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21<sup>st</sup> January 2010

Lindsay McKenzie  
Gisborne District Council,  
PO Box 747  
Gisborne 4010

Dear Lindsay,

### **Walking and cycling model communities - expressions of interest**

- 1) The NZTA invites Approved Organisations (AOs) with an interest in becoming a walking and cycling model community to forward a brief concept proposal to your NZTA regional office by **19 February 2010**.

#### **Background**

- 2) NZTA's Investment and Revenue Strategy (IRS) was published as part of the first amendment to the NZTA Planning, Programming and Funding Manual (PPFM) on 28 August 2009. The IRS defines the framework through which the NZTA gives effect to the Government Policy Statement on Land Transport Funding (GPS) and guides the assessment and prioritisation of activities in the National Land Transport Programme (NLTP). The IRS gives high priority to walking and cycling model communities that will address the GPS impacts in the activity classes for walking and cycling facilities.
- 3) The PPFM amendment published in August 2009 contains interim guidance for strategic fit assessment of walking and cycling model communities. More detailed guidance is outlined in this correspondence.

#### **Investing in a walking and cycling model community**

- 4) The 2009/12 NLTP has a published allocation to model communities of \$2m in 2010/11 and \$5m in 2011/12 from the walking and cycling facilities activity class<sup>1</sup>. The NZTA Board expects that we will be able to clearly demonstrate the impacts of this investment. It is therefore likely that this investment will be focused into one, maybe two, provincial towns, rather than suburbs of larger metropolitan cities, as:
  - the investment will be more cost effective in centres that can expand on networks which are less complex and have lower capital costs;
  - traffic levels and other transport conditions can be more easily managed to ensure that active transport is the easiest choice;
  - it is more likely that whole-of-community enthusiasm and excitement can be generated that might translate into significant leveraging of this investment;
  - initiatives like 'summer streets' (where whole streets are closed off to motorised traffic for a day in the weekend) are easier to implement in smaller centres; and critically
  - impacts relating to an entire community can be more easily measured, as opposed to the impractical task of disaggregating impacts associated with a suburb or neighbourhood in a town or city.

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<sup>1</sup> Investment in this activity class is for walking and cycling facilities: (cycle paths, cycle lanes, new footpaths, facilities for crossing roads, shelters and bicycle parking facilities) which must: form part of a transport network, integrate cycling with other transport modes, be identified either specifically or generically in a current cycling, or walking and cycling strategy or implementation plan, preferably supported by the NZTA, induce higher numbers (or reduce the rate of decline) of cyclists, and improve safe access for cyclists.

- 5) This investment must align with endorsed walking and cycling strategies, and ideally leverage off previous, network wide walking and cycling investment. In addition, the NZTA will work with approved organisations to coordinate investment from other activity classes to ensure coordinated and integrated model community investment.

#### **About the model communities criteria**

- 6) The primary outcome sought from this investment is to deliver walking and cycling environments that make either walking or cycling the easiest transport choice for the community. It is our expectation that this will encourage a different planning and investment paradigm by using walking and cycling as the focus for transport integration.

#### ***Measuring success***

- 7) To be successful, prospective model communities must clearly demonstrate that they can measurably achieve the impacts sought from this investment. It should be acknowledged that tangible benefits can be more easily measured for proposals which apply to whole communities. It is not considered practical to effectively measure current state and future state performance for parts (suburbs or neighbourhoods) of towns or cities.
- 8) Key measures should include the introduction or extension of a total traffic counting programme, focusing on picking up all of the active travel trips (mode share) that is generated by the scheme. In addition, safety, and other secondary indicators for economic, social and environmental improvements, should also be assessed.

#### ***Live work and play***

- 9) Model communities are fundamentally about delivering safe environments that are suitable for novice users commuting to school or to work. Model community candidates will also need to demonstrate that a range of community destinations (business, schools, retail) are within 'easy' riding or walking distance from large residential population centres. The proximity of destinations, the compactness of underlying urban form, and the mix of land-uses are all important pre-requisites. Climate, topography and demographic factors must also be considered.

#### ***Abundance of demand***

- 10) Priority will be given to locations that have already made considerable progress with walking or cycling mode share, and where for example:
  - a walk- and cycle-friendly culture already exists;
  - a vision to support walking and cycling has been established and communicated to the community;
  - the approach is underpinned by a robust strategy and that the strategy is being implemented;
  - components of the principle network are in place and this can be built on and expanded;
  - community support and engagement mechanisms and user group networks are in place; and
  - a community that already has a track record of walking (or cycling) the talk.

As a guide, these attributes are more likely to be reflected in communities with census travel to work figures of at least 8% for walking and 3 % for cycling mode share.

#### ***Integration with other policies, programmes and activities***

- 11) The future success of model communities will depend increasingly on consistency and successful integration with the AO's other strategies, policies, programmes and activities, including land use, maintenance, other capital works, parking, vehicle access and transport user hierarchy.

*Facilitating regional partnerships*

- 12) Model communities' outcomes may deliver many benefits in addition to just transport impacts. Where possible we encourage dialogue between AOs and their community stakeholders such as:
- Health;
  - Housing;
  - Environment; and
  - Recreation.

There are likely to be opportunities to leverage investment in model communities against other sources. There will undoubtedly be opportunities to coordinate with existing or new programmes and initiatives. Locations that demonstrate strong community support and leveraging opportunities are more likely to be considered as a model community.

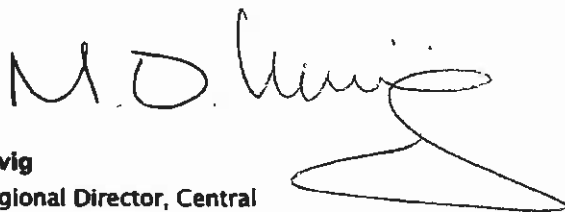
*Leadership commitment to deliver improved walking and cycling environments*

- 13) We are seeking proposals from communities with a history of strong leadership support for integrated transport improvements, which will be reflected in their Regional Land Transport Strategy. Evidence of strong regional and local leadership commitment to delivering improved walking and cycling environments is, above all else, one of the key criteria that will be used to assess concept proposals.

**Applying to be a model community**

- 14) The model community application is a two stage process with timing largely driven by the tight 2010/11 year planning and funding processes:
- **Stage One:** A short-listing assessment based on a brief (4 page) concept proposal submitted by interested AOs that consider they have a community that fits the criteria outlined above. The brief Stage One concept proposal needs to be sufficient for NZTA to assess how well your council fits with the criteria listed in appendix one and outlined in this correspondence. We expect to receive these concept proposals at NZTA regional offices by **Friday 19 February 2010**. A drafting note is available to assist in the preparation of the concept proposals.
  - **Stage Two:** Once the short-list has been determined, NZTA will contact each short listed AO to assist with the development of a more detailed, best practise, and evidence based proposal that the NZTA Board will consider for funding. We anticipate that detailed proposals will be completed by **26 March 2010** and that recommendations for funding will be presented to the NZTA Board meeting on **20 April 2010**.
- 15) We anticipate that the short-listing process will be highly competitive. It is our advice that AOs should signal their interest in model communities to NZTA regional offices as soon as possible. For more information please contact Denise Elers, Programme and Funding Manager Central, phone 06 9745526.

