideration has been given to the needs of disabled people.

5.2.6 Conflict between motor vehicles, walkers and cyclists reduces safety.

5.2.7 Lack of maintenance of pedestrian or cycle routes makes their use unsafe.

5.2.8 Lack of information about existing routes and facilities reduces their use.

5.2.9 Lack of promotion and development of new and safer routes continues to discourage participation in walking and cycling.

5.2.10 Lack of associated facilities for walkers and cyclists discourages participation.

5.2.11 Lack of mountain biking facilities prevents participation.

5.2.12 Behaviour of cyclists and pedestrians and motorists, creates additional hazards.

5.3 Education and Promotion

Changing human behaviour is one of the key components to increasing participation in walking and cycling activities. Promotions of motor vehicles use very large budgets and countering this advertising will require good resourcing. A number of organisations have established programmes to educate and promote specific health messages and sporting events. There is an overall need to educate motorists and cyclists especially, to encourage better understanding, better visibility and hence safer sharing of roads.

Respondents to the July 2004 survey indicated that in order to encourage cycling Council could provide cycle lanes, improve road safety for cyclists, run promotions and provide more cycle racks for parking bikes. Although a significant portion of respondents who were either under 35 years, Maori or did not presently ride bikes, did not know what Council could do to encourage cycling.

With respect to walking, some respondents suggested promoting the health benefits of walking and other sorts of promotions. Other respondents suggested better safer and more scenic footpaths or tracks. Issues of overgrown verges and broken glass were also identified. Whilst a significant portion of respondents who were either under 35 years, Maori or male, did not know what would encourage walking.

Eighty percent of respondents undertake some form of exercise on a weekly basis and almost all who did not participate mentioned some form of health problems or age as their reason for not participating.⁴ This suggests that most respondents were aware of the health benefits of these activities.

The survey also identified that participation in bike riding drops off during the 26 – 35 year age group, reflecting the increased vehicle mobility of this age group.

5.4 Identified Issues - Education and Promotion

Issues identified through the various consultation exercises undertaken to date include:

5.4.1 Lack of coordinated and effective approach to education

5.4.2 Lack of information about existing routes and facilities reduces their use

5.4.3 Social attitudes to walking and cycling need to be reversed to increase participation.

⁴ Gisborne District Cycling and Walking Survey as Digi Poll Ltd survey conducted by International Research Consultants Ltd, prepared for Gisborne District Council in July 2004.

6.0 PROPOSED ACTIONS

Following is lists of projects identified to achieve the vision and objectives of the Strategy. Projects are listed under three categories - Infrastructure and Safety, Monitoring, Education and Promotion and Review and Implementation. The projects are also prioritised and given a target date.

The Strategy anticipates that a wide range of bodies will take responsibility for its implementation including Council, central government agencies such as the Police and Transit, community groups, businesses and individuals. Other agencies might also provide funding to undertake projects supported by the strategy.

Important steps in Council's implementation of the strategy will be the preparation of proposed ten-year implementation programmes to provide input into the Long Term Council Community Plan (LTCCP), as well as 12-month "action plans" to provide input into the annual plans.



Intermediate school-aged cyclist, Christchurch, New Zealand. (Photo: Tim Hughes).
Source: *Cycle Network and Route Planning Guide*, LTSA (2004)



Action	Priority	Target Dates
Okitu and Makorori		
5. a. Research options to create a cycleway at Okitu, for example, utilise the shoulder of road or some of the grass verge.	Medium	2010 +
b. Identify necessary works and develop programme to implement necessary works. Use signage and road marking to clearly identify.	Medium	2010 +
6. a. Research options for safer alternative routes for cyclists going over Makorori Hill.	Low	2010+
b. Identify necessary works and develop programme to fund and implement necessary works.	Low	2010+
7. Investigate options to upgrade the link walking track over Makorori Headland that connects Wainui Beach with Makorori Beach.	Medium	2008-2012
Kaiti Hill – Kaiti Beach Walkway		
8. a. Investigate the development of a walking track from Kaiti Hill to Kaiti Beach. ⁶	Medium	2007-2010
b. Identify necessary works and develop programme to fund and implement necessary works. ⁷	Medium	2008-2012
Western Industrial Cycle Route (Matawhero)		
9. a. There is a known cycle risk between Awapuni Road and the Western industrial area due to inadequate shoulders and the lack of lighting. Research options to remove cyclists from the 100km section of this route and identify shoulders of the road or some of grass verge where cycle lanes may be possible.	High	2007-2008
b. Identify necessary works and develop programme to fund and implement necessary works.	High	2008-2011
Valley Road		
10. a. Investigate a project to extend the footpath along Valley Road.	Low	2010+
b. Identify necessary works and develop programme to fund and implement necessary works.	Low	2010 +
Pouawa Marine Reserve		
11. a. Investigate a walking track from the northern end of the Marine Reserve at Pouawa. Presently access is only available from the southern end.	Low	2010 +
b. Develop a programme to fund and implement work.	Low	2010 +
Extension of Riverbank Walkway		
12. a. Complete programmed works to build a bridge across the Waikanae Stream. ⁸	High	2005-2006
b. Programme proposed works to extend the riverbank walkway from the bridge across the Waikanae Stream, to the Cook Statue, along the beach to Grey Street. ⁹	Medium	2006-2010
Midway Beach to Waipaoa River		
13. a. Investigate forming a cycleway/walkway between Midway Beach and the Waipaoa River.	Medium	2008-2010
b. Develop a programme to fund and implement work.	Medium	2010 +
Cave Road, Matokitoki Road		
14. Cave Road to Matokitoki Road link is used by runners and mountain bikers but would benefit from property markings and track maintenance beyond the road ends. Investigate options, identify necessary works and develop programme to implement.	Medium	2008+

⁶ See Open Space Strategy for the Gisborne City and Wainui.

⁷ See Open Space Strategy for the Gisborne City and Wainui.

⁸ See Open Space Strategy for the Gisborne City and Wainui and capital expenditure programmed in the Annual Plan 2002/2003, carried through to subsequent years.

⁹ See Open Space Strategy for the Gisborne City and Wainui and capital expenditure proposed in the LTCCP.


Action	Priority	Target Dates
Design and Operation of Network and Facilities		
15. Consult with representatives of disabled users to develop guidelines for the design and operation of networks and facilities	Very High	2005-2006
16. a. Prioritise safe walking and cycling access to schools. Consult with key groups to identify issues and options. (Safe routes might be identified as alternatives to shortest routes). b. Develop a programme to implement prioritized improvements.	Very High	2005-2006
	High	2007-2009
 <p data-bbox="371 992 978 1106">Cycle lane diverts to cycle path to negotiate multi-lane roundabout, Otaha Valley Road, Albany, New Zealand. (Photo: Tim Hughes) Source: <i>Cycle Network and Route Planning Guide</i>, LTSA (2004)</p>		
17. a. Review intersections, particularly roundabouts, along major routes against best practice design and operational guidelines for use by cyclists and pedestrians. For example, connection points between beaches and city, Awapuni Road and Customhouse Street.	Very High	Ongoing
b. Programme prioritised improvements.	High	2005 - Ongoing
 <p data-bbox="363 1798 912 1825">Cycling stopping Bay, Hamilton (Photo: K.V. Chandran)</p>		

Action	Priority	Target Dates
<p>18. a. Review current design and operation of shoulders for cycling and identify locations along the cycle network where cycle routes should or could be separated from motor vehicles. For example, the Back Ormond Road route to Waihirere Domain could be widened to enable a cycle lane. This route has relatively few side roads so is relatively safe except for heavy traffic and the speed of traffic.</p> <p>b. Develop a programme to implement necessary works.</p> <div data-bbox="316 533 959 1019" data-label="Image"> </div> <p>Cycling lane separated from parked cars, Hamilton East. (Photo: K.V. Chandran)</p>	<p>High</p> <p>Medium</p>	<p>2005 - ongoing</p> <p>2005 - Ongoing</p>
<p>19. a. Identify areas where speed limiting, traffic calming and/or traffic volume reduction, in conjunction with the traffic management strategy, would provide effective improvements to safety and amenity levels for cyclists and walkers.</p> <p>b. Identify necessary works and develop a programme to implement prioritized improvements.</p>	<p>High</p> <p>Medium</p>	<p>2005 -ongoing</p> <p>2006 - Ongoing</p>
<p>20. a. Review the design and operation of major pedestrian routes, e.g. major routes into the CBD (giving attention to geometrics, planting, surveillance, fencing, lighting, signage and markings) to increase safety, amenity and awareness of routes.</p> <p>b. Identify necessary works and develop a programme to implement prioritized improvements.</p> <p>21. Give priority to pedestrians over motor vehicles in key locations e.g. in the CBD.</p> <p>22. Provide frequent, safe, main road crossings in high activity pedestrian areas.</p> <p>23. Review GDC policies for the placing of footpaths where only one side of the street is paved. Identify options and develop a policy to deal with existing footpaths that switch from one side of the street to the other, such as Stout Street.</p>	<p>High</p> <p>High</p> <p>High</p> <p>Medium</p> <p>Medium</p>	<p>2005 - Ongoing</p> <p>2007 - Ongoing</p> <p>2007-2008</p> <p>2007- Ongoing</p> <p>2007-2009</p>
<p>Maintenance and Enhancement of Networks</p> <p>24. Review provision and maintenance of footpaths and tracks on walking and cycle network routes, giving priority to areas where routes are unsafe such as the Haumanatua Stream Bridge, and/or in high traffic areas such as the footpath down Grey Street from Alfred Cox Park to Waikanae Beach.</p> <p>25. Ensure that re-sealing contracts require that the parts of the road used by cyclists be adequately sealed.</p>	<p>Medium</p> <p>High</p>	<p>2009- Ongoing</p> <p>2005 Ongoing</p>

