



**Down with Speed! CAN focuses on safer speeds**  
**Making Cycling Irresistible... With the 3 P's!**  
**A Kiwi take on 'Brevet' riding**  
**The Search is on for New Zealand's Best Cycling Projects**  
**Is cycling at the "Tipping Point"?**

CHAINLINKS 2010 Issue 2, June



# Editorial

Stephen Wood

These are interesting times for cycling. There are Government initiatives that sound good for cycling, such as the NZ Cycle Trail (Nga Haerenga) and new strategies to improve road safety. But the reality is that Government priorities within the transport budget have further shifted towards building more roads, in the belief that road building alone provides an economic stimulus, and the "Safer Journeys" road safety strategy document focuses on easy, populist measures, such as youth driving, rather than things more directly beneficial to cycling and sustainable, integrated transport.

With the completion of the Networking Project at the end of June this year, CAN is facing a period of change and challenges on several fronts: progressing a restructuring plan designed to spread committee workloads at a national level, planning how to address the issues that CAN sees as most urgent, working to secure new funding streams, and on developing relationships with government and other organisations.

Most people remember when cycling was part of everyday life, and would agree we have lost something as cycling has declined. Increased cycling has benefits that are economic, environmental, social, and in public health, and can develop community cohesion. So it is heartening to see campaigns and events around the country that do focus on the positives, be it encouraging courtesy [the Cycle Aware Wellington Waterfront courtesy campaign p7], promoting cycling as an everyday activity, capturing some Kiwi back country adventure [see the Kiwi brevet ride p11], or some innovative new

use for cycling [Marchfest p7 or the Bike Blender p19].

CAN is about cycling, about advocacy, and about networking. It is an organisation with a good track record nationally and strong and effective local groups. The more we share our stories and successes, the more we can coordinate our efforts; the more we promote cycling in a positive way, the more we can achieve for cycling.

This issue contains a wide range of articles with some of these positive stories from Auckland, Wellington and smaller centres. To refocus our efforts at a national level, CAN recently held a successful gathering of committee, staff, and volunteers interested in helping [p8]. In this issue we also look at one of CAN's "Top 3" focus areas, speed reduction [facing page], together with some advice on successful advocacy [Making Cycling Irresistible p8], and taking care of ourselves [Preventing Burnout, p9]. Read away. ■

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Stephen Wood, Chainlinks Editor.

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## Changes in the Chair

### CAN committee

Graeme Lindup, CAN Committee member from New Plymouth, has stepped up to take on the Chair position for at least the remainder of this year. Bevan Woodward stepped down from the CAN Chair role about a month ago due to workload pressures; however he has kindly offered to still be involved in the media/marketing side of CAN and will continue to be CAN's spokesperson for many media releases.

Glen Koorey will continue as Deputy Chair but, due to his impending sabbatical overseas, is unable to continue in this role long-term.

Anne FitzSimon, Committee member from Nelson, will assist Glen in providing support to Graeme. ■

## Join CAN on Facebook

Facebook fans can now find CAN at the popular social media site. Visit <http://tinyurl.com/CANfacebook> for news releases, a courteous cycling code, pictures, events, discussion and more. Project Manager Patrick Morgan says it's a useful way to raise CAN's profile and reach people who may not see themselves as cycling advocates. ■

# Chainlinks September

More on CAN's "Top 3" focus areas, and what's coming up for CAN's AGM and "CAN Do" in October.

Articles by **23 July**

Local group content : **13 August**

Email content to:

[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

Pictures: 1024 x 768 pixels preferred

Advertising: [patrick@can.org.nz](mailto:patrick@can.org.nz) by 23 July

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Cover photo: Wellington cyclists at the "Love to Roll" ride. Photo by Matt Grace

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www.MYWEBWORKSHOP.CO.NZ

# Down with Speed!

Bevan Woodward

Even a small reduction in speed has huge safety benefits, a recent workshop on speed limit management showed.

The one day workshop was hosted by the NZ Transport Agency (NZTA), ARRB (an Australian road research group) and Austroads (an association of Australian and New Zealand road transport and traffic authorities).

Participants learned that a 5% reduction in average speed delivers reductions of 25% in deaths, 15% in serious injuries and 8% in minor injuries. Many towns and cities in Europe have reduced traffic speeds from 50km/h to 40 or even 30km/h. Their rural roads often have limits of 60 or 70km/h in what would be 100km/h areas in this country, creating safer cycling conditions.

NZTA's traffic speed management experts say that our speeds must come down. They explain that setting speed limits is a trade-off between mobility and safety, but there has been too much emphasis on mobility and not enough on safety.

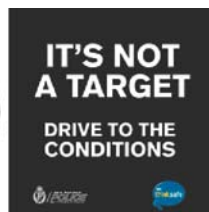
Two methods for setting speed limits can be found at <http://tinyurl.com/nzspeed1>

The first is calculated with a formula based on roadside development, and usually results in higher limits.

The other method, provided by Section 3.2(5) of the Setting of Speed Limits Rule, is for the road controlling authority to use its discretion to determine a 'safe and appropriate' limit. This option is important to cycle advocacy, **experts say that our speeds must come down** but many transport planners are unaware of it and think they cannot reduce a speed limit because they are bound by the formula.

Many references were made to walking and cycling during the workshop. Australian presenters commented on their rapid increase in cyclist numbers. A cyclist or pedestrian is likely to survive being struck by a vehicle whose speed is below 20 to 30km/h.

Think about which roads in your area would be safer with slower traffic, and ask your local authority (or NZTA for State Highways) to review the speed limits. Offer to take councillors on an experiential bike ride, and gently keep the



pressure on them. Change will take time, but speeds are coming down! ■

CAN paid for Bevan to take part in this workshop. He is based near Auckland and has worked in cycle advocacy there and nationally.



## CAN's Policies on Speed

CAN currently has two provisional policies relating to traffic speed that go towards supporting the Safer Traffic Speeds focus area for 2010.

These are:

### Speed Limit Tolerance

"The maximum enforcement tolerance for speed limit violations should be 10% of the speed limit".

CAN believes that speeds should be enforced at the speed limit, but that until this expectation is more widely supported, an interim position is that speed limits should be enforced at 10% above the speed limit. The enforcement tolerance for roads with 100 km/h speed limits would be 110 km/h. However, 50 km/h speed limits should be enforced at 55 km/h rather than a variable limit, perceived by motorists to have an upper limit of 60 km/h (which gives a 20% tolerance). A 10% enforcement tolerance will make a significant difference in urban areas, where most cycling occurs. Not only will cyclists be safer (with slower traffic), but more people will feel comfortable cycling if traffic moves more slowly. In addition, safety for pedestrians and motor vehicle occupants will improve.