Yours sincerely



**Mark Klavig**  
Acting Regional Director, Central  
Regional Partnerships and Planning  
Cc: Roading Managers

## **APPENDIX ONE**

### **Revised strategic fit criteria to be published in the next revision of the Planning, Programming and Funding Manual (PPFM)**

These changes to the Model Communities criteria have been made because we are seeking proposals that will:

- o Use walking and cycling an intervention to integrate transport and land use,
- o Require approved organisation, and community leadership commitment to deliver ramped up investment, planning and policy,
- o Require consistency and integration across the approved organisation's policies and actions,
- o Build upon critical mass of walking and cycling numbers, strategies and activities within approved organisation's existing plans, policies and programmes,
- o Have support from packaging and prioritisation across the approved organisation's NLTP and non-transport activities, and
- o Commit to monitoring implementation and effectiveness.

#### **The model communities process**

NZTA would like to invite expressions of interest from approved organisations that meet the model communities criteria. Approved organisations should briefly describe (in no more than 4 pages) how a proposed model walking/cycling community forms part of an effective package of activities that are leveraged from a concentrated investment in walking and cycling facilities. The brief concept plan should detail the impacts that could be achieved, the activities that could be included and the measures used to evaluate impacts.

- o \$7 million is available from the walking and cycling facilities activity class over the 2009/12 NLTP to initiate model communities.
- o The distribution of funding assistance is set at \$2 million in 2010/11 and \$5 million in 2011/12.
- o The funding assistance will be at the relevant construction rate for the approved organisation.

#### **Model walking/cycling Communities - Criteria**

##### **Primary Outcome:**

- o A community where walking or cycling is the easiest choice.

##### **Secondary Outcomes:**

- o Improved safety,
- o congestion relief,
- o reduced environmental impacts, and
- o Improved public health

##### **...in main urban areas with:**

- o a significant proportion of residents live and play near where they work,
- o an abundance of residents willing to walk or cycle (high existing mode share and known latent demand), and
- o a council-led commitment to dramatically improve the walk- and cycle-friendliness of the whole community.

##### **Creating environments where walking and cycling becomes the easiest transport choice by:**

- o developing direct, connected and convenient walking or cycling networks
- o improving safety for walking and cycling
- o Improving awareness of walking and cycling opportunities
- o Monitoring effectiveness and improving level of service over time



# Walking and Cycling Model Communities

Expression of Interest on Behalf of the Gisborne Community  
February 2010





Project Sponsor: Meng Foon, Mayor, and Kathy Sheldrake, Councillor  
Project Manager: Dave Hadfield/Peter Higgs

Gisborne District Council  
15 Fitzherbert Street  
PO Box 747  
Gisborne 4040  
Ph: 06 867 2049

## INVESTING IN A WALKING AND CYCLING MODEL COMMUNITY - WHY CHOOSE GISBORNE?

The city of Gisborne has enormous potential to become a model walking and cycling community. Strong community support for extending our increasingly popular walkways and cycleways, has matched an equally developing and integrated body of strategies and plans developed by the Council and the community. These new directions, coupled with Gisborne's perfectly suited climate, location and landscape, mean that Gisborne is the best placed community in the country to become a model walking and cycling community.

Gisborne has almost entirely flat terrain, an extremely mild climate and long sunshine hours. As a compact city, it is feasible to walk or cycle to work, school, recreational facilities and other day to day destinations. The city currently has a limited number of walkways and cycleways, but these are extremely well patronised by individuals, groups, and organisers of events. The desire within our community for better walking and cycling facilities can be seen in the overwhelming support for the Council's plans for an integrated network of connected walking and cycle routes proposed as part of our 2009-19 LTCCP. Even faced with recession, the Council has committed three quarters of a million dollars to these projects through its LTCCP. Resource consents have also been obtained. However the future of these projects is now uncertain with the loss of NZTA funding.

The network, as set out in Gisborne's Walking and Cycling Strategy, was designed to link homes, shops, schools, parks, public transport interchanges, green spaces, the beach, rivers and other important destinations, and fits well with Council's other strategies including: urban development; open space, public transport; disabilities; and regional public transport plan. Affordability is a major constraint for our community, but walking and cycling projects were seen as an especially necessary expenditure in LTCCP submissions.

There are an increasing number of trusts and groups advocating for walking and cycleways in the Gisborne district. The Gisborne Cycling Advisory Group (CAG) has established that a key deterrent to cycling is road safety. The provision of walking and cycleways will provide a greater opportunity for all members of the community to enjoy safer access, not only to educational facilities, but also to work and social and medical services. With such potential for an integrated system of walking and cycling networks, and a community fully behind the concept, the city of Gisborne would truly welcome the opportunity to demonstrate the benefits of obtaining model community funding.

*Project Sponsors – Meng Foon, Mayor and Kathy Shelldrake, Councillor*

*"We are sure that the realisation of Gisborne as a model city for walking and cycling would not only improve access to the inner city but also positively impact on the recreational and lifestyle opportunities for the people of Gisborne thus helping to ensure its economic viability and long term vitality. (Heart of Gisborne)"*

## VISION FOR GISBORNE AS A MODEL WALKING AND CYCLING COMMUNITY

*Tairāwhiti – Leading the Way  
Where people choose to walk or cycle  
Where people come to walk or cycle*

Gisborne is ideally suited to walking and cycling with a network that links the city by green corridors to schools, shops, medical services, work and leisure. It should be accessible to all - whether able or disabled. It is not only a sustainable means of transport but good for health and attractive to both

residents and visitors. In 10 years Gisborne will be:

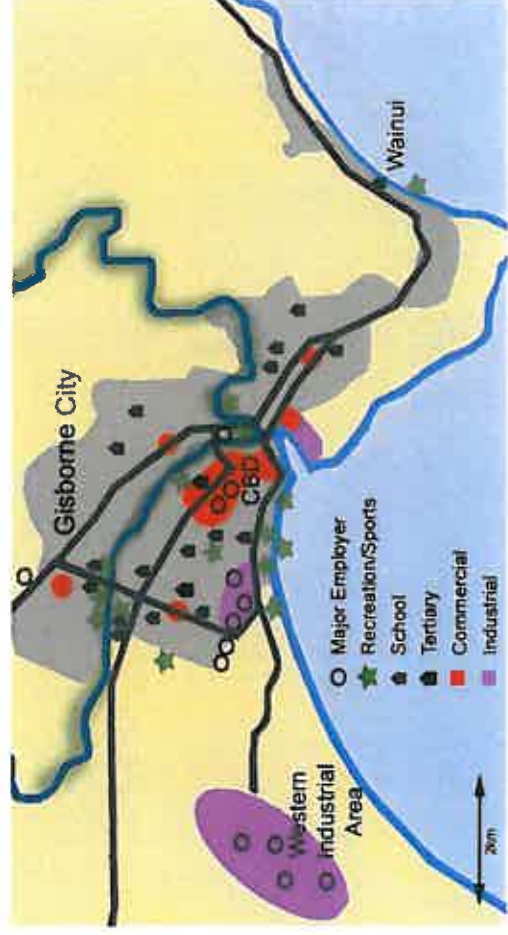
- » The national leader in walking and cycling
- » The national leader in students walking and cycling to school
- » A community where negative perceptions about safety of walking and cycling are gone
- » A place where walking and cycling facilities are safe for all to use
- » Accessible for all able and disabled walkers and cyclists
- » A community that walks and cycles as a first choice