Action	Priority	Target Dates
<p>26. Enhance and maintain a small number of high-quality leisure routes that will provide significant public value and be well utilised. Initial routes to be:</p> <ul style="list-style-type: none"> ▶ Riverbank walkways and other routes through the CBD ▶ Kaiti Hill walkways <p>Some of these routes could be developed by opening up viewing opportunities and incorporating artworks and information about heritage or environmental features (refer n. 29).</p> <p>27. Review adequacy and efficiency of regular roadside sweeping programme on roundabouts and all principal roads to remove glass etc.</p> <p>28. Encourage “ownership” of routes by community groups. Assist community groups to adopt a programme of enhancement of specific routes.</p>	<p>High</p> <p>High</p> <p>Medium</p>	<p>2005-Ongoing</p> <p>2005-2006 Ongoing</p> <p>2005 - Ongoing</p>
<p>Ancillary Features and Services</p> <p>29. Review provision of ancillary features for walking and cycling such the regularity of rest stops for the disabled and elderly, “pet care” collection points, route information (especially on high quality recreational routes), viewing opportunities, artworks, and information about heritage or environmental features, lighting, and bike racks.</p> <p>30. Investigate and promote lock up facilities especially at colleges and polytechs, to save students having to carry helmet gear from lecture to lecture all day, may encourage participation from these age groups. Promote if desire is sufficient.</p>	<p>Medium</p> <p>Low</p>	<p>2009 -Ongoing</p> <p>2007 -Ongoing</p>
<p>Planning, Policies and Processes</p> <p>31. Engineering, road design and road maintenance processes to recognise and provide for walking and cycling as essential considerations and requirements within the transportation network.</p> <p>32. Incorporate networks/routes as relevant into other Community/ Council Plans, strategies and asset/activity management plans.</p> <p>33. Link reserves planning and maintenance to this Strategy too, to ensure that appropriate consideration is given to the needs of pedestrian and cycle users of such facilities.</p> <p>34. Review Council’s statutory plans. Subdivision and development should allow for and encourage safe and enjoyable walking and cycling. Investigate any amendments to the plans to assist implementation of this. For example, investigate amendments to the District Plan to identify areas where reserve contributions could assist with development of cycleways or walkways.</p>	<p>Very High</p> <p>High</p> <p>High</p> <p>High</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2005 - Ongoing</p>
<p>Inner Commercial Zone</p> <p>35. Review role of cars in the Inner Commercial Zone giving consideration to the benefits of making this area attractive for pedestrians and cyclists versus motor vehicles and parking spaces as at present.</p>	<p>Medium</p>	<p>2009-2010</p>
<p>Mountain Biking (Off-Road Cycling) Facilities</p> <p>36. Investigate availability of GDC land and other land for the development of mountain biking facilities.</p> <p>37. Facilitate discussions between mountain bikers and potential providers of land (for example forestry companies and GDC) with respect to access to land and development of facilities. Provide support to any community initiatives, for example by providing information on regulations and by providing ancillary features such as signage.</p>	<p>High</p> <p>High</p>	<p>2006-2008</p> <p>2005-Ongoing</p>

Action	Priority	Target Dates
38. Review Reserve management Plan for Langford Fallon Reserve with particular attention to the dual provision for walking and cycling, target user groups and the types of facilities/tracks anticipated. Investigate methods to improve safety to difference user groups, for example signage, separation of walking and cycling routes.	Low	2009/2010
39. Continue to improve and increase the mountain biking trails at Langford Fallon Reserve.	Medium	Ongoing

6.2 Education and Promotion

Action	Priority	Possible Target Dates
Road Safety Education Programmes		
40. Continue work of the Road Safety Coordinator. The Coordinator shall ensure that safety issues for cyclists and walkers are given a priority and ensure the implementation of appropriate District Wide education and promotion of cycling and walking activities and associated issues.	High	Ongoing
41. Review and enhance other safety programmes especially with respect to children's safety, eg, <ul style="list-style-type: none"> ▶ cyclists skill training for both children and adults ▶ adult supervision of children cycling to school ▶ programmes that increase awareness of motoring practices that are adverse for cyclists and pedestrians ▶ education of property owners of the inconvenience to pedestrians and hazards caused by encroaching and overhanging trees and vehicles parked over footpaths. 	Medium	Ongoing
		
<p>(Photo: Tim Hughes) Source: <i>Cycle Network and Route Planning Guide</i>, LTSA (2004)</p>		
Access and Participation		
42. GDC will actively support and continue to invest in walking and cycling as part of daily life activities, both as a significant employer and as a leader in the community.	High	Ongoing
43. Review existing education and promotion programmes especially with respect to disabled people and other low-participation target groups.	Medium	Ongoing
44. Encourage opportunities for the community to have a go at biking e.g. bike library and hire a bike concepts, or programmes for school bikes at minimal cost. Liaise with other organisations to find sponsorship funding.	Medium	2009-2010

6.3 Monitoring, Review and Implementation

Action	Priority	Possible Target Dates
51. Seek and provide sufficient funding to enable key actions to be implemented over the life of the Strategy. Funding should be sought and provided by a range of agencies, for example Pokies/Trusts.	Very High	Ongoing
52. GDC will prepare 10-year implementation programmes to provide input into the Long Term Council Community Plan (LTCCP), through which funding is allocated to implementation actions.	Very High	Ongoing
53. Every three years (in line with GDC's review of its rolling 10-year implementation programme to provide input into the LTCCP) GDC will monitor progress in achieving the vision of the Strategy and review the document to ensure that it is in line with current thinking.	Very High	2008 - 2012
54. GDC will also prepare 12-month "action plans" to provide input into the annual plan process.	Very High	Annually
55. GDC, in consultation with appropriate groups, will refine existing and/or develop new programmes to achieve the Vision of the Strategy. For example, it is anticipated that projects to investigate possible extensions to the networks will continue to be added to the list of implementation actions.	Medium	2008-2010

7.0 IMPLEMENTATION PLAN

The implementation actions in Section 6 of this Strategy are combined for convenience into the following table to form an indicative implementation plan to 2015. The shaded cells are the years in which a project will be undertaken subject to funding.

Project	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
INFRASTRUCTURE and SAFETY											
Confirm Networks											
1.											
2.											
Kaiti – Wainui Walkway/Cycleway											
3. a)											
b)											
c)											
Coastal Walkway											
4. a)											
b)											
Okitu to Makorori											
5. a)											
b)											
6. a)											
b)											
7.											
Kaiti Hill – Kaiti Beach Walkway											
8. a)											
b)											

Project	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Western Industrial Cycle Route											
9. a)											
b)											
Valley Road											
10. a)											
b)											
Pouawa Marine Reserve											
11. a)											
b)											
Extension of the Riverbank Walkway											
12. a)											
b)											
Midway Beach to Waipaoa River											
13. a)											
b)											
Cave Road, Matokitoki Road											
14.											
Design/Operation of Network and Facilities											
15.											
16. a)											
b)											
17. a)											
b)											

Project	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
18. a)		■	■	■	■	■	■	■	■	■	■
b)											
19. a)		■	■	■	■	■	■	■	■	■	■
b)											
20. a)		■	■	■	■	■	■	■	■	■	■
b)											
21.			■	■	■	■	■	■	■	■	■
22.											
23.			■	■	■	■	■	■	■	■	■
Maintenance and Enhancement of Networks											
24.						■	■	■	■	■	■
25.		■	■	■	■	■	■	■	■	■	■
26.											
27.											
28.											
Ancillary Features and Services											
29.						■	■	■	■	■	■
30.				■	■	■	■	■	■	■	■
Planning, Policies and Processes											
31.		■	■	■	■	■	■	■	■	■	■
32.											
33.											
34.											