### Speed Limits for Urban Areas

"Urban streets should have lower speed limits and operating speeds than currently, with more use made of 30 km/h and 40 km/h speed limits".

Local authorities now have the obligation to manage speed limits on all roads which are not state highways. The UK Department of Transport states that: "Urban roads by their nature are complex, in needing to provide for safe travel on foot, bicycle and by motorised traffic. Lower speeds benefit all urban road users and reducing inappropriate speeds is therefore an important factor in improving urban safety. Also, it is on urban roads that the majority of casualties occur, including over 90% of pedestrian and pedal cyclists casualties".

CAN believes that: The default urban speed limit of 50 km/h is generally too high and that speed limits should be 30 km/h for town centres and most urban local streets. Traffic calming measures should be introduced to reduce motor vehicle speeds where necessary.

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Christine Cheyne

### Model Communities

As reported in the April Chainlinks, four councils (Nelson, New Plymouth, Hastings, Taupo) have been invited to submit detailed proposals for Model Communities funding (up to \$7.5m over two years). It is expected that the outcome of the bids will be announced in June.

### Official New Zealand Code for Cyclists

In the March Chainlinks we noted the release by NZTA of the Official NZ code for cyclists (Road Code for cyclists) which is available online at <http://tinyurl.com/NZcycleRC>. The NZTA has asked CAN for feedback on the new Code for Cyclists. If you wish to make comment please see the CAN website.

### Parliamentary Friends of Cycling

Kevin Hague, Green Party MP has initiated a new cross-party group of MPs interested in cycling issues. These include National MP Nikki Kaye and Labour MPs Trevor Mallard and Darren Hughes. It seems the group is genuinely keen to look into what issues are most important for improving cycling in NZ.

### Submissions

Recently the NZTA invited public comment on the yellow draft of Land Transport Rule: Traffic Control Devices Amendment [2010] (Rule 54002/4). This proposed amendment Rule will amend the existing rule (dated 2004) which sets out requirements for the design, construction, installation, operation, and maintenance of traffic control devices, and sets out the functions of road controlling authorities in providing traffic control devices to give effect to their decisions on the control of traffic.

Key proposals of interest to CAN/ cyclists relate to:

- reverse-in angle parking
- trials of TCDs
- nearside pedestrian signal displays

(possibility of nearside cycle signal displays also?)

- special vehicle lanes
- shared paths
- proportionality of markings (default cycle symbol is not stretched enough at present)
- signal displays for special classes of vehicle
- definition of "rider"
- cycle route direction signs
- minimum size of signs
- shared zones

A copy of the draft Rule and supporting information are available from the NZTA Contact Centre on freephone 0800 699 000 and on NZTA website at <http://tinyurl.com/NZtcd2010>. The closing date for submissions was 19 May 2010. CAN made a submission which is available on the CAN website. Anyone who would like to assist with submissions in 2010 is welcome to contact the Chair ([chair@can.org.nz](mailto:chair@can.org.nz)) or central organisations portfolio group member Christine Cheyne ([christine@can.org.nz](mailto:christine@can.org.nz)) ■

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Christine is a CAN committee member based in Palmerston North.

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## 55,000 switched cars, buses for bikes in Bike Wise Month 2010

Serene Tng, New Zealand Transport Agency

Bike Wise Month 2010 saw 55,000 Kiwis cycling across the country in a delightful selection of over 300 fun, exciting and safe cycling events.

This is the highest participation since Bike Wise started. The many activities like Go by Bike Days, the Mayoral events and the Bike Wise Challenge enticed people to switch from cars, buses and trains to cycling for a day or the whole month. More new cyclists got onto their bikes and found it fun, easy and enjoyable.

One of the key highlights of the month was the Bike Wise Challenge. More than

2,000 organisations and departments took part, logging 1.5 million kilometres. Three-quarters of the trips logged for the Challenge were for transport purposes, which saved 240,000 kilograms of CO<sub>2</sub>. That's 4,300 cars driving 10 kilometres to or from work everyday. The Challenge helped many rediscover the joys and convenience of biking. Almost 700 of this year's Challenge participants were 'rookies' who rarely or never rode a bike.

Behind the many fun and exciting activities, there is a serious message: cycling can be a practical mode of transport. Along with walking, cycling is increasing becoming a highly sustainable mode of transportation. It is easily affordable and adaptable to changes such as fuel shortages and price increases. It causes virtually no noise or air pollution and saves money and time.

Through Bike Wise, the NZ Transport Agency and the Ministry of Health have been working to raise cycling levels and cycle safety. It is an annual event since 1995 delivered by a network of highly



dedicated group of regional and local coordinators from Regional Sports Trusts, councils, the Police, schools, cycle advocate groups and many more. Over the years Bike Wise has managed to successfully build a growing culture of cycling for both transport and recreation, with the number of new cyclists steadily increasing.

**Bike Wise Month  
2010 saw 55,000  
Kiwis cycling**

The next Bike Wise Month in February 2011 promises more new and exciting activities. The key Bike Wise event highlights for 2011 will include a go by bike day, the bike wise challenge and mayoral challenges.

Check out [www.bikewise.co.nz](http://www.bikewise.co.nz) for updates on the next events.

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Serene is the Bike Wise Education Advisor at NZTA.

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# Making Cycling Irresistible... With the 3 P's!

Bevan Woodward

Please feel free to e-mail me with questions or feedback: [bevan@can.org.nz](mailto:bevan@can.org.nz)

I highly recommend: John Pucher and Ralph Buehler's *Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany* international best practice. It's online at: [www.caa.org.nz/resources.htm](http://www.caa.org.nz/resources.htm)

30km/h speed limit on Copenhagen street.

'Four E's' to improve cycling safety have long been promoted: Engineering, Enforcement, Education and Encouragement. However, I struggle with this approach because it's limited to the perspectives of government and local authorities. Also, it is reactive rather than proactive.

A useful question is, 'How can we develop a transport environment that makes cycling irresistible?'

My visits to Holland, Germany and Denmark and reading (see box above) about cycling in those countries showed me how they have reversed declines in their cycling numbers. I summarise their holistic approach as the 3 P's: Provision, Promotion and Policy.