These goals are realistic. We have a compelling case for why investing in Gisborne as a walking and cycling model community would be money well spent

## LOCATION

Gisborne is New Zealand's eastern most city. It is also an isolated city: its closest urban neighbours are Opotiki, 144km to the northwest and Wairoa, 100km to the south. Our proposed model community consists of 'Gisborne city proper', the industrial area to the west of the city and Wainui beach community to the east. Key features including schools, CBD, major employers and the port area are identified in the following map

The area is almost entirely flat and, at only 15.4km<sup>2</sup>, Gisborne city is also compact, and has well dispersed services and a centrally located CBD. The city is transected by three rivers. The Tararua River, in particular, presents a major opportunity to improve walking and cycling in the city. The council has completed key stages of a walk and cycleway beside the river and hopes that this will develop into a major off-road link connecting to established routes and existing pedestrian/cyclist bridges. Both the western industrial area and Wainui are within easy cycling distance to the city. However they are connected by a 100kph state highway, which poses safety issues for those commuting between work, home and recreation



Map 1.0 Gisborne Walking and Cycling Model Community

*‘Cycling makes sense in Gisborne - the city is almost completely flat - it is relatively compact and has consistently good weather for cycling (Tairāwhiti District Health)*

## POPULATION

Gisborne’s demographic profile provides a compelling backdrop to our belief that the community is well placed to become a model cycling and walking community. We have a high proportion of young people who would otherwise be willing to walk and cycle to school but either choose not to, or are not allowed to, for safety reasons. We also have comparatively low income levels and a significantly high number of families with access to either only one, or no vehicle, thus highlighting the need to provide increased accessibility to cycle and walkways. Some key statistics for Gisborne are:

- » 26% of the Gisborne population is aged under 15 compared to 21.5% for all of New Zealand.
- » Gisborne has higher unemployment than the rest of New Zealand with low income levels and pockets of high deprivation.<sup>1</sup>
- » Adults (16 years+) are significantly less likely to have met the national physical activity guideline (30 minutes a day 5 days a week), and significantly more likely to be in the ‘inactive’ group compared to all New Zealand adults.<sup>2</sup>
- » Gisborne has one of the lowest rates of car ownership in New Zealand with 9% of households not having access to a motor vehicle compared to 7% for all of NZ. 43% of households have access to only one car compared with 38% for all of New Zealand.<sup>3</sup>
- » 15.1% of secondary students currently cycle to school.<sup>4</sup>
- » In the period 2004-2008 1 death, 19 serious injuries and 45 minor injuries were reported for pedestrians; and 1 death, 5 serious injuries and 56 minor injuries for cyclists.<sup>5</sup>
- » A Gisborne Herald opinion poll in February 2009 identified 50% of respondents felt unsafe cycling on Gisborne roads.
- » The community has shown increased interest in cycling (see the letter of support from CAG in Appendix A), yet our cycle numbers in the following graph show cycling numbers are down. Therefore a correlation can be made between perceptions of a lack of safety with a decrease in cycle numbers.
- » In 2006 3.7% of Gisborne adults cycled to work. Even though some of the community may perceive cycling to be unsafe, this was still double the national average of 1.9%.<sup>6</sup>

|         | GISBORNE |       | NZ    |       |
|---------|----------|-------|-------|-------|
|         | 2001     | 2006  | 2001  | 2006  |
| WALKING | 5.20%    | 5.10% | 5.40% | 5.30% |
| CYCLING | 4.30%    | 3.70% | 2.40% | 1.90% |

Table 1.0 Transport Mode Share for Cycling and Walking

There is also community wide support for improving cycle and pedestrian access in the Gisborne community. Appendix A includes letters of support, demonstrating the range and level of commitment to the model community concept. In addition, the following graph shows 78% support by submitters for cycle and walkways in our 2009-2019 LTCCP.

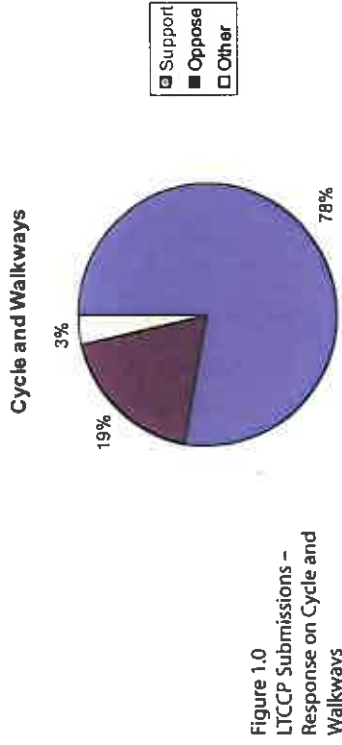


Figure 1.0 LTCCP Submissions - Response on Cycle and Walkways

*‘Gisborne is not an affluent community - and cycling and walking are the only viable means of transport available to many people. Health concerns around growing levels of obesity in the community can be assisted by the provision of safe and convenient cycle and walking routes.’ (CAG)*

## POLICY ALIGNMENT

Gisborne District Council has a strategic focus and has done significant planning to improve walking and cycling in the city. GDC and the NZTA are developing New Zealand’s first accessibility strategy through the Gisborne Integrated Planning Project (GIPP). The outcome of this strategy will be an action plan to improve accessibility to services. The strategy will also inform policy for a range of health, education and other organisations.

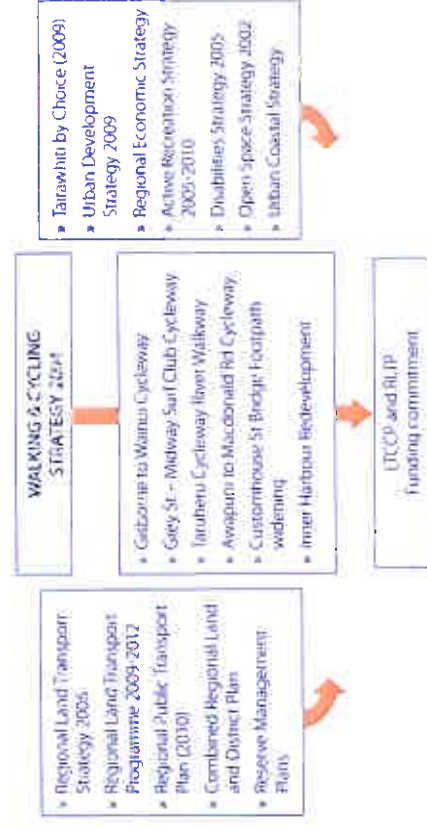


Figure 2.0 Walking and Cycling Planning Framework

*‘The Cycle Advisory Group believe the Council have shown strong leadership in supporting improved walking and cycling initiatives such as improved access for disabled persons in the CBD, supporting the development of the Wainui and Riverbank cycle routes, improved cycle lane provision, and by facilitating the Cycle Advisory Group ...’ (CAG)*

## LEADERSHIP AND GOVERNANCE COMMITMENT

Our Councillors are strong advocates for the implementation of walking and cycling facilities in our community. This is reinforced by the Mayor sponsoring this proposal and being an active participant in these activities. Further, the large number of groups, business leaders and other lead agencies that are overwhelmingly supporting this proposal (refer Appendix A) is evidence of a high level of commitment within and to our community.

