

## **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.