



## **Wairarapa Cycling Stakeholders Group**

### **Pre-submission to the Long-Term Plans (2018-2028) of Masterton, Carterton and South Wairarapa District Councils**

#### **Background**

Cycling participation in Wairarapa is growing rapidly. A coordinated and cohesive body to support and promote further growth is vital. This is imperative from both community and tourism perspectives. The region is behind the eight-ball in its development of cycling infrastructure.

Following the vote against one single Wairarapa council, it has become even more important to establish a single body to oversee cycling activity and infrastructure across the whole region.

Huri Huri was originally formed to provide community support to Jorge Sandoval's New Zealand Cycle Classic road cycle race. Over the last four years Huri Huri has quickly established itself as an overarching body for the promotion of all cycling activity in Wairarapa.

As a result, Huri Huri is being developed into an entity responsible for hosting and promoting cycling events throughout the year, to be a conduit for information on cycling opportunities in the region, and to support and encourage a cycling safety message. It also has a leading a cycling advocacy role, hence this pre-submission on behalf of cycling stakeholders in Wairarapa.

Last November, Huri Huri facilitated a Wairarapa Cycling Stakeholders Forum involving personnel from all aspects of cycling in the region, ranging from accommodation suppliers to providers of cycling facilities and cycling clubs.

This well-attended<sup>1</sup> and constructive forum focused on a vision for cycling in Wairarapa and included a 'wish-list' of actions that the group would like all three Wairarapa councils to consider in their forthcoming Long-Term plans.

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<sup>1</sup> A full list of attendees is provided in the Appendix 1

## **In summary**

Several themes<sup>2</sup> emerged from the forum and we urge the three Wairarapa councils to consider the following points summarised below, when drafting their forthcoming Long-Term Plans (2018-2028):

### *Participation & well-being*

- be a cycle friendly and cycle safe region
- more people, especially our young children and youth, taking up cycling
- cycling for life, less use of the car as cycling is part of our Wairarapa lifestyle. Cycling all the time and everywhere, not just for events
- education to encourage a culture of mutual respect and safe cycling on our roads – increased cycle safety especially for our children
- multi-disciplined activity that is inclusive of all forms of cycling
- the promotion of good health and well-being.

### *Infrastructure*

- remove road chips and improve road surfaces – safe, clear, clean cycleways
- wider bridges to accommodate both cyclists and cars safely
- designated road cycling lanes – and signage, road markings, and maps to identify them
- improved connectivity – an integrated, region-wide cycling network connecting cycle trails, mountain bike parks and BMX tracks
- further support for cycle tourism across the whole region.

### *Governance*

- an inclusive and cohesive cycling community
- community-led organisation made up of Wairarapa stakeholders – not exclusively members from the three Wairarapa councils
- vastly improved communication across and between all cycling stakeholder groups in the region
- employment of a Wairarapa cycling coordinator.

### *Funding*

- improved funding and the funding processes to support the safe cycling message, cycling activity, and cycling infrastructure
- councils to offer services in kind for the likes of resource/building consent work for construction of bridges and paths, where necessary
- councils to lend support and lobby for funding from central government and philanthropists, if appropriate.

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<sup>2</sup> Appendix 2 outlines the visions of individual members of the Wairarapa Cycling Stakeholders Group

During the forum, the Wairarapa cycling stakeholders were asked a number of questions relating to cycling in the region. The following is a summary of the key points raised for consideration:

### **What does Wairarapa do well?**

The stakeholder group, as a whole, felt that Wairarapa did a number of things well. These are:

- friendly, welcoming, provides good hospitality
- attraction of events and cycle event expertise
- Pedal Ready, Bikes in Schools programmes
- strong cycling clubs with a good level of participation, Kids triathlon
- tourism companies that support cycling
- variety of roads and gradients – coast, hills access to back roads
- great scenery
- road quality good for cyclists
- supportive TLAs
- Destination Wairarapa
- good sponsors
- good relationships.

