

ALPS 2 OCEAN SAFETY SUGGESTIONS



GENERAL SAFETY ON THE A20

Cold and wet weather—this trail starts amongst New Zealand's highest mountains and can be exposed to rapidly changing mountain weather. It is essential that cyclists carry wet and cold weather gear with them and check the website and weather before departing each day.

Hot weather—while all the trail can be exposed to cold and wet conditions in summer you are more likely to encounter very hot weather where temperatures can get to 35°C, especially in the Mackenzie Basin.

Riders are advised to take at least 2l water per person in hot weather and ride in cooler parts of day.

Seek advice along the way about the trail and the weather—the locals know the weather and the trail and will be happy to provide you with some friendly advice.

Mobile phone coverage—coverage is not 100 per cent along the trail. All sections of the trail have blind sections or spots. Coverage maps are available on the A20 website. Carrying both a Telecom and Vodafone mobile phone will ensure maximum mobile coverage on whole trail.

Emergency—in all emergencies you should call 111 and ask for the service you require—Police, Fire or Ambulance. Alternatively, if your party is carrying a PLB then that can be used in any emergency too. The emergency service is funded by the NZ Government.

Water—there is fresh water along the trail and you can drink this at your own risk. Generally, water in the New Zealand mountains is safe to drink but water in lowland areas is more likely to need treatment. If in doubt boil it before drinking it.

Riding on the roads—keep left, ride single file and wear a high visibility jacket or vest.

Roadside trails—these have been constructed for your safety. While riding on the road surface can sometimes be easier it is not the safest place to ride.

Trail etiquette—parts of the trail are used by walkers. Keep left where you can and if you approach a walker from behind let them know you are there before passing them.

Wildfire—if you find yourself near a wildfire then take the shortest trail route in a downwind direction until you reach a safe spot. The fire authority will evacuate areas threatened by a wildfire, but it is best to self-evacuate in the first instance.

Dogs—if you are hassled by a dog. Stand/ride sideways to the dog and keep him in your peripheral vision instead of facing him and making eye contact. This will signal to the dog that you are not a threat. Don't open your hands and arms up to a bite by extending them. Keep your fingers curled into fists to avoid getting them bitten.

Magpies—during the nesting season these Australian immigrants appear to take a disliking for cyclists. They will appear out of nowhere in a surprise attack usually from a tall tree and dive onto your head. If you are attacked pick up a stick and carry it above your head until you are out of range.

SAFETY ON THE A20: AORAKI/MT COOK TO BRAEMAR^{Section 1}

Tasman River— this is one of New Zealand's largest rivers and under no circumstance should any attempt be made to cross it on foot from either direction

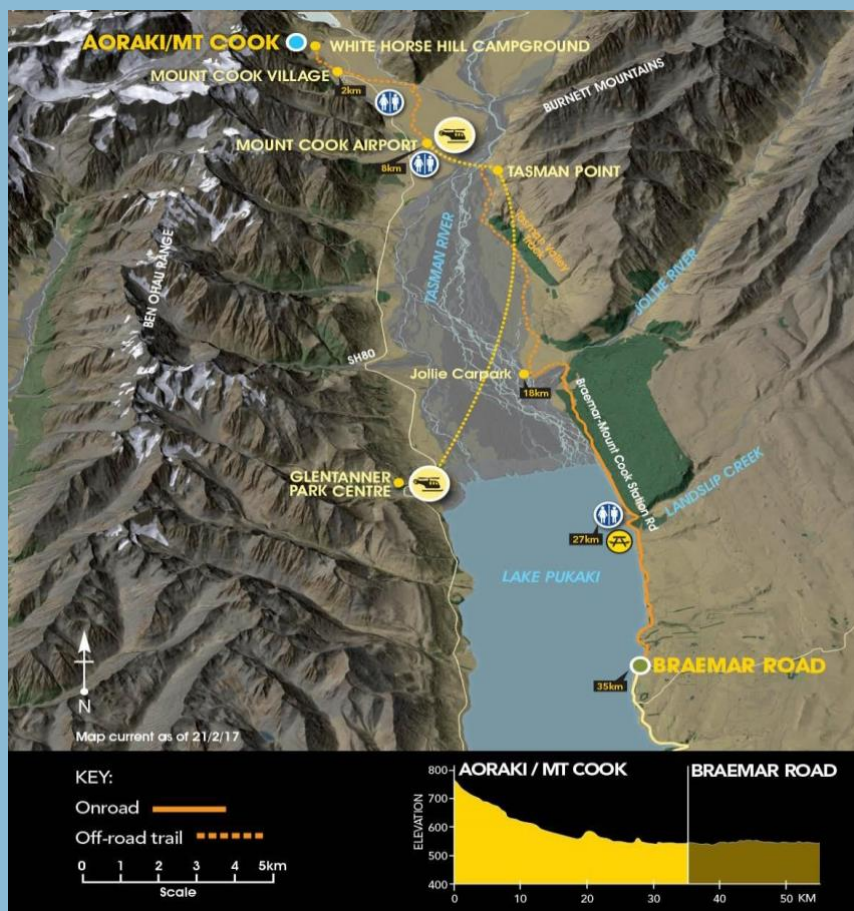
SH80- this highway is very busy and has been designed and built to avoid cyclists riding it. Do not ride this highway to Glentanner. The Helicopter ferry service is available from Mt Cook Airport.

