



50 Ways to Please Your Cyclists

What do cyclists want? This guide has been developed by CAN (the Cycling Advocates' Network of NZ) to help local and regional authorities improve conditions for cycling.

Cycling can make an important contribution to a range of transport and community objectives, including congestion and pollution reduction, improved urban design and improvements in health, access and equity.

Paul Simon's hit "Fifty ways to leave your lover" inspired the title to this guide – there must be 50 ways to shed your car!

Develop a Council Cycling Strategy

1. Develop a cycling strategy in consultation with local cyclists. Seek out best practice strategies from around NZ.
2. Include a vision and a few strategic objectives.
3. Set realistic and measurable targets (e.g. for crash reduction, cycle usage, route construction).
4. Allocate specific funding each year for projects to encourage cycling.
5. Include "the 4 Es" (engineering, education, enforcement and encouragement) within the strategy.
6. Establish a positive physical environment including neighbourhood or city-wide traffic calming in urban areas, and best practice cycling facilities.
7. Articulate a clear strategic role for cycling within the regional land transport strategy (RLTS) and Council plans.
8. Require cycle planning and design in all new land developments and road alterations.
9. Develop cycling network plans and implementation programmes consistent with (or contained within) Long Term Council Community Plans (LTCCPs).

Promote Cycling within Council

10. Create a cycling culture within Council and establish Council as a leader in cycling provision.
11. Integrate cycling safety issues into the work programme of the road safety co-ordinator and Council's Safety Management System.
12. Appoint a cycle officer and provide him or her with adequate support and resources.
13. Introduce staff travel plans incorporating secure cycle parking, showers, lockers, cycle allowances for work trips and fleet cycles.
14. Undertake in-service staff training on providing for cyclists for all relevant planning and engineering staff.
15. Participate in National Bike Week – celebrate with a Bike to Work Day breakfast. [www.bikewise.co.nz]

Promote Cycling in the Community

16. Dispel myths about reasons for not cycling, such as hills, weather, distance, passengers and luggage. Every community already has cyclists who overcome these perceived barriers every day.
17. Publicise cycle facility provision such as cycle route networks (direction signs and maps) and cycle parking.
18. Publish a map of cycling routes and facilities.
19. Develop and promote cycling activities (e.g. rides, displays) in association with cycling clubs and groups.
20. Use cyclists in Council promotional events and media.
21. Encourage other employers to develop travel plans to help their employees find better ways to travel than private cars.
22. Nominate Council or other groups for CAN Cycle-Friendly Awards.

Work with Schools and Universities

23. Encourage schools, Police, parents' groups and others to organise trips for students that don't involve car travel.
24. Implement a "Safe Routes to Schools" programme. [http://www.safekids.org.nz/index.php/pi_pageid/56]¹
25. Ensure all students in Year 6 receive approved cycling training.
26. Encourage schools to retain their school cycle parking rather than demolishing it.
27. Help universities and tertiary institutions develop travel plans to minimise car use. [www.eeca.govt.nz/programmes/travel.aspx]

¹ Note – Internet links often change – if links in this guide do not work, check the CAN website [www.can.org.nz] for up-to-date links.

Collect Data and Monitor Cycling

28. Collect cycling data, including cycle traffic counts, Census and NZ Travel Survey, collisions, hospitalisations, surveys on route selection or difficult locations and opinion surveys of cyclists and the general public.
29. Monitor where cyclists are not going and work out why. Then do something about it!
30. Record accomplishments in meeting targets of the strategy and report publicly on these.

Build High Standard Facilities

31. Reduce urban speed limits on local and collector roads to 30 or 40 km/h (with traffic calming if necessary).
32. Design roads for cyclists too – this is cheaper in the long run and often more effective than retrofitting cycling facilities later.
33. Consider building cycle lanes (on-road) as well as cycle paths (off road) on the same road – different cyclists have different needs.
34. Avoid building cycle paths on just one side of a road unless safe, convenient facilities are available for cyclists to cross to use the path.

Review Parking Policies

35. Enforce parking restrictions on cycle lanes and routes.
36. Use angle parking only if there is ample space behind the cars for cyclists to be seen by drivers backing out.
37. Provide conveniently located, well designed and secure cycle parking in new developments and at popular destinations such as shopping centres, libraries, sports facilities and civic buildings.

Communicate with Cyclists

38. Establish a cycling committee of cycling organisation representatives, interested councillors, government agencies.
39. Include cyclists in consultation on major projects – roading, public transport, parks and recreation, urban development and design.
40. Engage all cycling groups in Council consultation – mountain-biking, racing, recreational and advocacy groups, as well as commercial groups like tour operators and retailers. [www.bikenz.org.nz]
41. Arrange regular meetings between Council staff and cycling representatives to identify problems early and avoid costly mistakes.
42. Establish systems for reporting cycling hazards (e.g. phone hotline, freepost hazard reporting card, e-mail address, website).
43. Check CAN's website (www.can.org.nz) for technical information and contact details for local advocacy groups.

Develop Links

44. Develop links with other local authorities and organisations (e.g. ACC, LTNZ, MOT, Police, health providers, Transit NZ) in your region to share ideas and resources.
45. Establish regular meetings with other agencies to promote cycling and co-ordinate programmes, routes and campaigns with them.

Get and Use Cycling Resources

46. Austroads Guide to Traffic Engineering Practice Part 14 Bicycles 1999.
47. The Supplement to Austroads Part 14 2004 [http://www.transit.govt.nz/technical_information/index.jsp]
48. Cycle Network and Route Planning Guide 2004 [<http://www.ltsa.govt.nz/roads/cycle-network/index.html>]
49. Cycle-Friendly Employer Guide [<http://www.sparc.org.nz/publications/cycle/index.php>]
50. Join CAN as a supporting organisation (many councils, government agencies and consultants are already members).

About CAN

The Cycling Advocates' Network (CAN) is New Zealand's national network of cycling advocates. CAN is a member of BikeNZ. We work with government and local authorities on behalf of cyclists, for a better cycling environment. Further copies of this guide are available from CAN or from our website.

Member Groups of CAN

- Bicycle Nelson Bays
- Bike Lanes in Paradise
- Bike Taupo
- Cycle Action Auckland
- Cycle Action Waikato
- Cycle Aware Palmerston North
- Cycle Aware Wellington
- Kapiti Cycling
- Spokes / Canterbury Cyclists' Association
- Spokes Dunedin

We also have contacts in areas without an established cycling group. Contact CAN for details.

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