

Chainlinks

**Build it
and they will come!
Off-road cycleways**



CHAINLINKS 2009 Issue 2, May 2009

ISSUE 2, May 2009

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

Editorial

Glen Koorey, CAN Co-Chair

With the economy turning belly-up, there has been a lot of focus recently on investment in more infrastructure to help keep things afloat. Some of this seems well overdue; I don't think any of us would mind a bit more high-speed internet. But when it comes to transport infrastructure, it's amazing how often calls for more "transport" investment actually seem to mean only more roads (if you're lucky, public transport might also get a mention).

A few examples: In the programme for the recent NZ "Fast-tracking National Infrastructure" summit, rail gets one mention and walking/cycling none. The NZ Council for Infrastructure Development recently produced a 185 page report on NZ's Transport Infrastructure Needs to 2025, of which only about five paragraphs discussed walking and cycling to any degree of detail.

Is it because cycleways don't cost anywhere near as much as motorways, therefore they're not really "important" enough to count as infrastructure? I would have thought that, as a more inexpensive way to effectively address congestion and safety issues, cycling provision makes good economic sense.

Still, it is perhaps not surprising that the new Government has recently seen fit to massively increase the spending

on (new) State Highways, and at the cost of the sustainable transport budgets. It would be nice if they spent the extra money retrofitting the existing state highways to work better for cycling before they start to add any new highways (or more lanes).

It's not all bad; as a road safety specialist, I am always happy with more investment in improving our very average safety record on the roads. But it always seems that "congestion reduction" gets about ten times as much expenditure as road safety works, even though road crashes cause a greater economic cost to this country than congestion in the main centres.

It is curious too that the Government should go for more road construction as a way to generate more jobs. Analysis elsewhere has shown that public transport produces more jobs per dollar invested than anything the road industry does. And we also know that, compared with roading projects, a far greater proportion of investment in walking and cycling facilities goes on labour than construction materials. And I haven't even started on the national balance of payments, thanks to importing all that motor transport fuel...

And then, along comes a national cycleway... to say this was a bolt out of the blue would be an understatement. A Government prepared to invest a big dollop of money on a "grand plan" for cycling? When

continues p4

Letters to the editor

I would like to raise the question: Why is increasing the legal driving age not part of CAN's nine point plan?

Our low legal driving age is, in my opinion, the single most important factor why so few people are cycling in New Zealand.

The advantages of an increased legal driving age are so many that it is hard for me to understand why it is still 15. Some of the effects of a higher legal driving age would be:

- Fewer motor vehicles — and more cyclists on the road,
- Improvement in public health,

- Fewer accidents, injuries and deaths, and:
- A national saving in the cost of rehabilitation, lost work hours and material damage.

In fact, increasing the legal driving age is not only the single most important factor to increase the number of cyclists, it also does not cost anything but would actually save this country hundreds of millions of dollars each year.

Is there a better time than today to make this no 1 of CAN's then 10 point plan?

Johan Groeneveld, Whakatane

Join us in November in New Plymouth: Conference & CANdo

Next issue 26 September

Articles by 5 Aug.

Local group content 2 Sept.

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Freeway Zero and the National Cycleway

Robert Ibell

Well before the National Cycleway hit the headlines in February, work on a national cycle network had already begun; for CAN, Living Streets Aotearoa and the Hikurangi Foundation had been discussing it since late 2008. Inspired by the success of a similar network in the UK, we provisionally called it Freeway Zero.

Trustees of the Hikurangi Foundation agreed to fund the project's first year. We were preparing to appoint a board when the government's Jobs Summit in Auckland serendipitously produced the idea of a tourist cycleway the length of New Zealand.

At that point the Freeway Zero Steering Committee made the decision to throw its support behind the national cycleway concept and wait to see what longer-term role Freeway Zero could play, if any.

Freeway Zero continues to be very supportive of the national cycleway and is actively involved in helping to bring it about, as they see it as a very good first step towards a nationwide network of cycling routes, some of which can be used for walking.

It's clear that some of Freeway Zero's objectives for its first year will be achieved through the national cycleway project. We're now assessing whether there's a need for an organisation like Freeway Zero that continues to work towards the longer-term and wider goal of a comprehensive national network.

So Freeway Zero may yet live on.

In the meantime, CAN has been actively involved in helping to progress the National Cycleway. On 26 February, the day the Jobs Summit in Auckland discussed the concept, CAN issued a media release welcoming it and

saying that it makes good economic sense (<http://tr.im/kpv8>).

CAN has since joined the National Cycleway Advisory Group, a coalition of expert, influential groups that includes also Cycle Touring Operators of New Zealand, BikeNZ, Living Streets Aotearoa, Quality Tourism Development, Mike Barnett Associates, ViaStrada, the Kennett Brothers and the Hikurangi Foundation. The Advisory Group believes a national cycleway will benefit New Zealand and is working to bring it about.

The Advisory Group has provided ideas and route suggestions to the Ministry of Tourism. CAN's contribution included:

- providing calculations of cycleway usage;
- circulating a paper by Glen Koorey;
- providing advice from Bike Taupo on construction and management;
- suggesting routes (with the help of CAN members and groups).

The Advisory Group has prepared *A potential vision for a national cycleway*; <http://tr.im/kpvD> [CAN]

Advisory Group members sent copies of *Millennium Miles*, the story of the enormously popular UK National Cycle Network, to Prime Minister John Key, Infrastructure Minister Bill English and Transport Minister Steven Joyce. See <http://tr.im/kpvJ> [Scoop].

CAN is keen to see New Zealand develop a comprehensive national cycling and walking network that Kiwis can be proud of, and pleased to see the National Cycleway project progressing. ■

To find out more or to offer ideas and support, contact CAN Co-Chairs Axel Wilke and Glen Koorey, chair@can.org.nz

Robert Ibell is a member of the CAN executive.

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QUESTION TIME IN THE HOUSE

"...has [the Government] given consideration, given its disinvestment in rail, to turning the railway system in New Zealand into a cycle track so that everyone can join in?" Hon Jim Anderton, 3 March

"What I can say is that anyone who is engaged in tourism will understand the importance of the environment when it comes to New Zealand and promoting it. I think all New Zealanders do, and they take pride that we are an environmentally friendly country that wants to preserve our environment. That is one of the reasons the Minister of Tourism is very keen on a cycleway from Kaitiāia to Bluff." Hon John Key [the Minister of Tourism], 4 March

"What items on the list of things the Government has made its higher priorities in Government will do the most to reduce the impact of global recession: bringing back knighthoods, a national cycleway, or privatising prisons?" Hon Jim Anderton.

"All three can play a part in helping our economy to grow." Hon John Key, 10 March » p 9

Government news

The wake-up call that rumbles

Emma Gilkison

The NZ Transport Agency (NZTA) is ramping up the use of rumble strips to keep drivers on the straight and narrow.

"Tired drivers die and running over rumble strips may be a sign for drivers that they need to take a rest," said Colin Crampton, NZTA's Group Manager Highways and Network Operations.

Rumble strips are lines of closely spaced plastic ribs that rumble as car wheels pass over them. They have been used for many years on New Zealand road edges and centre lines, but new research is highlighting their effectiveness.

"As well as preventing crashes where drivers run off the side of the road, rumble strips along edgelines can also prevent head-on crashes, as many of these result from vehicles first leaving the side of the road, then over-correcting and crossing the centreline," Mr Crampton said.