The Tasman Point— Jollie Car Park trail section is rough in places and includes several creek crossings. These creeks can be flooded during or after heavy rainfall and may be impassable. Check with DOC Visitor Centre at Aoraki for current conditions.

Weather— This section of trail is amongst New Zealand's highest mountains and can be exposed to rapidly changing mountain weather. It is essential that cyclists carry wet and cold weather gear with them and check the website and weather before departing.

Braemar— Mount Cook Station Rd- this gravel road can be corrugated and at times used by logging trucks which makes it challenging to ride safely. Please keep left, ride single file and wear high vis clothing.

Alternative Start Points there are several alternative start points for this trail which may be safer in inclement weather conditions or a better match for rider experience. See Alternative Routes.



SAFETY ON THE A20: BRAEMAR TO TWIZEL Section 2

Braemar/Hayman– this gravel road can be corrugated and at times used by logging trucks which makes it challenging to ride safely. Please keep left, ride single file and wear high vis clothing.

Alternative Start Points there are several start points for this trail which may be safer in inclement weather conditions or a better match rider experience. See Alternative Routes.

Wind- The section of the trail around the south end of Lake Pukaki can be exposed to strong and gusty North-West winds. Take care as there are sections of the trail close to cliffs and drop offs.

Vehicles– The section of the trail around the south end of Pukaki is crossed and accessed by vehicles. Take care and be alert for vehicles crossing trail.

SH8 Crossings at Pukaki Lookout and Twizel take care at these crossings and stop before crossing as this is a busy high-speed road.

Overflow Weir– This is signposted 2km from the Pukaki Visitor Centre. Do not stop or camp in between the signs

Pukaki River Road– Note that soon after crossings the overflow the trail goes through a gate. Do not carry on down the very rough river road.



SAFETY ON THE A20: TWIZEL TO OHAU^{Section 3}

Glen Lyon and Lake Ohau Rd – these are sealed roads and can be busy with vehicles travelling fast at times. Please keep left, ride single file and wear high vis clothing.

Vehicles- the short section of trail around the south end of Lake Ohau before the weir is also used by vehicles. Take care and be alert for vehicles on this short section of trail.

Ohau Weir– when the weir is flooded and has water flowing over it do not attempt to cross it. Warnings regarding its status will be posted on the web site and the CLOSED weir sign on the exit route from Twizel will be activated. The best alternative if the weir is closed is to take a shuttle to Lake Ohau on the Lake Ohau Road and ride from there.