I find the 3 P's useful in discussions with transport planners, engineers, politicians and bureaucrats. They're a clear set of guidelines to a complex problem.

## (1) Provision

Ideally, we want to manage traffic volume and speeds to ensure safe cycling. Where we can't, we should provide off-road options.

Here is a prioritised five-step hierarchy for improving cycling conditions:

1. Reduce traffic volumes by improving public transport, restricting motor vehicle access and reducing cheap car parking;
2. Reduce traffic speed to 40 km/h or 30 km/h in residential, retail and employment areas;
3. Treat specific issues such as pinch points, drainage grates, lack of facilities or dangerous intersections;



## the 3 P's: Provision, Promotion and Policy

4. Provide on-road cycling space such as bus/bike lanes or wide kerbside lanes;
5. Provide cycle lanes and off-road bike paths—often the first option that transport engineers consider, but it should be the last.

Other key areas of provision include:

1. good access and bike parking at public transport stations
2. bike racks on buses
3. bike stations at key public transport stations

## (2) Promotion

To change travel behaviour and maximise the use of new cycling infrastructure, promotional events like family bike days and cycling breakfasts are essential.

Other marketing activities include:

- Promoting the 'share with care' road culture;
- Access to rental and company bikes;
- Providing free air for bikes;
- Surveying cyclists to assess their satisfaction and gather suggestions;
- Training school children;
- Providing showers at workplaces;
- Providing cycle maps;
- Developing tourist/recreational rides;
- Policing on bikes to validate cycling and enhance community connections.

## (3) Policy

Strategies that reduce traffic volumes are: making car parking in city centres more expensive; road pricing (e.g. London's congestion charge); and taxing car ownership and use.

Land use planning should encourage high-density, mixed-use neighbourhoods that have good public transport with walking and cycling connections.

Other regulatory changes that can improve cycling safety include:

- Raising the driving age to 18;
- Tougher distracted-driving and drink-driving laws;
- Legal minimum passing space;
- Third party insurance for all motor vehicles;
- Mandatory professional driver's licence training;
- Restricting vehicle modifications such as loud exhausts and tinted windows;
- Making motorists responsible for car-cyclist collisions;
- Strict enforcement of cyclists' rights by police and courts;
- Reduced speeding tolerances.

This is an overview of approaches from the world's best cycling countries.

In our local areas, where do we begin? I suggest that we choose a few manageable ideas from the 3 P's that are fun to work on. If some of these are national issues, we should get in touch with CAN to see who else is interested in working with us.

Bevan is based in Auckland and spearheads the GetAcross campaign to push for cycle access across the Auckland Harbour bridge.



# International news

## YikeBike, a new take on folding electric bikes

YikeBike is a statement about using smart technology to solve the problems of our increasingly congested, polluted, stressful cities. It is the first commercial expression of the mini-farthing concept, created up by a bunch of successful entrepreneurs, engineers and dreamers. We were intrigued by creating something that could dramatically change urban transport, enabling city dwellers a fast, safe and easy way to navigate their environment. The result was the “mini-farthing” concept and its first expression, the YikeBike. It employs state-of-the-art technology, engineering and industrial design to create a new class of personal transport.

<http://www.yikebike.com>



## Council condemned over 'Britain's shortest cycle lane'

A council has been condemned for wasting taxpayers' money after it built a cycle lane just 8ft long. At little more than the length of a single bicycle, the £2,000 road marking has left cyclists in Cardiff bemused. The feature, thought to be the shortest cycle lane in Britain, has been installed to encourage green transport.

More, including a picture at <http://tinyurl.com/shortestBL>

## 'Green' exercise quickly 'boosts mental health'

Green space is important for mental health. Just five minutes of exercise in a “green space” such as a park can boost mental health, researchers claim. There is growing evidence that combining activities such as walking or cycling with nature boosts well-being. In the latest analysis, UK researchers looked at evidence from 1,250 people in 10 studies and found fast improvements in mood and self-esteem. The study in the Environmental Science and Technology journal suggested the strongest impact was on young people.

<http://tinyurl.com/greenbeatsblue>

## U.S. Bicycle route System: Build It. Bike It, Be A Part of it

Give and take, that's what it's all about. GIVE in May—during National Bike Month — to help build the U.S. Bicycle Route System, and TAKE pleasure in knowing you're helping to create what could become the most extensive network of bicycling routes in the world. USBRS will complement other national and international systems under development, such as EuroVelo. The system's routes, which will be numbered and officially recognized by state and federal government agencies, will encompass both existing and new infrastructure to connect cyclists across the U.S. with cities, transportation hubs, and scenic and historic destinations.

<http://tinyurl.com/acusbrs>

## Retro Riding

There was a night ride in the UK in May that was aimed to help promote and develop a more active membership for Retrobike. “We'll all get on our retro bikes for a ride, be it individually or in groups. It matters not where — it could be desert, mountain, moorland, parkland, urban, city canal path, whatever. Even just a ten-

minute lap around the park would do. The point is to create a sense of participation and community, and a little buzz.” Participants will post photos at the Retrobike website, Jonathan added, and there will be a prize for the best photo. What is Retrobike, you ask? Good question. You can find the answer by prowling around at this site: <http://www.retrobike.co.uk>

## Bike Your Drive

The folks at REI (Recreational Equipment, Inc.) in the US are off and running with their “Bike Your Drive” promotion. From friendly cycling advice to local “how-to” classes, REI wants to aid individuals of all skill levels in boosting their biking confidence and help to ensure that everybody is riding safely and comfortably this spring. With 110 stores across the country and a bonanza of information posted on its website, REI provides the inspiration and knowledge people need to park their cars and use their bicycles for trips and errands. Learn more here:

<http://www.rei.com/bikeyourdrive>

## Tax-Free Bikes for Work in UK

Cyclescheme is the UK's number one provider of tax-free bikes for the Government's Cycle to Work initiative. Employees can make big savings on new bikes, employers get a healthier workforce and save money too! Cyclescheme helps employers of all sizes to set up and run successful Cycle to Work schemes. Our online system is simple to use, and we have decades of industry experience and a vast supplier network of over 1,500 independent bike shops.