Specific evidence of how walking and cycling initiatives have been seen as high priority projects by GDC are in its Ten Year Plan where walking and cycling initiatives were the only capital projects approved other than the Waste Water Treatment Plant (which was a legal requirement under the Resource Management Act). In a bid to limit rate rises GDC had decided to forego other developments and following submissions from the community only sought to include walking and cycling projects – as this was the desire of the community. The priorities for walking and cycling are supported by the Regional Transport Committee. Indeed the Regional Transport Committee (RTC) prioritised the Wainui walkway/cycleway to be funded by R\* funds although it could have attracted 100% funding as a state highway.

## PARTNERING AGENCIES

Examples of formal relationships with agencies to improve walking and cycling are listed as follows:

### GIPP Project

GDC and NZTA are currently partners in the Gisborne Integrated Planning Pilot (GIPP).

### Road Safety Action Plans

Three monthly meetings are held with NZTA, NZ Police, ACC, Tairāwhiti District Health Board and Te Runanga o Ngati Porou to improve pedestrian and cycling facilities and reduce accidents in Tairāwhiti. Recent projects include the provision of safety vests for schools and cycleway improvements.

Other partnering groups include the Cycle Advisory Group (CAG). The CAG includes community and council representation with the role of advocating for cyclist needs and providing safety initiatives. Current projects include improvements at roundabouts, alternative cycling routes for school children and cycling stickers to be handled out with Vehicle Warrants of Fitness. The following groups are actively participating in CAG:

- » Wainui Trust
- » Gisborne Cycling Club
- » Gisborne Cycle and Walkway Trust
- » Tairāwhiti Positive Aging Trust
- » NZ Transport Agency
- » Gisborne District Council
- » Police, District Health, Schools

*“The cycleway will... allow active transport to become an easy choice for all families, unsupervised younger riders, serious cyclists, commuters etc! rather than a calculated risk by adult riders.” (Tairāwhiti District Health)*

## EXISTING FACILITIES AND INITIATIVES

Gisborne's roading network was primarily designed for vehicles. However, over the last 5 years 16kms of cycle lanes and 2kms of cycle paths have been constructed. Appendix B contains a map of the current network. Map 2.0 indicates the proposed critical walking and cycling network projects. There are a range of walking and cycling initiatives in Gisborne including 'Critical Mass' a monthly cycle awareness event and the annual Bikewise week. The Cycle Advisory Group (CAG) is significant in the delivery, promotion and development of existing facilities and new initiatives.

*“Cycling is booming in the district at present. The expansion of cycle walkways would we believe, increase recreational opportunities, making cycling safer and attract leisure tourists.” (Gisborne Cycling Club)*

## PROPOSED PROGRAMME OF ACTIVITY

The model community fund would be used to complete critical walking and cycling network links (refer Map 2.0). The NZTA Wainui walkway/cycleway project is of high priority. This will take pedestrians and cyclists away from the 100kph highway, which has areas of restricted visibility and carries increasing amounts of logging traffic and other heavy vehicles. The project has had tremendous support from the local community and Council for over 15 years. Gisborne District Council would also expedite further stages of the riverbank walkway/cycleway. This long term project will ultimately connect homes with workplaces, schools, services and the CBD with an off-road walking and cycling artery through the middle of the city.

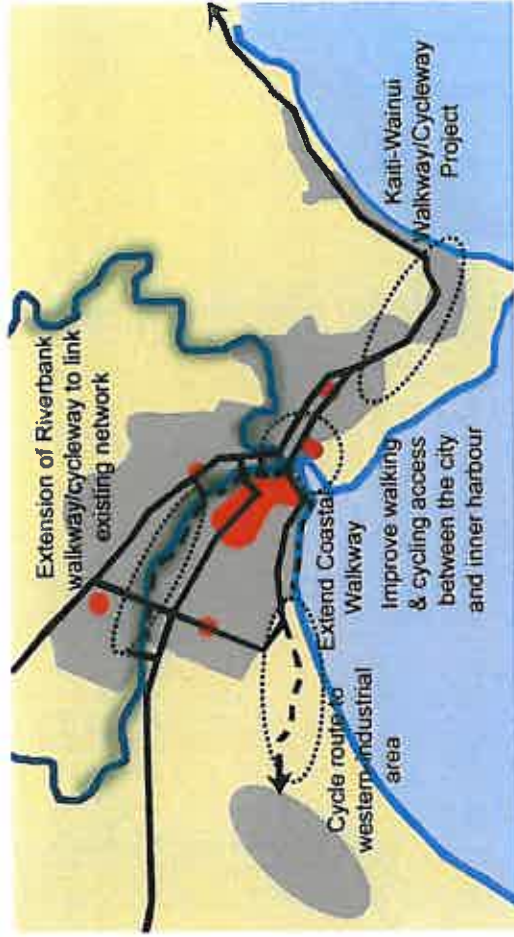
Extension of the coastal walkway/cycleway, in turn, would enhance recreational opportunities and provide an alternative route to the western industrial area.

Funding could also be used to improve the connection between the Inner Harbour and CBD. Although only a stone's throw apart, these areas are segregated by a busy state highway and the Turanganui River. Options identified in strategies include conversion of a rail bridge for walking and cycling and redeveloping intersections. Another worthy project is the development of a cycleway between the city and the western industrial area. By taking cyclists off a narrow section of state highway with high heavy vehicle traffic, this would provide a safe and affordable travel option for those commuting to work.

Funding could also be used to implement minor safety works. The GIPP project and other studies are helping us to identify priority routes, e.g. to target the visually impaired and commuter cyclists. We also seek to improve walking and cycling integration with our public transport system, which the Council plans to significantly improve as a result of the first Regional Public Transport Plan in New Zealand.

Gisborne would also be looking to demonstrate its model community status by using funding to promote the benefits of walking and cycling, not only within our community but also to other communities. Funding educational and inspirational programmes to foster walking and cycling activities for every member of the community would further demonstrate and build on a community-wide and community-led commitment to walking and cycling.

Already identified projects and those that would be further developed or implemented as a result of funding assistance are identified in Table 2.0.



Map 2.0 Gisborne Walking and Cycling Critical Network Projects

| STAGE 1   | TOTAL COST 2009 \$ | FUNDING ALLOCATION RATE NLTP | FUNDING PRIORITY NLTP |
|---|--------------------|------------------------------|-----------------------|
| Gisborne-Wainui Cycleway SH35 (NZTA)                  | 500,000            | 100%                         | Reserve A*            |
| Gisborne to Wainui Cycleway (R Funded)                | 266,600            | 69%                          | Reserve A*            |
| Grey St to Midway Surf Club (R Funded)                | 400,000            | 69%                          | Reserve A*            |
| Tararua Cycleway River Walkway (R Funded)             | 1,000,000          | 69%                          | Reserve A*            |
| Customhouse St Bridge Footpath Widening               | 50,000             | 100%                         | Reserve A*            |
| SH35 Awapuni to McDonald Cycleway (Investigation)     | 40,000             | 100%                         | Reserve A*            |
| SH35 Awapuni to McDonald Cycleway (Design)            | 30,900             | 100%                         | Reserve A*            |
| SH35 Awapuni to McDonald Cycleway (Construction)      | 318,300            | 100%                         | Reserve A*            |
| Awapuni to McDonald Road Cycleway (R Funded)          | 241,900            | 69%                          | Reserve A*            |
| STAGE 2   |                    |                              |                       |
| Activities from the GIPP Project                      |                    |                              |                       |
| Inner Harbour Redevelopment Project                   |                    |                              |                       |
| Walking and cycling advocacy and education programmes |                    |                              |                       |

Table 2.0 Walking and Cycling Projects

\*Reserve A indicates that this project is currently not funded in the 3 year programme, but is a reserve project

*‘The Gisborne community has shown tremendous support for the cycle and walkway projects that have been identified, and consulted on, and were equally disheartened to learn that the imminent construction had been delayed through a change in Central Government funding criteria last year.’ (CAG)*

## INTEGRATION WITH OTHER INVESTMENT AND ACTIVITY

Because of GDC’s overall strategic focus and detailed planning there is already integration with other (non-walking and cycling) funding and activities. This maximises benefits to all activities and results in a ‘total’ solution.