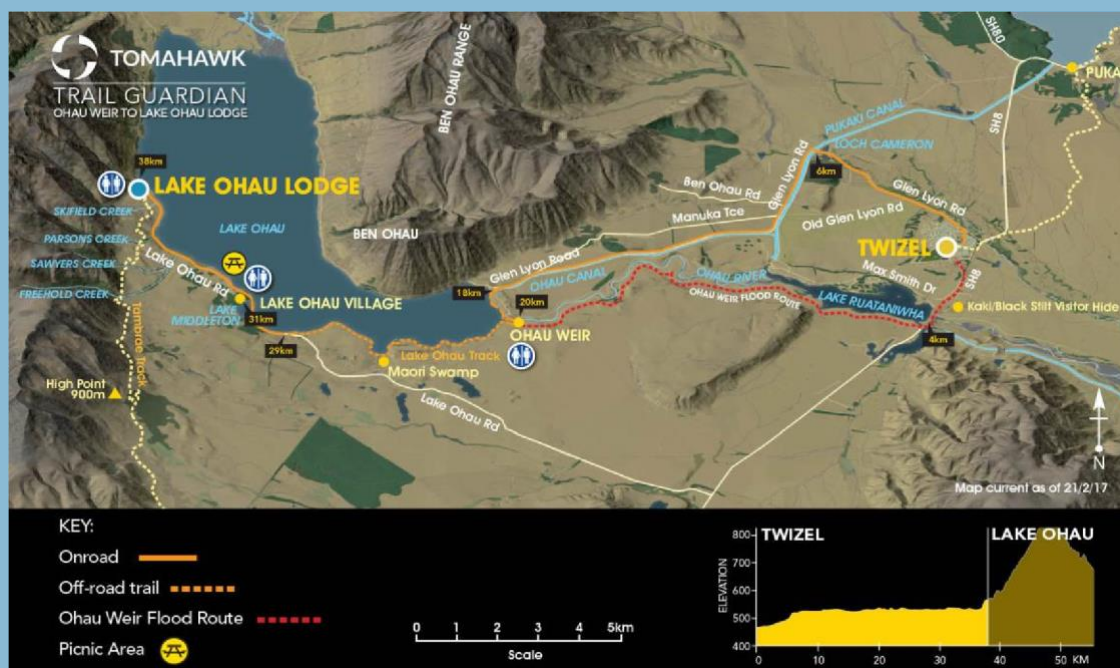
Wind–The section of trail around the south end of Lake Ohau can be exposed to strong and gusty NW winds. Take care and walk exposed sections if you feel uncomfortable.

Stock - may be encountered on this trail especially sheep. Ride quietly and allow them to leave the trail as soon as you can.

Trail Status- Parts of this popular section of trail around the lake are narrow and winding, so please take care and look out for other riders and walkers.

Crossing of Lake Ohau Road at Lake Ohau trail exit – take care at this crossing which has limited visibility.

Alternatives if Ohau Weir is flooded – the best alternative if the weir is closed is to take a shuttle to Lake Ohau on the Lake Ohau Road and ride from there. We do not recommend riding the Ohau River Road as part of it must be ridden on SH8 and the Ohau River Road (15km) is very rough and slow.



SAFETY ON THE A20: OHAU TO OMARAMA Section 4

Sustained climb—this section involves a sustained climb and it is recommended that it be undertaken in the cooler part of the day during the hot summer months, carry some water and high energy food. There usually are fresh water sources on the trail.

Stormy wet weather— this part of the trail is where it reaches its highest point (900m) and the section above the bush line can be very exposed to mountain weather. In these conditions, warm and high quality waterproof clothing is essential. If in doubt seek advice from the Ohau Lodge staff.

Ohau Snowfields Road entry point—230m from Ohau Lodge before the road turns to gravel the A20 trail veers to the left through the narrow entry point in the wooden fence. Take care not to miss this turn and do not ride up the steep and rough Ohau Snowfields access road.

Bridges—Take care crossing the bridges on this section of the trail in frosty or wet weather as the surfaces may be slippery.

Windfall branches—take care in the beech forest sections as there may be windfall branches on the trail.

Avalanches—a short section of the trail crosses an avalanche path on the climb to the summit. Minimise your time in this zone in winter and spring.

Steep descent—the first section from the 900m summit involves some tight bends. Less experienced riders may want to walk this short 1km section.

Fords — beyond the first part of the descent there are a series of small fords on the trail.

Quailburn Rd—this is mostly a gravel road and can be corrugated. Take care and please keep left, ride single file and wear high vis clothing.

Ahuriri Road bridge—there is an induction loop warning system at this bridge which switches on the warning sign for vehicles. This system can fail so be aware and take care as you cross this bridge.

