

# Chainlinks



**A national  
election:  
why do we care?**



CHAINLINKS 2008 Issue 2, SEPTEMBER

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NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

# Editorial

## Robert Ibell CAN Chairperson

Some months ago I made the decision not to stand for re-election as CAN chairperson this year, after three years in the job. The role has been rewarding and enjoyable, but I need time to do other things.

With the AGM in October fast approaching I've been thinking back over the last three years. As with most things, there have been good bits and bad bits. It's easy for advocates to keep focusing on the things that haven't been achieved, and I'm doing my best to appreciate the gains!

During these three years we've seen a fundamental shift in central government thinking, with measures to boost public transport use, rail freight and coastal shipping likely to create a much better environment for cycling. But there are still some major blockages. The principles beneath key Government strategies and policies are good, but the way the dosh gets dished out doesn't yet match them.

Look at the recently released Government Policy Statement – the proportion of funding going to walking and cycling doesn't change over a ten

year period. This 'business as usual' approach will mean we will miss our targets for boosting sustainable transport use.

The very patchy implementation of the "Getting There" walking and cycling strategy isn't helping either. The cycling people in key transport agencies are working hard, but there aren't enough of them – a sign, perhaps, that priorities haven't shifted enough yet.

Around the country there are certainly instances of good cycle-friendly infrastructure and promotion programmes, but - frustratingly - too many local authorities have been slow to respond to the change in priorities signalled at a national level.

Take, for example, Wellington City where I live. We've bucked the overall trend with a steady increase in cycle commuting in recent years, but our council has failed abysmally to provide for cyclist safety, let alone to capitalise on the interest in cycling, to further boost its contribution to a more sustainable transport system in the city. In my view their inaction is morally unjustifiable.

More carrots and sticks are needed in the form of higher rates of funding assistance for cycling projects, by making funding for every roading project conditional on the project improving

the environment for cycling, and by initiating post-construction audits from a cyclist perspective.

There's plenty of room for improvement in road safety too. I'm always saddened and frustrated when cyclists are injured or killed on our roads, but I was particularly gutted by the cyclist fatalities in recent months. Not only did I know one of the people killed, but these were all avoidable deaths.

The circumstances of the crashes showed me there has been little change in fundamental causes of risk for cyclists – too many cars, travelling too fast; too little awareness on the part of motorists about how to behave around cyclists; a major lack of cycle skills training; and transport infrastructure that is unfriendly to cyclists.

On the positive side, the last three years have seen internal *continues p19*

## Letters to the editor

Dear Miriam,

You make several important points about helmets being a secondary rather than primary prevention measure. You also say helmets reduce the chances of being brain damaged in a crash. This has not been shown to be the case.

There is indeed research which found helmets helped to reduce the chances of brain injury in the event of a crash by a significant amount, but there is also time trend analysis research showing they have no impact on serious head injuries at all. This conflict in the evidence makes definitive statements about cycle helmets impossible.

Worldwide the helmet debate still rages. New Zealand is quite exceptional in that along with Australia it is about the only country in the world to have

a comprehensive well enforced helmet law. In general countries with high helmet use tend to be car dominated places with little cycling. It may be that the current generation of New Zealand cyclists, who have grown up wearing helmets and are cycling despite the law are a self selected group that see no reason to try to change it. In Britain, where I practice as a doctor (I am here on a one year sabbatical) there are vigorous efforts to prevent a helmet law because cycling organisations are worried it will cause the sort of collapse in cycling levels seen in the Antipodes. Currently helmet wearing rates are about 28% in Britain.

I think that while the helmet law remains it is going to be extremely difficult to achieve massed cycle use in NZ. There are no countries that have managed to combine high levels of cycling with high helmet wearing rates.

*continues p6*

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# 22 reasons for cycle lanes and only two relate to cycling

Patrick Morgan

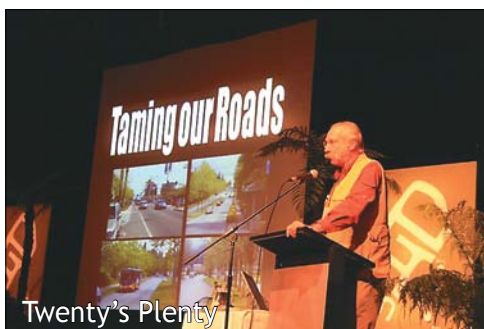
Double the Feet on the Street was the theme of Living Streets Aotearoa's Walking Conference, held early August in Auckland.

This was fitting given the new Government Transport Strategy target of "30% of urban trips by walking, cycling, and 'active transport' by 2040", requiring a doubling of current levels for these modes.

CAN staff Anne, Patrick and Fiona attended the conference, as there are many issues in common between walking and cycling. Keynote speaker Dan Burden made three presentations. One of his interesting catch cries was: "there are 22 reasons for cycle lanes and only two of them relate to cycling". Visit Dan's website ([www.walkable.org](http://www.walkable.org)) to find out more.

Another interesting concept Dan and his colleagues promote is that slowing traffic down need not reduce road capacity. He said streets carry as much traffic at 40 km/h as they do at 60 km/h, as intersections tend to limit flow.

CAN wants to see speed limits decreased where appropriate. There is a great British campaign "Twenty's Plenty", and Cycle Action Auckland is planning a similar campaign. Radio NZ recently broadcast an interview with Dan which explains this phenomenon. It's linked from CAN's website.



Dan Burden, keynote speaker at the NZ Walking Conference, is keen to tame our roads.

Presentations will be posted on Living Streets Aotearoa's website ([www.livingstreets.org.nz](http://www.livingstreets.org.nz)). Audio tapes of the presentations are available for sale from [totalrecall@xtra.co.nz](mailto:totalrecall@xtra.co.nz).

"How to get Land Transport NZ (now NZ Transport Agency) to pay for Footpaths", using the Atawhai shared pathway in Nelson as a case study was an interesting presentation by Peter Kortegast of Opus. Also, check out the "Different Ways to Map your Walk" presentation by Celia Wade-Brown (Living Streets President), as it has hot tips for new map technology that are relevant for cycling too.

Footprints, Living Streets' magazine, has an article about the Conference. It costs \$20 (waged), \$10 (unwaged), a year to belong to Living Streets and receive their quarterly magazine.

Another comment heard at the conference, appropriate to this time of the year: "There is no bad weather for walking — just bad clothes", is very apt for cycling too! ■

slowing traffic  
down need not  
reduce road  
capacity

Are Walking Advocates too nice?  
Liz Thomas  
(Living Streets Executive Director) and  
Patrick Morgan  
(CAN Project Manager) debate.



## Highlights this issue

- The general election is nearly upon us: let's take the opportunity to do some good for cycling. p5
- Our editorial this issue comes from our outgoing Chair, Robert Ibell. After 3 years he offers us an interesting perspective on CAN. p2
- How did we get to be such a car-loving society? Get the first installment on page 8.
- Find out how the 3 P's can take us beyond the 4 E's. p8
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# Government news

Jane Dawson

## Good intentions are overtaking the funding

There has been a significant change in the transport landscape since July, with the setting up of a new NZ Transport Agency, and the release of an updated NZ Transport Strategy alongside a Government Policy Statement.

Sounds like a lot of bureaucracy? Lots of paperwork, for sure. But there are some very welcome changes in there for those of us who like to bike. Not enough money attached, though. Here's a quick selection of the main points.

## NZ Transport Agency [NZTA]

The integration of state highway planning with the rest of the transport network should be an improvement, from CAN's point of view —

we have struggled in the past to get any traction with the former Transit NZ over issues like provision for cyclists both on and across state highways.

The new agency combines the functions of Land Transport NZ and Transit NZ, and has a national office plus 11 regional offices. According to their website, they "will approach developing national transport infrastructure through regional decision making".