## MONITORING AND EVALUATION

Monitoring activities would form a key part of the programme, in which walking and cycling participation rates and trends will be monitored, and levels of service measured over time to ensure the funding assistance is being effectively spent. A good base of data exists about cycling and walking in Gisborne. This includes mapping from the GIPP project and economic analysis of cycling in the Gisborne community. GDC will develop an active travel monitoring programme. Safety and other secondary indicators for economic, social and environmental improvements will also be assessed if funding is available. An understanding to the barriers of walking and cycling through funding a local survey would also help measure the success of the model walking and cycling framework for Gisborne.

## FUNDING

Through the LTCCP process, ratepayers and stakeholders agreed that walking and cycling projects would receive political and financial backing over the next 3 years. Our community is therefore keen to promote the activities identified in Table 2.0. If Gisborne was successful as a model community this would be a major step forward after recent disappointments. Table 2.0 shows the funding package proposed in the NLTP for Gisborne projects, and percentage funding needed to progress these projects. A draft procurement strategy has also already been submitted to NZTA from GDC. This provides financial confidence as to how GDC can and will deliver the projects to the supplier market. In addition to the available and required funding listed above, extra funding has also been raised by Gisborne Cycle and Walkway Trust and the Wainui/Okitu Ratepayers and Residents Association.

*‘...the Wainui/Okitu Residents and Ratepayers Association Incorporated have chase the Wainui/Okitu Residents and Ratepayers Association Incorporated to be the project to focus on throughout 2010. All of our fundraising efforts throughout 2010 will go towards this project.’ (Wainui/Okitu Residents and Ratepayers Association Incorporated)*

## CONCLUSION

Gisborne has the potential to be **the** model walking and cycling community in New Zealand. Our strategic planning has focused on integrated transportation and land use – with a particular emphasis on walking and cycling modes. With such potential for an integrated and well used system of walking and cycling networks, Gisborne would be able to clearly demonstrate the justification for obtaining model community funding.

Becoming a model walking and cycling community would enable the people of Gisborne to have better, more sustainable access to the best aspects of their beautiful city, as well as helping to improve their health, safety and lifestyle opportunities.



# Appendices

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# APPENDIX A: LETTERS OF SUPPORT

5 February 2010

Cycle Advisory Group  
C/- Kay Hansen  
Gisborne District Council  
P O Box 747  
GISBORNE

Dear Sir/Madam

## Walking and Cycling Model Communities - Expressions of Interest

The Cycle Advisory Group (CAG) fully supports the proposal for Gisborne to be accepted as a walking and cycling model community.

The Cycle Advisory Group was established in March 2009 and meets on a monthly basis to identify and discuss issues in the District relating to cycling including the promoting of cycling, transport infrastructure planning, improving cycle safety, cycling-related tourism opportunities and other cycling-related issues. Cycle safety is a key concern, and as a group we have been active in promoting a range of measures that we believe will improve the safety for cyclists in our region, and thereby encourage more of the community to engage in cycling for transport and recreation.

The Cycle Advisory Groups has a broad membership that includes a wide range of cycling interests, including a variety of recreational cycling groups, commuter cyclists, schools, health professionals, statutory agencies and residents with environmental and community interests.

The Group has consulted the public to find out more about what has been hindering cycle activity in the district, and it was identified that a major reason for not cycling, is a concern with safety. Gisborne has some major advantages in relation to cycling. These are:

- flat topography for almost all the city area, and connecting to the surrounding Poverty Bay Flats and Wainui/Oxiku communities;
- a mild climate and popular summer city;
- a relatively compact city that means it is feasible to use cycling as a means of transport for work, leisure and day to day activities;
- a number of established cycling routes and pedestrians-cyclists only bridges that can form the start of an effective cycling network;
- visions for cycling have already been established and supported by the community, as contained within the Walking and Cycling Strategy 2006, the Urban Development Strategy 2009 and the Council's Ten Year Plan 2009-2019.

In addition to these factors, Gisborne is not an affluent community, and cycling and walking are the only viable means of transport available to many people. Health concerns around growing levels of obesity in the community can be assisted by the provision of safe and convenient cycle and walking routes.

The Gisborne community has shown tremendous support for the cycle and walkway projects that have been identified, and consulted on, and were equally disheartened to learn that the imminent construction had been delayed through a change in Central Government funding criteria last year. The Wainui and wider Gisborne communities have provided ongoing support and commitment over a number of years for the Wainui cycleway proposal. This has included fundraising and liaison. The cycleway will provide a much needed safer route for commuter and recreational cyclists, that will take them away from the 100kph highway, which has areas of restricted visibility and carries increasing amounts of heavy vehicles.

The high level of community support for the cycle and walking routes proposed has been demonstrated in the 10 year planning process conducted by the Gisborne District Council in 2009. The community consultation for this came at a time when the community was feeling the effects of the economic recession, while needing to fund some major new infrastructure projects. Despite this, the community showed great enthusiasm to continue the development of cycleways and walkways, recognising the many benefits that these proposals would have for the community.

Local schools are represented within the CAG and have established a network to involve other schools. Through this network, we know that schools are very enthusiastic about having safer cycling routes to schools, especially targeting intersections and roundabouts that need to be crossed. Schools have been actively involved in healthy schools initiatives over recent years and would like to see more students returning to walking and cycling as transport options. Several benefits have been identified such as, increased levels of personal fitness, reduction in congestion around school gates (particularly in the afternoon), encouraging children to be more self reliant, environmental benefits from fewer car movements, and over time, as these children become drivers, they will have a better understanding of the need to share the road safely with cyclists.

The CAG have identified commuter cycle links that will take people along lower traffic routes to the central business district and schools. As part of this project, possible improvements have been identified that would increase the safety of proposed route, including the proposed extension to the Riverbank cycle and walkway.

The Gisborne City area is well placed to become a model community for walking and cycling, with the three rivers, the harbour and coastline providing the opportunity for cycle and walking routes that would be used by local commuters, recreational cyclists (including children), and would enhance the tourist facilities that support the local economy. Over the last decade, the City has experienced a large influx of young tourists visiting around the New Year period. There is scope to have temporary pedestrian or non motorised transport 'summer streets' as outlined in the proposal. Such street closures have been carried out in the past in association with street markets and street performers.

As mentioned, the CAG has members from a wide range of community interests in cycling, has an excellent partnership with Council, and is able to quickly access different sectors of the community for consultation. Through the members, a wide range of different demands for cycle improvements have been identified and prioritised. Despite the multiple benefits for the community and environment that can be achieved through improving facilities and providing public education, funding remains an ongoing challenge.