Project	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Inner Commercial Zone											
35.											
Mountain Biking Facilities											
36.											
37.											
38.											
39.											
EDUCATION and PROMOTION											
Road Safety											
40.											
41.											
Access and Participation											
42.											
43.											
44.											
45.											
Relationships											
46.											
Signage											
47. a)											
b)											

Project	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15
Information and Reporting Services											
48.											
49.											
Events											
50.											
Monitoring, Review and Implementation											
51.											
52.											
53.											
54.											
55.											

8.0 TARGETS FOR ASSESSING EFFECTIVENESS OF THE STRATEGY

Every three years (in line with Council's review of its rolling 10-year implementation programme to provide input into the LTCCP) Council will monitor progress in achieving the vision of the strategy and review the document to ensure that it is in line with current thinking.

The success of the Strategy will (in part) be measured against six targets. Figures in 2000 are actual figures; the remaining figures are projected targets.

1. Increased community and visitor use of the walking and cycling networks.

- ▶ Goal for 2015 is to achieve a 5% increase in use.

	2004	2005	2010	2015
Pedestrians	To be added (TBA)			
Cyclists	(TBA)			

Measured by GDC public survey and visitor survey

2. Increased community and visitor satisfaction with safety of walking and cycling routes and facilities.

- ▶ Goal for 2015 is to achieve 75% satisfaction by walkers and 60% satisfaction by cyclists.

	2004	2005	2010	2015
Pedestrians	(TBA)			
Cyclists	(TBA)			

Measured by GDC public survey and visitor survey

3. Increased proportion of students walking or cycling to school.

- ▶ Goal for 2015 is to achieve 10% of students walking or cycling to school.

	2005	2010	2015
Walking			
Cycling			

Measured by school gate and bike shed survey and school rolls

4. Reduced pedestrian and cycling injuries as a percentage of total participants.

- ▶ Goal for 2015 is to achieve a comparable or better crash and casualty rating versus other LTSA Group C areas.

	2000	2005	2010	2015
Pedestrians	(TBA)			
Cyclists	(TBA)			

Data from Land Transport Safety Authority, Road Safety Reports

5. Increased numbers of participants walking and cycling as a mode of transport to work and to school.

▶ Goal for 2015 is to achieve an increase of participants of 10%.

	2005	2010	2015
Total			

Measured by Public Survey and School gate Survey

6. Increased consideration and provision made for cyclists within the roading infrastructure design and maintenance programmes.

▶ Goal for 2015 is to achieve proof of consideration 80% of the time and provision made specifically for cyclists 60% of the time.

	2005	2010	2015
Consideration			
Provision			

Measured by audit of processes undertaken by GDC Roading Division

PART TWO ■ BACKGROUND

9.0 CURRENT CONTEXT

9.1 National Trends

Thousands of households around New Zealand were sampled during a travel survey in 1989/1990 and again in 1997/1998. The results were analysed and expanded using known demographics to provide national estimates of household travel. Comparison of the 1989/90 and 1997/98 estimates indicate that nationally:¹⁰

- ▶ Walking trips dropped from 21% to 19% of household travel trips, with the decline largest in 'walk only' trips.
- ▶ 'Walk only' trips dropped from 36% to 26% of all school trips.
- ▶ Taking into account population growth, New Zealanders undertake approximately 400,000 fewer 'walk only' trips daily than was the case in 89/90.
- ▶ Cycling trips have dropped from 3.6% to 1.8% of household travel trips.
- ▶ Trips among 5-20 year olds dropped by around 50%.
- ▶ Trips among 20-24 year olds rose slightly, and trips among those 40+ remained relatively stable.

9.2 Gisborne City Cycling and Walking Survey 2004

9.2.1 Background

A public survey was carried out in 2004 to help understand current walking and cycling behaviour as well as community attitudes to a number of issues.

The survey involved two samples, these being:

- ▶ A random sample of 200 respondents aged 15 or older from Gisborne City, Makaraka and Wainui. These respondents were recruited using DigPoll's random phone number telephone interviewing system.
- ▶ A sample of 19 school children volunteers. Data received was weighted to correct over-representations in location of residence, gender, age, ethnicity and household income.

9.2.2 Participation

Respondents were asked how often they had ridden a bicycle in the last year. 30% of the random sample rode a bike at least weekly (10% rode daily); while 45% said they had not ridden a bike in the last year. For the school sample 69% rode a bike at least weekly (nearly a third of the school children rode daily) and only two of 19 school respondents did not ride a bike.

¹⁰ LTSA, *Travel Survey Report 1997/1998* (LTSA, Wellington, June 2000) in *Getting there – on foot, by cycle: A draft strategy to increase walking and cycling in New Zealand transport* (October 2003)

Respondents were also asked how often they had and walked more than a kilometre in the past year. 72% of the random sample walked over a kilometre at least weekly (38% of the sample walked daily). A further 4% walked about every 6 months and just 8% said they had not walked more than a kilometre in the past 12 months. The school sample had fewer respondents who walked more than a kilometre weekly and more who did this monthly but the rest of the profile is similar to the random sample.

The vast majority of respondents undertake some form of exercise on a regular basis. In total, 80% of the respondents from the random sample either walk, bike or play sport on at least a weekly basis. Only 6% of the sample did not undertake any of these activities in the past year. Nearly all of these 12 respondents mentioned health problems or age as their reason for not participating.

As would be expected there are clear trends of involvement with older respondents generally being less active than the younger respondents. However, with bike riding it appears that there is an anomaly in this trend with respondents aged 26-35 participating less than the under 25s or those aged 36-50. This possibly reflects that as young adults become more mobile then biking becomes less appealing until they have children or the economics of the family motivate them to ride again.

There is also a significant difference in the proportions that ride a bike based on gender. 43% of men ride a bike at least weekly and only a third do not ride a bike, while 17% of women ride a bike at least weekly and 57% do not ride a bike.

9.2.3 Reasons for Participating

Respondents who had ridden a bike in the last year were asked: "What is your main reason for riding a bike?" The most common reason given by those in the random sample was fitness. This was mentioned by 49% of the bike riders from the sample but this accounts for 62% of the over 36-50 age group. That a high percentage of respondents that ride for fitness infers that the majority of the respondents are aware of the health benefits of this activity. Another quarter said they rode for recreation, 17% said they rode for fun and 9% to do things with their children. Conversely 26% said their main reason for cycling was as a means of transport. The school sample bike riders were more likely to ride as a means of transport (47%), for recreation (41%) or for fun (29%).

Those respondents who had walked more than a kilometre in the last year also gave a variety of reasons for their participation. In the random sample, the most common reason was again for health (73%), a quarter of the respondents said they walked for recreation and a further quarter said their main reason was as a means of transport to school or work. The school sample walkers were most likely to walk for fitness (37%) or as a means of transport (37%).

9.2.4 Reasons for Not Participating

Respondents in the random sample who had not ridden a bike in the last year were asked: "What are your main reasons for not riding a bike?" A variety of reasons were given but the most common was in regard to age concerns. This was mentioned by 26% of the non-bike riders and accounted for 70% of the over 65 age group.

A quarter said they were not interested in riding bikes – this was mainly mentioned by those working full time. A further 24% said they preferred other means of transport. Smaller groups of respondents commented that they did not own a bike (8%), did not have time (7%) or they did not think it was safe (6%) and health reasons (3%).

The reasons for not participating were similar for walking, with interest, age and preferring other means being common reasons. Safety was a much bigger issue for those who do not walk than for those who do not cycle, but the numbers of non-walkers are too small to be able to draw any reliable conclusions.

9.2.5 Where Walking / Cycling occurs

Most bike riding is done on the roads of the city. Respondents who had ridden a bike in the last year were asked: “Where do you normally ride your bike?” (more than one answer could be given). 74% of the bike riders in the random sample respondents ride on the roads and 94% of the school sample. About a fifth of each sample said they rode on off-road tracks or beaches.

In contrast most walking is undertaken in the respondents’ own neighbourhood, shopping centres, on paths and tracks and at the beaches of the city.