There is a danger that having people deciding on funding priorities and policies working alongside people managing state highways will result in preferential treatment for those roads. We (and no doubt also many local authorities) will be watching this with interest. Please let us know how it is working in your region!

The NZTA is responsible for: land transport planning; regulating access to the transport network (e.g. driver and vehicle licensing); managing state highways; promoting safety and sustainability; and allocating funding.

## NZ Transport Strategy update

Two major aims of the strategy are to "halve per capita domestic green-house gas emissions from transport" and "enhance safety on our roads".

Good aims, and we are pleased to note that they are backed up by significant changes in thinking about how to achieve them. This new version of the NZ Transport Strategy [NZTS] has a longer timeframe than the old one, setting targets for 2040.

In our press release, CAN said: "The updated NZTS indicates a real culture shift. It recognises that

- ◆ cycling, walking and public transport are keys to improving transport reliability
- ◆ improving access to stations by cycling and walking are critical to encouraging public transport usage
- ◆ investing in cycling and walking is real value for money, as it makes much better use of space and resources."

CAN was disappointed that there is a combined target for walking and cycling trips (30% of trips in urban areas), since we fear that some councils will focus on one mode to the detriment of the other. However, we note that "further work will be undertaken to develop separate walking and cycling targets" and look forward to having input to that.

An interim target of 1% per year increase in cycling and walking trips may be safe in the short term, but is unambitious. So is the reduction of 10% in single occupancy vehicle trips by 2015. The Strategy comments that between 1990 and 1998 "there was a decrease of 39% in cycling trips as a form of household travel. The decline in cycling trips is most apparent amongst the young". Sad figures, but they suggest that we need a huge input of resource, plus a changed culture amongst decision-makers, to turn this around. No use fuffing around with 1% per year!

We were also disappointed that the section on health effects of transport



ignored the positive role that active transport modes play. Comments around NZ's ageing population also focus on the negatives (saying they may "present challenges for the road safety targets"). This is an outdated way of looking at it: the transport environment should be developed using a road-user hierarchy that encourages people to stay active as they age.

It is good to see in an official document acknowledge that "a business-as-usual approach in the future will not lead to the achievement of the targets", and "there will need to be a greater focus on the management of travel demand". We look forward to this approach being reflected in funding decisions.

## Transport Monitoring Indicator Framework [TMIF]

Just before another acronym sends you to sleep ... This is a very welcome part of the NZTS. There is no point having targets if you don't know when you have reached them.

Cycling, in particular, has suffered from a lack of consistent data, so measuring (for example) both distance and time cycled by people aged over 5 will be helpful.

Try out the interactive web-based version of the Framework at <http://www.transport.govt.nz/tmif/TMIF>. The Ministry is asking for feedback, so please take the opportunity.

## Government Policy Statement [GPS]

Yep, another document. This one matters because it has dollar signs in it.

The GPS is a new thing, and sets out the parameters for funding decisions made in the National Land Transport Programme [NLTP]. The NLTP, which is normally released at the end of June, will be issued only every 3 years from next June, and the

*Continued p18*

# Election 2008

Miriam Richardson

Cycling does not fit into a neat policy box for governments or for political parties: this is one of the things that makes advocacy hard work for CAN — so many portfolios to watch, read, and represent cycling and cyclists on.



Transport, urban planning, health, energy, climate change, sustainability, education, recreation, local bodies, sport: cyclists can contribute and be affected in ways that can be overlooked if we do not remind them.

Party policy is mostly done for this election, but we can ensure candidates understand the issues and the contribution cycling can make, so that as parties revise their policies or begin to implement their vision for New Zealand after the election, both the junior and senior party members and MPs have the wider perspective we offer.

There has been a climate change in attitude to cycling this year with the hike in oil prices, at least in the developed world. Cars, which replaced cycles as the epitome of independence decades ago, are coming to be seen as something that makes us dependent and vulnerable. As the amount spent on petrol each week eats into discretionary spending money (if we are lucky enough to have some) or into other essentials (if not), people are questioning the numbers and types of cars they have, and considering whether they could do without them, and the freedom that might bring.

Along side the petrol-price incentive we are seeing congested cities such as London and Paris seeking to reduce the number of cars by fostering cycling, and the normalising of cycling for a growing range of people.

So this is a very timely time to talk to electoral candidates about cycling.

## Party policies on cycling

A quick online review of the policies of Labour, National and the Greens shows that both the Greens and Labour have an explicit and well developed understanding of how cycling fits into most of their policies, although Labour's is dated 2005 and may or may not reflect their current thinking. National has released very little policy of any sort as this magazine heads for the printer, and it requires a search amongst John Key's recent speeches to begin to guess where National stands in regard to cycling. In a September 2007 speech John Key recognised that roads are for moving people and goods (as opposed to cars and trucks), and that "building roads is not the only solution" — pointing to a raft of solutions including land use planning and public transport; though not explicitly cycling. In National's "Bluegreen Vision for New Zealand", a 2006 discussion document, they note the role of cycling in urban planning but not in healthy air, outdoor recreation, climate change, energy or noise control. We will have to wait and see what makes it into their policies.

Watch the CAN website for a more careful analysis of the party policies and known candidate attitudes to cycling.

## Educating candidates and voters helps us all

Making sure every candidate is aware of cycling and how it contributes to New Zealand across the whole raft of policies and portfolios will stand us in good stead regardless of who wins the election. It is great to have pro-cycling candidates in parliament. It is even better to have every MP knowledgeable about cycling. There's a big gap between stated policies and implementation, so the parties that have good policies still need to know voters care how and when they implement them. The parties that haven't considered cycling will benefit from having members who are well informed, so that cycling can get into their policies and get into their plans of action.

CAN is developing a pro-cycling election campaign — with your help. Read the article from Stephen to find out how to help and where to go and the resources that can help you put cycling into the thinking of the candidates and voters in your area. ■

## Campaigning for pro-cycling policies

[can.org.nz/election](http://can.org.nz/election)

Candidate and party support for pro-cycling policies will be published on CAN's website and released to the media. CAN will encourage cyclists to vote for candidates and parties that support pro-cycling policies.

To make this possible, we are providing information on CAN and on cycling in NZ to parties and candidates. We will then survey them on their support (or lack of it) for cycling before the election, and publish the results on the CAN website. We will also publicise this to bring cyclists to the website to see which of their candidates support cycling.

We are currently finalising information for parties and candidates, cyclists and media as well. *Continued next page*



From early September onward this will start to feature in the general media and cycling media, including cycling websites. The information will also be sent to transport decision-makers in central and local government.

We know some of you in regional cycling groups have started approaching parties and candidates already, so we're doing our best to get the information on CAN and cycling in NZ to you as soon as possible.

[www.can.org.nz/elections](http://www.can.org.nz/elections)  
Email us: [media@can.org.nz](mailto:media@can.org.nz)

## How can you help? You can do one or more of...

1. Find out the names of local government transport decision-makers in your area and email their names/email contacts to us. We'll include these people in our campaign to build their awareness of the numbers and power of cyclists in New Zealand — about 20% of voting adults!
2. Find out the names of candidates in your area and email their names/email contacts to us
3. Read the CAN information and think of ways you can use it locally
4. In particular, use the CAN information to:
  - Get an appointment and talk to your local candidates.
  - Publicise cycling policy issues through local media.
  - Engage local transport decision makers in implementing policies to match the large number of cyclists in your area (check *NZ Cycling Facts* documents [www.can.org.nz](http://www.can.org.nz)).
  - Motivate local cycling group members to vote cycling, and to involve non-members in this.
  - Promote the cycling vote to cyclists more generally.
5. Vote for candidates who support cycling! ■

### Letter to the Editor continues

It seems nowadays helmet exemptions are quite easy to get on medical grounds by writing to the LTSA at Palmerston North with a Drs letter. I managed to get one while still in Britain. Could this method of legally bypassing the law be better publicised? Peter Ward, (Whangarei)

Abridged: read the full letter on the web.

