

## 2008/09 Annual Plan Submission - Received by Email

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<b>CC:</b>	urbanbicycles@gmail.com
<b>Sent:</b>	21 April 2008
<b>Your Submission:</b>	<p>08.04.21 To Christchurch City Councils' draft Annual Plan.</p> <p>by Alan William Preston of 24a Torrens Road, Middleton, Christchurch. New Zealand. Tel. 03 3382730 or 027 212 8095 e-mail: <a href="mailto:urbanbicycles@gmail.com">urbanbicycles@gmail.com</a></p> <p>I do wish to be heard at the hearing.</p> <p>(N.B. I have no involvement in any commercial esp. bicycle related business and am making this submission as an individual and not as a representative of any group ) .</p> <hr/> <p>Kia ora to those of you reading this at Christchurch City Council.</p> <p>Alan Preston here in Middleton.</p> <p>I've put this submission together from the submission I recently(12/07) made to Environment Canterbury's Draft Regional Transport Strategy which I've uploaded onto a web-page ( <a href="http://urbanbicycles.googlepages.com/submissionrlts">http://urbanbicycles.googlepages.com/submissionrlts</a> ) to make it more easily accessible and so that I could add a few pictures and links to information to help contextualise and provide references to some of the points I'm making.</p> <p><b>The main part of my submission pertains to strategies for achieving an increase in the uptake of 'utility'</b></p>

### **cycling in New Zealand's urban areas .**

The approach I'm promoting is quite different from that which has been taken by Councils and

Cycle Advocacy groups throughout New Zealand but it is based on emulating the factors that have contributed to making cycling 'irresistible' practical , practicable and preferable in the European ( and Japanese) 'cycletopias'

1. The Council needs to promote urban appropriate bicycle technologies .
- 2 The Council needs to lobby central government to rescind the helmet law.
- 3 The Council needs to revise bylaws to allow cyclists to share the 'existing network of off road pathways ( i.e. those currently designated as 'footpaths' )\_
4. The Council needs to review the contract with its street sweeping contractor .

### **Local government's role in promoting cycling.**

To help cycling become established as an integral, rather than to remain as an incidental part of New Zealand's transport infrastructure, Christchurch City Council has a natural responsibility as the Local Territorial Authority governing what has historically been New Zealand's most cycle-friendly city, to take a leading role in setting precedents which can be followed by other L.T.A.s.

Local Territorial Authorities can help raise awareness and provide credibility of the styles of urban utility bicycles (including folding bicycles) and their associated technologies by directing funding from either their existing operational transport budgets or from discretionary Transport Strategy development budgets to procure (i.e. purchase or lease) fleets of specifically these styles of bicycles for use by their staff and visitors. (i.e. not

mountain bikes! )

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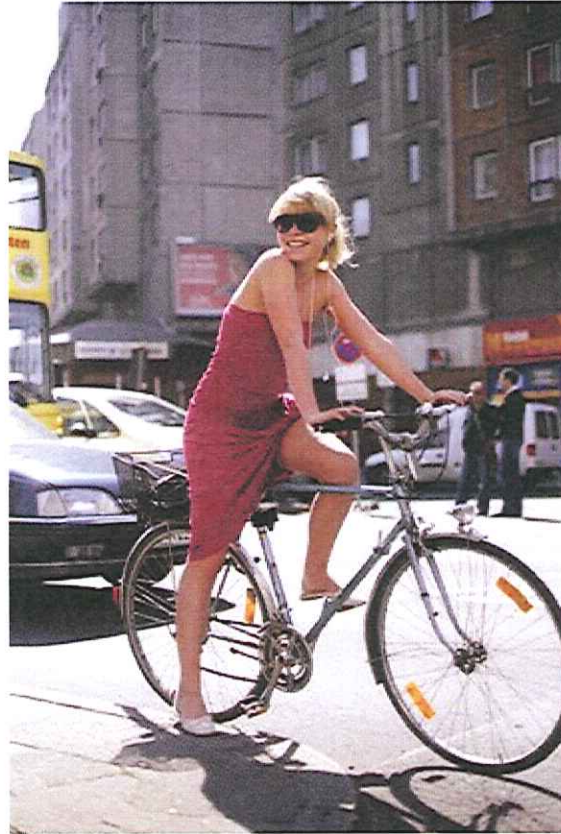
*Reasons for Councils to invest in a fleet of utility-style bicycles*



*By acquiring small fleets of (running, maintenance and parking low cost) utility-style bicycles and folding bicycles and parking them at various locations around your area or keeping them in the boot of Council cars for use by Councillors, staff, visitors and guests, your Council will:*

*-be able to enjoy the exhilarating sense of freedom, comfort and mobility of getting around on a bicycle (while wearing work clothes and also being able to carry stuff)*