The Cycle Advisory Group believe the Council have shown strong leadership in supporting improved walking and cycling initiatives such as improved access for disabled persons in the CBD, supporting the development of the Wainui and Riverbank cycle routes, improved cycle lane provision, and by facilitating the Cycle Advisory Group, and being responsive to the recommendations from the Group.

The CAG believe Gisborne would be ideal for selection as a cycling model community, and are willing to provide further information to support this proposal, if required.

Yours faithfully



**Manu Caddie**  
Chairperson  
Cycle Advisory Group



PF Olsen Ltd  
PO Box 518 | Gisborne 4040 | New Zealand  
P: 64 08 683 6428 | F: 64 0 838 4147  
E: info@pfolsen.com | www.pfolsen.com

8<sup>th</sup> February 2010

Lindsay McKenzie  
Gisborne District Council  
PO Box 747  
Gisborne 4040

Dear Lindsay

#### Walking and Cycling Model Communities

I am writing on behalf of PF Olsen Ltd - Gisborne to register approval for the proposal tabled by Mark Kinviig (dated 21/01/10).

We believe this proposal to have on-going benefits towards a healthier and more active lifestyle for all Gisborne people.

Traffic loads are increasing all the time with a surge in industry across the board, so safety for the community to engage in this pursuit is paramount.

We fully support this initiative.

Sincerely  
PF OLSEN LTD



Nick Bunting  
Branch Manager - Gisborne



EDP  
**gisborne**  
 and the eastland region  
*From the Sun The Light, and the Wind*  
 www.gisborne.govt.nz



8 February 2010

Lindsay MacKenzie  
 Gisborne District Council  
 PO Box 747  
 Gisborne

Dear Lindsay,

Wainui Cycleway/ Walkway

This letter is to support of the proposed Cycle/Walkway project between Wainui and Gisborne.

This is a particularly busy state highway used by logging and cattle trucks as well as by many cyclists and walkers.

With the emphasis on fitness both walking and cycling are becoming more active past times as people become aware of health and pollution issues.

We have seen a large increase in the numbers using this stretch of road in particular over the summer months. Many teenage surfers cycle out to Wainui with a surf board under their arm and this alone is enough justification for a cycle way as trucks can legally speed past at a 90km per hour causing wind suction effects.

The Cycle/Walkway will also have benefits for the tourists and visitors who camp and tent accommodation at Wainui over summer and who cycle or walk to the city.

Tourism Eastland believe that this project fits within the Minister of Tourism's stated objectives of cycleway facilities throughout NZ and meets the objectives of the NZTA as providing a practical and safe travel option.

Tourism Eastland consider this an extremely important project and offer any support we can to see it completed.

Kind regards

Graham Breckell  
 CEO  
 TOURISM EASTLAND

Tourism Eastland Inc.  
 Gisborne I-BITE Visitor Information Centre  
 209 Grey Street  
 PO Box 170 Gisborne, New Zealand  
 phone 64 6 868 6139  
 fax 64 6 868 6138  
 email info@gisbornez.com  
 web www.gisbornez.com



Duncan Rothwell  
 Principal Planner, Urban Design  
 Gisborne District Council  
 P O Box 747  
 Gisborne 4040

10<sup>th</sup> January 2010

Dear Duncan

The Heart of Gisborne would like to express its support for The Gisborne District Council in its application for funding to create a network of cycle and walkways in the Tairāwhiti district. The Heart of Gisborne is an organisation made up of building owners and central city retailers that works to promote strategies that ensure ease of access to the heart of the city and improve business opportunities. Our vision is to create a vibrant city centre in which we feel proud to live, work, play and do business.

Heart of Gisborne supports the existing walkway developments undertaken by the GDC as they have proven to support the connections between the city centre and our natural environment, i.e. our city centre riverbanks and beaches. The newly developed Portside Walkway has added to the mixed use of our city centre by giving recreation options not previously available. It also adds value to the "look and feel" of the city centre. For those reasons we support their continued development around the city.

We are sure that the realisation of Gisborne as a model city for walking and cycling would not only improve access to the inner city, but also positively impact on the recreational and lifestyle opportunities for the people of Gisborne, thus helping to ensure its economic viability and long term vitality.

Yours faithfully

Ken Püberts  
 Support Manager



HIKURANGI FOREST FARMS LTD

5<sup>th</sup> February 2010

To whom it May concern;

### Walkway / Cycleway Funding - Letter of Support

Hikurangi Forest Farms Ltd (HFF) has been advised by a member of the Gisborne District Council that there may be possible funding available from the NZ Transport Agency for walkway / cycleway projects.

HFF has in excess of 160 logging truck movements per day using State Highway 35 passing through Wainui – Gisborne on the way to the forests, Gisborne Port and domestic processing plants south of Gisborne.

HFF fully supports initiatives to improve the safety of cyclists and pedestrians who use the regions roading infrastructure. The creation of walkways / cycleways in the Wainui area where a high concentration of heavy transport units pass through this busy coastal residential area would be a good safety initiative.

If funding is available then HFF would strongly endorse the use of some of this funding for the creation of walkways / cycleways in this area.

Paul Ainsworth  
General Manager - Forests

Hikurangi Forest Farms Ltd  
Cnr Derby Street & Gladstone Road, Gisborne 4010, New Zealand  
PO Box 242, Gisborne 4040, New Zealand  
Ph +64-6-867 9799 Fax +64-6-867 9775  
Web: <http://www.hff.net.nz>

Cnr Derby Street and Gladstone Road, Gisborne, PO Box 242, Gisborne, New Zealand  
Telephone 64-6-867 9799, Facsimile 64-6-867 9775



**Tairāwhiti Positive  
Ageing Trust**

C/o PO Box 747  
GISBORNE 4040  
CC40219  
Cert of Incorporation - 2246228

3 February 2010

The Chairperson  
Wainui Walkway/Cycleway Trust  
GISBORNE

To Whom It May Concern:

### WAINUI WALKWAY/CYCLEWAY

The Tairāwhiti Positive Ageing Trust wishes to express its support for this project on behalf of the senior and disabled sectors in Gisborne/Tairāwhiti.

Cycling and walking have a range of community, health, social, economic and individual benefits. The provision of a walkway/cycleway will enhance the lives of seniors and bring the following benefits:

- medical benefits can be accrued from daily life activities such as cycling and walking viz lengthens lifespan, lowers stress levels, strengthens muscles, bones and joints, improves sleep and elevates overall mood and sense of well-being;
- walking and cycling are available to the majority of the population;
- increased community interaction;
- non-polluting and sustainable;
- cycling and walking are significantly more resource efficient and cost effective than any other form of transport.

Other benefits we perceive are that the combination of a walkway/cycleway has significant economies and improve security and safety for users. Inclusion of ramped access will also provide wheelchair/mobility scooter access.

Yours faithfully

NONI ASTON  
Chairperson

11<sup>th</sup> February 2010

Dave Hadfield  
Land Transport Manager  
Gisborne District Council  
P.O Box 747  
Gisborne

Tena koe Dave

### **Walking and Cycling Model Communities**

ACC would like to support the Gisborne District Council's bid in becoming a walking and cycling model community.