9.2.6 Current Facilities – User Satisfaction

Most of the random sample respondents are not very satisfied with the current cycling facilities and many are dissatisfied. This is reflected in the satisfaction index of 50.7 out of 100 (calculated from the spread scores given by the respondents from 0 to 10, 0 being very dissatisfied and 10 being very satisfied). To put this result into perspective in the Local Body arena for non-elective services a satisfaction index of 61 is deemed to reflect a need for significant improvement while a satisfaction index of 73 reflects a very good service. Therefore this satisfaction score infers the respondents see a need for significant improvement in cycling facilities. Those who ride daily to monthly are more dissatisfied with the current facilities than the more infrequent riders and those who do not ride. The school sample had a slightly higher satisfaction index of 53.3.

Walkers from the random sample are significantly more satisfied with the current walking facilities (satisfaction index = 63.0) but this score also reflects some serious concerns. The satisfaction profile of the school sample is different, with a much higher satisfaction index of 75.8. This difference probably reflects that school respondents have more modest expectations and are less worried about safety.

9.2.7 How to Improve Walking and Cycling?

Respondents were asked what Council could do to improve cycling and walking in Gisborne (each respondent was able to make more than one suggestion).

The main suggestion from the random sample was to provide cycle lanes. 65% of the bike riders in the sample and 53% of the total sample mentioned this, a quarter wanted better, smoother or safer roads (often mentioned as wider roads), a fifth mentioned improving the safety of cyclists, 12% suggested more off road tracks and 18% did not know. Only 3% of those who ride thought there was nothing to improve.

The school sample respondents tended to follow a similar pattern with 58% suggesting cycle lanes while 26% suggested improving cyclists safety and 21% wanted more off road tracks. The roundabouts and narrowness of some Gisborne Street were clearly issues.

The picture is not as clear in relation to walking facilities with a third of the random sample wanting better paths while a similar proportion wanted footpaths in their area and over a quarter of the sample wanted more walking tracks. A fifth of the random sample mentioned better safety for walkers and it appears that this safety refers to personal safety (e.g. from thugs) rather than safety from tripping etc.

9.2.8 How to Encourage Walking and Cycling?

The survey also questioned respondents on how Council could encourage more people to cycle and walk.

A third of the random sample did not know what Council could do to encourage more people to ride bikes and 13% said there was nothing more Council could do. The remaining 55% of respondents made a range of suggestions with the main suggestions being to provide cycle lanes (19% of the random sample), to improve road safety (14%), to run promotions (10%). Over half of the school sample did not know what Council could do to encourage more people to ride bikes. The main suggestions tended to mirror the random sample and covered cycle lanes and improved road safety.

A third of the random sample also did not know what Council could do to encourage more people to walk and 19% said there was nothing Council could do. Fifty percent of respondents made a range of suggestions. Almost half suggested some sort of promotion, 20% suggested better footpaths and tracks, 12% suggested making walking safer, 3% better lighting, 7% greater dog control and 8% suggested more scenic tracks.

9.2.9 Safety

Respondents were asked to rate the safety of cycling and walking in Gisborne on a scale from 1 to 10.

Only a third of the random sample felt that Gisborne was safe to cycle around (scores 8-10), 16% felt Gisborne was unsafe to cycle around (scores 0-3) while 39% rated this as neutral with (scores 4-6). The safety index for the random sample was 55.6. Those who felt unsafe tended to mention poor driving, lack of cycle lanes, roundabouts, traffic and narrow roads as their main concerns. The school sample respondents appeared much more positive about the safety of cycling in Gisborne and this probably infers that many young people do not recognise the dangers around them. Almost half felt Gisborne was safe and only 5% felt Gisborne was unsafe to cycle around.

By comparison walking safety was rated significantly higher than cycling safety with 62% of the random sample feeling safe walking while only 7% felt unsafe. Personal safety was the main concern of these respondents although footpaths needing repairs were also of concern.

9.3 Road Safety Record

Statistics show that road safety is a major issue for cyclists in the Gisborne District. Land Transport Safety Authority (LTSA) reports:¹¹

- ▶ In 1999-2003 18% of the casualties on Gisborne urban roads were cyclists, compared to only 9% in the rest of New Zealand and 12% in a peer group of similar districts. It is noted however that LTSA reports for 1997/1998 indicate that a relatively high percentage of total trips are made by cycle in the Gisborne District (3.3%) compared to national average (1.9%).
- ▶ The proportion of all road casualties in the Gisborne District made up by cyclists has increased from approximately 5% in 1994 -1999 to 11% in 2001-2003.
- ▶ While casualty rates for other road users have been declining, the number of cyclist casualties on roads in the Gisborne District generally increased at a rate of approximately 0.4 casualties per year in the period 1994-2003. It is not known whether there has been a concurrent increase in cycling in this period. National trends show a decrease in cycling trips from 3.6% to 1.8% of household travel trips.

Intersections, other vehicles and children have been the main trouble areas for cycle safety:

- ▶ 87 crashes involving cyclists in Gisborne District were reported to the police in 2000-Dec 2004;
- ▶ 95% of these reported crashes also involved a motor vehicle;
- ▶ 62% of these crashes occurred at intersections.
- ▶ 53% of these crashes were “crossing/turning”, 25% were rear end obstructions and 13% were overtaking crashes;
- ▶ LTSA reports that cyclists were at fault or partly at fault in only 43% of the crashes, motor vehicle drivers were at fault or partly at fault in 63% of the crashes;
- ▶ 42% of the cycle casualties in the Gisborne District in the period 1999-2003 were aged 10-14 and 13% were aged 15-19. It is expected that the statistics will be similar for the period 2000-2004.

Pedestrian road safety trends are perhaps not quite as worrying, although there is room for significant improvement. Again, children are a major “trouble area”. LTSA reports:

- ▶ 63 pedestrians were involved in crashes in the Gisborne District in 2000 - 2004;
- ▶ Approximately 13% of the casualties on Gisborne urban roads in 1999-2003 were pedestrians. This percentage is comparable with the rest of New Zealand;
- ▶ The proportion of all road casualties in the Gisborne District made up by pedestrians has been relatively constant in the period 1994-2003;
- ▶ 29% of pedestrian casualties in the Gisborne District in 1999-2003 were aged 5-9, 12% were aged 10-14 and 10% were aged 15-19;
- ▶ The number of pedestrian casualties on roads in the Gisborne District generally decreasing at a rate of approximately 0.6 casualties per year in the period 1994-2003. It is not known whether walking has also decreased in this period however LTSA reports indicate that nationally walking trips dropped from 21% to 19% of household travel trips in the period 1989 to 1998.

¹¹ LTSA, *Travel Survey Report 1997/1998* (LTSA, Wellington, June 2000), LTSA, *Gisborne District 1999 to 2003 Road Safety Report* (Engineering Section LTSA, Napier, June 2004) and LTSA, *Crash List Detail Report*, Gisborne 2000-2004, 10 September 2004.

9.4 Existing Facilities

9.4.1 Cycling Transport Network

Most cycling for transport in the Gisborne District occurs along roads administered by the Gisborne District Council, with some routes taking advantage of links through Gisborne District Council reserves and across foot/cycling bridges. Transit highways also form part of the network, for example State Highway 35 between Wainui and Gisborne City is an important commuter route and State Highway 2 between Napier and Gisborne and State Highway 35, which follows the East Coast, are touring routes used by cycling tourists.

Although roads are an important part of the cycling transport network the majority are designed first and foremost for motor vehicles, rather than to provide the highest levels of service for cyclists in terms of safety, convenience and comfort. In some areas, such as the Gisborne City Central Business District, the roads are so unsuited to cyclists that most cyclists avoid riding in these areas and they effectively do not form part of the existing cycle network.

9.4.2 Walking Transport Network

The walking transport network is similar to the cycling transport network: most walking for transport occurs on roads administered by Gisborne District Council, with some routes taking advantage of links through Gisborne District Council reserves and across foot/cycling bridges. However in obvious contrast to cyclists, walkers use footpaths where available.

Council's standard is to provide footpaths on both sides of the road in commercial shopping areas and in residential areas on well trafficked, connecting routes; otherwise a footpath is provided to one side of the street. Funding of \$100,000 annually was allocated in the 2004/2005 LTCCP for footpath upgrading, which is double that of the funding for previous years. Funding will increase to \$180,000 in 2007/08.

9.4.3 Facilities for Cycling as a Recreational Activity / Sport

Road Cycling Facilities - Roads are important not only for cycling as transport but also for cycling as an active recreational activity or sport. Roads are available to a wide range of users, from those out for a leisurely ride and spot of fresh air to the serious "roadies" who participate in sporting events. Some of the most popular routes at present are:

- ▶ Through Kaiti Hill / Titirangi Domain along Queens Drive and Titirangi Drive.
- ▶ The Route along Valley Road, Barkers Hill Road and down Balance Street.
- ▶ Riverside Road.