<http://www.cyclescheme.co.uk/>

## 'Everything Bicycling!' Hits The Airwaves

On April 12, Clear Channel's Heritage Station WKBN-AM 570 in Youngstown, Ohio, began running a one-hour weekly radio talk show with host Diane Lees, owner of HubBub Custom Bicycles and a 35-year veteran of the bicycle industry. The show, airing Mondays at 6pm, is designed to offer up news, interviews, tips on cycling, a calendar of events, and more. Podcasts of the show, scheduled to run through Labor Day, are available through HubBub's website.

<http://www.hubbubcustom.com> ■



## Marchfest in Nelson

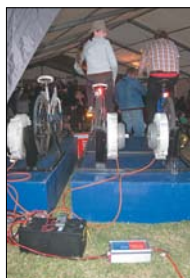
Anne FitzSimon

What has beer to do with bikes? Plenty, if you're a brewer! At their annual Marchfest in Nelson, craft brewers powered a sound stage with human generators.

Marchfest, held every April, is where craft brewers share their wares through tastings and presentations. Co-organiser and cyclist Mic Dover said the human powering was a first in Nelson. It was an attempt to help the town win the Model Communities bid, to reflect the province's creative side and to make the event (which was also zero-waste) environmentally friendly. The Model Communities project is a key part of the national "Getting There" walking and cycling strategy, which aims to develop walking and cycling environments that are as safe and simple to use as to travel by car, thereby reducing traffic congestion.

Four stationary three-speed bikes were connected to modified Fisher & Paykel Smart Drive washing machine motors that fed electricity to a battery. Sound desk designer Glenn Harvey of Solar Peak said he would need more than 20 bikes to power the entire stage. However, the four made a difference!

Riders were rewarded by a draw for a bike donated by Stewarts Avanti Plus, and the one who pedalled longest received a \$50 bar tab at the Free House.



Paraparaumu's Comfort Inn, Elliott's, is taking the role tourism plays in New Zealand's carbon emissions seriously. The Inn

has the Qualmark Enviro mark and offers a 'Low Carbon Kapiti Explorer' package. Free train and bike hire are thrown into the special weekend rate. The package includes spa bath studio, complimentary breakfast in bed and Kapiti cycle and walkway maps and costs \$135 per night for two adults.

The local CAN group Kapiti Cycling Inc. is delighted that tourists will discover the pathways along the sea, rivers and streams, available for cycling, in the district.

## Electric Bikes get a Boost at NPDC

Patrick Morgan

Alternative transport is getting a boost at New Plymouth District Council with the purchase of more electric bikes.

The Council has had two bikes available for staff use at the Civic Centre for more than a year, but now they are being replaced with five purpose-built electric cycles.

"We encourage staff to use these bikes for work-related journeys around town, instead of taking a car," says Manager Procurement Murray Keast.

"The two older bikes have been very popular, and with these new bikes more staff will have access to this alternative transport. The new ones are also lighter and easier to use."

<http://tinyurl.com/NPDCebike>

## Auckland volunteers survey public life

Reclaiming Auckland streets for walkers and bikers was the goal of a survey carried out in May.

The Urban Design Group at Auckland City Council commissioned a report from Gehl Architects on a survey of public life, recording all pedestrian and related activity in the CBD.

Cycle Action Auckland spokesperson Barb Cuthbert says it's a powerful tool to allow walking and cycling to reclaim the streets.

"In New York, London, Melbourne and Sydney surveys like this have been used to show politicians that we are the major users of public spaces but are getting only a fraction of public investment."

"This is not just talk about world class city - it's action to deliver it soon!" "As a cyclist I know that walking projects make our city more accessible, friendly, safer and fun to be in. We all benefit - cyclists,



Hastings resident Paul McArdle shows the way at Frimley Park

walkers and public transport users - and even drivers."

CAA members were invited to help conduct the survey. On completion of this research in July, Gehl Architects will visit Auckland to present their findings to the Council.

Gehl Architects:  
[www.gehlarchitects.com](http://www.gehlarchitects.com)

## New biking track proposed for Hastings

Patrick Morgan

Hastings residents will have a new place to ride and walk if a proposed off-road track is completed at Frimley Park. The 2-metre wide, 1000-metre long track will offer a pleasant loop bordering on sports fields.

Frimley Park has a well-known rose garden with more than 5,500 roses.

It was given to the people of Hastings by the Williams family in 1951, and was formerly the grounds for the family's homestead.

Although some neighbours objected to the proposal, support from council staff, residents and sports clubs has been vocal.

The experience from cities such as Christchurch and Wellington is that the track will get used by a wide cross section of the public including children.

## Hastings Re-cycles

Patrick Morgan

Dumped Hastings bikes are being rescued from the landfill and given a second life.

CAN member Paul McArdle has set up a scheme where workers at the Hastings landfill put dumped bikes in a shipping container at the transfer station. Bikes are then collected by the Palmerston North-based Green Bikes Trust, fixed up and offered or donated back to the community.

Since the scheme was launched in November, Paul says a couple of hundred bikes have been recycled.

"We are closing the loop," he says. "It's a win-win-win: less waste, create jobs, and more bikes." ■



# Urgent need to make walking and cycling safer

Sridhar Ekambaram

Let's face it: New Zealand's cyclist accident statistics are among the worst in the developed world.

Some motorists say that cyclists deserve what they get, because they behave badly and take risks. However, NZTA statistics show that carelessness and irresponsibility on the part of motorists cause 75% of motorist-cyclist collisions.

Two factors cause motorists' attitudes. One is New Zealand's no-fault ACC system. Despite motorists causing accidents, ACC does not increase their levies to pay for treating cyclists' injuries and rehabilitation. Similarly, insurance companies don't stop the no-claims bonuses of motorists who injure cyclists. The message that motorists get is, 'Don't worry! You won't have to pay!'

The second factor behind motorists' attitudes is the compulsory bicycle helmet law. This flawed response to rising cyclist fatalities in the 90's puts the onus for safety onto the cyclist. The message that a motorist takes from this is, 'hitting a cyclist is not your problem.' However, all along the problem has been driver behaviour.

No single magic bullet will improve road safety; a mix of solutions is needed. Here are three urgent ones:

## 1. Physically separate motorists and cyclists

This pleases motorists who dislike cyclists getting in their way, and it's popular among newcomers to cycling. However, even with separation cyclists and cars still cross each others' paths, so we need clarity on who has priority and who is responsible for safety. Europe has an answer for this (see below).

The national cycle route initiative is good, but may fall short on expectations. As planned, it will consist of disconnected cycleways and not on entire cycle journeys. Its focus is tourism rather than every-day and commuter cyclist use. We need a network for everybody throughout the country, including inner cities and suburbs.