ACC has provided technical assistance in defining the transport priorities for the Gisborne District in particular:

1. Reducing fatalities and casualties associated with Gisborne Road.
- In 2008, there were 366 fatalities and 6,049 new entitlement claims on New Zealand roads. ACC works with other agencies like the NZ Police and Gisborne District Council to reduce the number and severity of road crashes and injuries. All injuries and deaths on the road are preventable, and responsible drivers make our roads safer.
2. Promotion of affordable alternative transport options to the private motor vehicle.
- The Council's application if successful will address this later priority which includes the construction of walking and cycling facilities and the provision of public transport services. The Regional Land Transport Strategy requires the Council to address issues like access and mobility and public health in its transportation decision making process.

ACC would like to wish the Council all the best for its application.

Naku noa, na

Emma Benson  
**Injury Prevention Consultant**

Chief Executive's Office

Tairāwhiti District Health  
Private Bag 7001 Gisborne  
New Zealand  
Phone 06 869 0500 Ext 8100  
Fax 06 869 0542  
E-mail [info@tdh.govt.nz](mailto:info@tdh.govt.nz)

4 February 2010

Mark Kinvig  
Acting Regional Director, Central  
Regional Partnerships and Planning  
New Zealand Transport Agency  
PO Box 972  
Napier 4140

Dear Mr Kinvig

### **The Land Transport Agency Walking and Cycling Model Communities – Expression of Interest**

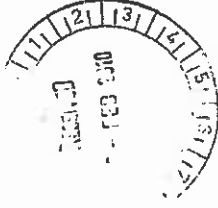
Tairāwhiti District Health Board (TDH) is a crown entity, established on 1 January 2001. TDH is responsible for funding, providing and ensuring the provision of health and disability support services for the community of the Gisborne District Council (GDC).

In accordance with our mission statement "Working together, to elevate the wellbeing of Tairāwhiti" we have representation on the GDC Regional Land Transport Committee to advocate for matters of public health. In this capacity TDH wishes to support the expression of interest by the Gisborne District Council in their application to the NZTA to become a walking and cycling model community. We understand that if this application is successful, the funding will be used to progress projects such as the Wainui cycleway.

The health benefits of cycling are well documented for improving cardiovascular fitness, reducing stress levels, and contributing to weight management. All of these help to elevate wellbeing and contribute to reducing the burden upon the health services.

Cycling makes sense in Gisborne – the city is almost completely flat, it is relatively compact and has consistently good weather for cycling. The Wainui cycle way is a project that has been over 20 years in the making when it was first proposed by community minded individuals. The cycle way will link the popular beach communities of Wainui/Okitu to Gisborne and will allow active transport to become an easy choice for all (families, unsupervised younger

EDP 135969



riders, serious cyclists, commuters etc) rather than a calculated risk by adult riders. At present the 5 kilometers of an open road speed limit is subject to an increasing number of heavy vehicles, particularly logging trucks. This does not make for safe, confident cycling and has been an ongoing issue for those who cycle along this road.

We would strongly urge you to consider the application by the Gisborne District Council in order that funding can be secured to progress this important project.

Yours faithfully



Jim Green  
Chief Executive

**Eastland  
Group**

16 February 2010

NZ Transport Agency  
PO Box 972  
Napier 4140

Attention: Mark Kinvig

Dear Mark

**Walking and cycling model communities - expressions of interest**

I am writing in support of the Gisborne District Council's proposal to become a walking and cycling model community.

Eastland Group is owned by our shareholder Eastland Community Trust and we are a key employer and progressive company in the region. We administer and manage significant assets and have multi faceted businesses within the Gisborne region. Our company has adopted a healthy work life balance with our employees by introducing and promoting fitness throughout the day. The walking and cycling facilities that the council is submitting a proposal for would benefit our employees as it will be the rest of the Gisborne city and outlying districts.

Together with the Gisborne District Council we have worked on a number of important regional projects and believe the walking and cycling model would be another success for the council and also for our region.

Yours sincerely,



Matt Todd  
Group Chief Executive

Wainui/Okitu Residents and Ratepayers Association Incorporated  
P O Box 477, Gisborne 4010

*Beach Voice for Beach People*

Ko Te Wainui - 'Tis the great expanse of water  
Ko Te Okitu - 'Tis the piece of rest  
Thel Mauriora - 'Tis the breath of life

10 February 2010

Lindsay McKenzie, Chief Executive Officer  
Gisborne District Council  
P O Box 747  
Gisborne

Dear Lindsay

I am writing to you on behalf of the Wainui/Okitu Residents and Ratepayers Association Incorporated. As our name states, our membership is comprised of residents and ratepayers of Wainui and Okitu, side-by-side suburbs of the city of Gisborne. As stated in the purposes of our Constitution, our primary concerns are the "... unique characteristics, wellbeing, environment, sustainability and future development" of these communities, as well as any "... projects that may affect Wainui Beach and/or Wainui/Okitu."

I was recently contacted by Peter Higgs, from the GDC Engineering and Works Department. He asked for a letter of support from our organization. The requested support is for Council's continuing efforts to secure NZTA approval for and funding of a Cycle/Walk Way along state highway 35 from the Harmanaba Bridge, separating Okitu from Wainui, to Sponge Bay Road at the Gisborne urban boundary. This section of highway 35 has a posted speed limit of 100 kilometres per hour and is heavily travelled by logging trucks. Wainui and Okitu are located eight kilometres from town centre and highway 35 is the only road to town. The danger involved discourages many (especially students) from cycling or walking between Wainui/Okitu and Gisborne city.

The Wainui/Gisborne Cycle/Walk Way project has been a dream of Wainui/Okitu residents, as well as Gisborne city residents for many years. In 1994, the Wainui Trust was formed with the expressed purpose of helping to bring this project to fruition. This included fundraising efforts to contribute towards meeting the costs of the project.

In 2008, the Council was informed that the project was to go ahead with NZTA funding. An NZTA team visited Wainui/Okitu for a day to share with the community their vision for this project. They even brought along detailed plans that they put on display. This was very encouraging and the residents supported the plan with great enthusiasm.

The disappointment was intense when Council informed us that the new National Government had revised the cycleway criteria of the previous government, with the result that the project for our community was dropped.

In December 2009, the Wainui/Okitu Residents and Ratepayers Association Incorporated chose the Wainui/Gisborne Cycle/Walk Way project to be the project to focus on throughout 2010. All of our fundraising efforts throughout 2010 will go towards this project. Should Council be successful in securing NZTA funding, then all of the money we raise will go, through the Wainui Trust, towards landscaping and beautification of the Cycle/Walk Way.

We consider this to be an issue of great significance for our community, as well as for the city of Gisborne. Please be assured that you have the full support of our Association, and through it the residents of our community, in your efforts to make this dream a reality. If you require our assistance in any way at all, you need only ask and we will come forward. We are happy to send representatives to join you in any discussions you might have with NZTA or the Government.

In conclusion, I, on behalf of the members of our Association, would like to thank you for your continuing efforts to make this project a reality.

Yours sincerely



Norman Weiss  
Chairperson  
Wainui/Okitu Residents and Ratepayers Association Incorporated

cc: Peter Higgs

With the Gisborne Council's support we believe New Zealand Transport Agency can generate significant leverage from the Sponge Bay Cycle and Walkway project as outlined in the agencies objectives.

If the Trust can be of further assistance please contact the writer.