## International snippets

### Better drivers through cycle training

The UK's national cycling organisation (CTC) claim that giving teenagers good quality level 3 cycle training is the best way for them to get skills and experience in dealing with traffic prior to learning to drive. The (UK) Driving Standards Authority is consulting on proposals to change the learner driver process to deal with the high numbers of young people involved in collisions shortly after passing their test.

### Nation's largest bike-sharing program Freewheelin debuts at Democratic National Convention

Freewheelin brought 1,000 bikes to Denver and Minneapolis-Saint Paul in time for the Democratic and Republican conventions, and gave free use for all participants. Freewheelin bike racks are set up at various points around the city, each housing proprietary bikes. Bikes are checked out using the solar-powered kiosk at each bike rack. The bikes are returned to any Freewheelin rack in the city.

<http://tinyurl.com/5n8x9k>

### Petrol prices fueling US bike sales

95 percent of shops said customers cited high gas prices as a reason for their transportation-related purchases, according to a survey of more than 150 US bicycle retailers by Bikes Belong Coalition, the US bicycle industry organisation dedicated to "putting more people on bicycles more often."

<http://tinyurl.com/6kylc2>

### High-vis jackets for French cyclists

From September 1 cyclists have been required to wear high visibility jackets when outside towns, during the night or when visibility is poor. <http://tinyurl.com/6zmrfx>



### A bicycle built for two

Occasionally Edith (80) and Fred (81), like to take their tandem for a spin down to Lee-on-the-Solent. They take their frying pan and have breakfast on the beach.

Since buying their second tandem in the '60s Edith and Fred, who have 5 grandchildren and 9 great-grandchildren, have clocked up further 2,000 miles, though nowadays tandem trips are usually restricted to the local shops. <http://tinyurl.com/679cq2>

### Seven green travel towns for Scotland

The Scottish Government has decided on seven "Sustainable Travel Demonstration Communities" which will share in £15m of funding to increase walking and cycling, decrease local car use and emissions, reduce congestion and improve local neighbourhoods. ■



# NZ Roundup

## Rototai shared cycle-walkway in Golden Bay

Golden Bay has celebrated the opening of its first shared cycle-walkway in Rototai. Farmers Theo and Baden Blyth generously donated the land. The planner and visionary was NgAng (Chair of Rototai Residents & Friends Inc) who drew up the original plans and initiated the project with Rototai Residents & Friends support. The pathway was built by Tasman District Council.



Farmers Baden and Theo Blyth, who donated land for the project, cut the ribbon to officially open Phase I of the Rototai shared pathway

The off road shared pathway cost \$33,000 and allows walkers and cyclists to get more safely around a narrow dangerous bend. Designer NgAng persevered and talked the council into his cheaper option. Nearby residents are thrilled with their new asset and are planting fruit trees for edible landscaping along the route between the road and the pathway. Victoria Davis of Bicycle Lanes in Paradise (BLIP) was happy to see the project completed after years of advocating for safe provisions for walkers and cyclists in Golden Bay.

This is Phase I of the pathway project, which is intended to provide off-road access from the Rototai neighbourhood to the Golden Bay High School and Takaka Primary School, as well as ultimately loop around to where Rototai Road intersects with Abel Tasman Drive.

The next phase of the project is a community mural project to be painted on a 20-metre shed by the start of the cycle-walkway. The mural, initiated

by local artist NgAng and well-known Golden Bay muralist Chris Finlayson, will depict both Maori and Rototai neighbourhood history. Project sponsors, Rototai Residents & Friends are seeking funding for the mural through Tasman District Council's Grants from Rates and Creative Communities.

## Cycling in Hawke's Bay

### Bernie Kelly Cycle Aware Hawke's Bay

Here in Hawke's Bay, we have been lucky enough to see the development of a network of cycle/walkways that link the outlying suburbs of Hastings and Napier.

With an already-established system of stop banks lining the three rivers that converge into the bay, it was a great idea to level the top and lay limestone to consolidate into a base good enough to ride a bike on.

Complete with a series of gates to keep motorcycles at bay, the distance and choice of route makes me think this is the nearest thing to a north island version of the Central Otago Rail Trail.

If you take a look at the map, you will see that Clive is at the centre of the hub as it were, and from there you have options that take you east, past a most scenic wetland area, then south towards Havelock North. When you get there, five minutes from the end of the cycleway is Te Mata Cheese, which is a licensed cafe, so a great place to chill out and relax before the return journey.

If you head north of Clive to Napier, you can cross over the very new clip-on cycleway at Waitangi and enjoy a



car free trip all the way to Napier. The choice of refreshment stop there is well documented. There are other side trips as well, all linked to the great network of stop banks tracks.

So if you are planning to be in the Hawke's Bay anytime soon, bring the bike as I'm sure it will prove to be an absolute joy, especially if you've got young ones in tow.

## Green bike scheme @ the Sustainable Whanganui Environment Centre

Hadi Gurton  
Sustainable Whanganui  
Environment Centre

Reconditioned bikes available to all. \$25 to get a bike, \$20 back if you return it.

We wanted a 'green bike' scheme and got a whole environment centre! We got the idea from the Green Bikes Trust in Palmerston North

**We wanted a 'green bike' scheme and got a whole environment centre!**

for a similar scheme in Wanganui. We applied to a Land Transport sustainable transport fund and they came up with the goods. We managed to match their funding with 25% funding from a local charity — and away we go. The great thing is that while looking for a suitable building we came across a place situated in the CBD suitable for an environment centre, and with a bit more funding that's just what we have created. ■

If you would like to talk to the Green Bike Scheme about a scheme in your area we are willing to give advice.

Talk to Jonah or Hadi (06) 347 2494.

**Donations of pre-loved bikes and bike parts welcome.**



# Let's replace the four E's with the three P's!

Bevan Woodward

When I first started in advocacy I heard about the 4 E's to improve cycling safety: Engineering, Enforcement, Education and Encouragement.

But I always struggled with these labels, because in my view they limit our thinking to a narrower, more functional approach. So after a 6 week trip to Holland, Germany and Denmark last year and some reading about how these countries reversed the decline in their cycling numbers (caused by the popularity of motor vehicles after the World War II), I learned about a more holistic approach that is summarised by 3 P's: Provision, Promotion and Policy.

This approach for improved cycling conditions recognises that there are no 'silver bullet' solutions, it requires a multi-faceted, mutually reinforcing set of provision, promotion and policy initiatives to enable safe and pleasant cycling conditions.

Here's a summary of each the 3 P's.

## **P** Provision

Ideally we want to keep cyclists on the road by managing the traffic volume and speeds to ensure safe cycling. Where this

cannot be made safe for all cyclists, then off-road options should also be provided.

We use the five-step hierarchy for improving cycling conditions, prioritised in the following order:

**Reduce the traffic volumes**— improve public transport, restrict motor vehicle access, reduce cheap car parking.

**Reduce the speed of traffic**, to 30 km/h or 40 km/h in residential, retail and employment precincts.

**Treat any specific issues**, such as pinch points, drainage grates, lack of facilities, or dangerous intersections.

**Provide on-road cycling space**: such as bus/bike lanes or wide kerbside lanes.

**Cycle lanes and off-road cycle paths**

Other key areas of provision include:

- Good access and bike parking at public transport stations.
- Bike racks on buses.
- Bike stations at key public transport stations.

## **P** Promotion

New cycling infrastructure requires marketing promotion to maximise its use. Travel behaviour change programs and events (such as family bike days and cycling breakfasts) are regarded as essential tools when it comes to growing the number of cyclists.