## 2. Relate the onus for road safety to the size of vehicle

Reminders and campaigns over more than a decade have urged motorists to be more responsible and to take care of cyclists, but their behaviour and attitudes remain un-

# The Tipping Point

Barbara Insull and Barbara Cuthbert

Cycle Action Auckland is increasingly feeling that the cycling tipping point is close, or has even arrived and we need to run with it.

The signs we are seeing are:

- Frocks on Bikes movement: 80 women turning up to champagne and nibbles and 'Try My Bike' with lots of bike shops bringing a range of step-through, everyday bikes — offering mostly women safe, easy and sedate methods of transport with baskets and classy panniers. These women

changed.

The Dutch philosophy\* is cyclists are not dangerous, car and car drivers are.

It's time to follow countries like the Netherlands and Denmark by adopting the dominant vehicle law, which gives more responsibility to the drivers of larger vehicles. For example, in a car-cycle collision the car driver is presumed to be at fault. Even a minor collision results in the motorist being charged (at the lower end of the scale) with careless driving and failing to protect a cyclist. The severity of charges increases with the seriousness of the cyclist's injuries.

This law does not mean that no cyclist is penalised for irresponsibility. Motorists have opportunities to prove their innocence.

## 3. Create an urban road hierarchy

Urban areas are often congested, with a mix of transport modes. Cars travelling at 35-40 km/h and cyclists do not mix well.

Some European countries like Netherlands require motorised vehicles to yield to cyclists, who must yield in turn to pedestrians. Pedestrians are the most privileged, followed by cyclists and then motorised vehicles. Motorists are not delayed, because the hierarchy helps urban traffic to flow more smoothly.

Dutch experience shows that trying to avoid hitting cyclists also reduces car to car collisions.

European countries with this law have safe cycling environments, and their citizens accept the law and the reasoning behind it.

To anyone considering walking or cycling instead of driving, safety is paramount. Research\* shows that safer cycling environments increase cyclist numbers.

Someone must champion the need for change. It's time for hard measures to focus New Zealand motorists' behaviour. Inconvenience to drivers — if any — will be the price of safer roads. ■



\* Cycling in the Netherlands 2009 <http://tinyurl.com/cycNeth>.

Originally from India, Sridhar has been in NZ since 1997. He advocates for cycling in CAW, CAN and at his work with Telecom NZ.



wearing everyday clothes tell us they will leave fast road racing bikes and plummeting down mountain-sides bikes for others. Bike shops all around Auckland are bringing in everyday bikes, step-throughs, folding bikes, electric bikes, glam Copenhagen bikes. The last BIANZ newsletter alerted bike retailers of the increased demand for these.

■ We have had a summer where Auckland streets are being marked by people in everyday clothes — business suits, smart office clothes etc riding their bikes to and from work. In the inner suburbs you will now see women getting around for local trips on step thru' bikes with baby seats, panniers and baskets.

■ The Listener covered the rise of cycling last year, and Canvas recently featured everyday bikes with a front cover of shot Jenny Marshall (a.k.a Unity Finesmith), Auckland Cycle Chic blogger and founder of the new [cyclingauckland.co.nz](http://cyclingauckland.co.nz) website — 9000 hits in the first 10 days.

■ The Herald has 1/4 page articles and letters to the editor every week on some aspect of cycling. Cycles increasingly appearing in other main stream media. Next month you will see a double page spread of 6 Frocks on Bikes wearing ball gowns on stylish city bikes in a well known glossy magazine.

■ NZTA has burst forth with a huge raft of very practical cycleway projects along the motorways and state highways in the Auckland Region - quickly finishing a link worth \$3.7 million to complete the off road North Western cycleway and assuring us that they will push further West and east through spaghetti junction to the Domain, Hospital, university and waterfront and working with the council to ensure local connections get put in place. There are plans for a cycleway along the motorway and rail corridor from Newmarket to Otahuhu. We find the NZTA very interested/keen in partnering the cycling stakeholders in providing the best cycling facilities.

■ The bus regulations have changed, allowing the carriage of bikes on buses, Fullers ferries actively promote taking bikes, carried for free, across the harbour to Waiheke or the Coromandel for a day's outing.

■ Getacross is keeping its campaign active and working with designers and private funders to get that pathway installed.

■ Critical mass rides out every last Friday of the month and a new group VeloCity has monthly rides on other days of the week.

■ Our Cycle Action meetings are seeing a whole new set of faces who are keen to hear about cycling projects. Our Bike Wise month cycle rides were swamped with new cyclists.

### The hui

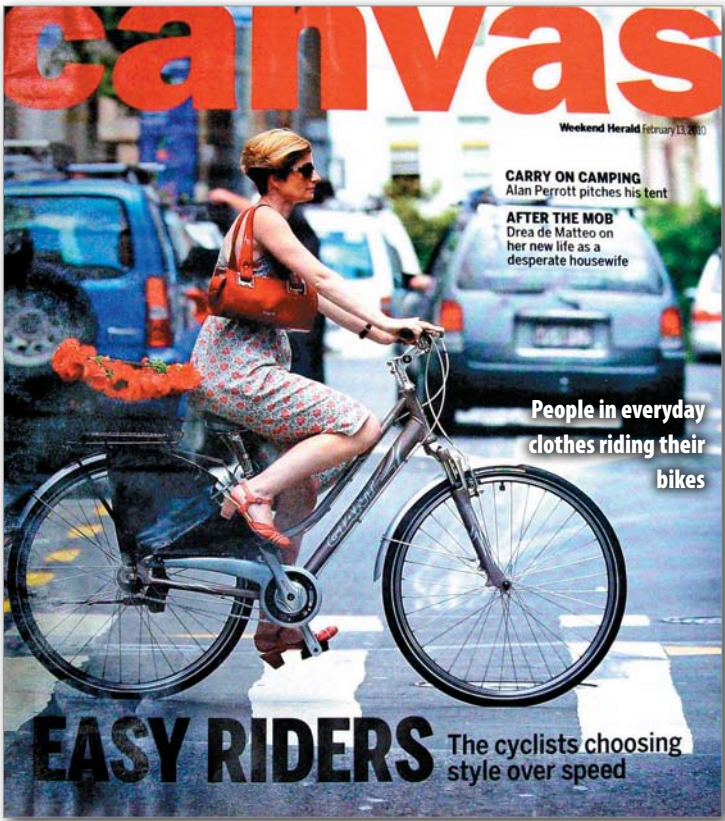
Barb Insull and Barb Cuthbert decided to celebrate this new wave with a 24 hour hui at Waiheke, to bring together a range of media people who advocate for cycling for transport, national and local politicians, transport planners, traffic engineers, Public Health professionals and other people with the power to influence decisions around cycling, who are themselves everyday cyclists, making their mark on Auckland's cycling infrastructure.

