



Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

Te Mahere Whakahaere o Te Tairāwhiti 2024

Te Tairāwhiti Active Travel Strategy 2024





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He Whakatakinga Introduction

This strategy includes a proposed active travel network in Gisborne city, and options for improving walking, wheeling and cycling in our townships. This strategy:

- a. identifies our challenges (the barriers to people using active modes of transport)
- b. sets out what an expanded active travel network should achieve
- c. proposes design principles for how we build new infrastructure and what should be considered when we are replacing existing infrastructure
- d. provides direction on where we should focus our active transport investment for the next 10 years.

Te Tairāwhiti is growing rapidly and with that growth comes increased travel demand. If we don't make changes the significantly increased traffic volumes will have negative impacts on safety, parking, congestion, and the health and wellbeing of our communities.

Increasing the size of a road is expensive and not possible across much of the rohe due to the geographical features in the locations of our roads. Increasing the size of the road encourages more car use, which in turn leads to increased congestion and carbon emissions. Providing for safe active transport choices through improved footpath quality and new active travel infrastructure helps people to avoid using a private vehicle for every trip they take.

Tairāwhiti 2050 (Council's Spatial Plan) sets the objective for Tairāwhiti to be the walking and cycling capital of New Zealand.

Vision

Walking, cycling or wheeling are the first choice for short trips in Tairāwhiti.



He aha te kaupapa whakahaere?

What is active travel?

Active travel simply means making journeys in more physically active ways. Figure 1 highlights the wide variety of active transport options that this strategy supports. You can see horse riding at one end, mopeds at the other and every type of non-motor vehicle transport most people can think of in the middle.

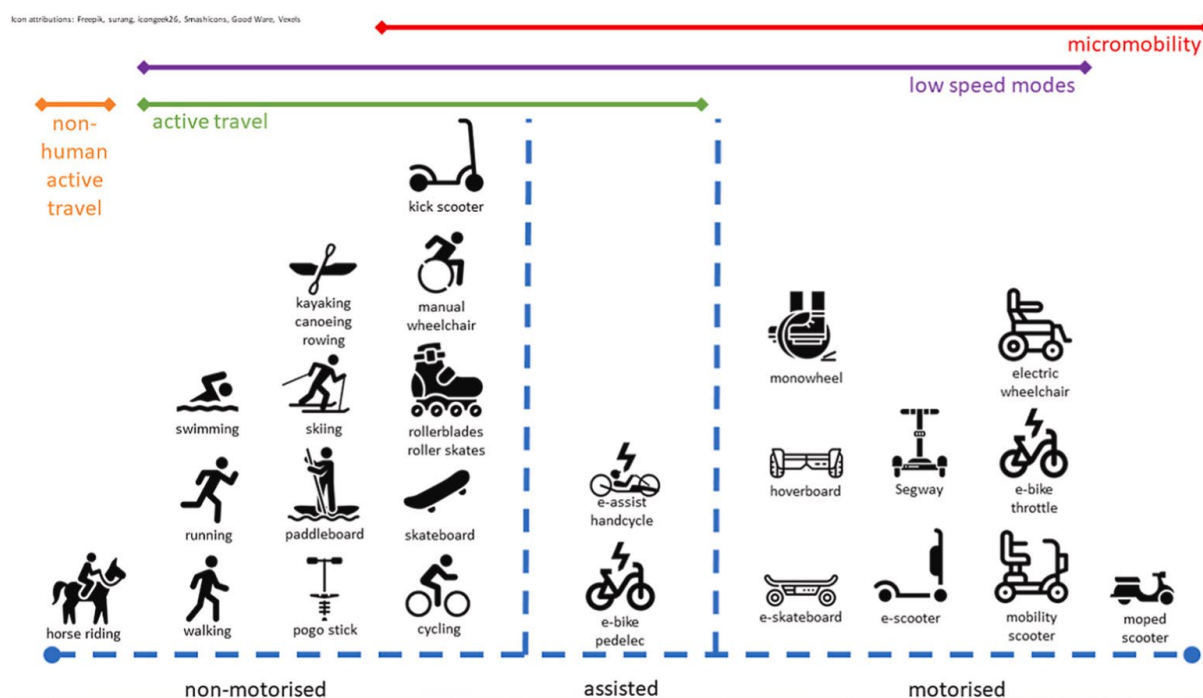


Figure 1: Types of Active Travel

Active travel is not meant to replace private cars. Investing in active travel gives us more safe travel choices so people have more than one option to get around our places.



He aha e kore ai te tangata e whakatutuki tēnei kaupapa i ngā wā katoa? Why don't people use active modes more often?

Safety

Since 2021, Tairāwhiti has had eight serious crashes involving pedestrians or cyclists, two of which resulted in loss of life.

Riding on-road, using a wheelchair or walking across the street is intimidating. Generally mixing with motor vehicles in a busy urban environment that's been designed for cars rather than people isn't safe, it doesn't feel safe and therefore isn't very appealing. People also feel unsafe when they hear about injuries suffered and near misses experienced by others.

Other vulnerable users, including older people, those with limited mobility, and low vision are also discouraged from active travel choices if they don't feel safe.

Many of these more vulnerable people have few viable transport choices. Being uncomfortable walking is likely to severely limit their ability to take part in and contribute to society.

Convenience

It's hard to argue with the simple fact that getting in a comfortable car, driving swiftly to your destination where there's ample parking is very appealing. However, it's not only a convenient choice, 50 years of urban design prioritising efficient car movement has made it the only safe choice. Under investment in footpath maintenance, the lack of separated cycle ways and pedestrian crossings has reinforced the decision making around using private motor vehicles for trips often under 1.5 kilometres from home.

The current active transport network has incomplete coverage which means users can find themselves sudden in the flow of traffic or blocked by a parked car on a bike or having to cross a busy road because the footpath is only on one side.

Vehicle Speeds

Pedestrians and cyclists in Tairāwhiti are sharing and crossing roads with 50km/h speed limits with little or no safety features that provide protection from vehicles.



At 30km/h most drivers in most cars can come to a complete stop in less than 20m. At 50km/h they have not quite got their foot on the brake pedal in that distance, so are still likely to be travelling at 50km/h.

Even if a crash happens, lower speeds reduce the harm done. Speeds over 30km/h dramatically increase the likelihood of serious injury or death in the event of a crash between a vehicle and a vulnerable road user such as a cyclist or pedestrian¹. Driving speeds increase noise and pollutant emissions as well, with significant impacts on community health and wellbeing.

Competition for road space and a dependence on on-street parking

The demand for road space is a significant challenge as our population grows and car ownership increases. Mode competition between light vehicles, heavy vehicles, active transport, public transport and parking leave some people to suggest we need more or bigger roads however the geography and lay out of Gisborne and our townships and the sheer cost make this impossible.

¹ International Transport Forum - Speed and crash risk Research Report 2018 [https:// www.itf-oecd.org/sites/default/files/docs/ speed-crash-risk.pdf](https://www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf)



Kei hea tātau i tēnei wā? Where are we now?