Other promotion activities include:

- Access to rental and company bikes.
- Provision of free air for bikes at key points around the city.
- Surveys of cyclists to assess satisfaction and gather suggestions.
- Cycle training classes for all school children.
- Showers at the workplace.
- Police on bikes (enhance community connections whilst validating cycling as a key transport mode).

## **P** Policy

Regulation in the following areas has a significant impact on safety for cycling:

- Raising the driving age to 18 years.
- Hands-free use of mobile phones only (includes the banning of texting)
- Compulsory third party insurance for all motor vehicles.

*continues next page*

## A brief history of cycle commuting: Part 1: The crisis

Stephen McKernon, CAN

These are difficult years. International wars, unusual weather patterns, epidemics and energy crises are pushing even the most developed countries towards ruin. Europe is a complete mess, the Americas are struggling and Asia is growing almost too rapidly.

Familiar? Maybe, but it's actually two hundred years ago. It's the early 1800s in Europe.

Extreme weather is causing havoc with crops, causing food shortages. It also makes travel difficult and so affects supply to cities. This goes on for years.

At the same time an ongoing series of wars dominates the supply of foods and many goods. The armies deplete otherwise fertile areas, while the wars interrupt transport systems and the

economies that depend on them. Huge numbers of horses die in the wars, and to add to the problem, equine infections decimate horse numbers as well.

Cities have been growing rapidly on a scale never seen before. The shift of economies from agriculture to industry means whole populations move from country to city, where factories, jobs and the promise of a better life are focused. The shift to the city most often results in a lower quality of life than the rural equivalent. Poverty results, and with this comes a wide range of health conditions and poverty-related diseases.

And the city actually means major challenges for transport systems. Most people and goods are transported by horse-drawn vehicles. In a crowded city, stable space is expensive, horse manure

presents sanitation problems and the cost of feeding horses increases through both increasing demand and weather-related supply problems. Owning a horse is already expensive (only the wealthy and transport operators own them), so as the cost of keeping a horse increases, so does the cost of everything else.

In parallel, moving through a city becomes more difficult. In a city a person's opportunities are defined by the distance they can walk in an hour or less — the commuting trip. But as the city's population increases, so does road congestion and the areas it covers: trips become both slower and longer.

The horse-drawn tram and omnibus only serve the cities in a limited way, and are actually too expensive for many people. Steam-driven trains are a potential solu-



- Mandatory professional training for obtaining a driver's licence.
- Restrict the modification of vehicles (eg: to prevent loud exhausts and tinted windows).
- Traffic laws that assume motorists to be responsible for a crash with a cyclist, along with strict enforcement of cyclists' rights by police and courts.
- Reduce the speeding tolerance from 10 km/h to 10% over the posted speed limit.

**Car parking reduction and Road Pricing:** The gradual reduction of cheap car parking in the city centre and the implementation of road pricing, such London's congestion charge, reduces traffic volumes, improving safety for cycling.

**Taxation of car ownership and use:** high taxes on car purchase, annual registration and petrol. High hourly parking rates in downtowns areas.

**Land-use planning policies** should encourage higher density, mixed use neighbourhoods centred on good public transport with excellent walking and cycling connections.

If you'd like to learn more about this approach (and see how we're using it as our recommended approach to improving cycling conditions in Auckland), visit [www.caa.org.nz/resources.htm](http://www.caa.org.nz/resources.htm) or e-mail Bevan: [chair@caa.org.nz](mailto:chair@caa.org.nz) ■



tion but the risks of fires (started by sparks from their furnaces) and boiler explosions limit them to inter-city transport at best.

As far as energy crises go, the crisis of the early 1800s was far worse for the times than anything we're seeing today.

It should be no surprise that in the popular imagination of the early 1800s, fast, cheap, personal transport promises a much better life for everybody. But to the 1880s, all of this is just a fantastic dream.

**Next issue — Part 2: The opportunity**

How can a personal vehicle gain enough power to move it faster than walking speed? ■

## A Divide to Ride

Simon Kennett

In 1973, an energetic bunch of cycle tourers decided to celebrate America's bicentennial with a huge group ride across the States. Bikecentennial was formed to run the show and went on to promote cycle touring routes throughout the country.

Today they are called the Adventure Cycling Association (ACA) and service their 44,500 members with maps and guidebooks covering over 38,000 miles of cycling routes. One of those routes is designed for mountain biking – the 4,000 kilometre 'Great Divide Mountain Bike Route'. This beautiful epic, established in 1999, traverses the Rockies from Canada to Mexico.

It didn't take long before somebody wondered how fast such a route could be ridden. Littered as it is with 26 crossings of the Continental Divide, remote stretches of desert, countless rocks, ruts and bear skat, it's an unpredictable, irresistible beast of a ride. For five years now, the Great Divide Race has seen a small motley crew turn up to the Canadian border start-line. Most pull out long before reaching Mexico. This year, I decided to give it a crack.

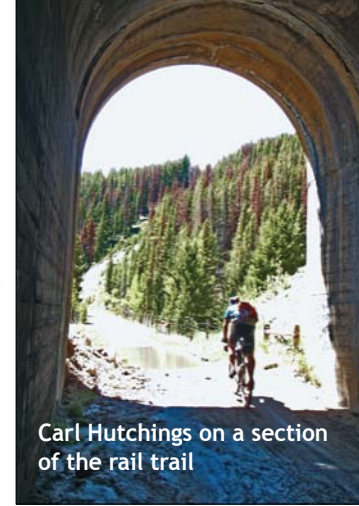
Eighteen riders converged on the start in 2008 — old-school mountain bikers, soul-riding single-speeders,

recently converted road racers and endurance runners, and a few tormented 'non-finishers' from last year. We all exchanged pleasantries in between nervous last-minute preparations. Some had panniers; others had little more than a large day-pack worth of gear. This is surprising because this race is 'self-supported'. Riders must carry their own gear and food – including maps, camping gear and clothes. No support crew are allowed. There are stretches of up to 200 desolate kilometres between towns. Self-sufficiency is the key. The race has no entry fee and no tangible prizes.

The Great Divide Route is not sign-posted. Riders buy detailed maps from the ACA and a guidebook if they wish and navigate their way along the route. In places this is a challenge, with new roads having sprung up or manufactured landmarks having been removed, however it was only in a couple of the towns that I briefly lost my way.

Because the Rocky Mountains are still largely undeveloped, the wildlife is impressive (and scary). There are squirrels, chipmunks, deer, and elk running all over the show throughout the day. The crit-

*continues next page*



Carl Hutchings on a section of the rail trail

Simon at the start with his carbon fibre, balloon-tyred touring machine







Jenn Hopkins summits Indiana Pass, the highest point at 11,960 feet.

ters capable of killing you, like snakes and moose, are seen less frequently, and only twice did I see animals capable of killing and then eating me – a grizzly bear and a mountain lion. The extra

adrenalin created by such sightings was much appreciated.

The scenery in the mountains was inspiring – the vistas are just so massive. Mountain Ranges like the Tetons seem to defy gravity. In the deserts, however, I found the absence of trees to be unnerving. No trees and endless flat terrain means no shade, and it was the possibility of hyperthermia that worried me the most of all the risks associated with this mission.

Fortunately mother nature was kind. Only once did the temperature reach the mid-thirties, it never dipped below zero (despite record snowfalls just weeks before), and I was hammered by only one really nasty thunderstorm. That storm managed to disable all my lights and bike computer. With lightning striking the ground just 200 metres away, it almost disabled me, too.