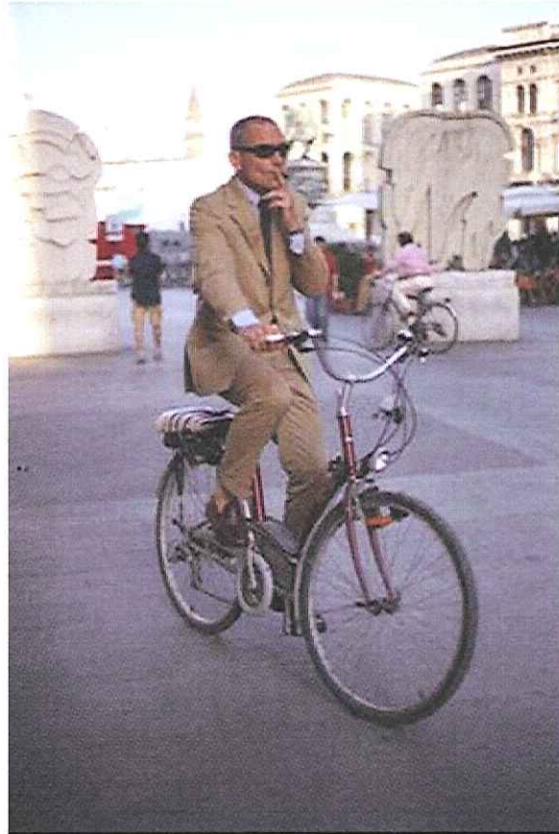




*and in the case of folding bicycles, be able to carry them in cars.*



*-be making physical exercise an intrinsic part of your working day.*



*-be making considerable savings on the costs of unnecessary use of cars for short trips,*

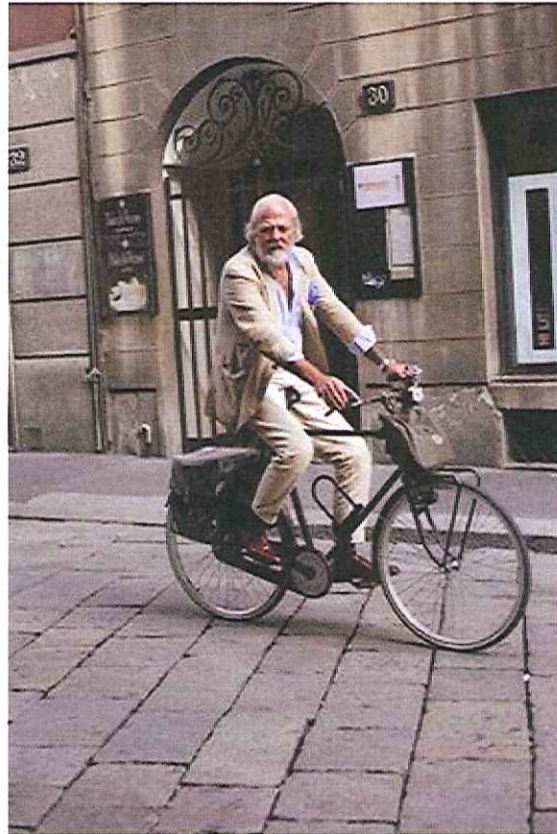


*-be satisfying 'green' ratepayers, residents and voters that your Council is working to achieve ' Sustainability' and to reduce Greenhouse and particulate emissions,- while also reducing costs. (very good for Public Relations!)*



*-be drawing attention to the existence of (otherwise rarely seen) utility-style bicycle technologies thereby helping to create awareness and interest and to stimulate consumer driven demand.*





*-by leading by example, be showing that utility style bicycles make utility cycling practicable, practical and enjoyable for a much wider range of people than for the narrow demographic range to whom it is currently limited.*



China

*-be experiencing first hand, the risks, dangers and limitations that are dissuading so many New Zealanders from taking up utility cycling where it should otherwise be the mode of choice.*

*-become more intrinsically interested in providing for cyclists' needs.*



*-be taking a leading role in initiating a consumer-driven accumulation of a fleet of urban-appropriate utility-style bicycles which, as a component of a truly sustainable transport infrastructure, will help to ensure social and economic security in the event that our currently vulnerable, imported fossil-fuel dependent transport infrastructure becomes subject to unbearably high oil prices.*



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**(B) DISCRETIONARY WEARING OF HELMETS:**



N.B. I am not advocating for the abolition of helmets.

I am advocating that the law which compels all cyclists to wear helmets at all times, be rescinded to make it discretionary on the rider.

It can (and must) be observed that wherever utility cycling is widely practiced, the wearing of helmets is neither compulsory nor observed by the vast majority of cyclists. E.g. Copenhagen, Amsterdam, Kyoto

Extrapolating from observable attitudes and behaviours to helmet wearing by cyclists in other countries, it must be concluded that the compulsion for cyclists to wear them is dissuading many in New Zealand from taking up cycling.

The Christchurch City Council needs to address this issue if they are serious about achieving the goal of increasing the numbers cycling in our urban areas.

A compromise could be to maintain the compulsion to wear helmets up to say 16 years to ensure the development of a culture that accepts them,-while not dissuading those adults who do not from taking up cycling.





( Watch [this short video from Kyoto](#) to see how easily cyclists co-exist with pedestrians )

**THE RIGHT TO RIDE ON PAVEMENTS:** To provide some understanding of why I see this as an important issue, I've just copied in the following that I recently sent to Tokyo Cycling, a group whose founder is an advocate of 'vehicular cycling' (i.e. all bicycles should behave as cars) They are worried that a planned law change (2007) that will legalise what has evolved as the widely practiced preference for virtually all cyclists in Japan to ride on pavements, will be the first step in forcing cyclists off the roads altogether...