Waiheke turned on a glorious weekend at the end of March. We had 2 venues overlooking Palm Beach (Mawhitipana) with huge outlook over the sparkling sea, alluring beach and headlands. We built in time for swimming, lying on the deck in the sun and moonlight, good wine and food. Our programme invited all present to think 'blue skies' and 'what if' scenarios. Taking on the challenges from Phillip Darnton, Cycling England, at last year's cycling conference in New Plymouth, 'you have to think and talk differently to get different results', and Gil Penalosa in his last visit to Auckland, 'if you're not getting what you ask for you are not talking the right language,' we brainstormed how to mainstream cycling faster and smarter.

The 25 strong group used the afternoon to draw up a great list of ideas, and the following Sunday morning worked these over to draw up a short list of priority projects.

Watch this space to see what comes of the brainstorm:

- exploiting social networking on the web to popularise and mainstream cycling as a transport choice.



Reprinted from the blog 'Auckland Cycle Chic' <http://tinyurl.com/auckcychic>

- a campaign to show the strength of the sustainable transport vote to those standing for Auckland's Supercity and those appointed to the CCO controlling transport that if the Supercity achieves nothing else, it must solve its transport issues.
- Paul McArdle's Bikeon project that provided free bikes and a bike track for St Mary's school in Hastings being replicated at Grey Lynn primary in Auckland and ending up in all NZ schools, so all NZ kids learn to ride a bike - what should be a basic life skill!
- A great new inclusive symbol for everyday cycling, which changes the public perception of who is out on bikes.

**We gave a challenge for readers of Chainlinks:** if you want these results too - put together your own local Think Tank/Hui to brainstorm your local issues and assemble a group of creative thinkers and influential cyclists to make things happen faster for you. ■

"The Barbaras" are both very active in Cycle Action Auckland.  
Barbara Insull: Think Tank organiser and Secretary of Cycle Action Auckland.

Reading — for NZ cities to learn from — what has been done and what works best in American cities: The Pedalling Revolution by Jeff Mapes, Oregon University Press, The Tipping Point by Malcolm Gladwell — who describes tipping points for all of us who care to notice them.



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While the route was  
99% rideable, the  
Waiuta Track failed  
to meet Austroads  
cyclepath standards.  
Photo by Tina Bayer

concerns of  
everyday life  
withdrew to  
the distant  
background

## Kiwi Brevet 2010

Simon Kennett

After recovering from the Great Divide Race, I thought it would be a fine idea to run something similar down under.

Something that offered a self-sufficient, cycle touring-type challenge through scenic valleys and high forest parks; but without the full-on, butt-bruising severity of a 4000 km, non-stop, mountain bike race. After much thought and consultation, the concept of the Kiwi Brevet took shape.

According to Wikipedia, a "Brevet is an organised long-distance bicycle ride in which participants follow a designated but unmarked route within specified time limits. These limits, while challenging, still allow the ride to be completed at a comfortable pace - there is no requirement to cycle at racing speeds. Brevets are a test of endurance, self-sufficiency and bicycle touring skills."

Normally, a modern brevet course would be 100% sealed road, but originally a fair bit of gravel and cobbles would be likely. In New Zealand our roading network is still one third unsealed, but avoiding major highways is still a challenge. For optimal scenic beauty and peaceful touring action, we looked to the heroic cycling feats of a century ago and created a 'dirt brevet'. And so, the 1100 km course became one that seldom touched a busy highway, but was 50 % unsealed, with over 12,000 m of climbing and stretches of as much as 200 km between shops. Long vehicle-free spells were common. During its loop of the upper South Island, it would take riders through two state forests, two national parks, countless scenic reserves and a couple of areas well-known as kiwi habitat. The latter point inspired the event name and, while there was no event entry fee, the Brevet raised over \$1200 for the Kiwi Recovery Programme.

By keeping the event simple — no course marking, no prizes, no support services provided or support crew allowed — the whole thing could be run by volunteers. To discourage people from racing, a minimum time limit of 4 days was set, with the



maximum time allowed set to a reasonable 8 days. That set people up to attempt an average of 138–275 km/day. There were no stipulated over-night stops, but a minimum four-hour rest stop/day was required of each rider (to deter sleep deprivation). Group riding and photo-stops were encouraged. Loved ones would be able to follow the ride live, as each rider carried a GPS tracking device which automatically beamed their location back to an event website every 10–20 minutes.

After much gear planning and many practice rides, 64 riders turned up at the start in Blenheim's Seymour Square on the 6th of February. The bikes were an even mix of 26 inch and 29 inch wheeled mountain bikes (some with full suspension, some with none; and a range of tyre widths from 1.25 inches to 4 inches) cyclo-cross bikes and retro touring machines. The riders included experienced adventure racers, leathery cycle tourers, ten women, the odd novice, and a handful of Aussies. As the square's giant clock tolled noon, we set off, unsure of that night's destination.

The next several days became a blur. Most riders woke before dawn, anxious to cover a mountain pass or two before the heat of the day. The normal concerns of everyday life withdrew to the distant background. The immediate concerns of food, water, navigation, shelter and saddle-sores became paramount. Much of the time the road or track surface demanded intense concentration, especially when riding at night. Then there were long spells of simplicity and solitude where the mind could dwell on the beauty of the landscape, or the forest; it could meditate on the passing of innumerable pedal strokes or it could wander far away. There were also stretches ridden with others, either for conversation, to split the burden of a headwind, to gain some safety in numbers, or because some experiences can be enriched simply by being shared with a comrade. Most days finished with a stretch of riding under starry skies followed by the satiation of great hunger.

If energy levels allowed, some time was given over to considering just how much ground had been covered under one's own steam. A town, a forested valley, some farmland, then a saddle, through a beech forest and around a mountain, a country store, a broadleaf forest; a wider, open valley — only on a bike can such variety be seen, smelt, heard, and felt in a single day. The next day promised as much again, or more, legs willing. That is, until the 1100 km was complete. By then, every rider was physically spent. For some, the satisfaction of a successful tour was immediate. For others, especially those who had never covered such distances, it took time to process what had just happened — time to take in everything they'd experienced and adjust the frame around that which they perceived they could achieve on a bicycle.