Nine days into the ride I picked up a stomach bug and had to stay in Atlantic City, Wyoming (pop 27) for 11 hours. The racers I'd been sharing some time with rode on as my chances of finishing started to look slim. Fortunately I came right and was highly motivated to finish. Curiosity to see the rest of the route was one motivation, catching up with my new friends was another. There was also the honour of reaching New Mexico. To seal the deal, I was sponsored by dozens of friends and family to raise money for Doctors without Borders. Every kilometre ridden was worth another dollar. On returning to New Zealand, the bike (kindly sponsored by importers Cycletech and W.H. Worralls) was auctioned off, which bolstered the funds raised to almost \$8000.

As beautiful as much of the Great Divide Route is, I wouldn't

recommend touring its entire length. Some of it is very tedious – long, straight roads, littered with corrugations or asphalt cracked every few metres by the harsh winters. Better to deviate away from the route whenever the path ahead looks boring; perhaps even catch the odd shuttle; take time to explore some of the sights and sweet single track just off-route.

I didn't have time for that. I was in too much of a rush. But I saw plenty and came away satisfied to have finished

David Blaine tramping through a snowy pass on day one. We had about half a dozen snow-covered passes to cross.



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in under 20 days. It truly was an experience of a lifetime.

If you'd like to read more, check out [www.greatdividekiwi.blogspot.com](http://www.greatdividekiwi.blogspot.com) (which has links to the official race site and ACA). ■





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- 2 :: Send cheque to CAN, PO Box 6491, Auckland  
 :: Include order, contact and delivery details.
- 3 :: Credit card - PayPal: [can.org.nz/shop](http://can.org.nz/shop)

# CAN Do

3 – 5 October, Christchurch

## Sharpen your skills at CAN Do

The CAN Do is our annual get-together for CAN members from around New Zealand. It's a chance to network, share experiences, get new energy and great ideas. The CAN Do includes rides, seminars, training, ideas, and solutions.

We will cover fundraising, recruiting, building relationships, campaigning, creating effective submissions, and will tour some of Christchurch's sweetest cycling facilities.

Our goal is a stimulating and fun weekend where you will gain skills, make contacts and progress towards our mission of getting more people on bikes more often.

We will meet at Our City O-Tautahi, a conference centre which is housed in the historic Queen Anne building on the corner of Worcester Boulevard and Oxford Terrace, Christchurch.

## Sharpen your online advocacy skills

Preceding the CAN Do, on Friday 3 October from 9am–4pm is an optional Digital Strategy training workshop, where you can learn how to make the most of our new website. Learn to collaborate on writing submissions, make policy, share docu-



CAN Do 2008, Napier

ments, arrange meeting agendas, stay up to date on cycling news and more. Venue to be confirmed.

## Gemini Cycle-Friendly Awards



As a curtain raiser to the CAN Do, Annette King, Minister of Transport, will be presenting the Gemini Cycle-Friendly Awards at a ceremony in the Canterbury Provincial Buildings Stone Chamber, Durham Street on Friday 3 October, 5pm.

## CANterbury Ride

And because cycling advocacy is also about riding our bikes, this year we bring you an optional cruisy two-day ride along the Little River Rail Trail ([www.littleriverrailtrail.co.nz](http://www.littleriverrailtrail.co.nz)) to Okuti Gardens homestay ([www.okuti.co.nz](http://www.okuti.co.nz)) and back to Christchurch. 45 km each way.

For more information and to download the registration form visit [www.can.org.nz](http://www.can.org.nz)

Financial assistance with travel is available. Contact: Patrick Morgan, CAN Project Manager, ([patrick@can.org.nz](mailto:patrick@can.org.nz)) ■

## CAN in the media

- New Zealand transport strategy takes baby steps
  - Cycling safety petition prompted by recent deaths
  - Cyclist fatalities show need for better infrastructure and motorist behaviour
  - Cycling advocates welcome release of third party insurance discussion paper
- Read details on [can.org.nz](http://can.org.nz) ■

## CAN Executive Report

Over the last 2–3 months, members of the CAN Exec have been working on the following things, among others:

- Nine-Point Plan for Cycle Safety and associated campaign and petition
- campaign around the national elections
- priorities and budgets for the 2008/9 year of the Networking Project
- draft talent development plan for CAN
- Gemini Cycle Friendly Awards 2008
- policy development
- one-day governance training course for Exec and staff (in conjunction with Living Streets Aotearoa)
- staff employment agreements
- appointment of a part-time Administrator
- meetings with NZ Transport Agency (8 July, 12 August & 27 August), Minister of Transport Safety (29 July), Ministry of Transport staff (25 August), Minister of Transport and Transport Safety (10 September)
- Exec meetings (11 June & 20 August)
- media releases on cycle skills training guidelines, third party insurance, cyclist fatalities, and the new NZ Transport Strategy
- role descriptions for all volunteer positions in CAN
- testing and content for new website
- planning for NZ Cycling Conference 2009

For more more information on any of these activities, contact the CAN chair. ■

## Schedule

### Friday

Digital Strategy training workshop  
9am - 4pm

Gemini Cycle-Friendly Awards  
5-7pm

### Saturday

CAN Do  
with CAN AGM 2:30-3:30pm

### Sunday

CAN Do

### Monday – Tuesday

CANterbury Ride



# Contact CAN

• **Chair**, Robert Ibell, [chair@can.org.nz](mailto:chair@can.org.nz)  
• **Deputy Chair**, Illona Keenan, [illona@can.org.nz](mailto:illona@can.org.nz)  
• **Secretary**, Adrian Croucher, [secretary@can.org.nz](mailto:secretary@can.org.nz)  
• **Treasurer**, Liz Mikkelsen, [treasurer@can.org.nz](mailto:treasurer@can.org.nz)

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• **Networking Project Officer, Upper NI**  
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Auckland: 09 378 0953 / 027 449 1848  
Tues–Fri 9am–2.30pm  
• **Digital Strategy Coordinator**  
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## EXECUTIVE ROLES

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• **Awards co-ordinator**,  
Gaz Sanvicens, [gaz@can.org.nz](mailto:gaz@can.org.nz)

## WORKING GROUPS AND CONVENERS

• **Model Communities**: [vacant]  
• **Research**: Andrew Macbeth  
• **Media/Communications/Marketing**:  
Stephen McKernon  
• **Information Centre**: Thomas Schwarz  
• **Digital Strategy**: Andre Cymbalista

## REPRESENTING CAN

• **Cycling/Walking Steering Committee (HSC)**:  
Robert Ibell  
• **LTNZ Research Reference Group**:  
Andrew Macbeth  
• **Getting There**: Jane Dawson, Andrew Macbeth,  
Stephen McKernon, Thomas Schwarz  
• **Cycle Skills Training Advisory Group**:  
Illona Keenan and Jane Dawson.

For phone numbers: [can.org.nz/contact](http://can.org.nz/contact)

# Take part in our Cycle Safety Campaign

## Robert Ibell, CAN Chairperson

CAN started a campaign to get urgent government action on cycle safety after two cyclists were killed in the Wellington region in mid-June.

Since the campaign was launched, a further cyclist death, that of road safety campaigner Fred Ogle near Whangarei on 16 August, has reinforced the urgent need for action to make our roads safer for people to cycle on.

To date, the campaign has consisted of several aspects:

- the development of a Nine-Point Plan for Cycle Safety (see text below)
- an e-petition to Government Ministers based on the nine points
- a memorial ride in Wellington organised by Cycle Aware Wellington
- a written request for a coroner's review of the two recent cycle fatalities to look for systemic causes behind cycle crashes and to recommend remedies
- the creation of a campaign page on our website (visit [www.can.org.nz/9PointPlan](http://www.can.org.nz/9PointPlan) for campaign updates)
- local CAN groups and members writing to Ministers and local authorities to ask for the Nine Point Plan to be acted on
- a meeting with Harry Duynhoven, Minister of Transport Safety, on 29 July (notes from this are available via the website campaign page)

The e-petition will be presented to Annette King, Minister of Transport, and Harry Duynhoven, Minister of Transport Safety, on 10 September. CAN has asked for a formal response from the Ministers to the Nine Point Plan and will report this to you via our website.