Wildfire— this section of trail is more remote. In the event of a wildfire take the shortest trail route downwind from the fire and depart with haste to the road end.



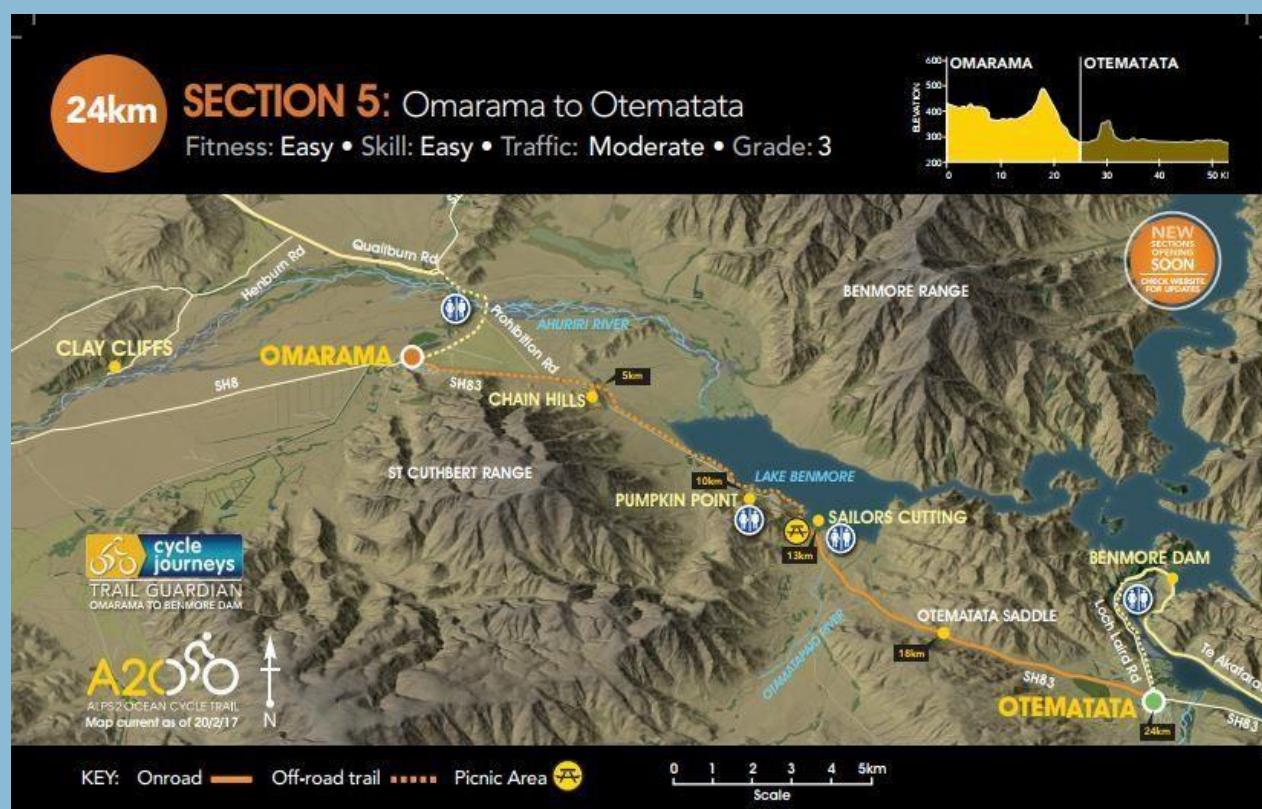
SAFETY ON THE A20: OMARAMA TO OTEMATATA Section 5

SH83 –this is a high volume, relatively narrow high-speed road. Please keep left, ride single file and wear high vis clothing. Ride on the trail where it has been constructed.

SH83 crossing at Chain Hills–take care at this crossing and stop before crossing as this is a busy high-speed road.

Sailors Cutting carpark– this carpark can be congested and busy with towing vehicles during the camping and boating season. Take care as you exit the trail at this point to access SH83.