Yours faithfully

Richard J Coates  
Chairman  
Gisborne Cycle & Walkway Trust

4 February 2010

Gisborne District Council  
PO Box 747  
GISBORNE 4040

Attention: L MacKenzie

Dear Lindsay

### Sponge Bay – Wainui Cycle & Walkway Project

On behalf of the Gisborne Cycle & Walkway Trust I write to encourage the Gisborne District Council to assist the 13 year vision of creating a 1.5km cycle and walkway track between Sponge Bay and Wainui, Gisborne.

The trustees believe the project fits extremely well within the 2009/12 NLTP criteria for the allocation of funds to "Model Communities" and "walking and cycling" facilities within provincial New Zealand.

The identified reasons being:

- The project is on the outskirts of Gisborne (provincial city).
- The fast stretch of road creates.
- A short stretch of road (1.5km) therefore low capital cost.
- Create a safe pathway that will encourage tourists/locals to utilise one of New Zealand's top recreational beaches (Wainui).
- A Community which is already wholeheartedly behind the cycle and walkway project.
- The Trust has been setup to assist the project and has \$9,000 for the project. Further funds and enthusiasm will be generated with knowledge that Kaiti/Wainui can become a "Model Community" as already envisaged and planned.
- Safer transport between primary, intermediate and high schools as well as city commuters.
- Two housing subdivisions and other "fill ins" are underway which will create additional use by the local community.
- The "Kaiti/Wainui model community" fits within "the facilitating regional partnership" with Health, Housing, Environment and recreation being high priorities with the area.

During the 1950's and 1960's Gisborne was rated the second highest cyclist city per head of population (Christchurch being No.1). For the wellbeing of the community we wish to return to this position.

The trustees are aware of the heavy traffic vehicles rather than the high numbers of vehicles i.e. 4 loaded logging trucks following each other on the identified highway during the morning commuting time.

# GISBORNE CYCLING CLUB

Po Box 277

Gisborne

Phone: 06 8686092 ext 803

021 127 2342

E-mail: [secretary@gisbornecycling.co.nz](mailto:secretary@gisbornecycling.co.nz)

Fax: 06 8684226

Date 31/1/10

The Gisborne District Council

PO Box 747

Gisborne

To Whom it May Concern,

The Gisborne Cycling Club wish to express its strong support for The Gisborne District Council in its application for the funding of cycle walkways in the Tairāwhiti district.

Cycling is booming in the district at present. The expansion of cycle walkways would we believe, increase recreational opportunities, make cycling safer and attract leisure tourists.

With funding the opportunity exists to create cycle walkways linking Tairāwhiti to the Bay of Plenty and Hawke's Bay.

To reiterate The Gisborne Cycle Club wishes the Gisborne District Council well in its application.

Yours faithfully

Graham Lawson  
(Club Secretary)

## REFERENCES

<sup>1</sup> Statistics New Zealand

<sup>2</sup> SPARC 2007/2008 Active Survey Regional Profiles, SPARC New Zealand

<sup>3</sup> Statistics New Zealand

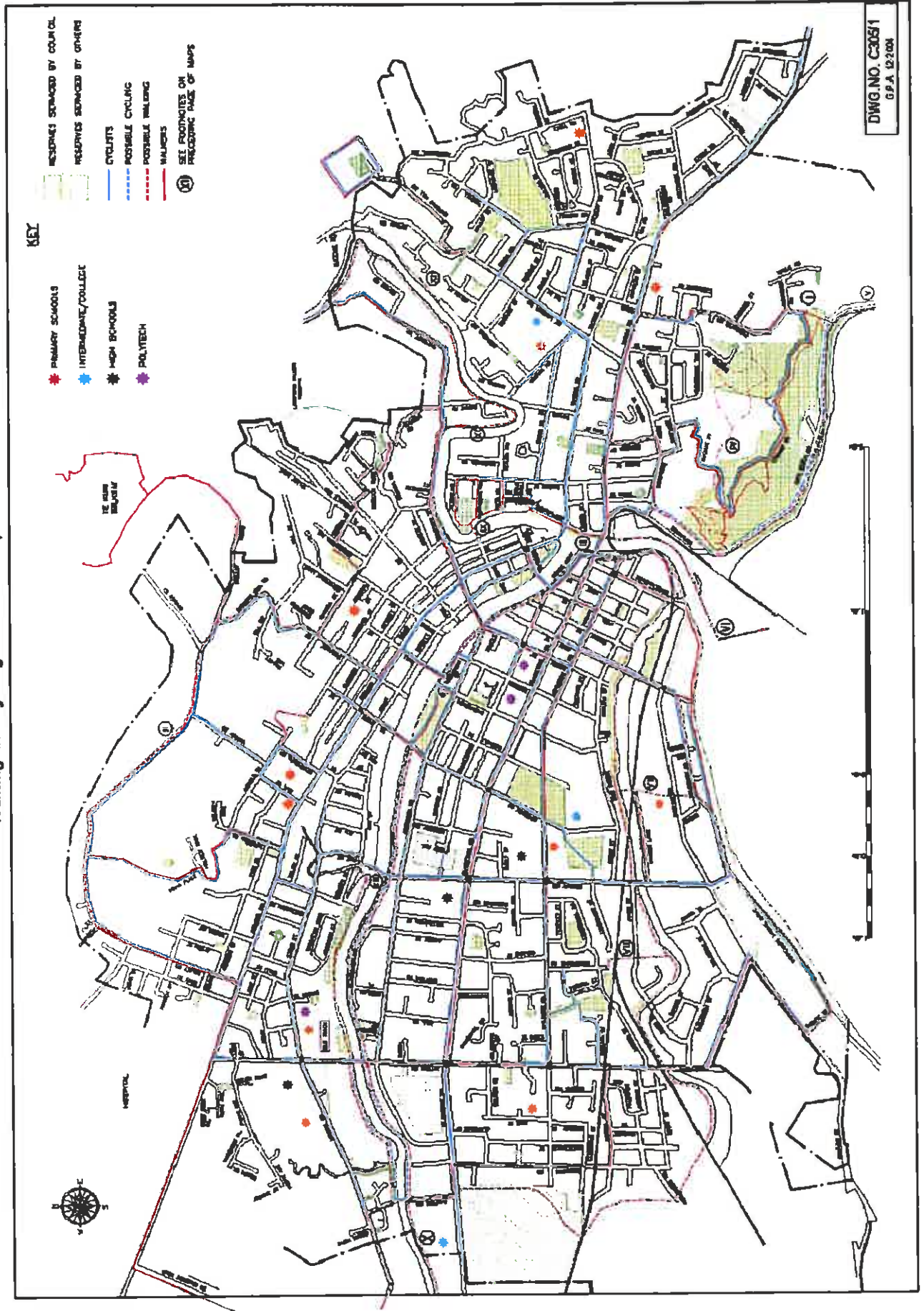
<sup>4</sup> Gisborne Cycle and Pedestrian Network Economic Analysis Opus 2009

<sup>5</sup> NZTA Briefing Notes Road Safety Issues Gisborne District 2004-2008

<sup>6</sup> Gisborne Cycle and Pedestrian Network Economic Analysis Opus 2009

# APPENDIX B: EXISTING GISBORNE WALKING AND CYCLING NETWORKS

## Walking and Cycling Networks - Map 1



以人为本 服务社会