Mountain Biking Facilities - Langford Fallon Reserve contains a network of tracks that are used for mountain biking as well as walking, running, family activities and exercising dogs.

Langford Fallon Reserve is only about 22 hectares. As a “mountain bike park”, this is very small. Eskdale Mountain Bike Park near Napier for example is set amongst 600 hectares of forest. The reserve also does not cater to advanced riders and opportunities to provide more advanced tracks are limited by the potential conflict with and danger to other users of the reserve. The reserve management plan envisions that this mixed use will continue in the future.¹² The reserve is not well suited to hold even small events because of limited parking, short length of tracks and lack of flat areas for participants to congregate.

Other mountain biking opportunities do exist on unsealed roads, forestry tracks and private land. However their attractiveness and potential use is limited by the need to obtain permits or other permission, seasonality, that they are promoted mainly by word-of mouth, and that the tracks are not designed specifically for the needs of mountain bikers.

BMX Facilities - Gisborne District has the following BMX facilities:

- ▶ A BMX track has recently been built on Council land in Lytton Road. The track was built and will be maintained by the Gisborne BMX Club. The new facility is built to international standards and will therefore has the potential to host national and even international competitions;
- ▶ There is also a BMX track in Alfred Cox Park, which is maintained by Gisborne District Council for public use;
- ▶ The skate parks in Alfred Cox Park and in Tolaga Bay provide some facilities for freestyle BMX riding.

Track Cycling Facilities - Gisborne District does not have a velodrome (an oval cycling track) to cater for the sport of track cycling.

Non-Technical Off-Road Recreational Cycling Areas - Several leisurely routes such as the Riverbank Walkway, along the tracks in the Botanic Gardens and through the open spaces in Council reserves are available to cyclists without mountain biking equipment or technical skills. Other than for families with young children, these areas are likely to provide only part of a recreational route (in conjunction with the road network) rather than a complete route.

9.4.4 Facilities for Walking as Recreational Activity / Sport

Recreational Walking Routes within (or primarily within) the Road Network - The road network provides recreational walking routes. Routes with hills such Queens Drive - Titirangi Drive, through the back of Mangapapa along Hauora Road, Riverside Road and Lysnar Road are popular. The Central Business District is also a significant recreational walking area (in conjunction with shopping or window shopping). High amenity routes such as the route from the Esplanade to Anzac Park, through Lovers' Lane are also important.

¹² Langford Fallon Reserve Draft Management Plan, Gisborne District Council, 2001.

Off-Road Walking Tracks - There are a number of off-road public walking tracks within the Gisborne District administered by the Department of Conservation or Gisborne District Council. They consist of:

- ▶ Well-maintained city walks in areas of high amenity, which provide important activities for visitors to the District as well as pleasant recreational routes for locals such as the Riverbank Walkway and the Elizabeth Williams Walkway.
- ▶ More challenging fitness routes, for example through Matokitoki Valley and up over Hospital Hill.
- ▶ Long and challenging wilderness tracks for trampers, for example the Mount Hikurangi Track and Rua's track.
- ▶ Shorter scenic tracks such as Kaiti Hill and Titirangi Domain walks, Makorori Headland, Okitu Domain Walkway, Gray's Bush Walking Track, Te Kuri Farm Walkway, Whinray Scenic Reserve Tracks, Otoko Walkway, Cook's Cove Walkway and Anaura Bay Walkway. These range in length from 15 minutes to several hours.

Gisborne District Council administers approximately 370 hectares of amenity, esplanade, recreational and other reserves in Wainui and Gisborne City. It might be said that there are a relatively small number of off-road walking tracks within this huge resource of open space.

Beaches - Beaches are an important area for recreational walking. Most walking occurs along the sand (when tides permit) but there is also a formed walkway along Waikanae Beach.

10.0 ISSUES IDENTIFIED

Issues identified by the community have been separated into two categories, those relating to infrastructure and safety issues and those issues relating to education and promotion of walking and cycling activities. All the issues identified are detailed below:

10.1 INFRASTRUCTURE and SAFETY

10.1.1 The existing road network has become increasingly unsafe for cyclists

- ▶ Majority of cycle routes involve busy roads, these roads have not been designed to encourage safe cycling nor safe walking (although to a lesser extent). The focus has for several decades been on safe and efficient motor vehicle movements to the detriment of other road users.
- ▶ The number of cars has increased over the last ten years, while numbers of cyclists have decreased, yet the number of cyclists involved in accidents has nearly doubled in the Gisborne region. The road network is less safe than ten years ago, partly due to an increased volume of cars and lack of priority given to ensuring the road network remains at least as safe for cyclists as ten years ago.¹³
- ▶ Cyclists will take the shortest routes generally, but lack of alternative safer or more pleasant routes does not give potential cyclists any ability to overcome safety fears.
- ▶ Absence of designated cycleways or routes suggests little priority or consideration is given to the needs of cyclists or to encouraging cycling as a mode of transport.
- ▶ There is a need to consider amenity values when providing walking and cycling routes, rather than just considering the most economic or direct routes between two locations. This must be balanced against the desire to travel shortest routes.
- ▶ The absence of sufficient shoulders or a wide footpath that could be used by both cyclists and pedestrians on popular routes such as Riverside Road.
- ▶ Walking and cycling are perceived to be dangerous, and this discourages participation.
- ▶ The dominance of motor vehicles on the road network and lack of planning and provision at design and maintenance stages for the needs of cyclists and walkers continue to increase the level of risk to cyclists using the road network.
- ▶ Cyclists and walkers are presently forced to travel largely on roads, without any provision for their needs e.g. amongst motorised traffic with slow/ idling vehicles and high exhaust emissions and amongst parked cars at side of road.
- ▶ There is a need to consider the latest tried and tested solutions implemented by other urban areas to make road networks safe for road users other than motorised vehicles.

¹³ Refer Section on Road Safety Record

10.1.2 State Highways are not designed to be safe for cyclists

- ▶ The State highways are particularly dangerous, with speed limits of either 70km or 100km per hour. This is especially true around the Gisborne urban area, where logging and other trucks are frequent users on the State Highway out to Wainui or along Awapuni Road.
- ▶ State Highway 2 from Bloomfield Road to the Waipaoa roundabout is very hazardous for cyclists as the sealed road is narrow with heavy volumes of fast moving traffic. Cyclists are forced off the road at times or side swiped by vehicles.
- ▶ Cyclists on Kaiteratahi Bridge (SH2) are not seen by drivers due to the curved nature of the bridge.

10.1.3 Roundabouts are not designed to be safe for cyclists

- ▶ Left turning lanes at roundabouts, with straight ahead traffic lanes in the middle of the road, make it very difficult for cyclists to get safely around roundabouts as vehicles cut across the cycle path.
- ▶ Installation of narrowing obstructions at roundabouts, and intrusive kerbs at pedestrian crossings, squeeze cyclists into the main traffic streams increasing risk of collision.
- ▶ Cyclists, especially school children, are vulnerable and unsafe at roundabouts and on high traffic routes.
- ▶ Roundabouts only cater for motorised vehicles and kids get pulled over by police for riding on the footpath. There is a huge amount of block work and spare pavement adjacent to some of these roundabouts that could be used as a cycle lane.

10.1.4 Layby areas are not recognised, for maintenance purposes, as cycleways

- ▶ Neglecting to resurface and clean shoulder or layby area of carriageway, which is used by cyclists which causes cyclists to ride on the smooth side of the white line, therefore holding up traffic and endangering themselves. The surface of State Highway 35 at Wainui Road within the 50km/hour area is particularly a problem - no new surface was applied to the layby/cycleway area, causing issues of uneven surface for cyclists.
- ▶ Combined parking lane/cycle track on main roads such as Ormond Road, is dangerous and the surface is far too rough.
- ▶ Inconvenience and risk caused by need to avoid obstacles, either litter, glass or poor road surfaces at the edge of carriageway.
- ▶ Glass on road is a major issue for cyclists – glass remains for a long time, causing punctures and forcing cyclists into vehicle lanes which is unsafe.
- ▶ The current cycle lanes [shoulders] are inadequate. They are often taken up by cars which creates a dangerous situation for cyclists riding around them.
- ▶ Lack of proper shoulders on the highways from Gisborne to Napier, Gisborne to Opotiki and from Gisborne up the East Coast. Transit needs to recognise these are potential cycle routes.

10.1.5 Little consideration has been given to the needs of disabled people

- ▶ Twenty percent of the population has some form of disability; this is a significant user group. This user group should be consulted for advice aimed at ensuring access to and user ability of the walkways and cycleways is appropriate.
- ▶ Walkways should be built so that they serve a lifetime of abilities, with all life's difficulties: Children in buggies, elderly in wheelchairs, guide dogs, crutches and sticks.

