

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.