The New Zealand Road Assessment Programme 2008 (KiwiRAP) cited rumble strips as one of the most cost effective road safety improvement tools available, with the potential to reduce injury crashes by 20 to 45% in the locations where they are installed.

NZTA plans to install rumble strips on about 750 kilometres of state highways in 2009, targeting high risk areas first.

In designing this installation programme the NZTA has considered the effect of rumble strips on all road users, including cyclists. A research report prepared for the NZTA, *The Usability and Safety of Audio Tactile Profiled Road Markings*, found that cyclists would benefit from the improved separation between motorists and cyclists that rumble strips provide, by keeping cars out of the shoulder space occupied by cyclists. The NZTA has also undertaken:

- to provide a 1m sealed shoulder outside of rumble strips for cyclists to ride on where possible. Efforts

will be made to ensure this is clean, clear and well maintained;

- where this is not possible, but where rumble strips would provide significant safety benefits, cyclists' needs and the extent of cyclist use on the road will be taken into account before installation;
- on very narrow roads, where there are effectively no shoulders, but where rumble strips would provide significant safety benefits, they will be placed hard up against the edge of seal, in a location cyclists are unlikely to ride;
- to enable cyclists to easily cross over the edgeline at key junctures, gaps in rumble strips will be provided. These will appear at least 20m in advance of locations where cyclists are required to crossover, such as before bridges or at intersections where cyclist numbers are high;
- rumble strips will be clearly visible as they will generally protrude outside of the continuous painted centreline or edgeline, creating a tooth-like effect. They will feature the same skid-resistant properties as edgelines/centrelines. ■

Cyclists can contact safety engineers in the NZTA's regional offices for more information (visit www.nzta.govt.nz for regional office contact details).

Emma Gilkison is Senior Communications Advisor, NZTA



CAN's view on rumble strips

CAN was consulted by NZTA late last year regarding the policy for the installation of these rumble strips. Whilst we believe that the agreed-upon guidelines are generally appropriate, the devil will of course be in the detail. NZTA should be contacting local cycling groups about specific sections in their areas, and we encourage you to contact your local NZTA office if you have any concerns. We would also be interested to hear about any local issues; feel free to contact Glen Koorey, CAN Chair, about this.

Please note that this project is NOT a response to previous cyclist concerns about narrow highway shoulders; it's a response to the number of run-off-road motor accidents. In road safety engineering terms, rumble strips are a very cost-effective solution for this, and we are pleased that NZTA have thought about the impacts on cyclists when identifying which stretches of road are appropriate for this treatment. However, we encourage you all to also keep on pushing for wider shoulders, where these are warranted. ■

Editorial continues from p2

we generally struggle to get transport agencies to spend even a million dollars on a decent cycling project (while they barely bat an eyelid at yet another \$100 million road project), this kind of large-scale expenditure is a bit new for all of us. I hope that many communities can use this initiative to leverage some further cycleway development in their neck of the woods.

The interesting thing will be whether this national cycleway gets treated as part of the "infrastructure" that New Zealand needs to get out of the economic doldrums. Will it become one of the Government's "Routes of National Significance"? Will it get fast-tracked under the new RMA legislation? Or will it be considered just a recreational play-thing? The UK Sustrans network example has shown that most of its users are actually making local trips for utility purposes like work and shopping; tourism and recreational rides come a distant second. So it has truly become part of the national transport infrastructure. ■

Otago's cycling success story

Daphne Hull profiles the Otago Central Rail Trail

The Otago Central Rail Trail Charitable Trust Inc. was formed in Dunedin in March 1994.

Various ideas were considered for the use of the Otago Central rail line after its closure in 1990. It was initially offered to the Otago Central District Council and the Dunedin City Council for recreational purposes in 1991 but they turned it down. In 1992 it was offered to DOC and in 1993 a public meeting was called to gauge support for the corridor. A donation of \$50,000 for 'a conservation project in Otago' by Nora Calvert was the turning point which led to the formation of the Otago Central Rail Trail.

Over the past one and a half decades the Trust has developed a highly effective partnership with the Department of Conservation which has influenced the positive outcomes and major success the Rail Trail is today.

Although the Railways Department removed the decking from 56 bridges, and all lines and sleepers, the entire corridor remained in public ownership. In contrast, in most other areas where rail once serviced small communities, much of the land has been returned to many private owners, so that groups seeking public access face major obstacles which require per-

One purpose of the Otago Central Rail Trail Trust is 'To establish, develop, and maintain the trail or any part of it for public recreation and enjoyment, and to assist and cooperate with the Department of Conservation, any local or regional authority or other group or person in that purpose. Walking, cycling and horse riding uses of the trail shall be paramount.'

www.otagocentralrailtrail.co.nz

Those who were originally vociferous opponents are now the trail's greatest supporters

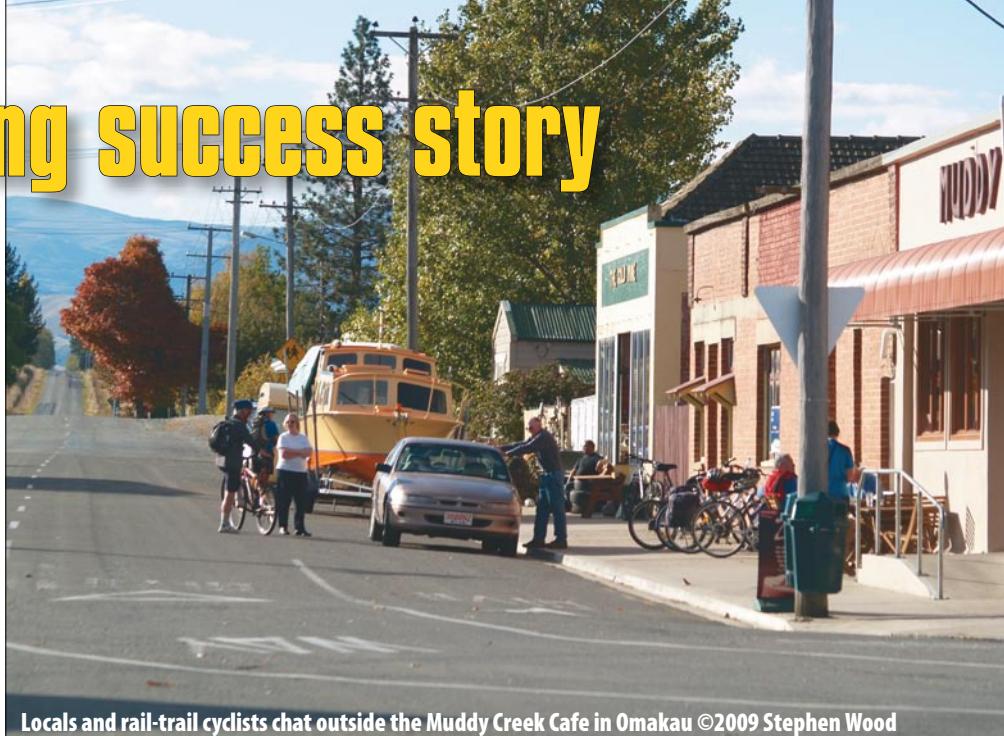
severance, patience and goodwill to overcome.

The Trust's first chairman was Les Cleveland, who is now our Patron. John Gibson, Hilary Calvert and I have been on the Trust since it was formed with Kate Wilson joining in 2003. I followed Les as chairperson in 2003.