10.1.6 Conflict between motor vehicles, walkers and cyclists reduces safety

- ▶ Inadequate provision for pedestrians to cross main roads, especially children and elderly. Lack of priority given to quick and efficient movement of cyclists and walkers versus motor vehicles eg, Awapuni, Ormond and Wainui Roads, Girls High School students.
- ▶ Ageing population suggests that there will be increased usage of mobility scooters on footpaths and tracks.
- ▶ It is not safe to put walkers and cyclists together, or cars and cyclists together, unless the network design clearly separates each activity with sufficient space.

10.1.7 Lack of maintenance of pedestrian or cycle routes makes their use unsafe

- ▶ Footpaths and road surfaces are uneven and unsafe on some popular walking routes, e.g. glass on roads and footpaths.
- ▶ Maintenance of suburban walking routes e.g. overhanging trees, encroaching shrubbery and plants, vehicles parked across pathways, disrepair of paths.
- ▶ There is a lack of consistency in the placement of footpaths when only one side of the street is paved e.g. Stout Street. This is inconvenient for walkers but also dangerous because the road must be crossed to continue on the footpath, this is particularly difficult for those who are disabled or frail.
- ▶ Riverside Road carriageway is hazardous for cyclists in some sections and the footpath is hazardous for walkers due to the uneven surface and lack of safety barriers to prevent falling into river.
- ▶ Poor state and safety of some walking tracks and routes eg, Haumanutua Stream Bridge underpass track is not maintained and not safe for children to use walking to school.
- ▶ There is a lack of maintenance of city walking/cycling bridges.
- ▶ The footpath from the Skate Board Bowl to Waikanae Beach is used by hundreds of tourists and locals each year and is in urgent need of attention.
- ▶ Kaiti Hill requires more development e.g. a circular track, and appropriate maintenance of existing tracks.

10.1.8 Lack of information about existing routes and facilities reduces their use and safety

- ▶ The main facility for mountain biking, i.e. Langford Fallon reserve, is shared with other users, which is unsafe and other users are not warned of the dangers. There is also a lack of information provided to cyclists about the levels of skill required to ride the tracks at this reserve and of dangerous sections in the tracks where extra care is needed.
- ▶ Lack of clear signage for cycleways creates uncertainty for cyclists, walkers and motorists.

10.1.9 Lack of promotion and development of new and safer routes continues to discourage participation in walking and cycling

- ▶ Lack of leadership and coordinated promotion and development of potential alternative routes that would appeal to tourists or recreational cyclists and walkers eg, to Wainui and northwards or along the coastline south, means that these landscape assets are not being utilised to benefit the community in an economic or health sense.
- ▶ Historically a lack of funding for new routes e.g. Wainui, western industrial and Riverside Road routes.
- ▶ Compared to other cities Gisborne has a lack of 'green belt' areas with developed walkways. Picturesque routes to walk are not obvious.
- ▶ There is a lack of longer walking tracks close to the urban area. Te Kuri is the only such walk of reasonable length close to Gisborne.
- ▶ The land between the end of Kaiti Beach and Sponge Bay is underutilized. A coastal track would increase walking and possibly cycling opportunities.
- ▶ Need to research possible scenic / interesting tourist cycling routes (eg, the Tiniroto route as an alternative to the Gisborne/Wairoa highway). A small booklet with maps specifying travel times and distances would be great.

10.1.10 Lack of associated facilities for Walkers and Cyclists discourages participation

- ▶ There is a lack of provision for safe storage of cycles in urban areas.
- ▶ Lack of places for people to sit, as many e.g. elderly, cannot go far without a rest but love and need the exercise. Knowing that there are seats will give such people the confidence to get out.
- ▶ "Pet care" bags and appropriate collection points should be installed along walkways and in parks as available in other cities.

10.1.11 Lack of mountain biking facilities limits participation

- ▶ Lack of readily accessible and convenient off-road mountain biking facilities to meet the needs of participants of different mountain biking disciplines with varying skill levels. The potential to improve Langford Fallon reserve is limited due to small size and mixed use of facility.
- ▶ To date there has been a lack of leadership and knowledge about how to develop additional facilities.

- ▶ Gisborne District with its wide open spaces and challenging topography has a high potential to develop mountain biking. Little advantage has been taken of this potential to date.
- ▶ Langford Fallon is an issue that needs to be carefully looked at. Frustration has been the experience of cyclists involved in the construction and maintenance of some of the trails. There is a wide spectrum of mountain bikers, from those looking for fitness, to the more adventurous riders. However Langford Fallon does cater to a wide range of riders. Locals who have tried to build jumps etc. have had them busted by the tamer riders.
- ▶ Frustration is caused by the need to obtain Council approval to move any dirt in the reserve. This inhibits the process of building terrain features such as jumps, ladders, wall rides, berms etc.
- ▶ Local people leave town in search of more demanding facilities in other centres.

10.1.12 Behaviour of Cyclists and Pedestrians and Motorists, creates additional hazards

- ▶ Behaviour of cyclists particularly school children riding three abreast, cyclists generally riding without helmets or cyclists riding without lights at night.
- ▶ Children under 10 years of age do not have the ability to judge speed and handle the complexities of other traffic. Unsupervised cycling by children younger than 10, e.g. to and from school, should be actively discouraged.
- ▶ Lack of awareness or regard by motorists for cyclists causes unnecessary accidents and perception of danger e.g. car doors, cars turning left.
- ▶ Vehicles sometimes drive at inappropriate speeds on Kaiti Hill, causing risk to the many pedestrians and runners who visit the Hill.

10.2 EDUCATION and PROMOTION

10.2.1 Lack of Coordinated and Effective approach to Education

- ▶ The absence of a cohesive strategy for provision of walking and cycling facilities and services has made it difficult to gauge whether existing facilities meet the varied needs of the communities within the district, including tourists.
- ▶ People are not as aware as they could be of the health, social and environmental benefits of walking and cycling activities. Although education programmes exist, they could be revised to become more effective.
- ▶ Many organisations already have programmes to encourage participation, yet participation rates are relatively low.
- ▶ At present, projects and funding for cycling and walking promotion is not well coordinated between the various agencies.

10.2.2 Lack of information about existing routes and facilities reduces their use

- ▶ Lack of signage/information at Kaiti Hill about how to get from Hill to Beach and from Hill around in a circular route.
- ▶ Signage is critical to identify existence of routes – network information and maps along the route. In some locations signage is inadequate.

- ▶ Lack of promotion of the full range of mountain biking opportunities, including those on legal roads and private land.
- ▶ Lack of coordinated promotion of existing tracks may create under utilisation.
- ▶ Need for greater coordination of information between provider and user groups e.g. Dept of Conservation, QEII and sports groups.

10.2.3 Social Attitudes to Walking and Cycling need to be reversed to increase participation

- ▶ Walking is not seen as a desirable activity by teenagers and young adults, but rather one that must be endured until cars are available. There is considerable peer pressure to conform to an image that includes car transport.
- ▶ Cycling (except for competitive cycling) is even less in favour. Compulsory wearing of helmets for cycle transport is seen as highly undesirable for its effects on looks in general and hairstyles in particular.
- ▶ Free bus service to intermediate school does not encourage cycling or walking.
- ▶ Need to recognise modern factors that discourage participation.
- ▶ Motor vehicle promotion and advertising.
- ▶ Work / life dependency on motor vehicles.
- ▶ Peer pressure to conform and use motor vehicles.

11.0 BENEFITS OF WALKING and CYCLING

11.1 Individual Benefits

Individuals derive benefits from walking and cycling in many ways:

- ▶ Convenient door to door access without parking hassles in urban areas.
- ▶ Improved mental and physical health and fitness – evidence suggests the health benefits of cycling outweigh the associated risks, risks from walking are minimal.
- ▶ Increased independence, especially for school age children.
- ▶ Access to a vehicle (bicycle) which is relatively cheap to own and operate.
- ▶ Increased opportunities to observe, experience and enjoy the scenery and environment.
- ▶ Cycling is a very versatile form of fitness training, as not weight bearing there is no straining of joints.
- ▶ Cycling and walking are relatively cheap forms of exercise, requiring minimal equipment.
- ▶ Exercises can be adapted to suit the health and fitness of the participant, both activities are very adaptable.
- ▶ Convenient forms of exercise as can be undertaken almost anywhere.