Current Network in Gisborne City

Gisborne's current active travel network includes:

- a) A separated shared path linking Wainui to the city
- b) The rivers shared path
- c) Oneroa walkway
- d) A shared path through Alfred Cox Park linking Grey Street including the skate park and pump track to the Oneroa walkway, Kiwa pools and Midway beach
- e) The city has only narrow footpaths with varying conditions across the city incomplete painted cycle lane routes on some of the key arterial roads in the city



Figure 2: Current Active Travel Facilities in Gisborne

Until recently, there wasn't the technology to capture usage data for on-road cycleways besides visual counting. Periodically we have captured data on some of our key shared paths such as the Wainui Cycleway. Figure 3 provides an example of that data. Modern camera technology now becoming available can provide detailed data across all traffic modes such



as differentiating cars, vans, trucks as well as pedestrians, runners, scooters, bikes, wheelchairs and more.

Wainui cycleway

Gisborne

12th June 2023 → 12th July 2023

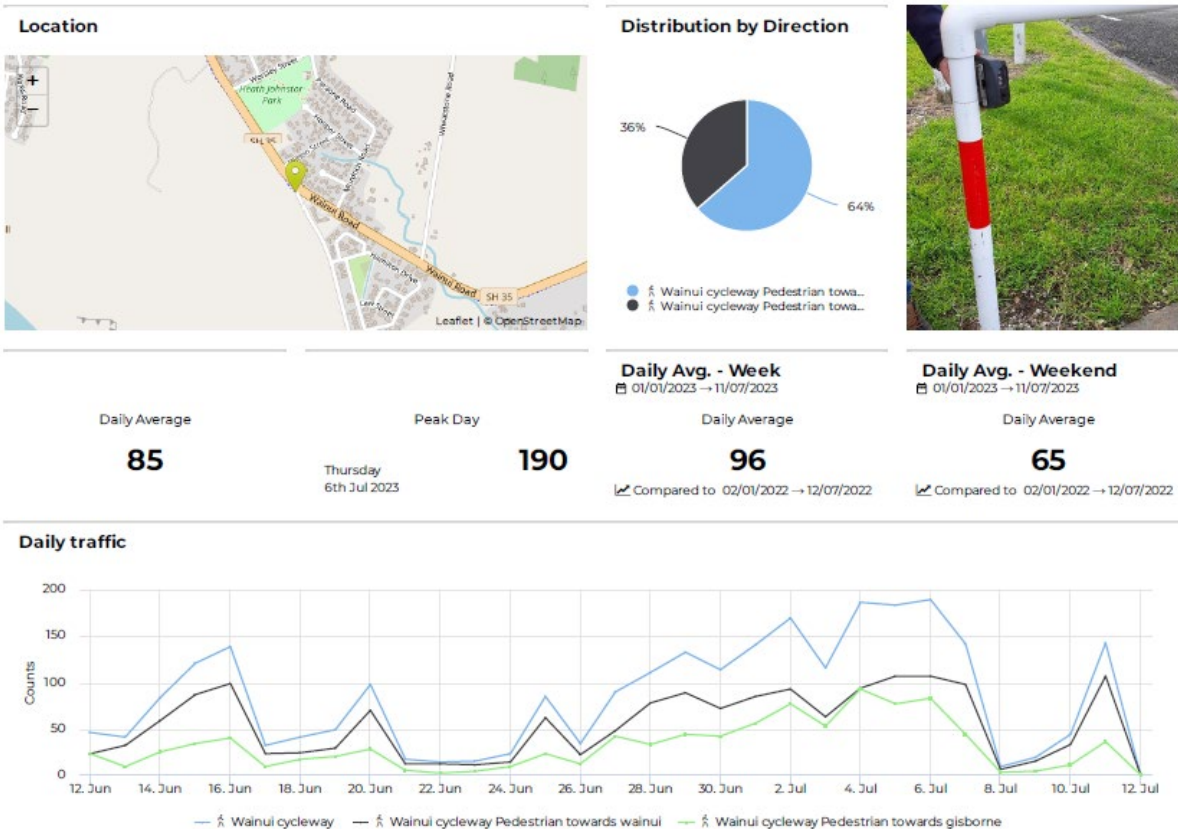


Figure 3: Pedestrian Count sample for Wainui Cycleway

Current Network in Uawa

Waka Kotahi's Streets for People programme provided funding for cycleway design and construction in Uawa/Tolaga Bay Township.



Figure 4: Uawa shared paths

Further investment is planned, Figure 4 shows the proposed route for a shared path or trail from the township to the historic wharf, creating a safe connection for visitors and campers to access the towns shops and facilities.



Figure 5: Uawa Wharf trail (Planned)



Current Network across the rest of the region

There is limited footpath provision in other townships in Tairāwhiti. Table 1 shows the limited active travel facilities across the region.

• Ngatapa – No active travel facilities
• Manutuke – Some footpath coverage (narrow, single side)
• Muriwai – No active travel facilities
• Matawai – Some footpath coverage (narrow, single side)
• Motu – No active travel facilities
• Patutahi – Some footpath coverage (narrow, single side)
• Ormond – No active travel facilities
• Rangitukia – Some footpath coverage (narrow, single side)
• Tikitiki – Some footpath coverage (narrow, single side)
• Rere – No active travel facilities
• Ruatoria – Main route has considerable footpath coverage although narrow.
• Te Araroa – Some footpath on main route, new footpath to skate park.
• Te Karaka – Fair footpath coverage (narrow, single side) in the residential area
• Te Puia Springs – Fair footpath coverage (narrow, single side) in the residential area
• Waipiro Bay – No active travel facilities
• Tokomaru Bay – Shared path (wide, single side) and a formed courtesy crossing in town centre. Some footpath coverage (narrow, single side) in the residential area
• Uawa – New cycle trail (more trail planned) Some footpath coverage (narrow, single side) in the residential area
• Wharekahika/Potaka - Some footpath coverage (narrow, single side)

Table 1 Active travel facilities in the townships



He aha te take me whakatutuki maha ai tātau tēnei kaupapa? Why should we use active travel more often?

Health and wellbeing: The health benefits of regular exercise are well documented. Targeted investment in active travel creates space for choosing exercise by active travel where currently safety concerns are a barrier for many people. Small increases in exercise can have large impacts on health outcomes².

Emissions reduction: A large European study found that an average person cycling one trip per day more and driving one trip per day less for 200 days a year would reduce their annual CO2 emissions by around 0.5 tonnes³. Few studies of this kind have been undertaken in New Zealand to date. A 2018 Victoria University of Wellington study considered the effect of active travel investment on health and emissions concluding that when concerted investment is made in active travel in a city, there is likely to be a measurable, positive return on investment.

Economic: In October 2022 the UK government published a report⁴ concluding the economic benefits of active travel generated £36.5bn pounds (\$74.9bn NZ dollars) for the UK economy in 2021. The figure is based on the direct economic benefits of active travel as well as others such as reducing the cost of traffic congestion and running a car, improved health and reduced burden on the National Health System, and fewer sick days at work.

Among the findings are that people who walk into and through city centres spend up to 40% more than those who drive, while physically active people take 27% fewer sick days each year than their colleagues.

With the cost of living rising, incorporating active (and shared) travel poses an opportunity to save money for those that usually drive. Reduced fuel and maintenance costs can be significant when calculated over time.

Reduced congestion and parking demand: We often hear that improving traffic flow or increased parking capacity should be prioritised above active travel. This however ignores that often, active travel infrastructure is the best route to reduced congestion and parking

² Brown, V., Barr, A., Scheurer, J. et al. *Better transport accessibility, better health: a health economic impact assessment study for Melbourne, Australia*. *Int J Behav Nutr Phys Act* 16, 89 (2019). <https://doi.org/10.1186/s12966-019-0853-y>

³ <https://www.ox.ac.uk/news/2021-02-02-get-your-bike-active-transport-makes-significant-impact-carbon-emissions>

⁴ <https://www.sustrans.org.uk/media/11397/cost-of-living-report.pdf>



demand (and more cost effective than adding additional lanes and parking spaces) as more commuters can chose active modes, leaving their car at home.