Wildfire–In the event of a wildfire in this area take the shortest trail route downwind from the fire and depart with haste to the road end or carpark



SAFETY ON THE A20: OTEMATATA TO KUROW^{Section 6}

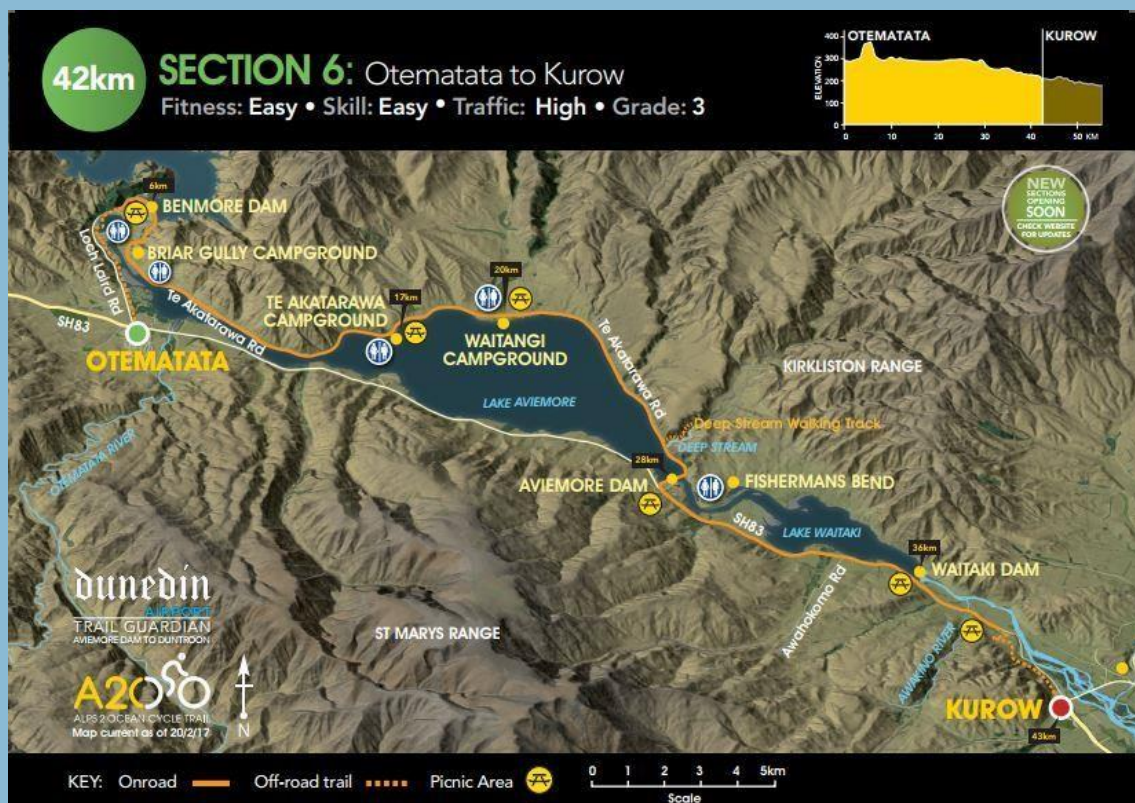
Loch Laird section—this part of the trail between Otematata and the Benmore Dam is crossed by several vehicle tracks and roads. Take care as you ride this section, look out for vehicles and be prepared to give way.

Te Akatarawa Rd—this is a moderate volume, relatively narrow road. Please keep left, ride single file and wear high vis clothing.

Cattle stops—there are several cattle stops on this road. Take care in frosty or wet weather as they can be slippery on a bike.

SH83 Aviemore Dam—Kurow -this is a high volume, relatively narrow high-speed road. Please keep left, ride single file and wear high vis clothing.

New Section: Please be careful when turning right onto the new trail off SH83. You must check that there is no traffic behind you, or pull over to the shoulder of the road before crossing the highway



SAFETY ON THE A20: KUROW TO DUNTROON Section 7

Flood route— the trail between Duntroon and Kurow crosses 3 rivers which are usually dry but can flood. If the rivers are in flood, then the recommended route is riding SH83 from Duntroon to Kurow. If the first of these rivers (Kurow Creek) are in flood, then the best option is to return to Kurow start point (2.5km).