### **What does Wairarapa not do so well?**

However, the group had a number of concerns and believed that Wairarapa could improve on the following:

- lack of giant shared vision and poor unified approach
- low self worth of what is available in the region, region needs more self-belief
- funding and philanthropy
- facilities for children and youth riders
- better understanding of mountain trails
- buy-in from community to celebrate events
- councils to discuss cycle events with clubs (better communication)
- a need to communicate events to community more often
- improved signage and maps – can Wairarapa brand itself as the ‘safe backroads cycling destination’?
- intolerant motorists requiring cycle awareness for drivers and education on safety rules
- coordination of roading controlling authorities
- more bike stands in towns
- wider road bridges
- remove road chips and improve road surfaces – safe, clear, clean cycleways
- build trails next to main roads
- dedicated cycle lanes
- accommodate bikes more easily on trains and buses.

## What do Wairarapa stakeholders want?

Given the opportunity, the group would like to see the following considerations for Wairarapa:

- a collective vision across the three councils, councils that listen, user groups advising councils
- skilled governance
- single coordination group
- guidance on where to ride – maps, town-to-town, safest routes
- database, website of cycling facilities
- more educated community, all road-users – especially school children
- more encouragement and incentives for locals to use bikes
- 8 to 80-years old cyclists throughout our towns and districts
- safe commute, safer roads for all – including school children
- use footpaths as dual-use where appropriate
- more areas for families to ride together
- cycle friendly signage. The provision of signage or installation of signage, both directional and share the road type signage, would be an excellent place for direct funding to be applied
- lane marking work that provides dedicated cycle lanes on roads
- some main routes suggested as bike free zones
- swept road verges
- extend coverage of the 50km per hour zones
- cycle trails, consolidate bike track ideas, more extensive network of trails, funding to support and develop them, available land
- local loop trails using for example the Huangarua and Ruamahanga river banks or the cooperation of local farmers or vineyards
- youth-based events
- increased local and visitor cycle participation – ‘visitors bring yer bikes’
- be a cycle friendly and cycle safe region
- strong community buy-in and increased understanding of the potential value of cycle tourism – cycle tourism has great potential and can add life and prosperity to a whole town and community if it is developed effectively. Starting with community meetings
- councils to offer services in kind for the likes of resource/building consent work for construction of bridges and paths, where necessary
- councils to lend support and lobby for funding from central government and philanthropists if appropriate.

## **What do Wairarapa stakeholders not want?**

The group would like to avoid the following for Wairarapa:

- fragmentation, lack of communication, coordination and support
- no funding and recognition
- different groups competing against each other for limited funding
- being ignored by the councils, not working together, not listening or being consulted. Dictation from councils without consultation. Red tape, road blocks and handbrakes
- NZTA building without consultation – no decisions that will affect all modes of transport
- don't let the older generation decide for youth
- don't want to antagonise the public
- costs on participants
- our kids 'sitting on their arse'.

## **What are the risks?**

The Wairarapa stakeholders listed the following possible risks and missed opportunities if the considerations already mentioned weren't taken into account:

- lack of focus on all issues and lack of forward planning
- if we are not coherent, we risk missing out on any government funding i.e regional development fund, avoid shotgun approach – need clear priorities
- need good planning for funding, especially for infrastructure
- sell concepts throughout Wairarapa to avoid local resistance
- less educated public, public need re-programming to bike and walk
- low participation, more generations that don't see cycling as a hobby
- kids choosing crime / drugs (mountain biking after school = lower crime)
- cut off any future opportunity, lack of long-term brand, economic loss
- bordering areas beating us to it, loss of Wellington events, entrepreneurs (such as Jorge Sandoval) go elsewhere
- Wairarapa a less attractive place for visitors and residents, people will go somewhere else, loss of Wellington visitors,
- poor publicity if we don't do the projects well, risk of deaths if infrastructure not right, alienation of cyclists – cyclists v drivers
- accommodate cyclists' needs in their interest area
- lack of proper all-mountain bike tracks mean we miss out on people from other regions seeing what Wairarapa's is about and has on offer
- private initiatives (e.g trails) not maintained.

## **What are the benefits?**

- benefits to our community health, improved community well being, our people spend more time exercising outside, more active people, healthier people (how many cyclists smoke?)
- more participation, sell cycling from early age, it's the norm to cycle, children becoming healthier and becoming adult cyclists
- positive cycling culture
- better outcomes for youth, less crime alternatives to drugs
- rural region of choice
- better infrastructure, road safety outcomes, safer facilities / roads
- Wairarapa on the map for mountain biking, something like Rotorua for Wairarapa
- economic benefits, boost to local economy, increased tourism spin-off for other business employment, tourism – economy, hotels / food, reputations, more / better associated industries – shops, accommodation
- cycle tourism has great potential and can add life and prosperity to the whole town and community if it is developed effectively.