He aha ngā whāinga e hiahia ana ai tātau? What do we want to achieve through this strategy?

Objectives are the high-level goals for a strategy when it has been implemented. The objectives address the issues and barriers to using active travel more often and focus on the benefits over the longer term.

Objective	Description
Objective 1: Kotahitanga 	Walking, cycling, wheeling or riding a bus brings people together. Kotahitanga (togetherness) is identifying as one, sharing the earth, extending our āwhina (support) to everyone, and receiving the same back.
Objective 2: A Safe Network 	Our road network needs to be safe for all users. Our objective is that no one be killed or injured while moving around Gisborne. Additionally, network users should feel safe when traveling. Be that using a mobility scooter on a footpath, biking through a park or any other means of active transport on our network.
Objective 3: Health and Wellbeing 	A safe, connected network will enable healthier lifestyles through greater freedom to choose active travel options. Walking for 30 minutes or more a day reduces the risk of heart disease and stroke by 35% and Type 2 diabetes by 40% and cyclists have a 30% lower cancer related mortality. Our network will allow people to access the benefits of physical exercise in their day to day lives through choosing active travel.

Objective	Description
Objective 4: Reduced Emissions 	Climate change is a major issue of our time and transport is a key contributor. Active and shared travel are key paths to reducing our emissions and meeting our obligations under the government's emissions reduction plan as well as our community's aspirations.
Objective 5: More Travel Choices 	Providing a range of transport options gives people travel choices be it public transport, scootering, biking, private vehicle, or taxi. These choices mean that everyone can access various parts of the city and region when they want to by a range of modes. Supporting mode shift and the benefits it brings.
Objective 6: Inclusivity 	Access across Tairāwhiti and within Gisborne available for all is important. We want to promote a fair transport system that allows all residents and visitors to safely and reliably access their preferred destination based on their individual needs.
Objective 7: Economic growth and urban development 	Active and shared travel can better support small businesses by increasing the opportunity for interaction and commerce. Considering active and shared travel provision as part of urban growth and planning ensures we take advantage of the benefits from active and shared travel infrastructure when they're most cost effective to install.

Table 2: Objectives



How are we going to achieve our goals?

Objectives describe what Council wants to achieve. Policies set how we're going to do it.

Policy	Description
Policy 1: Prioritising safe active travel routes over on road parking facilities and travel time for private cars.	With limited road space, there sometimes needs to be a trade-off to prioritise active modes. With growing numbers of people moving around in the urban environment (approximately 9,000 more people in the urban area by 2050), congestion and travel times will increase. Getting more people moving in the same road space means removing parking to allow another lane for movement. In many locations in Tairāwhiti, such as Ormond Rd, there is ample space for a separated cycleway if some on street parking is removed.
Policy 2: Design to reflect Māori heritage and support Tangata Whenua to be visible in their land.	Tairāwhiti is a truly bicultural region, with over half the population identifying as Māori according to the 2018 census data. It is important that all Council strategies are developed in partnership with mana whenua. From the most basic elements like ensuring equality when developing the key corridors to providing quality way finding and regional narratives, Councils active travel network must reflect the people of this region, where they live, where they're going and the stories they want to tell about their home.
Policy 3: Inclusive access and universal design are evident in every feature of the built network.	Everyone in Tairāwhiti, regardless of age or ability should be able to safely travel in the manner they choose. Children, the ageing population, wheelchair users, those with permanent or temporary impairments, mobility scooters, parents with prams and any other user groups should be able to travel to their nearby destinations safely and easily without needing a car.
Policy 4: Partnership	Designing, funding, and building this network will require a whole community response. Collaboration and partnership with Tangata whenua, community groups, adjacent residents, wider communities, businesses, and government agencies to enhance active travel infrastructure, promote behaviour change, and achieve the city's active travel goals.

Table 3: Active Travel Policies

Intervention Hierarchy

Our intervention hierarchy considers what options we could pursue to improve our active travel network, how effective they might be, the cost to implement them, and how they align to our design principles.



Consider first  Consider last	1) Reduce traffic speeds. 2) Treat hazardous sites areas/intersections. 3) Reallocate carriageway space to active modes. 4) Install Temporary or permanent active travel infrastructure. 5) Install off road shared paths. 6) Install exclusive off-road facilities for cycling.
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Table 4: Intervention Hierarchy



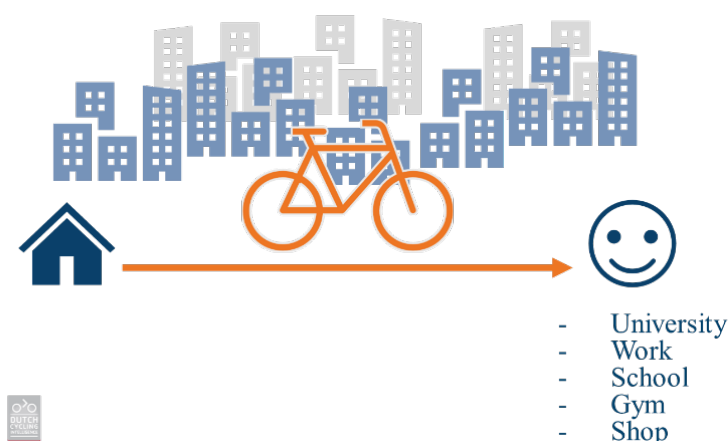
What should our network look like?

There's wide agreement in the sector that best practice for active travel network design follows the Dutch CROW Bike Design manual. Based around 5 key principles the CROW Bike design manual has been incorporated into the majority of active travel network design guidance across New Zealand and Australia. The 5 principles are:

Design principle: Cohesion

Active Travel infrastructure should form a cohesive network, linking all the origins and destinations that travellers may have. This is about ensuring genuine connectivity from your door, via residential street, to a shared path, to your school, workplace or other destination. Cohesion should include shared modes, providing for bikes, scooters, wheelchairs and skateboards on buses, allowing a "first mile/last mile" approach to active and shared travel.

COHESION: Connecting origins and destinations
Cycling from anywhere to everywhere

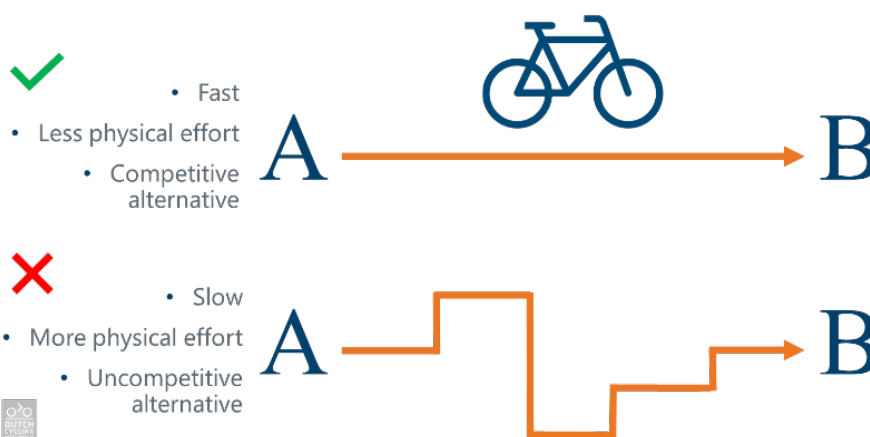


Design principle: Directness

Directness refers to offering active travellers as direct a route as possible with detours. This is because active travel is predominantly human powered. Directness is about conserving energy and minimising delays as much as possible which increases the appeal and practicality of active travel.