Our first task was to convince neighbours along 150 kilometres of former railway that a cycling trail would not interfere with farming operations or encourage onto their land people who might disturb stock or light fires. We held meetings in pubs and halls and encouraged everyone to come. Women were quick to see the opportunities that the trail presented; empty rooms, unused shearers' quarters and horse paddocks could all be put to use.

Those who were originally vociferous opponents are now the trail's greatest supporters. Central Otago people have become involved and have found renewed pride in their communities. Our accommodation and food places are growing in number and in the employment they offer.

The Trust has so far secured grants totaling more than \$1.3 million, all of which we have used to enhance the Rail Trail. We've built replica gangers' sheds for shelter, information panels and environmental toilets. We've re-surfaced some of the trail and plan to do more. Every cent that we raise goes to the Rail Trail.



Locals and rail-trail cyclists chat outside the Muddy Creek Cafe in Omakau ©2009 Stephen Wood

With the Otago Chamber of Commerce, the Trust has initiated an Operators' Group which encourages business people along the Rail Trail to work together. We also run events and programmes to attract people to the Trail and into our communities.

Feedback on our website (www.otagocentralrailtrail.co.nz) shows that many overseas people as well as New Zealanders want to ride the Rail Trail. Their reasons include scenery, history, climate and the opportunity for children to enjoy the experience safely, away from motor vehicles.

The Otago Central Rail Trail is a success! ■



Rotary Pathway near Awatoto, Hawkes Bay 'Pathway bikes' are a new category in Hawkes Bay. With the popularity of the Rotary Pathway network of cycleways, local shops are marketing hybrid bikes under this label. With cycleways now stretching from Bayview, through Napier to Taradale, Havelock North and almost to Hastings, local shops are reporting in-

continues p19

International snippets

Cycle helmet evidence: more harm than good

New Australian research reported in New Scientist magazine shows that if cyclists were forced to wear helmets, the resulting health costs would be far greater than the benefits saved from any possible reduction in injuries. Piet de Jong of Macquarie University has devised a new mathematical model to weigh up the value of the injury savings: this research suggests that inactivity caused by not cycling is a far greater threat to health than any possible head injuries caused by not wearing a cycle helmet. <http://tr.im/kSNo>

UK speed limit to be cut on A-roads in bid to save 1,000 lives

The speed limit on many A-roads will be reduced to 50mph under plans aimed at cutting the number of road deaths by a third.

Drivers also face limits of 20mph in residential zones, random breath tests and tougher fixed penalties for offences such as passing too close to a cyclist. <http://tr.im/kgvj> [Timesonline]

"There is good evidence that cycling gets safer the more cycling there is. We're therefore delighted that the Government has decided to adopt our approach and set targets for increased safety for cyclists which measure injuries per mile cycled, not just based on the numbers of injuries to cyclists," said CTC, UK's National Cycling organisation. <http://tr.im/kSPD>

Three feet for cyclists

The Jeff Roth Cycling Foundation has persuaded both the US state House and Senate to unanimously pass a bill requiring overtaking motor vehicles to give cyclists "not less than three feet ... until safely past the overtaken bicycle".

The Jeff Roth Cycling Foundation promotes cycling and provides financial assistance to families affected by cycling tragedies. The foundation's namesake, Jeff Roth, was killed while

cycling after being hit by a pickup truck in Maryville, Tennessee. jeffrothcyclingfoundation.org

A whole lot of potholes

An average road in England and Wales now boasts a pothole every 120 yards according to figures out this week from the Asphalt Industry Alliance, up by 32% since last year. Cyclists are asked report potholes on the site fillthathole.org.uk if they spot one rather than just riding around them.

Webbing America with bike routes

You can ask locals for good regional cycling routes, among other things on Adventure Cycling's updated website for the U.S. Bike Route System (USBRS) adventurecycling.org/usbrs.

Bike sharing

Genoa: the first bike share city with electric bikes

'Mobike', was inaugurated in April with a cycle race. Hilly Genoa is the first city in Europe to adopt this new type of bike sharing, and offers 55 bikes in 6 locations around the city. The bikes can go 30 km on a charge and recharge while parked at a station.

Three week bike-sharing demo in Melbourne

The 3-week demonstration by Common Bike coincides with the Melbourne Road Minister's plan to ask for a tender on a large bike-sharing program in the city.

Residents and tourists enjoy Green Bangkok Bike

The system began last August with 300 bikes and eight service counters and stations. It serves the historic Rattanakosin section of Bangkok and is run by the Bangkok Metropolitan Administration. There is no cost as long as you can provide a valid national ID card or passport.



Minneapolis and Denver deferring their plans to 2010

As the images of last summer's Bike-sharing experiment at the 2008 Republican and Democratic National Conventions in Minneapolis and Denver fade from our memory, so does the realization of bike-sharing systems planned in both those cities in 2009. bike-sharing.blogspot.com

New website invites Kiwi contributions

The Australian Bicycle Council (ABC) has launched a website to help people who plan and provide cycling facilities and events. Its Cycling Resource Centre (CyclingResourceCentre.org.au) is offering information and links to sites about:

- planning, designing and building and managing cycling infrastructure
- recreation
- education and training
- funding
- running events
- encouragement and promotion
- research
- enforcement and road safety

They also publish a quarterly on-line newsletter about what's happening in the cycling not-for-profit sector.



Please send information and news from the New Zealand cycling community to ABC: Executive Officer
Fiona MacColl,

abc@austroroads.com.au

www.austroroads.com.au/abc ■

NZ Roundup

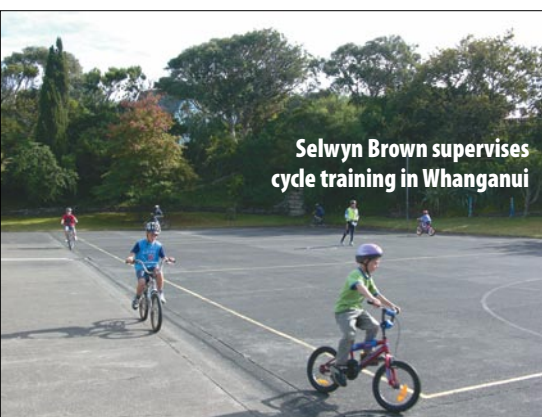
Green Bikes Whanganui introduces cycle training

Green Bikes Whanganui ran two mornings of cycle training in April, led by instructors Selwyn Brown and myself. Green Bikes recycles donated bikes, making them roadworthy to lend out for a minimal charge (\$5) plus a returnable bond (usually \$20).

We get funding from NZ Transport Agency and a local charity and have been operating for about a year with great success. As cycling advocates, Green Bikes has not engaged in cycle training before, so a main purpose has been to train and empower us as trainers, so that we can go on to provide further training. The Walking and Cycling Microfund enabled us to start this process. Training was based on levels one and two of the New Zealand cycle skills guidelines.

The project was aimed primarily at youngsters but also was to involve parents and carers. Running the event during school holidays was deliberate. The event had a short lead-in time due to us needing to run it before the end of April, so advertising was not put out much in advance, hence the somewhat poor up-take on this occasion. Use of the 'h' in 'Whanganui' in the advert may have been politically unwise as many people are hostile to its use locally, and this may have been a contributing factor. Two children came by on Day 2 wanting to take part but as they had not booked and their parents could not be contacted we had to decline them.