## **Appendix 1**

### **List of Attendees: Wairarapa Cycling Stakeholders Group:**



Gail Macdonald  
Wayne Macdonald  
John Allen  
Adrienne Staples  
Greg Lang  
Jonathan Hooker  
Kirsty McCarthy  
Catherine Rossiter-Stead  
Daryl Hind  
Phil Cox  
Shane Atkinson  
Steve Brown  
Sam McDonald  
Daryn (Landsdowne MTB)  
Bob Tosswill  
Rod Sutherland  
Stan Braaksma  
Brian Baxter  
Clive Peters  
Steve Lyttle  
Andrew Linton  
Kane Harris  
Sheri Wales  
Angela Scott  
Rachel Marsh  
Myles Scholey  
Bruce Pauling  
Lesley Mouat  
Devan Simmonds  
Roger Boulter  
Brian Lambert  
Clive Paton

### **Apologies:**

Mike Milburn  
Adam Blackwell  
Joe Howells  
Stuart Edwards  
John Rhodes  
Rebecca Jamieson  
Rebecca Vergunst  
Chris Peterson  
Rob Irwin  
David Hancock  
Phil Holden  
Richard Rooney



## ***Appendix 2***

### **Visions for the region expressed by members of Wairarapa Cycling Stakeholders Group**

Wairarapa's vision and direction is to get more cars off the road and more people on bikes, not just for events and not just on cycleways, but all the time and everywhere.

A safe place which caters for all who cycle, and supports the learner, the competitor, the 'frocks on bikes', the off roaders and the cyclist travelling to work.

A region that is accessible to riders of all ages and abilities, whether they ride for transport or competition, with facilities for all disciplines. A community that rides together.

To have an environment that enables all forms of cycling to be second nature because of connectivity, ease, safety and diversity.

How do we develop our areas to be like Adelaide and the Tour de France – how do we encourage fans?

To have a safe environment that connects inter-region as well as to other regions, to be able to ride, knowing I and all other cyclists will get home safely.

That Wairarapa will wholly embrace cyclists of all ages, abilities and that riding a bike becomes easy to do within the whole region.

Recognition of different types of cycling (kids to school, commuters, recreation, off-road) and recognition of the different needs of each type. But also recognition of the similarities / overlaps between the groups.

To develop a strong biking fraternity with the back-up of councils and general public. Access to more off-road areas for mountain biking.

The Wairarapa is the number one road cycling region in NZ – you must experience it!

A place where it is safe and fun for all to be able to cycle with a bunch of mates over a variety of terrain.

A well-organised committee that enables, informs and ensures all cycling in the Wairarapa is enjoyable, safe and organised.

Healthiest community in NZ – self-sustaining.

A biking mecca with its own image / persona related to our geography and towns / connected to our neighbours.



Strong self-sufficient, respectful community with sound values and well being.

A place where people feel safe, happy and want to live.

A cohesive and innovative place to come and cycle.

To get better cycle tracks that link up, which will create more tourism for the Wairarapa region.

To be a place where individuals can join together in their communities to create something new.

Affirming community 'Love your neighbour as you love yourself'.

Well connected destination trail/s – iconic, cultural, accessible to all, multidiscipline i.e walk / ride.

Region-wide integrated cycling network.

Increase participation in children and youth and try to develop an 8 to 80 mentality across our community. Educate the red necks – laws.

World class TT & TTT racing cyclists our hot mix (?). Safer Lees/ Pakaraka Rd, Te Ore Ore Road & K (?) St.

To become a 'broad' cycling destination akin to Portland, USA, Rotorua, Taupo, Boulder Co USA.

A joined-up outdoor capital of New Zealand.

Everyone getting the benefits of exercise and its rewards.

Cycling being part of the next generation lifestyle.

Positive place to live and visit. Friendly energetic area. Safe for all.

More off-road access, mountain biking, gravel, BMX, pump.

My vision is nice mountainbiking tracks for Wairarapa and youth. To keep kids off-street other options to drugs. The tracks are nice all mountain grade 2-4, some jumps etc, like Makara, Wainuomata, Rotorua, Taupo etc Destination for cycling.

A better Wairarapa for our children – alternatives – a reason to come to Wairarapa.