Fifty-five people completed the inaugural Kiwi Brevet within the eight day limit. Nobody died. It will be run again in 2012. Three other brevets are being planned for 2011. ■

If you'd like to know more, check out [www.kiwibrevet.blogspot.com](http://www.kiwibrevet.blogspot.com)



Jonty and Chris  
climbing through  
Molesworth Station  
at the business end of  
the brevet. Photo by  
Jeff Lyall

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## Fundraising powers CAN's wheels

The past 4 years has seen huge growth in CAN's activity and results, driven by the LTNZ/NZTA-funded Networking Project which enabled CAN to employ staff and develop local user groups, enhancing volunteer capacity at local and national levels.

With the completion of the Networking Project in June 2010, CAN is working hard to develop new income sources.

Fundraising Coordinator Anne FitzSimon says CAN is powered by volunteers and donors. "Our competitive advantage is our strongly skilled volunteer base. This means every dollar received can be spread much further." Recent fundraising successes include:

- A \$5000 donation for Cycle Aware Wellington to launch a courtesy campaign, Cruise the Waterfront (<http://can.org.nz/cruise>). Campaign Manager Claire Pascoe negotiated an additional \$2500 of in-kind support.

- \$1000 sponsorship for Patrick Morgan attending the 2010 Fundraising Conference

## CAN's May committee meeting and workshop

### CAN committee

From nga hau e wha (the four winds) CAN's committee and a few others blew into Wellington by bike, bus, plane, train and car for a full day CAN Restructure Planning day.

A huge vote of thanks goes to Nathaniel Benefield and Liz Mikkelsen for their superb organisation, and for the assistance from CAN staffers Patrick, Fiona and Alex.

CAN committee meetings are usually by evening teleconferences after a rushed dinner and sometimes going over the planned 1.5 hours. So, the opportunity to have a more relaxed face to face meeting with additional input of new and existing members offering to assist in different portfolio areas, with fabulous catering courtesy of sponsorship by Bretzelmania & Restaurant Associates in Wellington, was

### A full day CAN Restructure Planning Day

- \$500 of income for Patrick leading a cycle training workshop in Lower Hutt.

- \$250 anonymous cash donation.

Anne says with the CAN restructuring being actioned in 2010, the Committee is also progressing with funding opportunities. CAN's Charitable Status was secured in 2009, and donations made to CAN are tax deductible. Donations can be made at <http://can.org.nz/donate>

The 2010 Fundraising Plan includes the following initiatives:

- Annual CAN Membership Appeal
- CAN Do Sponsorship
- NZTA Business Case
- CAN e-members upgrade
- Attracting new supporters
- Grant Applications

All fundraising ideas and offers of help are welcomed. Please feel free to contact Fundraising Coordinator, Anne FitzSimon [annef@can.org.nz](mailto:annef@can.org.nz) ■

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Anne is a member of CAN's committee and Bicycle Nelson Bays

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very welcome and timely. The day was the chance for the committee, led by a new chair, Graeme Lindup, to review progress on CAN's transition to new governance arrangements agreed at the 2009 CAN-Do.

A large part of the day was spent considering the short-, medium- and long-term activity of the new Portfolios. The newcomers proved their mettle with excellent suggestions of organisation and changes.

The workshop achieved its purpose of strengthening the Committee to meet its commitments for the next two years by drawing in a wider network of active members.

There are always room for more if you would like to get involved in one or more of the portfolio groups, please contact the portfolio convenor or any committee member. For further details see <http://tinyurl.com/helpCANpf> ■

## Summary of CAN committee Activity

### Glen Koorey

Planning & Development:

Planning CAN portfolio workshop in Wellington; Staff/Committee teleconferences; Prepared member fundraising letter for distribution; Prepared NZTA funding business case; Setting up online portfolio group areas; Wellington cycle audit proposal; Customer management system (CiviCRM) development

**Event Organisation:** 2010 Cycle Friendly Awards; "Ride to the Beehive" proposal; 2010 CAN Do planning

**Local Group Support:** BikeWise month events; e-bikes and the law; Police cycling workshop proposal; Model Communities finalists; Waiheke thinktank meeting; cyclist visibility and safety research; Cycle training instructor's guide; Annual Plan submission guidance; regional Active Transport Forums development; Quarterly networking report for NZTA

**Promotion/Campaigns/Media:**

Media releases on cycling health benefits, Safer Journeys strategy, bike-lights in the dark, driving age increase, cycling and headphones; CAN website testing and fine tuning; Wellington Waterfront courtesy campaign

**CAN Policy Development:** Speed-related policies (CAN "Top 3" Focus Area) Meetings/Representation: Parliamentary Friends of Cycling; NZ AA Canterbury/West Coast Council; monthly with NZTA walking/cycling staff; Cycle Training Advisory Group; BikeNZ CEO/Chair; Living Streets Aotearoa chair

**Feedback/Submissions:** Communications with MoT re KiwiRAP road rating system; NZTA design standards for Roads of National Significance; Bus priority members bill; Draft Traffic Control Devices Amendment Rule 201

For further information on any of these items, contact [chair@can.org.nz](mailto:chair@can.org.nz) ■

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Glen is CAN's deputy Chair based in Christchurch.

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## Contact CAN

Chair, Bevan Woodward  
[chair@can.org.nz](mailto:chair@can.org.nz)

Deputy Chair, Glen Koorey,  
[glen@can.org.nz](mailto:glen@can.org.nz)

Secretary, Adrian Croucher,  
[secretary@can.org.nz](mailto:secretary@can.org.nz)

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CAN Administrator,  
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### SOME COMMITTEE ROLES

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Email & DNS Server Admin,  
Thomas Schwarz, [thomas@can.org.nz](mailto:thomas@can.org.nz)

Media contacts,  
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Glen Koorey [glen@can.org.nz](mailto:glen@can.org.nz)

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Chainlinks editor,  
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Chainlinks contributions manager,  
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Merchandise co-ordinator  
Karen Hunn, [shop@can.org.nz](mailto:shop@can.org.nz)

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Website coordinator,  
Anne Fitzsimon [annef@can.org.nz](mailto:annef@can.org.nz)

Communication coordinator,  
Stephen Wood [stephenw@can.org.nz](mailto:stephenw@can.org.nz)

### MORE

For the full list of CAN roles:  
[can.org.nz/can-roles](http://can.org.nz/can-roles) and check the  
website for news on new portfolio  
groups

Contact CAN: [can.org.nz/contact](http://can.org.nz/contact)

# The Search is on for New Zealand's Best Cycling Projects

Dirk De Lu

It's time to celebrate those fantastic cycle projects and cycle champions around New Zealand in the ASB Cycle Friendly Awards 2010. Awards Coordinator, Dirk De Lu, says he expects some exciting entries and some tough competition in this year's Awards and welcomes ASB into the cycle friendly fold, as the new Awards sponsor.