DIRECTNESS: Creating short and fast routes Minimising detours



Design principle: Safety

By far the most common reported barrier to active travel is safety, and more importantly perception of safety. Cyclists riding in painted cycle lanes are significantly safer; however, perceptions of safety with traffic in close proximity are low and hinder mode shift for less confident riders. For Active travel infrastructure to adhere to the safety design principle, designers should strive to avoid differences in speed and mass as much as possible. Reducing vehicle speed is the most effective treatment, particularly at intersections where complete mode separation cannot be achieved.

The key is planning links where vehicle proximity, accident risks, emissions, noise and stress are avoided. Often links are planned next to busy arterial roads. However, quieter streets – a block up or down – can deliver more robust safety outcomes. On those streets, traffic volumes are lower and often more space and spare capacity is available to realise safe active travel infrastructure design.

SAFETY: Avoid differences in SPEED and MASS Create homogenous traffic flows





Design principle: Comfort

Both a stand-alone principle and inherent in the other four, comfort is critical to realisation of active infrastructure objectives. An uncomfortable travel experience can be a significant barrier. Network design should seek to avoid or minimise vibrations, noise, nuisance, exhaust fumes, dangerous areas, steep inclines or descents and having to make unnecessary stops.

COMFORT: minimal stops or nuisance



5

Design principle: Attractiveness

Highly subjective and difficult to quantify, attractiveness is still a key element in successful active travel design. Research suggests that generally cyclists find green, open spaces, water and the aesthetic quality of the built environment attractive. This is both intuitive, as humans tend to prefer these environmental elements in a variety of setting but also aligns with the safety and comfort principles which are known to influence active travel choices. Conversely, elements that are considered unattractive are congestion, vehicle exhausts and pollution, dark, low lighting and perceived risk of accidents or personal safety on the route.

(UN)ATTRACTIVENESS



ATTRACTIVE

- **Green**
- **Open**
- **Water**
- **Well maintained**
- **Quiet streets**



UNATTRACTIVE

- **Traffic**
- **Congestion**
- **Industry**
- **Dark / unlit**

Infrastructure option: Multi-Mode Roundabouts

Gisborne almost exclusively uses roundabouts for intersection traffic control. Roundabouts can be good for traffic flow and usually have lower costs (initial capital and ongoing operation) than signalised intersections. However, they are challenging for pedestrians and active road users such as bikes or scooters and often prohibitive for those who are differently abled such as wheelchair users.

Anecdotally, Gisborne saw a decline in cycle traffic through the mid-1990s as traffic lights were phased out and roundabouts installed at key points such as the Gladstone Road/Roebuck Road roundabout.



Figure 6: A roundabout optimised for active travel.

Infrastructure option: More Crossing Points

Modern pedestrian crossings, with narrowed approaches, raised platforms, median refuges plus lighting and signage are safer, and importantly feel safer for the people using them.

As part of implementing changes along key corridors, there will likely need to be an increase of formalised crossing points on major roads such as Ormond Road, Rutene Road, Lytton Road, Childers Road. Council will need to advocate Waka Kotahi to install crossings on Awapuni and Customhouse and Wainui Roads.

Infrastructure option: Lighting

Lighting on active travel routes means those choices remain available at different times of day and in all seasons. Active commuting in winter is a reasonable proposition in Tairāwhiti given our mild climate however, increased hours of darkness can be a barrier.

Most proposed key corridors in the urban areas already have some lighting. Any detailed designs to upgrade the corridors should ensure adequate lighting provision along the full extent of the route.



Modern options such as solar charged battery lights could be effective options where access to utilities is challenging.

Service option: Facilities, Maintenance and Support

Flat tyres and noisy chains can pose barriers to active transport. Many councils have had significant success with programmes that support bike maintenance from vouchers for basic maintenance at local bike shops to secured bike pumps, tools and more in public locations. Cycle education programs also provide training in basic maintenance.

Some places have increased secure public bike storage options and public bike maintenance stations like those installed by Nelson City Council shown in figures 7 and 8.



Figure 7: Nelson City Council Secure Bike Storage



Figure 8: Nelson City Council Bike Maintenance Station.



Ngā ritenga hou mō o tātau taone taiwhenua Key changes for our rural townships

Our rural townships have very limited active travel facilities.

Township	Active travel facilities
Ngatapa	No active travel facilities
Manutuke	Some footpath coverage (narrow, single side)
Muriwai	No active travel facilities
Matawai	Some footpath coverage (narrow, single side)
Motu	No active travel facilities
Patutahi	Some footpath coverage (narrow, single side)
Ormond	No active travel facilities
Rangitukia	Some footpath coverage (narrow, single side)
Tikitiki	Some footpath coverage (narrow, single side)
Rere	No active travel facilities
Ruatoria	Main route has considerable footpath coverage although narrow.
Te Araroa	Some footpath on main route, new footpath to skate park.
Te Karaka	Fair footpath coverage (narrow, single side) in the residential area
Te Puia Springs	Fair footpath coverage (narrow, single side) in the residential area
Waipiro Bay	No active travel facilities
Tokomaru Bay	Shared path (wide, single side) and a formed courtesy crossing in town centre. Some footpath coverage (narrow, single side) in the residential area
Uawa	New cycle trail (more trail planned) Some footpath coverage (narrow, single side) in the residential area
Wharekahika/Potaka	Some footpath coverage (narrow, single side)

Improvements to these networks could be as simple as footpath and safe road crossing being installed. Table 4 lays out some of the plans and aspirations Council know about for active travel in our townships. There will be many more.



Township	Plans and Aspirations
Wharekahika	Footpath - playground perimeter for mobility access and cycling, scootering. Footpath - Between playground and kura kaupapa Road Crossing – safe shop access Shared Path (cycle/walk/wheel path) linking township, beach, kura kaupapa and playground
Te Araroa	Road Crossing – across Moana Parade between the playground and the skate park.
Tikitiki	Road Crossing – at key points in Tikitiki and Rangitukia Footpath – mobility access to picnic tables
Ruatoria	Road Crossing - Harrison Road/Waiomatatini South Road intersection Footpath – extend existing footpath into township (includes footbridge) Footpath - playground perimeter for safer walking, running, cycling/scooters and access to the exercise apparatus and proposed basketball court. Pump track and skate park
Te Karaka	Footpath - on Cliff Road to town centre.
Muriwai	Footpath from Waieri Rd to SHW 2 – enables safe pedestrian access to and from Muriwai School.
Matawai	Footpath from Matawai Marae (Motu Rd) to SHW 2 – (includes a footbridge) Road Crossing – Across SH2 Pump Track
Uawa	Shared path – from township to historic wharf (includes foot bridge) Pump track and Skate Park
Tokomarua Bay	Rangatahi zone

Table 5: Active Travel Plans and aspirations for our Townships.



Ngā kauhanga matua i te taone o Tūranga Key Corridors in the Gisborne Urban Area

These key corridors have the best connections between where people live and the places they work, learn and play. The strategy doesn't specify exact routes and design features as these will be investigated during the business case or design processes.