SH83 (flood route only)— this is a moderate volume, relatively narrow road. Please keep left ride single file and wear high vis clothing. For your safety please ride on the trail where it is adjacent to the road.

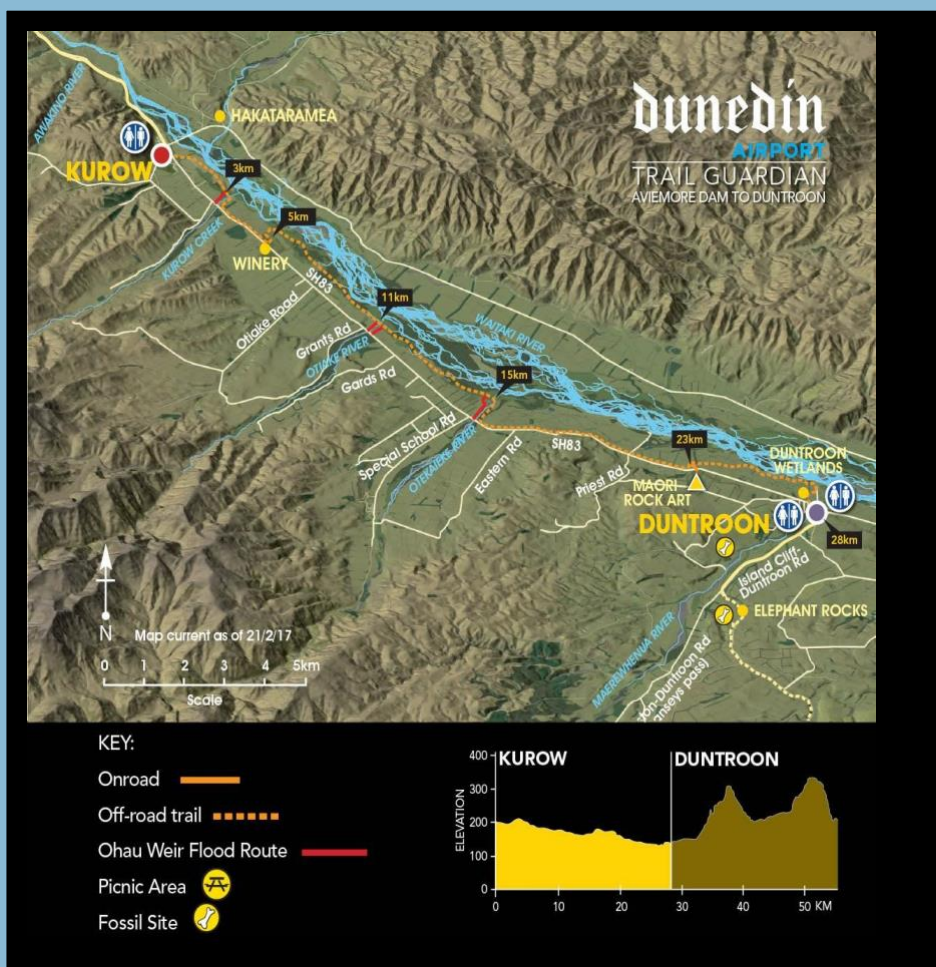
Sections of the trail by the Waitaki River are shared by recreational vehicles and cyclists. Please ride or drive with care. These sections are also prone to having loose gravel on them. It is best to ride the single lane tracks, which usually exist on each side of the trail where the surface gravel is loose.

Ponds and irrigation canals- there are several ponds and irrigation canals which are fenced off alongside the trail. These are on private property and not suitable for swimming or as drinking water.

Electric fences— there are many electric fences along this section of trail. Take care not to touch them or lean your bike against one. They generally have yellow warning signs on them at regular intervals.

Waitaki River— is a swift flowing river and not generally suitable for swimming.

Rock Art site— take care at this SH83 road crossing which is busy and has limited visibility



SAFETY ON THE A20: KUROW TO DUNTROON

SAFETY ON THE A20: TO DUNTROON OAMARU

Section 8

Flood route –the trail between Duntroon and Kurow crosses 3 rivers which are usually dry but can flood.