Police Constable Val Overweel was present on both days to observe, on our request. She and a colleague take cycle training into schools, but uptake is patchy for various reasons, leaving



Selwyn Brown supervises cycle training in Whanganui

\$50m over 3 years for national cycleway

"I see the national cycleway developing from a series of 'Great Rides' through some of New Zealand's most beautiful scenery. Our long-term goal is to create a network that links these 'Great Rides' into a uniquely New Zealand set of cycling experiences that connects and passes through our cities.

The routes for these Great Rides will be influenced by existing cycleways, facilities, and tourism attractions. We are working with councils and community groups to identify suitable routes that can boost employment and our regional economies."

Prime Minister, Minister of Tourism, John Key

gaps in provision we thought to fill. We feel her participation was important as it adds legitimacy to any future events we are able to run. Liaising with Val as we went along on some technical points of the training was very helpful. We have already received an enquiry about future training at level three.

Hadi Gurton

Auckland Cycle Chic

Various cities around the world have had websites on Bicycle Chic, showing how clothing for cycling doesn't all have to be sweat and Lycra. Now there's one for our own largest city: <http://aucklandcyclechic.blogspot.com>.

Frocks on Bikes

Frocks on Bikes (frocks on bikes.org) have been continuing their promotion of women riding bikes without having to 'lycra-up', encouraging women to wear everyday, or even glamorous, frocks and dresses for their daily commute or pleasure ride.

A recent initiative was a 40 km Frock-nic ride in the Wairarapa countryside, with a café stop at Carterton, wine tasting at Gladstone, and a picnic at Carter's Bush. Tranz Metro put on an extra carriage in order to carry the

bikes. The Frocknic was enjoyed by all, both frocked and un-frocked (or is that de-frocked?)

Upcycling in Richmond

Every Tuesday morning, pretty much whatever the weather, seven or eight people—mostly women—meet at the Washbourne Gardens in Richmond, near Nelson, for a bike ride led by Helen Rance.



Jan Ellery (left) and Anne Gray about to set out

Helen told Chainlinks, "I started the group to help people who hadn't cycled for a while or who lacked confidence. We began with short distances, but with guidance and encouragement we're now comfortably riding 15–20 km most weeks over varied terrain. We always stop for coffee, and there's much fun and laughter!"

Helen helps the riders to improve their techniques and safety, devoting some mornings to developing skills for traffic, hills and off-road riding. "As each week goes by, confidence increases", she says. "And there's a ripple effect: group members are encouraging friends and family to get on their bikes too."

Motivated by all this, many of the women are now tackling longer rides on other days, and some have ambitious plans like the 160 km Source to the Sea ride. Strong wind blew away

Continued p10



Auckland Harbour Bridge

March across the bridge Sunday 24th Meet Point Erin (south side of the Bridge) at 9am for a 9:30am march

Find out what happened on the march: getacross.org.nz.

New Health & Active Transport Alliance formed

Sridhar Ekambaram

A new alliance between CAN and Living Streets Aotearoa and other NGOs joins forces to lobby for increased investment for cycling and walking at a national level.

The aim of this alliance is to ensure that cycling is not seen as just a transport issue but also as a solution to some significant health problems.

The alliance includes the Obesity Action Coalition (OAC), the National Heart Foundation (NHF) and the Cancer Society of NZ (CSNZ). Contact is also being maintained with Diabetes NZ. Both NHF and CSNZ support walking and cycling for their health benefits.

Some excellent co-operation has already been happening: for example, the Cancer Society joined the Getacross team in their lobbying over cyclist and pedestrian access to the Auckland Harbour bridge.

The new dimension in this initiative is the agreement to communicate and work together. Each organisation will continue to make individual submissions, but our submissions will have each others' support and the weight and strength of consistency.

A working group has been formed—to find out more or contribute get in touch with Sridhar Ekambaram (sridhar@can.org.nz).

With the new National-led government in place, the group's first task is to raise awareness about walking and cycling with the new Health Minister by taking advantage of the Minister's review of the Healthy Eating and Healthy Activity (HEHA) program. The response from the minister so far has been encouraging. ■

For further information about NZTA's research programme www.landtransport.govt.nz/research/overview.html

Andrew Macbeth is a member of the CAN Executive and a member of Spokes Canterbury. He works in Christchurch as a traffic engineering and transport planning consultant.

Transport Research

Andrew Macbeth

The NZ Transport Agency uses a Research Reference Group (RRG) to help it decide which transport research projects are most worthy of funding from its \$4.5M annual research budget.

The group comprises about 20 representatives of the Ministries of Transport, Health and Environment, local government, the universities, the NZ Planning Institute, consultants, contractors, the Automobile Association and other agencies and interest groups. I represent CAN and the walking advocacy body Living Streets Aotearoa.

Late last year, consultants submitted more than 270 four-page summaries of proposed research, or 'expressions of interest', which we evaluated during December and January. I reviewed 140 of these, in three of seven areas: integrated land use and planning; safety, security and public health; and sustainable land transport.

80 expressions of interest were short-listed and full research proposals invited. About half will be funded. I was allocated ten full proposals to review in February/March.

I discussed the 80-odd proposals with CAN and Living Streets representatives to choose what we thought were the best walking and cycling research proposals. The next morning I cycled to the RRG meeting on my folding bike, brought on the plane from Christchurch for the purpose. The group recommended about half of

our preferred walking and cycling proposals for funding, roughly the same ratio as for all proposals; but other lobbies were strong, so walking and cycling did OK!

The list of approved research projects will be announced in July. ■

City Cycling

By Richard Ballantine

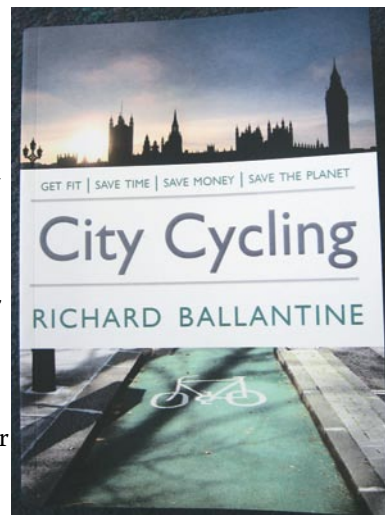
Snowbooks, London, 2007. Soft cover, 300 pages. citycycling.org

Reviewed by Patrick Morgan

This new book by Richard Ballantine, author of the best-selling Richard's Bicycle Book, focuses on all you need to know about city biking: how to cope with traffic, stay safe and get the best from your bike.

Ballantine is the godfather of city cycling. His informal, friendly and sometimes idiosyncratic style encourages beginners and has the kudos to appeal to seasoned cyclists.

How can you resist a chapter titled 'The innermost secrets of speed and happiness', or 'Tips on how to mend a broken cable with a stick or a chain with string'?



The book is attractively presented, with clear photos on repairs, bike set-up, carrying stuff, parking and much more. It includes sections on advocacy, buying a cheap bike, what to wear, cargo bikes, making your own rack, sex, and courtesy while riding. I especially like the sound advice on riding tactics: lane position, communicating with other road users, handling roundabouts, overtaking, drafting, and reading traffic.

I have one criticism: some sidebars use light green or yellow print which is hard to read.