The petition calls (among other things) for government to take steps to reduce motor vehicle speeds through reducing the tolerance for speed enforcement and increasing the use of lower speed limits. It also asks for the balance of expenditure on transport to

move away from building more road capacity (which often leads to more and faster traffic) towards more sustainable alternatives, such as cycling, walking and public transport.

Internationally and in this country (e.g. the NZ Transport Strategy) reducing motor vehicle volumes and speeds are seen as the two most important steps to take to improve the safety and appeal of cycling on our roads. These two steps need to form the core of any cycle safety campaign.

CAN will also be compiling and analysing the many thoughtful and useful comments made by petition signatories. You can

view these comments at <http://tinyurl.com/69c3ap>. We will be sending the summary to Government Ministers and key transport agencies. It will also be available on our website.

## What can you do?

- write to your mayor or local MP to ask them to do what they can to see that the 9-Point Plan is adopted
- write to the editor of your local paper about some or all of the Nine Points
- join CAN or donate to support this campaign (visit [www.can.org.nz/join](http://www.can.org.nz/join))
- volunteer your time to work in this campaign: email [campaigns@can.org.nz](mailto:campaigns@can.org.nz), ph: 04-972 2552
- get involved in your local cycling user group (see [www.can.org.nz/groups](http://www.can.org.nz/groups) for details). ■

## Closing soon: \$1000 grants for cycling and walking

The Walking and Cycling Micro-Fund (NZTA) provides opportunities for organisations to apply for funding towards events, promotions and initiatives which promote walking and cycling as a transport option for short trips.

### Apply by 18 October

More: <http://tinyurl.com/6xxs84>

PDF: <http://tinyurl.com/595yga>



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# The Art of Cycling

Robert Hurst

## Book Review

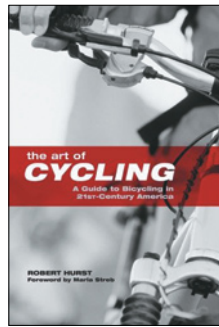
Andrew Couper

The author is described as “a veteran bicycle messenger and all-around urban cyclist” and he has written this interesting book in an off-beat and familiar style. A selection of the many chapter sub-headings reflects this style, for instance: Chumps of the Road [cyclists!], The Great Streetcar Massacre, The Good News about Air Pollution, and The Cult of Equipment.

Hurst’s book covers the history of cycles and their diminishing role in shaping cities over the 20th Century, problems faced by cyclists, practical tips for riding, accidents & injuries, air pollution, punctures and equipment.

I’ll quote you a paragraph from “Chumps of the Road” to whet your appetites:

“Bicyclists, I’m sorry to report, have always been the chumps of the road in America. Those of us who would like to blame automobiles and the automobile culture for all of the problems that cyclists have ever faced should take a sober look at the situation in the 1890s, when automobiles were still science fiction, and bicyclists swarmed the city streets and country lanes without ever having to worry about getting run over by a truck. Even then there was an atmosphere of conflict, distrust, and outright malice between those who cycled and those who didn’t.”



Hurst also canvasses well the issues around the wearing of helmets although anti-helmet campaigners will be unhappy with his verdict. The final clause in the chapter reads, “Cyclists should wear helmets and ride like they don’t. Wear a helmet but don’t let it go to your head.” He notes the statistics from New Zealand’s enactment of the helmet legislation and that the “statistics from Down Under have not been helpful for the arguments of those favoring helmet laws for adults”.

This book contains many useful tips and pieces of information to comfort and discomfort the modern cyclist. Hurst is big on cyclists taking responsibility for themselves as he doesn’t recommend we leave our fate in the hands of the 4 “P’s” (police, planners, pedestrians and paramedics). He believes that the style of cycling he attempts to describe is an art form, “a synthesis of sorts between old-fashioned vehicular cycling and the reality of modern street riding”.

The short but broad list of chapter references is indicative of how much information this book contains and its readability. I found myself dipping into it rather than going cover-to-cover after I had read the first section on Hurst’s take on the history of cycling in cities, as the large chapters are divided into many short segments. Highly recommended. ■

The Globe Pequot Press, 2007 (previously published as The Art of Urban Cycling)

# Councils CAN limit speed –

but they may not know it

Bevan Woodward

Have you ever asked council staff to reduce speed limits, for example to 30km/h in urban areas and 80 or 70km/h in rural areas and been told how difficult it is – due to the LTNZ “Setting of Speed Limit” rules?

I sure have and its been rather frustrating. So when I was recently in Wellington I met with Richard Bean at LTNZ to get to the bottom of the situation. It turns out that the LTNZ rules-based approach is indeed complex and requires a certain level of development on the roadside before speed limits can be reduced below the standard limits of 50km/h and 100km/h.

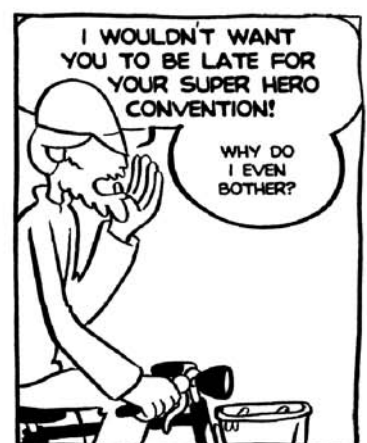
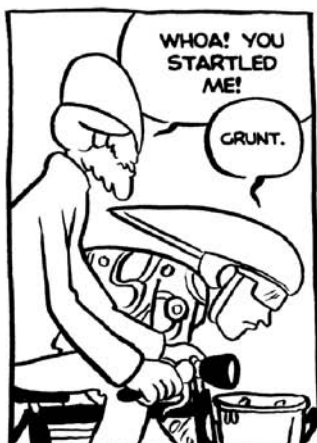
The good news is that there there is another approach within the rules. Section 3.2 (5a) allows local councils relative freedom to set appropriate speed limits.

“The rule is online here: <http://www.landtransport.govt.nz/rules/setting-of-speed-limits-2003.html>

### Speed limits that differ from the calculated speed limit

3.2(5) A road controlling authority may propose to set a speed limit that differs from the calculated speed limit, but may set the proposed speed limit, in accordance with section 7, only if:

(a) a speed limit different from the calculated speed limit is the safe and appropriate speed limit for a road with regard to the function, nature and use of the road, its environment, land use patterns and whether the road is in an urban traffic area or a rural area; “



# Regional groups

## Spokes Dunedin

A special Spokes Dunedin meeting to rejuvenate and make a baton change was held mid-September. Dick Martin, group spokesperson for about twelve years, has recently retired from paid work and was keen to hand on the Spokes baton. He wants to stay involved with Spokes doing the things he enjoys, such as auditing cycling infrastructure and perhaps interim webmaster for the new Spokes Dunedin website (to be launched in October). A phone around resulted in several people keen to contribute and help rejuvenate Spokes. Talent spotting included people with skills in media, marketing, cycle trains for children, accounting, activists, and heaps more. Dunedin City Council is interviewing to fill Teresa Matassa's (Cycling Transport Planner) job, so DCC are having a baton change too. Time to get involved and get more cycling happening in Dunedin!

## Squeaky Wheel: A voice for South Canterbury Cyclists

Some Squeaky Wheel members are attending a South Canterbury Fundamentals of Planning & Design for Cycling. A few members are also attending the CAN Do weekend in October. Squeaky Wheel initiated the idea of an Adult Cycling Training Course and Community and Public Health have made it happen in September.