Final routes and design features will require a business case development, technical investigation and design to attract co-investment through the National Land Transport Fund by Waka Kotahi. The 2024 Regional Land Transport Plan (in draft) will include a programme business case.

Prioritisation of which key corridors we should focus on first will be important, as we will not be able to afford to build everything listed below at the same time.

There is also the option to not prioritise corridors and have the programme based on when relevant road renewals are taking place and/or if external funding is obtained.

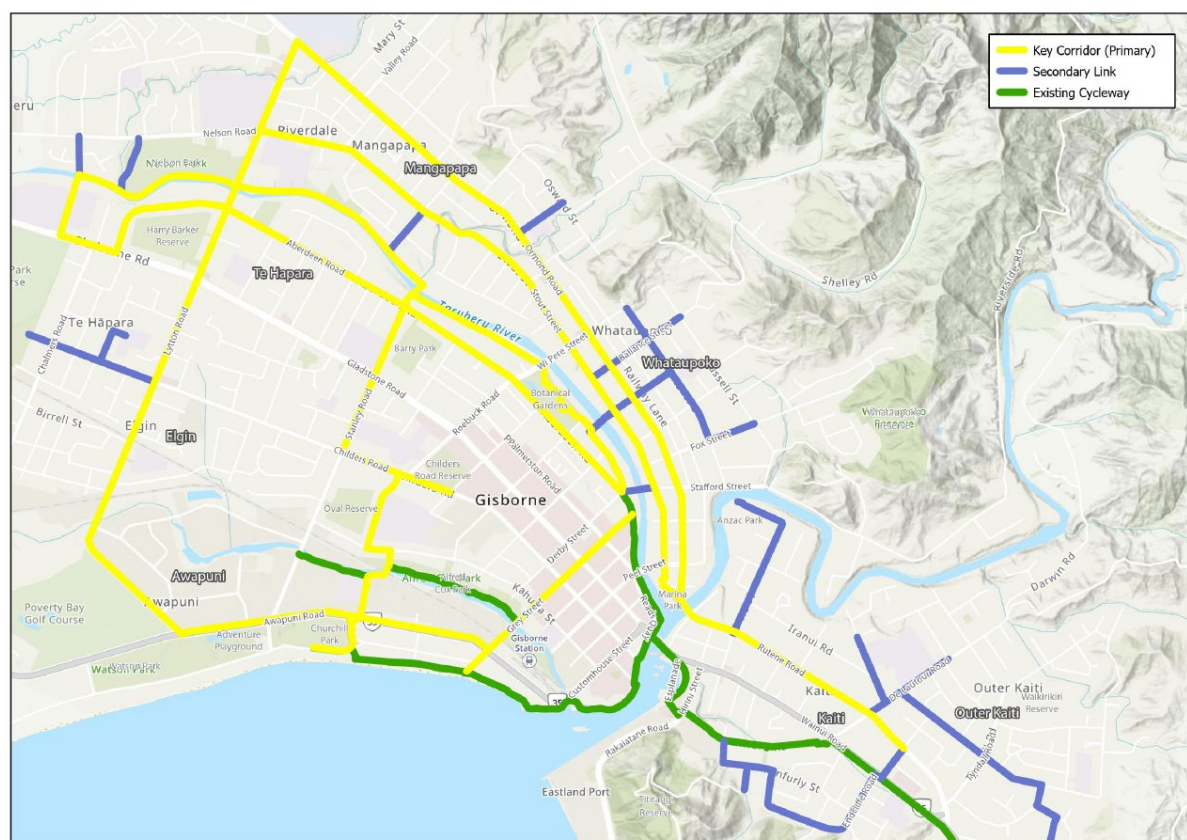


Figure 9: Proposed Network Map

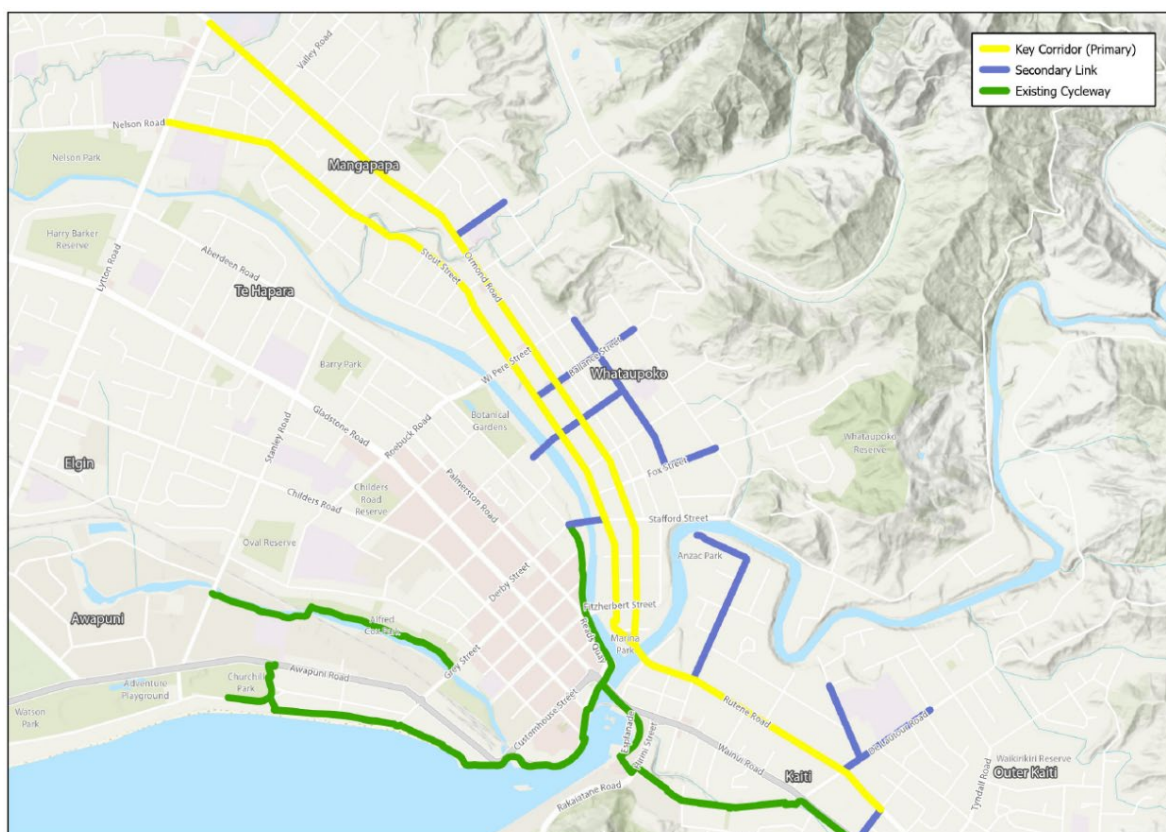


Figure 10: Key Corridor One Rutene Road to Ormond or Stout Street

Key Corridor One: Rutene Road and Ormond Road/Stout Street

Overview	Rutene and Ormond Road/Stout Street have low gradients and wide carriage ways for most of their length. They form a continuous link between significant residential areas, several schools and the hospital.
Schools/Major Employers/Destinations	Te Wharau Primary School, Ilminster Intermediate, Mangapapa Primary School (Ormond Road route), Gisborne Hospital, Riverdale Primary School (Stout Street route).
Key intersections/Pinch points	Delatour roundabout Rutene Road Bridge Ormond Road - Fitzherbert Street roundabout - Additional crossing points - Balance Street crossing - Wi Pere Street roundabout - Mangapapa Primary school crossing point - Matokitoki Stream bridge) - Hospital crossing point Stout Street - Off road path from Rutene Road bridge over Vogel street under Peel Street bridge, connecting to Stout before museum.