( see article : [http://www.atnak.com/blog\\_e/archives/1286.html](http://www.atnak.com/blog_e/archives/1286.html) )

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*" The fact that so many people choose to cycle in Japan has a lot to do with their not being forced onto the road with motorised traffic.*

*Young children, teenagers, women with kids, middle aged women, the elderly, the unfit and unsporty,- are all well represented in the utility cycling demographic in Japan.*

*- I know,- I cycled on pavements (and on roads) there every day for 10 years (in and around Nagoya, Yokkaichi and Kyoto) . ( watch [this short video from Kyoto](#) ) .*

*Where I'm living now, in Christchurch, New Zealand's (mythically) 'most cycle-friendly' city, less than 2% (and falling) of traffic is cyclists. Cycling on sidewalks is illegal (and enforced) and the above-mentioned demographic groups are extremely poorly represented among cyclists.*

*They WON'T ride on the road with traffic,-even where there are cycle lanes.*

*The vast majority of cyclists in New Zealand are young(ish) men, assertive advocates of 'vehicular cyclism', riding mountain bikes and road racers as fast as they can, who for the main part seem to think that anyone on a bicycle should behave as they do.*

*The cycling advocacy movement is strongly influenced by their perspective, perceptions and*

*assertions,-all backed up with statistics of course...*

*-which plays into the hands of the auto-lobby because keeping middle-aged women, children and the elderly off the pavements keeps them from taking up cycling AT ALL,-which, by keeping the numbers down and the cycling demographic narrow, emasculates the cycle advocate lobby's technocratic approach to 'encouraging' cycling by compelling everyone to ride on the roads or where possible, in cycle lanes, because local government councillors, who have the last word, are hamstrung without having the political credibility that the numbers which a universally inclusive cycling demographic would give them,-to secure funding for the establishment of cycling infrastructure which has actual ( not just 'asserted') separation from motor vehicles.*

*Cycling advocates need to realise that we cyclists are not all the same and that we all have different styles of riding, preferences and needs.*

*If the Japanese Police were to force all cyclists onto the road, I have little doubt that you'd see a similar death of cycling to that which we have experienced here in New Zealand.*

*If I'm in a big hurry, I want to be have the right to ride on the road, but if I'm not, as one who is choosing the preferable (emission free) 'way forward', I also want the right to choose to ride on pavements where I see it is preferable and safe.*

*Alan Preston in Christchurch, New Zealand*

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<http://urbanbicycles.googlepages.com/home>

*Lobby Central Government to rescind the law which prohibits the use of footpaths by cyclists.*



This law may have been appropriate in the era in which it was passed when people used to walk to get around and when traffic was much lighter and slower-moving than it is in today's world.

This by-law is obsolete and needs to be reviewed and rescinded.

The use of bicycle bells and the installation of convex mirrors and other devices should be encouraged.



See also : <http://urbanbicycles.googlepages.com/pavements>

A precedent exists for those who want to ride on what are currently designated in New Zealand as 'footpaths' with Queensland allowing cyclists to enjoy the right to choose to use them with the following guide lines:

[http://www.transport.qld.gov.au/Home/General\\_information/Cycling/Bike\\_user\\_guide/Road\\_rules\\_for\\_cyclists/Riding\\_on\\_a\\_footpath\\_or\\_shared\\_path\\_\(s250\)](http://www.transport.qld.gov.au/Home/General_information/Cycling/Bike_user_guide/Road_rules_for_cyclists/Riding_on_a_footpath_or_shared_path_(s250))

You must:

\* keep left and give way to pedestrians on footpaths and shared-use paths.

Riding to the left of oncoming bicycle riders on a path (s251)

You must:

\* always ride your bike to the left of other riders coming towards you on a bikepath, footpath, separated path or shared path.

Riding on the footpath (s288)

In Queensland, cyclists of any age are allowed to:

\* ride on a footpath unless prohibited by a 'NO BICYCLES' sign—you must give way to pedestrians and ride in a manner that does not inconvenience or endanger other footpath users.

Obeying no bicycle signs and markings (s252)

You cannot:

\* ride on a road or footpath where bicycle signs or road markings specifically ban bikes.

*- Well that all seems a lot more reasonable and certainly removes the angst that those less assertive and risk averse of us who choose to remove ourselves from the combat zone feel.*

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In Singapore: The Cycling on Footways Study in Tampines Town From 27 May 2007 To 30 May 2008  
Land Transport Authority (LTA), Traffic Police (TP) and the Tampines Grassroots Organisations (GROs) will be conducting a study in the Tampines Town to assess the feasibility of allowing cycling on footways with effect from 27 May 2007. [http://www.spf.gov.sg/mic/2007/070514\\_footways.htm](http://www.spf.gov.sg/mic/2007/070514_footways.htm)



For more on the riding bicycles on 'footpaths' issue, see:  
<http://urbanbicycles.googlepages.com/pavements>

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