Squeaky Wheel wrote to their Council asking for bike stands in a few strategic and prominent locations. We also wrote to Transit (now NZTA) requesting a meeting to introduce the group and to discuss future intentions including new traffic lights in Timaru, as the latest renewal created an issue for cyclists.

Meetings are held on the first Tuesday of each month at Community House.

## Spokes Canterbury

Eleven keen Spokes members met one recent cold winter's day to do strategic planning, led by Paul de Spa (Spokes Chair). Common themes were being proactive rather than reactive, and to

have clear winnable goals. More work is being done on shaping & prioritising the goals. Over the next few weeks the Spokes Core group will be "nutting out" what it sees are the priorities for the Long Term Council Community Plan (which set the budget for cycling projects), and the 3 yearly review in 2009 which Christchurch City Council (like many Councils around the country) are planning now.

The planning session ended by watching John Puchner's video of his talk in Vancouver, on making cycling irresistible. <http://tinyurl.com/56jufm>, video.

Kaikoura DC are undertaking a Walking & Cycling Strategy. It would be great to establish a small group of interested CAN members to provide cyclist feedback and help with the implementation of the new strategy.

Ashburton District Council recently endorsed a Walking and Cycling Strategy. CAN has a few email addresses of Ashburton cyclists gathered through a CAN membership postcard campaign. If you are interested contact [fiona@can.org.nz](mailto:fiona@can.org.nz).

Visit Spokes' website to find out what's on top in Canterbury for cycling.

## Bike West Coast

Bike West Coast members wrote submissions on the Regional Walking & Cycling draft goals. Many of the people taking part in the draft strategy's public consultation process want to see more off-road facilities for walking and cycling, and more opportunities for walkers and cyclists to avoid tourists and heavy traffic. Projects such as the West Coastal pathway proposed between Greymouth South and Paroa are well supported. The Coastal pathway has been delayed while waiting for DoC to commit easements to the project, although this appears to be nearly sorted. The Walking and Cycling Strategy was reviewed by the Regional Transport Committee in August and a final draft document will be released for public consultation in November. Make sure you have your say. To join Bike West Coast email us.



Artist NgAng leads a group of enthusiastic walkers and cyclists at the opening of Golden Bay's first cycle-walkway on Rototai Road, a kilometre from Takaka. ©2008 Lethea Erz

Any keen mountain bikers heading to the West Coast have a look at [www.westlandmtbclub.co.nz](http://www.westlandmtbclub.co.nz), a new website which has wonderful West Coast graded rides with very accurate descriptions, and also some GPS rides around the area.

## Bicycle Nelson Bays

The recent Ecofest weekend was a great opportunity to talk cycling and recruit members. BNB ran an active transport stall in partnership with Nelson and Tasman councils, police, and the local Way2Go programme.

BNB contributed to the review of the Tasman DC Regional Walking & Cycling Strategy. Upcycle, the programme to get adults back into cycling, is active in both Richmond and Victory and will be starting in Stoke shortly. Thanks Nelson City Council for the \$2500 grant that has enabled BNB to purchase bikes and bits for upcyclers.

Bill Gilbertson's Top of the South Biking Group is making great strides towards opening the old railway reserve from Richmond through to Wakefield as the first step towards an off road cycling and walking network. It's great to see Tasman District Council right behind this project.

Oh, and something BNB advocated for, Nelson now has Bobbies on Bikes. BNB meets monthly.

## Bicycle Lanes in Paradise

BLIP was one of the few local CAN groups to feature in their local newspaper in relation to their requests for funding in the Council's Annual Plan. The Rototai shared walking and cycling path is a first for Golden Bay (see p7), and heartening for advocates who have long had safety concerns. A baton change from Victoria Davis



(hard working long term advocate who set up BLIP) is expected soon with Andrew returning from overseas to Golden Bay in September.

## Cycle Action Tauranga

Cycle Action Tauranga had a great meeting in mid-August and now has lots of plans for the months ahead. CAT is lucky to have really good support from council staff, who are providing a venue for CAT's monthly meetings and will also be meeting with the group on a monthly basis to discuss cycle projects. CAT is looking to raise its profile and expand its membership in order to become more effective at showing councillors the importance of cycling to Tauranga people. CAT has elected a new chair, Kevin Connoles; secretary, Phil

Browne; treasurer, Terry Kirkham; and submissions coordinator, Janine Fallwell. There's lots of energy in the group right now so it's a great time to get involved. Email us!

## Cycle Action Auckland

Cycle Action Auckland have continued to be involved in the Get Across Campaign pushing for a walkway/cycleway across Auckland Harbour Bridge. The online petition in support is almost up to 10,000! If you haven't signed yet, visit [www.getacross.org.nz](http://www.getacross.org.nz).

CAA has been involved in consultation on a number of cycle projects in West Auckland, future plans for Westhaven and the ongoing negotiations on cycle lanes on the North Shore, as well as submitting on draft Regional plans

*Regional groups continues p18*

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## Contact the local group nearest you

### Bike! Whangarei

Paul Doherty 09 436 0033  
[paul@cycletours.co.nz](mailto:paul@cycletours.co.nz)

### Cycle Action Auckland

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### Hamilton Cycle Action Waikato

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### Rotorua Cycle Action

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### Bike Taupo

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### Cycle Action Tauranga

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### Cycle Aware Hawke's Bay

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### New Plymouth

### North Taranaki Cycling Advocates

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[www.ntca.org.nz](http://www.ntca.org.nz)

### Whanganui Green Bikes

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### Cycle Aware Manawatu

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[www.can.org.nz/manawatu](http://www.can.org.nz/manawatu)

### Kapiti Cycling [kapiticycling.org.nz](http://kapiticycling.org.nz)

Liz Mikkelsen 06 364 8187  
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### Cycle Aware Wellington

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### Nelson Tasman Bicycle Nelson Bays

Richard Butler 03 539 0355  
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### Bicycle Lanes in Paradise Golden Bay

Victoria Davis 03 525 9298  
[moonbow@goldenbay.net.nz](mailto:moonbow@goldenbay.net.nz)

### BikeWalk Marlborough

Paul Millen [pmillen@extra.co.nz](mailto:pmillen@extra.co.nz)

### Bike West Coast

Jack O'Conner 03 768 0775 027 438 6285  
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### Christchurch Spokes Canterbury

Paul de Spa 03 942 2939 [www.spokes.org.nz](http://www.spokes.org.nz)  
[spokes\\_chch@can.org.nz](mailto:spokes_chch@can.org.nz)

### South Canterbury Squeaky Wheel

Wendy Whiting 03 688 9630;  
[wendyandgerald@callsouth.net.nz](mailto:wendyandgerald@callsouth.net.nz)

### Spokes Dunedin

Dick Martin 03 453 6667  
[dmartin@ihug.co.nz](mailto:dmartin@ihug.co.nz)

# Supporting Organisations

Abley Transportation Engineers  
Adventure South Ltd  
Auckland City Council  
Auckland Cycle Touring Association  
Auckland Regional Transport Authority  
Avanti Plus Cycles Mt Eden  
Canterbury District Health Board  
Central Otago District Council  
Crank It Cycles  
Cuthbert Ashmore Consultants Ltd  
Cycle Tour Operators NZ  
Cycle Touring Company Ltd  
Dunedin City Council  
Engineering Outcomes  
Environment Canterbury  
Francis & Cambridge  
Greater Wellington Regional Council  
Ground Effect  
Hamilton City Council  
Herriot & Melhuish Architecture Ltd  
Living Streets Aotearoa  
MWH NZ Ltd  
Massey University  
Mountainbiking Otago  
Natural High  
Nature's Highway  
Nelson City Council  
North Shore City Council  
Pacific Cycle Tours  
Palmerston North City Council  
Papakura District Council  
Pedaltours  
Rotorua District Council  
Rotorua MTB Club  
SafeKids  
Sport Waikato  
Tasman District Council  
Taupo District Council  
US National Center for  
Bicycling and Walking  
Ultimo Clothing  
University of Canterbury  
ViaStrada  
Vorb  
Waimakariri District Council



The firemen's bike, used at festivals or other crowded outdoor events.