11.2 Community Benefits

The presence of walkers and cyclists within an area can contribute to community well-being in a number of ways:

- ▶ Greater social interaction amongst neighbours is likely to occur.
- ▶ Personal security and crime prevention are enhanced with more 'eyes on the street'.
- ▶ Provision of improved facilities for walkers and cyclists can also improve amenities available to local residents (such as paths through parks).
- ▶ Provision of cycling facilities can reduce traffic speeds and volumes in urban areas, improving quality of life in our towns e.g. reduced noise and air pollution.
- ▶ Cycling can reduce the amount of space we devote to roads and car parking thereby enabling the enhancement of the urban amenity.
- ▶ Provision of walking and cycling facilities promotes civic pride.
- ▶ A generally healthier community and reduced health care costs.

11.3 Health Benefits

With a reduction in work-based physical activity and with most people living increasingly stressful lives, opportunities are needed to incorporate some form of regular physical activity into our lives. Allowing people to choose cycling or walking for transport provides good opportunities for increased physical activity.

There is well known evidence as to the benefits of incorporating exercise into daily living patterns in a manner that is regular and moderate. Activities that meet these requirements and can be maintained throughout life include walking, gardening and cycling.

Choosing walking or cycling as a mode of transport can significantly improve health and fitness as well and the health and well being of our community.

11.4 Economic Benefits

Cycling contributes to the local economy in a number of ways. In particular, formal and informal recreational cycling events could attract both local residents and tourists with money to spend on food, refreshments, entertainment and accommodation.

Cycle travellers typically spend more per person per day than local people. Cycle tourists (who often travel only as far in a day as motorists do in an hour) are simply around longer and have more time to spend their money in our community.

Walking activities have many of the same potential economic benefits as cycling activities. Travellers often do not have their own vehicles and will tend to walk around urban areas more perhaps than locals. Attractive, well signposted walking routes will add to a positive impression of the district. Medium distance walking tracks that connect to provide a more versatile set of walking opportunities, would greatly benefit the tourist community and enhance the economic benefits that flow from enticing visitors to stay additional nights and to come to town in the first instances.

Cycling and walking can have economic advantages for our transportation system by:

- ▶ Reducing the number of trips made by cars, thereby reducing congestion and freeing up road space for essential motor vehicle trips.
- ▶ Reducing costs for construction and maintenance of roads.
- ▶ Reducing costs for provision of parking facilities.

11.5 Environmental Benefits

Cycling and walking improves the quality of our natural environment and minimises environmental impacts:

- ▶ Cycles are the most energy efficient land transport vehicles.
- ▶ Walking is also a very efficient mode of transportation.
- ▶ Up to 100 times less material is needed to manufacture a cycle than a car.
- ▶ Cycles have a minuscule effect on our fossil fuel reserves.
- ▶ Cyclists and walkers emit no pollution, noise pollution or greenhouse gases.
- ▶ Promoting cycling and walking as a means of travel helps to achieve New Zealand's Kyoto Protocol obligations.

Clearly there are major benefits in enabling even small number of people to walk and cycle regularly. Because of its low cost, negligible energy consumption and environmental compatibility, cycling should be planned for as an integral part of the transport system and encouraged and promoted as a long term sustainable form of transport.

12.0 NEEDS OF WALKERS and CYCLISTS

In terms of the purpose of the Strategy, there are two key groups of people in our community:

- ▶ People who do not participate in walking and / or cycling activities.
- ▶ People who do participate in walking and / or cycling activities.

Each group identified issues that need to be addressed, in order to achieve the vision of the Strategy.

There are two components that need to be considered to increase the uptake of walking and other sustainable transport options like cycling. The first is the environment and the second is human behaviour. Thus it is not enough to address just one of the key components in isolation. Both environmental and social issues must be targeted simultaneously.

Better public transport, safe routes, pleasant surroundings and small to medium distances are all key environmental elements of making walking and cycling attractive. There is a need for education and promotion so that people want to participate and understand the benefits of walking and cycling. These benefits are not just around health outcomes. They also include a greater sense of community, less traffic congestion, greater economic benefits and an increase in creativity, particularly in children. The benefits are detailed further in Part II of the Strategy.

12.1 Fundamental Environmental Needs

Whether riding on the road carriageway or an off road cycle track, cyclists have four basic requirements, which apply equally for walkers, as follows:

- ▶ They require a safe space within which to ride or walk.
- ▶ A smooth riding surface is needed in order for bicycles to be ridden effectively, comfortably and safely. The exception is recreational facilities such as mountain bike tracks.
- ▶ In order for bicycles to be an attractive means of transport, cyclists must be able to maintain speed without having to slow or stop too often and be provided with routes that are direct, continuous and consistent.
- ▶ Cycle routes should combine to form a practical and user-friendly network on which bicycle trips can be made effectively conveniently and safely.

12.2 Non Participants

A mild climate and relatively flat urban topography make Gisborne potentially an attractive location for cycling and walking. Why do more people not take advantage of this opportunity to walk or cycle as transport or for leisure?

There are many reasons given in the 2004 Walking and Cycling survey¹⁴ by those who do not participate in walking or cycling activities. These include:

- ▶ Not interested in walking or cycling as activities.
- ▶ Preferred other means of transport.

- ▶ Age was a reason given for not cycling but not a concern with regard to walking.
- ▶ Need to use the car anyway because other people or goods have to be transported.
- ▶ The weather is a concern.
- ▶ Do not have sufficient time, it takes too long.
- ▶ The hills or distances are a concern.
- ▶ School age participants mentioned helmets interfering with their hairstyles or just look bad.
- ▶ Safety was a reason for not walking.
- ▶ Did not own a bike.

12.3 Participants

Despite the reasons given by those who do not participate, many people choose to walk and cycle for fitness and recreation, as a family activity and as a mode of transport. For these people there are issues of safety caused by the existing traffic conditions and the absence of or state of disrepair of facilities which might prevent them from participating more in these activities.

¹⁴ Gisborne District Cycling and Walking Survey as Digi Poll Ltd survey conducted by International Research Consultants Ltd, prepared for Gisborne District Council in July 2004.

13.0 RELATING THE STRATEGY TO OTHER COUNCIL DOCUMENTS

13.1 Statutory Documents

13.1.1 Resource Management Plans

The Council has produced the following plans/strategies under the Resource Management Act 1991:

- ▶ Gisborne Regional Policy Statement
- ▶ Proposed Gisborne Air Quality Plan
- ▶ Proposed Gisborne Combined Regional Land and District Plan
- ▶ Proposed Regional Coastal Plan
- ▶ Proposed Gisborne Discharges to Land and Water Plan

These statutory documents identify resource management issues, objectives, policies and methods (including rules) to promote the underlying purpose of the sustainable management of natural and physical resources, as defined in section 5 of the Resource Management Act.

The Walking and Cycling Strategy is not a statutory document and it is intended that it will be broadly consistent with the resource management objectives and policies identified in the resource management plans/strategies. Any activities undertaken to implement the strategy will need to comply with the standards and resource consent requirements provided by the rules in the resource management plans.

13.1.2 Long Term Council Community Plan and Asset Management Plans

Council is required to prepare a Long-Term Council Community Plan (LTCCP) at least every three years under the Local Government Act 2002. More simple annual plans are produced in the intervening years, which support the LTCCP. The LTCCP describes what Council will do over the next 10 years and why, outcomes Council is working toward and how those activities will be funded.

The Local Government Act 2002 also requires Council to prepare Asset Management Plans and to review them. They communicate to Council the development, renewal and operational programmes and the expenditure required to achieve defined levels of service from major infrastructural assets. Of these plans, the Roading Asset Management Plan and the Reserves and Conveniences Management Plan are particularly relevant. The Asset Management Plans have a significant influence on the LTCCP.

The Walking and Cycling Strategy will interact with the LTCCP and Asset Management Plans: the strategy will be used to help identify the outcomes, required service levels and projects included in the LTCCP and Asset Management Plans, which in turn is an important step in the implementation of the Walking and Cycling Strategy.

13.1.3 Reserve Management Plans

Council prepares Reserve Management Plans under the Reserves Act 1977. The plans provides for the use, enjoyment, maintenance, protection, preservation and development (where resources permit), for each reserve or group of reserves under its control.

Such plans guide future funding allocations through the LTCCP and annual plans. They also influence management decisions and provide a basis upon which to assess future design proposals.

Reserve management plans have a number of links to the Walking and Cycling Strategy, for example:

- ▶ They indicate present and intended use of each reserve or group of reserves.
- ▶ They indicate future directions for the development of facilities and infrastructure such as tracks.
- ▶ They allow planning for the funding and maintenance of existing facilities.