If the rivers are in flood, then the recommended route is riding SH83 from Duntroon to Kurow. If the first of Electric fences these rivers (Kurow Creek) are in flood, then the best option is to return to Kurow start point (2.5km). –there are many electric fences along this section of trail. Take care not to touch them or lean your bike against one. They generally have yellow warning signs on them at regular intervals.

SH83 (flood route only) Moving through stock – both sheep, cattle and dairy cows will be encountered on this section of the trail. this is a moderate volume, relatively narrow road. Please keep left, ride single file and wear high vis clothing. With sheep ride, quietly and allow them to leave the trail as soon as you can. Cattle and dairy cows can be inquisitive but will generally not get aggressive. If cows are in a lane going to the milking shed they will generally pause as you approach, so move across and away from the lane quickly until they start to move. Sections of the trail by the Waitaki River are shared by recreational vehicles and cyclists. Please ride or drive with care. These sections are also prone to having loose gravel on them. It is best to ride the single lane tracks, which usually exist on each side of the trail where the surface gravel is loose.

Elephant Rocks switchbacks –there are a series of steep switchback corners on the Elephant Rocks section. If you are riding east to west take care descending this steep short descent. Ponds and irrigation canals -there are several ponds and irrigation canals which are fenced off alongside the trail. These are on private property and not suitable for swimming or as drinking water. Waitaki River –is a swift flowing river and not generally suitable for swimming.

Irrigators –on some farms the centre pivot irrigators cross the trail. Move around them with care if you encounter them while riding the trail. –there are many electric fences along this section of trail. Take care not to touch them or lean your bike against one. They generally have yellow warning signs on them at regular intervals.

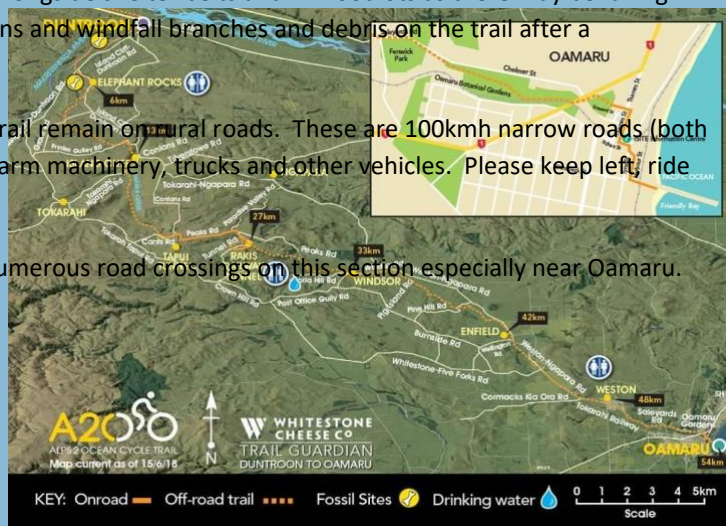
Cattle stops –there are several cattle stops on this section of trail. Take care in frosty or wet weather as they can be slippery on a bike especially those that are approached on a curve. Bridges –Take care crossing the bridges on this section of the trail in frosty or wet weather as the surfaces may be slippery.

Rock Art site –take care at this SH83 road crossing which is busy and has limited visibility.

Windfall branches and cones –take care alongside shelter belts and in woodlots as there may be falling branches in strong or gusty wind conditions and windfall branches and debris on the trail after a windstorm.

Rural roads –some short sections of this trail remain on rural roads. These are 100kmh narrow roads (both gravel and sealed) and can be busy with farm machinery, trucks and other vehicles. Please keep left, ride single file and wear high vis clothing.

Road and highway crossings –there are numerous road crossings on this section especially near Oamaru. Stop or give way at these busy crossings.



SAFETY ON THE A20: TEKAPO TO TWIZEL (alternative route)

SH8 crossing— use caution and STOP at this high speed, high volume crossing.

High winds— parts of the canal road are exposed to strong and gusty winds. Use the alternative high wind route at the Maryburn cutting when it is windy.

Service Vehicles— may be operating on the canal road at times.

Closure— the road may be closed for operational or public safety purposes. Check the TRAIL STATUS on the website.

Cycle Lane— please use the marked cycle lane at the Pukaki end of the canal road for your own safety.