## Regional groups continues

that affect cycling such as the Regional Road Safety plan and the Regional Arterial Road Plan.

CAA has also elected some fantastic new members to the committee — Max Robitzsch, Barbara Cuthbert and Steve Southall who have all been doing fantastic work on a variety of projects. And CAA has recently received Charitable Status thanks to the hard work of John Gregory.

## Bike!Whangarei

Bike!Whangarei members and supporters met at the end of June to discuss how to raise the profile of cycling in the town amongst residents and councillors, and the importance of creating a 'share the road' culture. Dean Scanlen from the



contact [anne@can.org.nz](mailto:anne@can.org.nz). ■

Walking and Cycling Strategy reference group talked about some of the plans for cycling that they are currently developing and Shaughan Anderson from BikeNorthland introduced their group and discussed how they and Bike!Whangarei could support one another and work together.

Latest news: In mid August, Whangarei District Council voted to take all of the \$160,000 allocated to cycling improvements and use the money for food damage repairs instead, leaving the cycling budget at \$0. Now is a

good time to get involved and help Bike!Whangarei make cycling a priority for the town. Bike!Whangarei will be getting together again before the next meeting of the Reference Group, if you would like to be involved or be kept informed

## Government News

*continues from p4*

GPS will be issued the year before so that everyone knows the basis on which decisions will be made in the following NLTP.

It is really important for us cycling advocates to get our heads around this timing: we need to make sure that our local authorities are developing projects for the next 3 years right now, so they can put them forward for funding around November this year. If they miss that opportunity, there will be a long and frustrating wait.

The GPS sets out ranges of funding that will be applied to the various different types of land transport activity, and this is where our biggest disappointment lies. As our press release said:

"While the NZTS recognises the case for walking and cycling, targets and funding for these modes do not support the desired growth towards sustainable transport."

"At present walking and cycling take place with minimal support. In fact, the dedicated budget for walking and cycling is about 1% of the total."

"We estimate the budget needs to increase by a factor of five to even begin to achieve NZTS targets. Increasing

walking and cycling requires a range of measures to make them both appealing and safe, especially for commuters. These include promotion of walking and cycling, motorist education, cyclist training, improving paths and roads for walkers and cyclists, reduced road speeds, and ways of ensuring that all roading projects fully support walking and cycling. It takes a network of actions to achieve change."

If we are stuck with not enough funding for cycling over the next 3 year period, then at least we can try to make sure that non-cycling projects

**Keep an eye on what is planned in your area, and ask "why not?"**

(funded through other 'activity classes') include provision for cyclists. All activities that are funded through the NLTP should be working towards the NZTS vision, objectives and targets, so they should all be helping to "halve per capita green-

house gas emissions from transport by 2040" and "increase walking, cycling and other active modes to 30% of total trips in urban areas", whether those activities are 'New & improved infrastructure for State highways' or 'Maintenance & operation of local roads'.

Here's another task for us all: to keep an eye on what is planned in our area, and ask "why not?" if projects don't make improvements for cyclists. ■



# 2008 dates

**4 Oct**

**Digital Strategy Workshop**

**3 Oct 5 - 7pm**

## The Gemini Cycle-Friendly Awards

Canterbury Provincial Buildings,  
Stone Chamber, Christchurch



Presented by  
the Minister of Transport,  
the Hon Annette King  
Sponsored by Environment  
Canterbury

**4 Oct 2.30 - 3.30pm**

## Notice of Annual General Meeting

CAN's 2008 Annual General Meeting will be held from 2:30-3:30pm on Saturday 4 October at Our City O-Tautahi, corner of Worcester Boulevard and Oxford Tce, Christchurch ([www.ccc.govt.nz/OurCity/](http://www.ccc.govt.nz/OurCity/)).

A request for agenda items has already gone out. The agenda and financial statements have been sent to local groups and individual members.

Although only financial members may vote, all CAN members are welcome to attend.

Robert Ibell, Chairperson

**4-5 Oct**

**CAN Do, Christchurch**

## Cycling Conference 2009

- ? Where should it be?
- ? Who would be an inspiring keynote speaker?
- ? What should be on the programme?

Planning is starting for next year's NZ Cycling Conference, probably for early November.

We need your ideas, please!

Feedback to [cycleconference@can.org.nz](mailto:cycleconference@can.org.nz).

*Guest Editorial continued from p2*

consolidation and growth for CAN. LTNZ (and now NZTA) funding for our Networking Project shows that government values the role that cyclist user groups like CAN play in consultation and decision making.

For the first time we have our own paid staff, and this has brought big benefits but also big responsibilities. We have been lucky in finding skilled, dedicated people to work for us. They are providing essential support to local groups and members, helping to strengthen and build our organisation. The growth in our networks has been huge, with many new groups formed and new life breathed into existing ones.

The Networking Project has also brought new challenges. We've had to juggle our contractual relationship with funders with our lobbying role, and get to grips with being an employer (and to my surprise, I have found I enjoy this). All part of growing up!

I've also seen CAN developing a more professional image, with a more up-market ChainLinks, a new logo and branding, and a bigger media presence.

I've been lucky to be part of a great Executive team over the years, and have also really appreciated the support and help of other active CAN members and local groups.

I have really enjoyed my three years as chairperson, but I think it's time for a fresh face in the role: someone with a new vision, new skills. I'm looking forward to working with whoever takes my place.

Looking into the future, some priorities I see for CAN are: developing a relationship with whatever government is elected later this year; ensuring our long-term financial security; developing a paid advocacy capacity; stronger networking into the wider cycling community; and addressing low cycling rates amongst some sectors of the NZ population.

One of CAN's strengths is its network of committed, intelligent, open-minded people who are willing to work co-operatively with others. Provided we keep nurturing our organisation, this will see us achieving our aims.

See you at the Do! ■

## On the web



Whether you prefer the Paris look or lean more toward Irish or Japanese fashion, the Danish company YAKKAY has a bicycle helmet disguised as a hat to suit your tastes.

[www.yakkay.com](http://www.yakkay.com)



## Bicycle Exhibition 2008

"An overview of the bicycle as a means of transport, a social phenomenon, as a means of recreation, as a lifestyle, as a means of engaging in (top-class) sport." Designhuis (Netherlands) Featured through this issue.

<http://tinyurl.com/core777>

## Paris to Beijing for the Olympics

This 12,000 km, 5 month cycle trip was run by the Federation Francaise de Cyclotourisme. 100 people were selected, from 12 countries and including 15 women. The average age was 59. Read the blog of Angela Smith (UK). <http://tinyurl.com/5ufbfz>



[can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)





Gap Creek



Makurata



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt Stromlo, Canberra



Port Hills, Christchurch



Beaumont MTB Park, Victoria



Berrigal MTB Park, NSW



Whare Flat, Dunedin



The Heaphy... with luck



## Trails for your Treads

Since Adam rode a hard-tail, Ground Effect has provided foot soldiers and cold cash for the cycling revolution. Each year we hand out thousands of dollars from our 'Slush Fund' to help local track builders expand the mountain bike playground. In addition, Ground Effect staff work with other advocates and land managers on local issues and national campaigns like the battle to reclaim access to the Heaphy. **If your club has a worthy project that needs funds to make it real, bang a note to [slushfund@groundeffect.co.nz](mailto:slushfund@groundeffect.co.nz)**

and   
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**[www.groundeffect.co.nz](http://www.groundeffect.co.nz)**