You can borrow City Cycling from the CAN library (patrick@can.org.nz), but I predict you'll want to buy your own copy, and an extra one to give to anyone discovering the fun and convenience of everyday cycling. ■



Alexander, Mary and George Darrow, Thames, 1912

A brief history of cycle commuting

Part 3: The first golden age of cycling

Stephen McKernon

Alexander, Mary and George Darrow are on a morning ride in Thames, around the year 1910. This is about as far as you can get from London or Paris, the fashion centres of cycling; but in Thames, New Zealand, three smartly-dressed young adults are riding the same models that have just appeared in Europe. It's a fine morning to herald the first golden age of cycling with a cruise around the town.

For the last two decades, cycling has enjoyed a world-wide boom and New Zealand has been flooded with safety cycles. Cycling has finally realised the dream — about 50 years in the making — of personal transport for the masses.

It might seem that only three cyclists are in the photo, but in fact the whole of cycling has made it here to Thames. Everything that cyclists in 2009 will think of as 'modern' is already here and known to local tech-heads.

Everything — aluminium bikes, bike computers, recumbents, gears, dropped handle bars, bike clothing, bunch riding, clubs of all sorts, bike paths and lanes, bike shows and races, bike retail chains, safety accessories, marketing of the new season's styles, road rules, road rage, protests ... it's all possible in 1910 New Zealand. The 100 years ahead promise only incre-

mental improvements in bike technology; the next wave is still 30 years away, when a small-wheeled folding bike will be touted as the next greatest thing. These riders' relaxed, confident smiles are saying, 'we've got it all here now, thanks.'

The fact is they're right. They can look forward to half a century of increasing popularity of cycling. New Zealand's bicycle numbers will increase uninterrupted from about 1916 to 1941, through two World Wars and a major recession. By the 1950s, about 20% of people in the United Kingdom will regularly use bicycles just to get around town (that's not including recreational and racing cycling), and New Zealand will likely be similar. Our three leisure riders in Thames know all sorts of trades-people and professionals who also use bicycles—cheaper than horses or buses, convenient, fast, safe, quiet and easy to maintain.

QUESTION TIME IN THE HOUSE

"...Just before the Leader of the Opposition gets too excited, I have good news for him. He should go out and buy himself a bike, because he may well get to see a lot of New Zealand." Hon John Key, 24 March

Hon JOHN KEY: "...I say to Mr Carter, the cycle track will also see people employed. The member should not worry; he will enjoy riding on it." Hon John Key, 25 March

"there will be funding for a national cycleway." Hon Bill English, 7 April

"If I were Mr Chris Carter, I would go out and get some bike shorts, because he will be using them soon." Hon John Key, 8 April » p18

From Thames in 1910, it would be hard to predict the end of the first golden age; but no golden age can last. The rise of the motor car will start to be felt during the mid-1930s. It is men who will first desert their bicycles for cars, marketed as symbols of masculine status and power. By the end of the 1930s they will dream only of cars, and by the end of the 1950s women and the poor will too. World War II will delay the inevitable, but from the 1950s New Zealand will have more cars per household than bicycles.

A great irony marks the first golden age of cycling. It begins with a dream of mass personal mobility and ends when a faster, more convenient and more comfortable technology—not a better dream—takes over. The dream carries on, but without the bicycle.

In the 21st century, the second golden age of the bicycle is marked by another irony. The new golden age is growing from the dreams of children and young adults, but these are not about personal transport. So look again at the young cyclists of 1910. They've got personal mobility. When you have that, what do you then dream about? ■

You can read more about cycling in New Zealand in the fabulous book 'Ride', published by the Kennett Brothers in 2004.



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New Zealand Roundup, Upcycling in Richmond continues

a plan to ride the 60 km route of the Spirit of the Moutere race ... temporarily, says Helen.

Upcycle Richmond started in 2007 as an offshoot of the Nelson-based advocacy group Bicycle Nelson Bays, and is helping to build its profile. The Nelson Marlborough Nutrition and Physical Activity Programme, Nelson City Council and Tasman District Council help to fund publicity and other costs. Upcycle is a potential source of membership for Bicycle Nelson Bays, and is helping it to develop relationships with the local councils and District Health Board.



Jan Ellery, who moved to the Richmond area recently, had limited use of her back after a spinal fusion and thought cycling might be uncomfortable or even beyond her. Nevertheless, at Christmas 2007, "I got on a bike for the first time in 42 years. That led me to buy one, and in April last year I joined Upcycle Richmond."

To begin with, Jan was nervous of traffic and would ride only a couple of kilometres. Now, 50–60 kilometre rides fail to daunt her; and she plans to cycle to Riwaka, up Aniseed Hill and out to Cable Bay. Jan is encouraging new group members and thinking about upgrading her bike. She says, "The only down-side is the unglamorous hair style from wearing a helmet, when we stop for coffee!"

Helen Rance is a founding member of Bicycle Nelson Bays (BNB) and works as a Health Promotion Strategist in the South Island.

To find out more about Upcycle Richmond, contact Helen Rance, phone 544 6840, email hrance@clear.net.nz.

Anne Gray's cycling habit lapsed after she left school, and more than 30 years later her unsafe \$5 bike rarely saw the light of day. She recalls, "Once I rode down a hill going faster and faster, not daring to use the brakes in case I flew over the handlebars! The ride to the end of my road and back was all I felt comfortable with."

Then a friend told her about Upcycle Richmond, so Anne got her bike fixed and started riding with the group last year. "I didn't know how to use my gears, and I was nervous in traffic and uncomfortable on my saddle." But she stuck at it; and in six months—with a new bike and padded shorts—Anne was ready for longer rides. "I love riding in a group, because it challenges me to do more. I also love the company, the variety of rides and Helen's tips and hints. I feel fitter too!"

Cyclists get Priority Parking at Environment Southland

Visitors who pedal their way to Environment Southland are guaranteed a prime parking spot at the front door, thanks to a new bicycle rack the Council has installed at its offices in North Road.

The rack is part of the Council's commitment to encouraging sustainable transport by providing a convenient, sheltered and secure place for cyclists to leave their bikes, Resource Planner Ilana Batchelor says. The idea was promoted by the Council's Health and Safety Committee.

Ken Wuschke, the Project Manager for Sustainable Transport Southland, has commended Environment Southland for taking action to encourage sustainable transport. "I would like to see a bike rack in front of every major store, bank and council building in Southland," he says. "We generally provide car parking much closer to the front door than we do bike racks." ■



Ken Wuschke, Project Manager for Sustainable Transport Southland, parks his bike in Environment Southland's new cycle rack, welcomed by Council Planner Ilana Batchelor.



CAN staff Kirsten Shouler and Patrick Morgan plan their next ride.

CAN staff do the business

When the dust settled on the Bike Wise 2009 Business Battle, CAN staff emerged victorious. Networking Project staff Fiona Whero, Kirsten Shouler and Patrick Morgan logged 1254km in February to take the National Small Organisation category for the second year running.

The Bike Wise Battle, organised by NZ Transport Agency, is a competition that encourages people to experience the joy and convenience of riding a bike. The aim is to get as many people to cycle during the Bike Wise Battle period.

"Last year CAN had the muscle of Simon Kennett powering its team, and this year Kirsten did an impressive job to lead us," said Patrick.

Many CAN members were foot-soldiers in the battle. CAN Executive members Axel Wilke and Andrew Macbeth were among the ViaStrada team which got all 30 staff riding, winning their category. ■

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The 7th NZ Cycling Conference 12-13 November 2009

Communities, connections and the economy

Now, more than ever, cycling has the potential to play a key part in the economic development of New Zealand.