- | |
|--|
| <ul style="list-style-type: none">• Wi Pere Road/Stout Street intersection• Stout Street/Lytton Road roundabout |
|--|

Existing links

Hall Street and Stafford Street pedestrian bridges
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Table 6: Key Corridor One - Rutene Road and Ormond Road/Stout Street

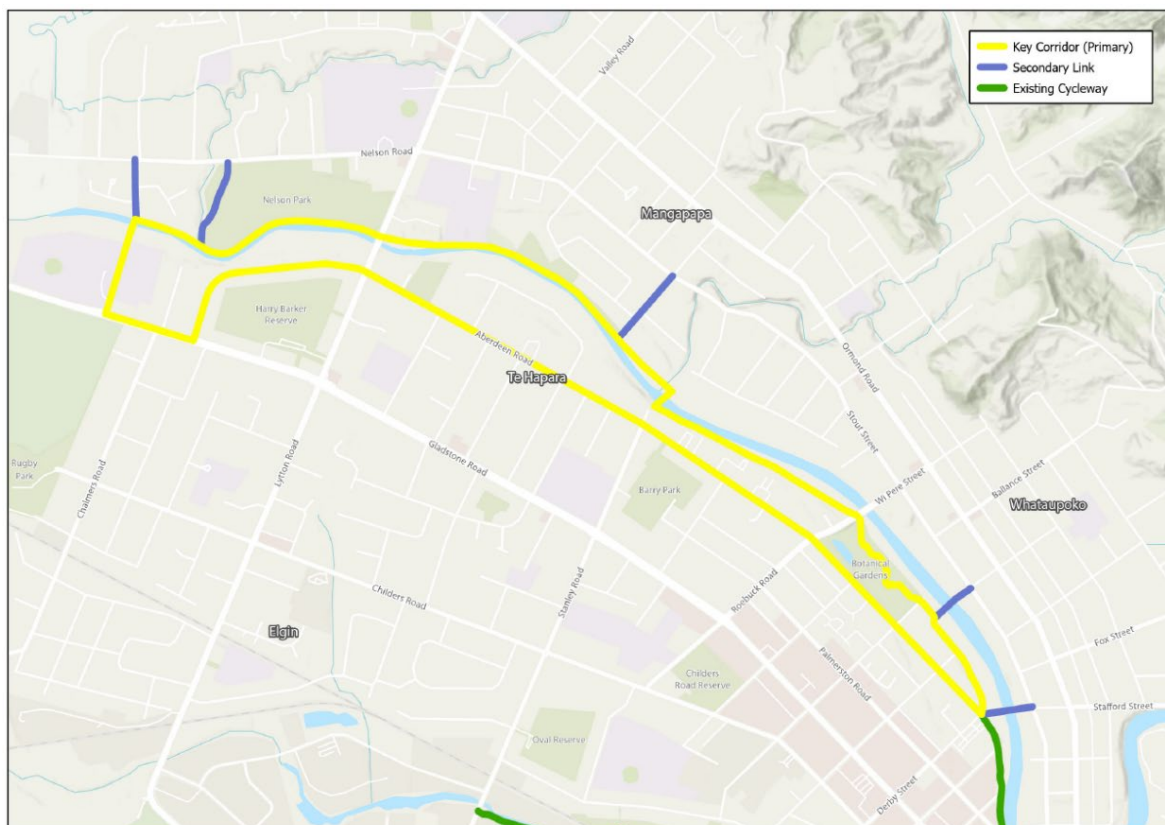


Figure 11: Key Corridor Two - Taruheru shared path. River and on-road options

Key Corridor Two: Taruheru shared path. River and on-road options

Overview	Completes the central spine of the network by connecting the Wainui cycleway to the city's high schools and beyond.
Schools/Major Employers/Destinations	Gisborne Girls Highschool, St Marys Primary School, Campion Collage. Botanical Gardens, Harry Barker Reserve, Nelson Park, Enterprise pools.
Key intersections/Pinch points	Taruheru River route • Underpass at Roebuck Road bridge. • Stanley Road bridge. • New bridge across Mangapapa Stream. • New shared path from new Mangapapa Stream bridge to Lytton Road. • Underpass at Lytton Rd Bridge. • New shared path along river side through Nelson Park to Campion Road. Aberdeen (on-road) Route • Separated bi-directional shared path running the full length of Aberdeen Road. • Roebuck Road/Aberdeen Road intersection. • Lytton Road/Aberdeen Road intersection.



- Separated bi-directional shared path on Gladstone Road from Aberdeen Road to Campion Road.

Existing Links

Wainui/Taruheru Shared Path (ending at Grey Street)