13.1.4 Regional Land Transport Strategy

Council's Regional Land Transport Strategy (RLTS) was adopted in 1995 and is being reviewed against current legislative requirements, the Local Government Act 2002, the Land Transport Management Act 2003 (March 2005). The review process includes consideration of the implications of other council strategies as well as community consultation.

It is anticipated that the RLTS and this strategy will be interactive. The Walking and Cycling Strategy will provide input and direction into the RLTS, while the RLTS might indicate community outcomes, issues and implementation actions that should be taken up in the Walking and Cycling Strategy.

13.2 Non Statutory Documents

13.2.1 Towards 2020

This strategic plan (1993-2020) for the whole district assists Council to look ahead so that it can plan for projects and costs with some certainty. The directions relevant to the Walking and Cycling Strategy are:

- ▶ Provide recreational areas that reflect the changing demand for recreation and determine options.
- ▶ Ensure additional walkways and trails will be developed which includes a network of walkways and cycleways within the City.
- ▶ Provide cycle lanes and cycle ways on urban arterial and collector roads by 1995.

13.2.2 Turbott Report

In the 1960's the Turbott Landscape and Recreational Plan was presented to the Gisborne City Council. Many aspects of this report are still relevant today. The report notes importance of walking as a leisure activity, especially for the retired and tourists and recommends:

- ▶ The development of a system of riverside walkways to increase the use and efficiency of reserves in the city (most of which are located near river banks), to make the river more accessible and to improve the appearance of the riverbank for locals and tourists. Reclamation of land was proposed as a means to create this walkway system.
- ▶ The development of a formal promenade from Grey Street down to Waikanae and across a proposed bridge at Waikanae Creek to link with Reads Quay.

- ▶ The development of foot and cycle ways at frequent intervals through the industrial areas to the beach reserves, in recognition that one of the weakness of the layout of the city is that there are so few points of access from the residential areas and the city through the industrial area to the Foreshore reserves. In particular, it was recommended that Alfred Cox Park be extended over the full length of the north bank of the Waikanae Creek from the Turanganui River to Lytton Road and developed with a system of footpaths and cycle tracks to link the city streets with the accessways to the beach.

13.2.3 Active Recreation Plan

An Active Recreation Plan for the Gisborne District is currently being prepared (March 2005). The plan will look at existing facilities and services as well as issues such as the growth of diseases associated with inactive communities and barriers to participation. A number of goals and projects for active recreation service providers will then be identified.

Given the important role of walking and cycling in active and healthy communities, there is potential for a large overlap between the Active Recreation Plan and the Cycling and Walking Strategy. It is likely that the plan will draw on the objectives and projects identified in this strategy.

13.2.4 Open Space Strategy

The Open Space Strategy establishes a vision for how the open spaces in Gisborne City are to be managed in the future and key actions to implement this vision. The Strategy also provides guidelines and criteria to assess whether open space is a valuable asset or is surplus to the community's needs.

- ▶ The Open Space Strategy identified a number of implementation actions to improve and extend walking and cycling linkages in the city. A number of these projects have already been completed, are in progress, or in Council's capital budgets, for example:
- ▶ Development of a footbridge across the mouth of the Waikanae Stream to enhance the linkages between the harbour and beach area.
- ▶ Extension of the CBD walkway along the harbour, through the ex-Bulmer Harvest site over the proposed footbridge at the mouth of the Waikanae Stream to the statutes of Cook and Young Nick then up Grey Street back to the city.
- ▶ Extension of the CBD walkway along the Taruheru River to the Botanical gardens.
- ▶ Providing sign posted information in respect to trail in the CBD identified as the Arts and Crafts Trail, Mural Trail and Historic Walk.

The following projects identified in the Open Space Strategy were not implemented when Walking and Cycling Strategy was prepared (2004-2005) and they have also been taken up in the Walking and Cycling Strategy:

- ▶ A walkway from the harbour, along Waikanae stream and eventually out to the airport - additional esplanade reserves need to be acquired to complete the links.

- ▶ A walkway from the Campion Road footbridge south through the eastern side of the golf course and along the northeastern part of the airport currently leased to graze stock. This walkway could then connect to the walkway above – there has been no progress on this project to date.
- ▶ A continuous esplanade reserve along the northern bank of the Taruheru River from the Campion Road footbridge to Dalrymple Road – esplanade reserves to complete the links may not be able to be acquired easily.
- ▶ A track from Titirangi Drive connecting to Kaiti Beach Road – several groups have indicated a willingness to undertake this project; awaiting port road development.
- ▶ A cycleway/walkway out to Wainui, which is separated from SH35. The Open Space Strategy identifies a range of possible routes.
- ▶ Consideration of a walkway around the coast from Kaiti Beach Road to Wainui via Sponge Bay – there has been no progress to date.

13.2.5 Gisborne Urban Coastal Strategy (Consultation Draft)

The Gisborne Urban Coastal Strategy is a long-term strategy for the coastal areas in and around the Gisborne urban area. The strategy has a 20-year time frame and was developed to guide the development of residential, business and open space areas along the coastline from the Waipaoa River mouth to Makorori.

Part of the overall strategy for the Gisborne Urban Coastal area, as set out in the strategy, is to enhance linkages to and along the coastline. The strategy notes as desirable actions:

- ▶ Investigating an extension of the riverbank walkway to the west so that it connects Midway and Waikanae beaches with the river.
- ▶ Developing a coastal walkway from Kaiti Beach to Sponge Bay and around to Wainui Beach.
- ▶ Acknowledging and interpreting important historic, heritage, geological and cultural resources through signage, access and lookout points.
- ▶ Improving cycle and walking access to coastal communities and beaches of Wainui/Okitu and Makorori.

The progressive development of a coastal walkway/cycleway from Gisborne Port to Sponge Bay and Wainui is included in the Strategy's list of priority actions for the next five years.

Consultation during the preparation of the Gisborne Urban Coastal Strategy showed that there was strong support for the suggested coastal walkway, as well as for a more direct walkway/cycleway between Gisborne City and Wainui. More generally, feedback on the Strategy was that there is a need for cycleways/walkways which provide safe routes and links to coastal areas.

14.0 REFERENCES

Gisborne District Council (GDC) Long Term Council Community Plan 2004-2014

GDC Regional and District Plans

GDC Gisborne Urban Coastal Strategy (Consultation Draft 2004)

GDC Open Space Strategy

GDC Community Facilities Activity Management Plan 2004 (Reserves)

GDC Regional Land Transport Strategy 2004

GDC Roading Activity Management Plan 2004

GDC Road Safety Programme 2004

Land Transport Safety Authority Cycle Network and Route Planning Guide (2004)

Land Transport Safety Authority Road Safety to 2010 Strategy

Land Transport Safety Authority Pedestrian and Cyclist Safety Framework (2003)

NZ Government Getting there – on foot, by Cycle - A strategy to advance walking and cycling in New Zealand Transport (2005)

NZ Government New Zealand Transport Strategy (2002)

Transfund Project Evaluation Manual

The Process To Develop The Strategy

The process for development of the Strategy to date is as follows:

- ▶ In August 2003 representatives from a number of agencies interested in promoting and improving cycling in the Gisborne District including Gisborne District Council, Turanga Health, the Public Health Unit, Sport Gisborne and the Accident Compensation Corporation met to discuss common goals. The Land Transport Safety Authority, Transit New Zealand and the NZ Police were also consulted. At this stage the benefit of developing a combined walking and cycling strategy became clear. The group of collective agencies then began work on gathering statistical data, discussing consultative methods and reviewing literature and policies on cycling and walking.
- ▶ In July 2004 a phone survey was carried out. It was intended that the survey would provide information that was representative of the whole community to indicate directions for future initiatives. Gisborne District Council commissioned the survey and the analysis of results, but the questions for the survey were developed through a collaborative effort between the agencies mentioned above and the professional consultants who carried out the survey.
- ▶ At the end of July a public meeting was organised by Gisborne District Council to relay the results of the public survey and discuss an initial draft of the strategy. A public invitation was placed in the Gisborne Herald and invitations were sent to key interest groups. Representatives of a number of interested agencies (governmental and non governmental), business, schools and clubs as well as Councillors and independent individuals attended the meeting.
- ▶ A copy of the draft strategy was sent to those who attended the public meeting for their comment. Public comments on the initial draft were also requested via the Gisborne Herald.
- ▶ A second public meeting was held in September to report back on the comments received and additional recommendations and comments were recorded.
- ▶ Council staff continued work on the Strategy - reviewing comments received through consultation, auditing existing facilities, researching literature and compiling safety statistics etc. A second draft was been produced for final public consultation.
- ▶ The Strategy was finalised in early 2005, taking into account the result of public consultation.