The 7th NZ Cycling Conference will bring together international delegates and speakers from a variety of sectors, including transport, health, urban design, tourism and economic development who share this vision and can make it happen.

This conference is for politicians and policy-makers, for planners and engineers and for everyday cyclists.

Communities: Cycling can enhance the viability of local communities and towns, by providing sustainable accessibility to key services. Communities can also tap into the social, environmental and economic benefits that cycle networks and cycle tourism bring with them.

Connections: There is a continuing need for completing physical cycle networks, be it a national cycleway or a local commuting route. At the same time, the many sectors that affect or are affected by cycling also need to better connect, including transport, health, tourism, education, environment, sport/recreation, and economic development.

The Economy: Given the current global financial climate, everything that we do should provide sustainable economic development. Cycling can demonstrate that in a variety of ways, in terms of reduced oil dependence, better health balance sheets, economic revitalisation of small communities, and so on. ■

Call for presentations: due by Friday June 5. See p19 for details.

Executive activities

■ **EXECUTIVE AND STAFF MEETING IN PALMERSTON NORTH:** future commercial opportunities, volunteer development and support, campaigns, website development and 2009 finances.

■ **PLANNING & DEVELOPMENT** Developed options for our long-term financial sustainability :: Discussed possible commercial activities with Living Streets, Grow Wellington, the Cancer Society of NZ and the Institute of Directors in NZ :: 2009 Cycle-Friendly Awards :: '09 NZ Cycling Conference (helping) :: A 'glass on roads' campaign :: Reviewed our Networking Project for NZTA and started planning for 2009-10 :: Updated documentation of our internal processes and policies for the Executive and staff :: Worked on a proposal for CAN-branded cycle clothing :: Funding application to the Department of Internal Affairs for further website development :: Added to our website;

■ **NATIONAL CYCLEWAY PROPOSAL** liaised with BikeNZ, Living Streets, the Hikurangi Foundation and others;

■ **LOCAL GROUP SUPPORT** Support and promotional resources for local groups during Bike Wise month;

■ **NEW MINISTER BRIEFINGS** Minister of Transport Steven Joyce, and (with others) Health Minister, Tony Ryall;

■ **MEETINGS** Monthly with NZTA walking and cycling staff :: Bi-monthly with Ministry of Transport officials :: BikeNZ staff & CEO :: CEOs of the NZ Transport Agency and Ministry of Transport :: Ministry of Health officials (Healthy Eating Healthy Action programme, cycling Conference '09; the national cycleway proposal) :: Active transport rep. on NZTA Research Reference Group;

■ **FEEDBACK** NZTA on the format and style of the 2009-12 National Land Transport Programme

■ **PRESENTATION** 9th Annual NZ Integrated Transport Summit in Auckland. ■



Profile Anne FitzSimon

I'm one of our newest CAN Exec members.

I live in sunny Nelson with my 11 year old son, Liam. My involvement in CAN stemmed from Bicycle Nelson Bays (BNB), our local advocacy group. I had been active in energy depletion, social justice, and had stood unsuccessfully for local council. I'm Secretary of Nelson Peace Group, was foundation Secretary for ASPO-NZ (Association for the Study of Peak Oil and Gas) and stood for the Maori Party in 2005 as one of 5 Pakeha in general seats and was the Party's Peak Oil Spokesperson.

My most enjoyable recent ride was after Easter on the West Coast with some friends. I was very proud of my son who rode from Berlins in the Buller Gorge to Westport in the rain and the following day rode 45 km towards Punakaiki, his longest distance in one day. Overall the traffic behaved well with the exception of the Magic Bus, which passed us with a close shave on a straight road with no other traffic. But we know it's not called the Magic Bus for nothing!

As far as cycling goes, I'm a bit of an urban guerrilla and freedom fighter — I love passing banked traffic on the inside! ■

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- **Deputy Chair**, Illona Keenan, illona@can.org.nz
- **Secretary**, Adrian Croucher, secretary@can.org.nz
- **Treasurer**, Liz Mikkelsen, treasurer@can.org.nz

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Magdalena Lorenzo magdalena@can.org.nz

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- **Research**: Andrew Macbeth
- **Media/Communications/Marketing**:
Stephen McKernon
- **Information Centre**: Thomas Schwarz
- **Digital Strategy**: Andre Cymbalista

MORE

For the full list of CAN roles:
can.org.nz/can-roles

Contact CAN: can.org.nz/contact

CAN visits the home of CAM

2009 CAN Executive meeting

Christine Cheyne

The weekend of 1 March was forecast to be wet and windy. Ordinarily, this would disappoint those of us who like to be out cycling; but it was no problem to Execers arriving in Palmerston North, who planned to be indoors for their annual meeting. Eleven Exec members and three staff gathered at the home of the parents of Robert Ibell for a solid two days' work.

We dealt with the commercialisation and networking projects, recent and forthcoming submissions, Bikeability training, talent development, campaigns, the CAN website and policy development.

CAM (Cycle Aware Manawatu) convenor Julie Dalziel hosted the Executive and local members for dinner at her place on a wet and windy Saturday evening. Sunday morning dawned unexpectedly fine and calm for a tour of the good, the bad and the ugly of Palmy North cycling, guided by Ernst Watts of CAM.

Returning to the Exec after a couple of years' absence, I am even more

impressed by the professionalism and commitment of CAN staff and volunteer Exec members. A vast amount of hard work goes on behind the scenes, invisible to the wider membership.

The meeting noted that we are at a crossroads: CAN is stable and healthy, but the political and economic environment has altered significantly in recent times. The proposal for a national cycleway illustrates these new realities.

CAN has a challenge in the coming two or three years. The National-led government seems to recognise that the case for cycling—on the grounds of economy, health and environment—is stronger than ever, but we must encourage it to resist the road building lobby. Members' help and ideas are welcome.

Our sincere thanks to Jean and Bryan Ibell for accommodation, and to Julie Dalziel and partner Brent for providing fabulous food and a wonderful film screening. ■



Cycle-Friendly Awards '09

The next issue of ChainLinks will call for nominations. Meanwhile, please think of worthy nominees in any of these categories:

- Best cycle facility project
- Best cycling promotion
- Cycle-friendly commitment by business
- Cycle-friendly commitment by a public organisation
- Cycling Champion of the Year.

Awards will apply to the 18 months from January 2008 to June 2009. For inspiration, see previous finalists and winners at can.org.nz/cycle-friendly-awards

Gaspar Sanvicens
awards@can.org.nz
www.can.org.nz/awards ■



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As part of CAN's campaign strategy, we've formed a cross-organisational Glass Campaign Working Group. This online group is open to CAN members and other interested parties and organisations.

Register your interest:
annef@can.org.nz

Know someone who is fed up with broken glass? Invite them to join!

Anne FitzSimon, Coordinator
Glass Campaign Working Group ■



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Regional groups

Bikeability cycle skills training for adults – a first for Palmerston North

Dawn breaks on a crisp autumn day. You look outside and fancy a breath of fresh air, perhaps even a spin on your bike. Okay for some, but if it's been quite a while since you were last in the saddle then there might be a moment's hesitation. But with a bit of help, it really is just as simple as riding a bike. Throw in a friendly qualified instructor and a hearty morning tea, and you're onto a winner. From basic stops and starts to high skill manoeuvres, like right turns at intersections, this might be your road to cycling freedom.