Table 7: Key Corridor Two - Taruheru shared path. River and on-road options

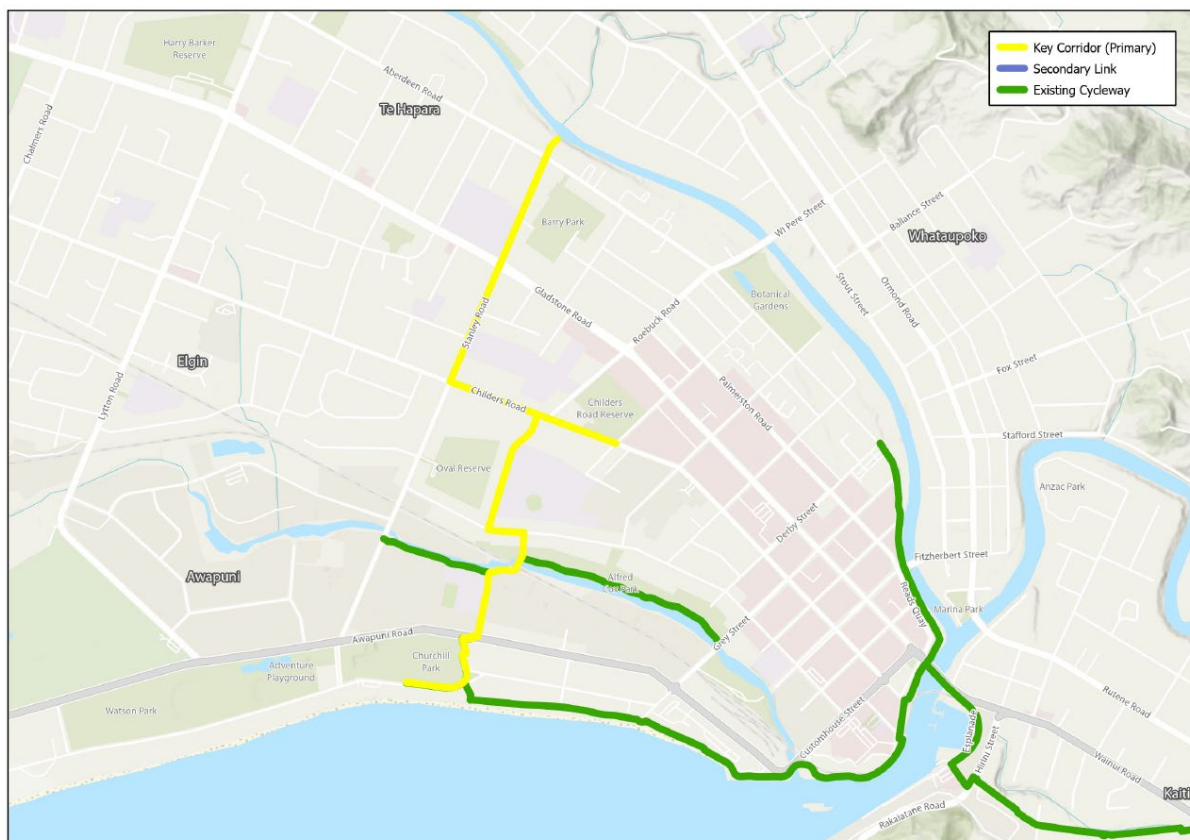


Figure 12: Key Corridor Three - Stanley Road to Kiwa Pools

Key Corridor Three: Stanley Road to Kiwa Pools

Overview	One of three proposed corridors providing active travel connections from northern suburbs such as Riverdale and Mangapapa across the city to the beaches.
Schools/Major Employers/Destination	Gisborne Girls Highschool, Gisborne Boys High school, Gisborne Intermediate, Awapuni Primary School. Oval Reserve, Victoria Sports Precinct, Alfred Cox Park (Pump Track and Skate Park) Churchill Park, Kiwa Pools, Midway Surf Club, Midway Beach.
Key intersections/Pinch points	• Aberdeen Rpad/Stanley Road intersection. • Gladstone Road/Stanley Road Roundabout. • Childers Road /Stanley Road Roundabout. • Childers Road/Roebuck Road intersection. • Roebuck Road/Anzac Street intersection. • Upgraded Path through Awapuni School. • State Highway 2 crossing at Awapuni School.
Existing Links	• Stanley Road foot bridge over Taruheru River. • Alfred Cox Park Shared Path. • Beacon Street shared path to Oneroa boardwalk.

Table 8: Key Corridor Three - Stanley Road to Kiwa Pools

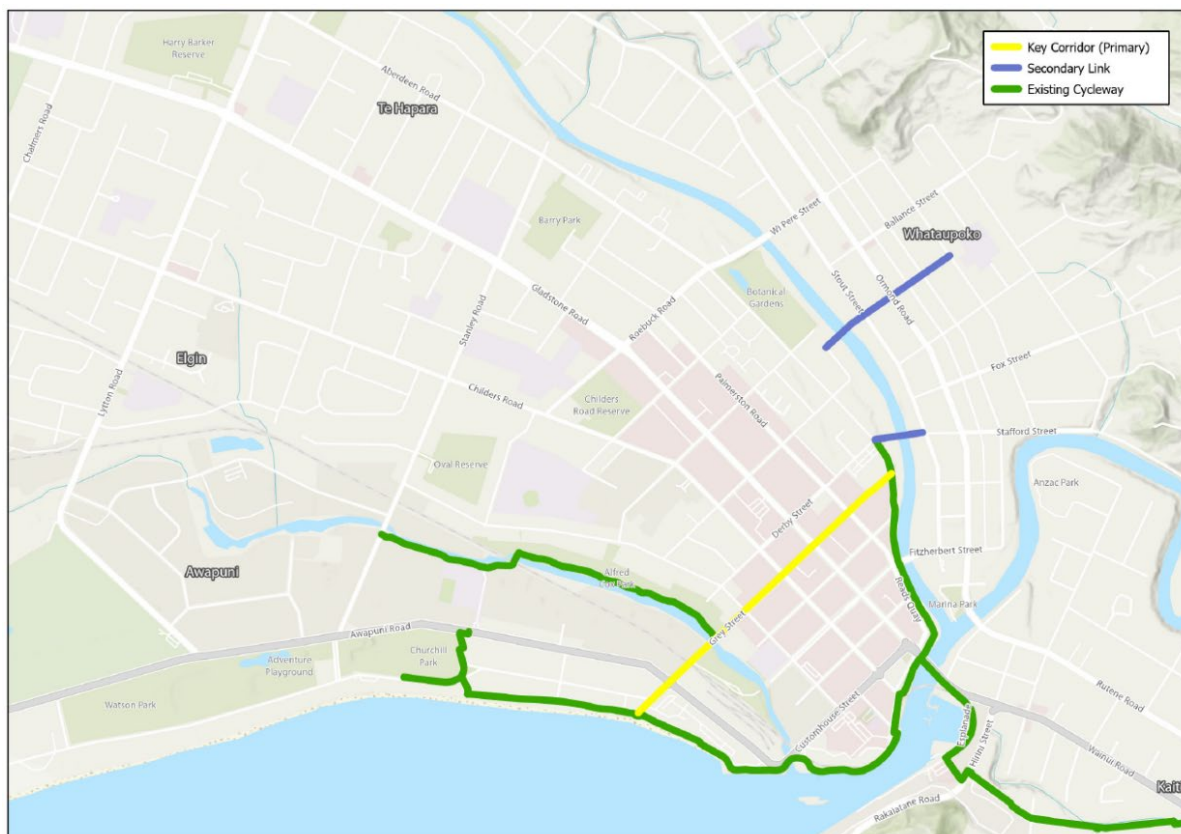


Figure 13: Key Corridor Four - Grey Street Linear Park

Key Corridor 4: Grey Street Linear Park

Overview	Links the existing Taruheru shared path and the Stafford Street foot bridge through the CBD and down to the beach.
Schools/Major Employers/Destinations	CBD, skate park, pump track, I-site, Waikanae Beach.
Key intersections/Pinch points	- Separated cycle lanes and extended footpaths. - Grey Street/Palmerston Road Intersection. - Grey Street/Gladstone Road intersection. - Grey Street/Childers Road Intersection. - Grey Street/Kahutia Street Intersection. - Grey Street/Awapuni Road (SH2) Intersection.
Existing Links	- Taruheru shared path. - Alfred Cox Park shared path. - Oneroa Board walk.