In March, Cycle Aware Manawatu ran their first adult cycle skills training course. The instructors were all experienced cyclists, many of whom have clocked up quite a few kilometres. They had also completed a three day instructor training program to learn how to teach cycling skills effectively. Run by CAN, the instructor training program was organised in response to growing demand from local groups to help would-be cyclists give it a go.

Instructors now run courses that involve practicing off-road skills such as stopping in an emergency situation, looking behind, and signalling, which are then applied on-road under supervision. The purpose is to help trainees to build up a simple skill-set that they can apply in different traffic situations and to build their confidence in cycling to get about town. Once aware of specific hazards in traffic and how to best manage these, cycling can become a more enjoyable experience.

Cycle Aware Manawatu were pleasantly surprised by the interest expressed in the course and that all the places were filled by word of mouth. We hope to run a series of courses in the spring, from basic skills to addressing specific traffic situations, for example roundabouts, and T-intersections. We thank CAN and Living Streets Aotearoa for funding this project, and

Sport Manawatu for providing in-kind support.

Cycle Aware Manawatu has also been busy with submissions on a proposed Turitea windfarm, the Draft Annual Plan, and the LTCCP. They supported the CAN executive meeting in Palmerston North and ran a 'good, bad and ugly' ride around town.

Julie Dalziel, Cycle Aware Manawatu

Ten Year Plan submissions encourage council commitment to cycling

Cycle Aware Wellington

At a time when councils seem keen to pull back on cycling initiatives due to the recession, Cycle Aware Wellington members are focusing on:

- ensuring commitment to, and continued funding for, cycle policy;
- promoting active transport - all the more important in time of recession;
- supporting The Great Harbour Way — including maintaining and improving cycle facilities around the harbour;
- advocating that new initiatives should include consideration of cycling possibilities and implications.

Cycling to Rugby – Easy! Cycle Action Auckland

One of our alert Committee members noticed a public notice for the resource consent application for the final stage alterations to Eden Park for the World Cup, and took the opportunity to lodge a submission for CAA asking for 250 cycle parks to be provided for the event. This triggered a sympathetic response from the consultants reporting on the proposal. Even better was our reception at the hearing, where the Commissioners were intrigued by the stories of the last world cup in Paris, where cycling was a highly popular transport mode. It was easy to draw parallels with Eden Park, which is surrounded by residential areas, so has a

wide cycling catchment within 5 km of the stadium. We also highlighted the advantage of having the train station in easy reach, to extend the range for cyclists coming from all sectors of the region. It was invigorating to find the Commissioners captured by the ease of it all, and keen to accommodate our request. Our next move is to work with Auckland's CBD street bike rental company to support their request for making cycle parking a regular feature at all stadium events.

Barbara Cuthbert, Co-Chair



Promoting cycling at the Sustainability Show in Kapiti

Kapiti Cycling had a presence at Kapiti's Sustainable Show weekend held on 4–5 April. The tent area for cycling was shared with Opus International Consultants Ltd, who are now involved with design work on the proposed Western Link Road (WLR). This road, incorporating a new road bridge across the Waikanae river, will encompass a separate cycleway together with a walkway and bridleway.

Sharing the Opus tent provided a great opportunity to discuss the WLR with Kapiti Coast District Council's project Manager Peter Knight. Peter was reminded of our particular interest in intersections with existing roads and the importance of cycle friendly design of all intersections ensuring the minimum of delay and optimum safety for cyclists. Peter warmed to the notion of slip lanes wherever possible and even checked the detailed drawings on Saturday night reporting back to us the following day on issues raised.

Regional groups continues p16



BikeWise Mayoral Challenge, New Plymouth, 2009

Regional groups continues from p15

The Sustainable Show is very popular with Kapiti residents and several thousand visited the many stands and businesses providing information and products to support the sustainable concept. Our tent was busy and lots of CAN leaflets, Kapiti cycling maps, 'share the road' and 'cycle care' leaflets were handed out. At this point, that interest does not seem to have translated into many new members for CAN — and consequently our local group — but we are still hopeful that it may bear new-member fruit!

As an advocacy group KCI will be submitting on the Kapiti Coast District Council Long-Term Community Plan during the next couple of weeks. We have made good gains in our cycling facilities in recent times and are pleased that there has been a real shift in Council attitude towards cycling and the many benefits to be gained therefrom.

KCI will capitalise on the Sustainable Show interest with an evening featuring DVDs of the Otago and Little River Rail Trails. KCI is still keenly promoting the Kapiti Millennium Walkway and Cycleway from Paekakariki to Otaki.

North Taranaki Cycling Advocates update

Bike Wise month was celebrated by a month-long festival of biking in February: "The Wild West Bike Fest". Events were organised for each weekend and there were midweek activities after work as well. NTCA assisted the New Plymouth District Council's event team and Sustainable Transport Co-ordinator at the launch party held

at the BMX track, the Mayoral Challenge (where New Plymouth again triumphed in the larger community section), the Wild West Street Party where a section of New Plymouth's main street, Devon Street, was closed for Sunday morning and the Go-By-Bike Day breakfast.

After recovering from this, our focus has shifted to submitting on the draft 2009–2019 Community Plan where funding has been set aside for implementing the district's cycle strategy.

Graeme Lindup

Rotorua Cycle Action gets some concrete results

While it may be only a short length of pavement, RCA is still very pleased that the new Scott Street Link has been completed. This new ribbon of concrete connects the dead end Scott Street with Ward Avenue. The Ward Avenue to Scott Street corridor has been an oft-used shortcut for cyclists and walkers travelling between central Rotorua and the Whakarewarewa / Redwoods forest area. It is also a common route for cycle commuters to Scion, such as myself.

The new path also cements the positive relationship between RCA and the Rotorua District Council (RDC). This initiative arose through regular communication between RCA members and RDC around tactical issues facing cyclists in Rotorua. RCA would like to thank RDC for completing this project, and for supporting cycling projects in Rotorua. Who knows, the newly paved Scott St link might even entice a few more mountain bikers take their bikes off the car and pedal the 3 km trip between Zippy's and Whakarewarewa. We also encourage Rotorua cyclists to contact us if there are tactical issues (including glass or gravel in bike lanes) you would like action on.

Chris Lenth

Free community access to bike maintenance tools!

SPOKES-Dunedin

At the end of 2008 SPOKES-Dunedin gratefully received a \$1000 grant from The NZ Transport Agency Walking and Cycling Micro funding administered by CAN and Living Streets Aotearoa. The money enabled SPOKES-Dunedin to purchase a bicycle maintenance kit, bike, and bike trailer available for Dunedin's cyclist community.

The kit consists of a tool box — with bike tools, a hex set, a portable bike stand, and a foot pump. There is also a community bicycle and a 'Cheating Camel' trailer, to assist the sustainable transporting of tools to events, and to enable bicycle owners to pop off to purchase the likes of a tube or brake cable while working on their own bike.

While the gear is available 9–5pm every day (through the Student Association clubs and societies building, on Albany Street — talk to the friendly receptionists for the key) SPOKES-Dunedin frequently takes the gear on outings. It debuted during Bike-Wise month '09, and is set up in the Otago Museum Park on the last Friday of every month between 4–5:30pm (to coincide with the Critical Mass

SPOKES Dunedin member, Anna Star at Dunedin Bike Wise Bike to Work Breakfast '09



crowd). It draws in huge numbers of cyclists, who spot it from afar and pedal over to investigate. While everyone is milling around it's great to talk bicycles, swap tune-up tips, share cycling experiences, gather opinions on advocacy issues, and build up a strong, active and involved cyclist community.

What's happening in Hamilton

We in Hamilton are not just about big V8 gas guzzling cars going fast! Some good things are happening for cycling.

New cycle lanes and paths have been completed in the Southern Sector near Melville High School. These will ultimately develop into a route into the central city and connect to a proposed

rail corridor route to the West. The central city connection requires some NZTA co-operation along a short section of SH3. HCC on-road cycle lanes have gone through the consultation process, and construction is proposed to be completed this financial year.

Our city centre is also having a major makeover. The southern end of Victoria St is being heavily modified to make it more people friendly. Single-laning the current 2-lane vehicle parts with room for cycle lanes beside the parallel parking and wide table top pedestrian crossings are new features along with a change in speed environment to 30kmh. Cycle Action Waikato have had regular invitations to discuss design aspects of this project so hope-

Regional groups continues p18

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Supporting Organisations

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Women on Wheels Te Puke

QUESTION TIME IN THE HOUSE

"I am confident about the cycleway. However, after looking at the Television One poll results on Sunday night, I am fearful that Mr Goff will be on his bike before I am."

Hon John Key, 8 April

"A number of initiatives will be pursued, and the cycleway, in particular, will be pursued with vigour because it is a great idea."

Hon Bill English, 28 April ■

Regional groups continues from p17

fully we will end up with something usable for cyclists.

Construction has started on a new section of off-road shared-use riverpath on the east bank of the river linking to Fairfield Bridge. It is great to see a new standard width of 3m being installed instead of the old standard 2.5 m — not much but it gives a big comfort margin to pedestrians on the edges and allows a cyclist to pass one strolling down the middle.

Problems for Hamilton cyclists

Unfortunately not everything is going so well for Hamilton cyclists.

Three significant projects are proposed to be removed from LTCCP funding —

(i) A rail overbridge to enable pedestrians, cyclists and the mobility impaired to cross the main trunk line from the western suburbs to the northern high employment industrial area of Te Rapa, and to Waterworld and the BMX track, has been left out — ostensibly due to problems with Ontrack not allowing a central pillar to be built.

(ii) A pedestrian cycle bridge across the Waikato River halfway between the northernmost bridge (Pukete) and the Fairfield Bridge (which has no adequate off-road cycle path) has also been omitted. Cyclists will still have an unnecessarily long commute to get from the Eastern residential zones to the high employment industrial areas on the west side of the river. Personal security issues have been quoted as the reason for not funding this project.

(iii) Possibly the worst decision made by council regarding the upcoming LTCCP, is to not provide funding for a shared-use clip-on on the Whitiara Bridge. The shoulders that previously provided safe passage for cyclists were removed and incorporated into a third vehicle lane, as an experiment, 3 years ago. Since then cyclists have been bullied off the road and onto the narrow elevated footpath which has a high pedestrian use during peak hours. We are asking cyclists to write submissions to the council LTCCP regarding this particular issue.



Waiheke Island's first cycleway?

A samba carnival band led more than 200 cyclists around Waiheke Island's Esplanade in March, culminating Cycle Action Waiheke's (CAW) Bikewise 2009 events.

Taking advantage of a one-day closure sanctioned by Auckland City Council, about 600 walkers, cyclists and horse riders used the stunning coastal road in support of a campaign to close it permanently to motor vehicles and create the island's first off-road cycleway. CAW will be releasing a 20 minute film of the event which will be available to other local groups.

More than 75% of on-line respondents to an on-line survey favour the cycleway. CAW's Tom Ransom presented the proposal to Waiheke's Community Board, coincidentally just as the national cycleway debate emerged. If the Board endorses the coastal trail proposal, CAW will advocate for ways to link it with Waiheke's vineyards.

Having lived on the Isle of Wight in the UK, Tom has seen cycleways develop there — and benefit the economy — as part of the national cycle network promoted by Sustrans.

Spokes Canterbury

We have been kept pretty busy over the last few weeks. The thing consuming most of our time is researching and formulating submissions to both the city and regional draft LTCCPs.

We felt it important to have a strong say in view of the huge cuts both organisations have made to their originally proposed cycling related budgets.

What has made things more difficult is the transport policy and funding

2009

New Plymouth
November 11–15th 2009

Australian Bicycle Council
Nov 11th

The 7th NZ Cycling Conference
12–13 November '09

Communities, connections
and the economy

can.org.nz/conference/2009

Sponsorship/exhibitor options —
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Call for Presentations

Submit abstracts using the online submission form available on the website.

Submit by Friday 5 June.

Full details of acceptance and submission of presentations on the website.

Registrations open in June, with early bird and advocate discounts available.

More on website and page 12

CAN Do
Nov 14–15

New Plymouth

The proud hub for the Taranaki region. New Plymouth was named "New Zealand's Top Town" by North & South magazine in 2008, and was the top large "Cycle-Mad City" in the 2009 Bikewise Mayoral Challenge. Over recent years New Plymouth has built a solid network of cyclists and over 50 km of on- and off-road cycleways. The most visible of these is a 7 km waterfront pathway that connects New Plymouth with the coast and provides a spectacular focal point to the city.

changes central government has made in the middle of the process.

Both community plans are daunting documents and run into many hundreds of pages so are definitely not for the faint hearted. A large number of Core members have contributed but a special thanks must go to Robin Delamore, Dirk De Lu and Fiona Whero for the considerable amount of unpaid time they have giving to the project.

Other cycling advocacy matters in which Spokes members have participated include: special cycle lane bylaws; Canterbury Active Transport Forum; Active and Passenger Transport Working Group meetings; and Regional Transport Committee meetings.

The season's last Spokes Sunday ride was held in early April.

Apart from ongoing submissions and occasional workshops, also coming up is a Ellerslie Flower Show debrief with the city council. It is being held to try eliminate or reduce the disruption to people cycling and walking through North Hagley Park. Nigel Rushton ■

Build it they will come! continues from p5



creasing sales to the 50+ market. The paths are scenic, flat and well-signposted. Gates have been installed to keep motorbikes out, but these can be tricky for cyclists to negotiate.

There's a dangerous diagonal railway crossing near Napier Port which needs fixing. Cycle lanes have been painted in Napier along Georges Drive. New cycle paths are being installed between Hastings and Havelock North, although access through roundabouts takes cyclists through long detours.

Cycle Aware Hawkes Bay members are working with Bike Hawkes Bay staff and councils to resolve these issues. ■

Cycle Aware Hawkes Bay

On the web



Don't let fences stop your bike ever again. Or steps. Or anything really. This video had more than 4 million views in its first month.
<http://tr.im/kTWL>

"I grew up in Dunvegan on the Isle of Skye and went to Portree high school. I started biking from a very young age for the same reason I still ride now, having so much fun!" dannymacaskill.co.uk



The Fabulous Ladies go to the Boat Museum and mend some punctures!

If you don't fancy fence jumping read about the Chester Fabulous Ladies cycling club. "Meet one Saturday a month for easy cycle ride — usually back by lunch!"

<http://tr.im/kTYp> ■

can.org.nz/chainlinks/links

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Gap Creek



Waharoa



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui 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**

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gear for the cycling revolution

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