Table 9: Key Corridor 4 - Grey Street Linear Park

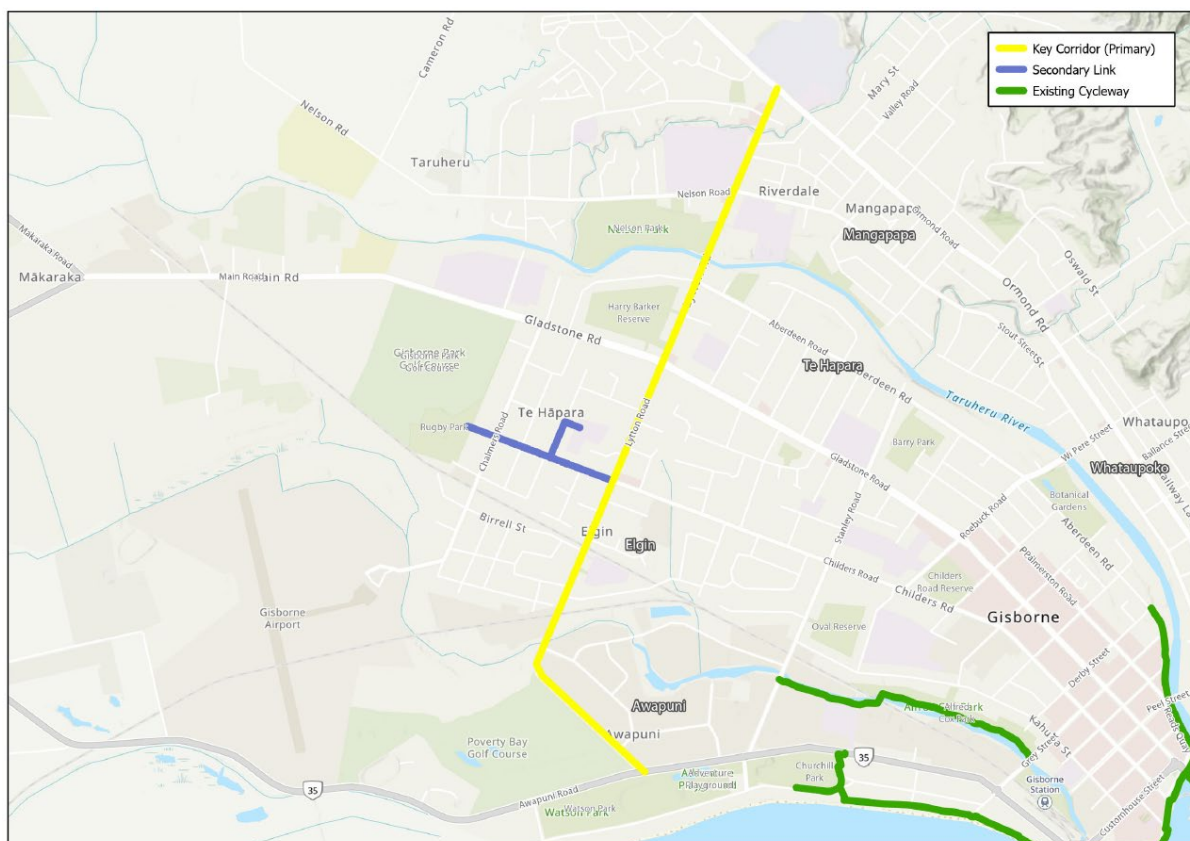


Figure 14: Key Corridor Five - Lytton Road

Key Corridor Five - Lytton Road

Overview	Third cross city linkage serving a large current population and significant future development area.
Schools/Major Employers/Destinations	Gisborne Hospital, Lytton High school, Riverdale School, Harry Barker Reserve, Cobham School, close to Elgin School, Waikane Creek recreation reserve, Adventure playground, Awapuni stadium, Sound shell.
Key intersections/Pinch points	• Lytton Road/Ormond Road Intersection. • Lytton Road/Stout Street Intersection. • Lytton Road/Aberdeen Intersection. • Lytton Road/Gladstone Road Intersectio. • Lytton Road/Childers Road Intersection. • Lytton Road/Awapuni Road (SH2) intersection.
Existing links	• n/a

Table 10: Key Corridor Five - Lytton Road



Figure 15: Key Corridor Six - State Highway 35 Shared Path

Key Corridor Six - State Highway 35 shared path

Overview	Currently there is no footpath on the north side of State highway 35/Awapuni Road. Construction of a shared path here by Waka Kotahi would serve a large residential population as well as improving safety for school drop offs.
Schools/Major Employers/Destination	Awapuni school.
Key intersections/Pinch points	- Lytton Road. - Stanley Road. - Awapuni School .
Existing links	

Table 11: Key Corridor Six - State Highway 35 Shared Path

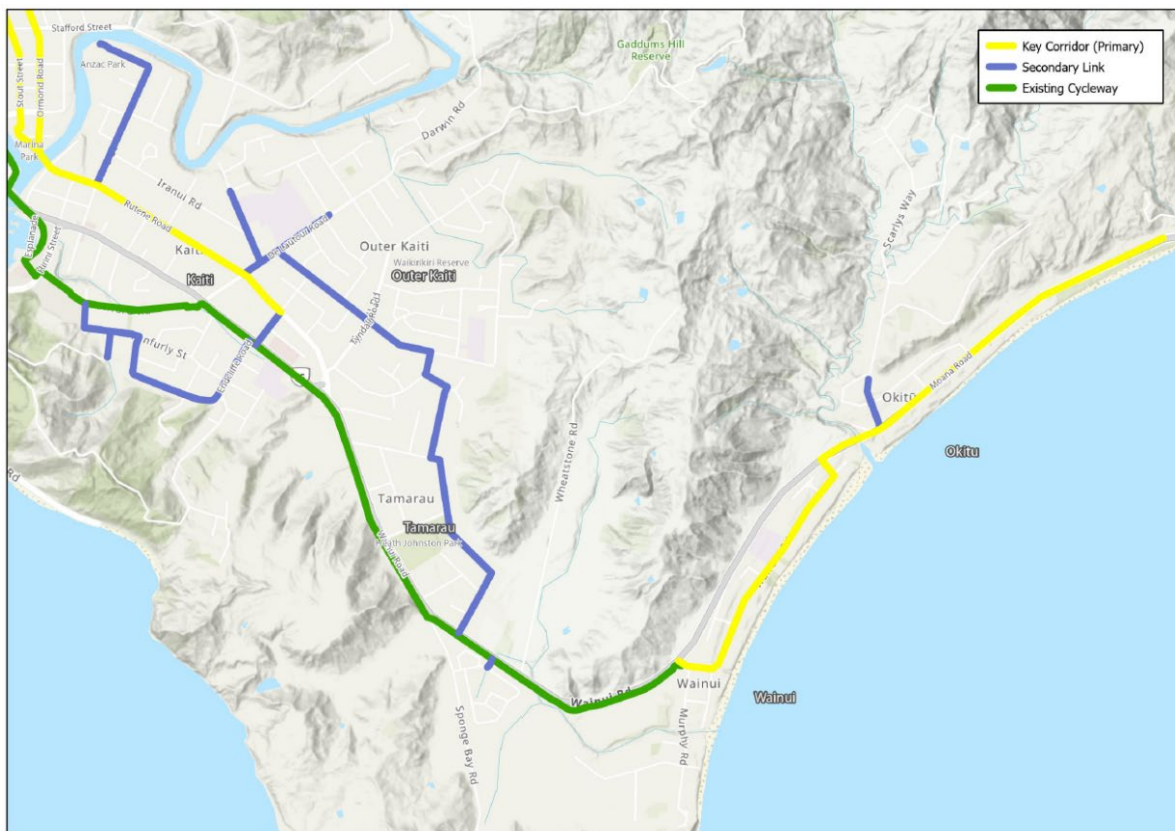


Figure 16: Key Corridor Seven - Okitu to Wainui Cycleway and Tamarau Kaiti Links

Key Corridor Seven - Okitu to Wainui Cycleway and Tamarau Kaiti Links

Overview	Extends the Wainui cycle way through Wainui to the end of Okitu. Map also shows the Tamarau and Kaiti links that would be critical for connecting these underserved areas to the schools and the rest of the network.
Schools/Major Employers/Destination	Wainui School. Kaiti, Te Wharau and Ilminster schools.
Key intersections/Pinch points	Wairere Road. State highway 35 bridge over Hamanatua Stream.
Existing Link	Wainui cycleway. Makorori Headlands walkway.

Table 12: Key Corridor Seven - Okitu to Wainui Cycleway and Tamarau Kaiti Links



Te Kaunihera o Te Tairāwhiti
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