ASB is pleased to be the Branding Sponsor of the Cycle Friendly Awards this year. ASB notes they are "committed to identifying and encouraging a range of active and sustainable travel choices, both in the communities in which we operate and for our ASB people". The Cycle Friendly Awards align closely with these efforts and ASB's values.

For many organisations, the Awards are an opportunity to showcase their efforts and vision through developing and implementing sustainable travel options for their businesses and the wider community. The Bicycle Bell Trophy is highly sought after and placed prominently with pride by previous winners. Eligible entries may cover an 18 month period, from January 2009 until June 2010.

## Celebrate those fantastic cycle projects and cycle champions



The Bicycle Bell Trophy is highly sought after

**ASB**  
one step ahead

The completed entry form (+ photos and other attachments up to the 1MB, 5 A4 page document limit) should preferably be emailed to [awards@can.org.nz](mailto:awards@can.org.nz) (one nomination per email).

Alternatively, material may be posted by the due date to:

ASB Cycle Friendly Awards 2010,  
PO Box 6491  
Auckland 1141.

Please contact Dirk De Lu on 03 337 1790 or [awards@can.org.nz](mailto:awards@can.org.nz) with any questions.



## Award Categories

- Best Cycle Facility Project
- Best Cycling Promotion Project
- Cycle Friendly Commitment by a Business
- Cycle Friendly Commitment by a Public Organisation
- Cycling Champion of the Year

The closing date for entries is Friday 3 September 2010, with an early bird prize draw deadline of 27 August 2010.

## Category Sponsors

Category sponsors include both private and public organisations, reflecting the growing acceptance for cycling as a valid and popular mode of transport. Category sponsors are:

- Avanti Bikes
  - Canterbury District Health Board
  - New Zealand Transport Agency
  - ViaStrada Traffic Engineering & Planning
  - Greater Wellington Regional Council
- Wellington City Council are the sponsors for the Awards Ceremony

## Awards presentation

This year's Awards will be held in conjunction with the annual CAN Do meeting in Wellington, on Friday 29 October. Entry forms can be found at: <http://tinyurl.com/cfaward> ■

Dirk is a Spokes Canterbury and CAN member who is this year's award coordinator.



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Cruise the Waterfront film star Captain Aaron

## Cycle Aware Wellington presents Cruise the Waterfront

Claire Pascoe

A significant increase in the number of people riding bikes in Wellington over the last few years and a fantastic win for the city with safety improvements to the main commuter road, Thorndon Quay, made it a great time for Cycle Aware Wellington to give back.

In partnership with Wellington Waterfront Ltd, Cycle Aware Wellington created the Cruise the Waterfront campaign as a fun way to promote courteous cyclist behaviour around the shared space of the Wellington Waterfront. The aim of the campaign was to reduce conflict between cyclists and pedestrians in this area and ensure that everyone using the waterfront is in 'cruise' mode.

Just as cyclists ask motorists to slow down and give them space, Cruise the Waterfront was about making sure we're doing the same in areas we share with walkers. We all know what it's like when a car whooshes past too fast and close. It's an intimidating feeling and the same thing goes for cyclists passing walkers. We wanted to reduce that 'whoosh' factor.

As part of the campaign, Cycle Aware Wellington produced the 'Cruise the Waterfront' courtesy code and a complementary 5 minute film to demonstrate the four tips in the code:

1. Cruise at a leisurely pace
2. Give pedestrians a wide berth
3. Make yourself heard (a friendly bell or call out)
4. Be well lit at night.



During the second week of May, around 300 free bike bells, mostly from On Yer Bike, and courtesy codes were handed out to people around the waterfront. Thanks to in-kind sponsorship from Kapiti Island Alive and Kapiti Tours, we also entered people in a competition to win an overnight stay for two on Kapiti Island.

The Cruise the Waterfront film was a great way to spread the campaign message. It was a lot of fun to make and our wonderful film maker, Matt Wood, made it a lot of fun to watch as well. It's a great resource to have and will hopefully stick around for years to come. You can check it out at <http://can.org.nz/cruise>

The support of a Cycle Aware Wellington donor made the campaign possible. The donor, who requested anonymity, was concerned about the number of near misses between bikers and walkers.

CAN project manager Patrick Morgan said philanthropy was an important part of CAN's mission to get more people on bikes, more often.

"Without all those volunteer hours, government support, and generous donations, we would achieve nothing. This donor has helped us build public goodwill, improve safety and create a respectful bell culture. Wellington's waterfront is now a more pleasant place to be." ■

## Preventing Burnout

Bevan Woodward

Cycling advocates must be aware of burn-out, because sooner or later we're all vulnerable to it. Advocacy presents us with complex problems but little reward. Progress can seem frustratingly slow or non-existent, and we have much to do-often alone. It can be hard work!

In these circumstances, burn-out may take us unawares. Unaddressed, it may overwhelm us, make life burdensome, harm personal relationships and damage our well-being.

Symptoms of burn-out include waking up exhausted; short-term memory loss; a racing mind; insomnia; depression; increased dependence on coffee, tobacco, alcohol or tranquilisers; inability to separate advocacy from home life and feeling tired after time off. One definition of burn-out is 'exhaustion where you get cut off from nourishment'.

If you experience any of these, stop your advocacy and take as long as you need to get your life back in balance. Explain to those around you: 'I've got a health issue, and I'm taking time out to get well.'

Prevention is better than cure. To prevent burn-out:

Set fewer goals and make them achievable and fun.

Limit the time you spend on advocacy, keeping balance in your life.

Take care of yourself: try massage, yoga, meditation, days off, supervision or counselling, exercise, hobbies and time with friends.

Avoid listing all the things you 'should' do. Be gentle on yourself, enjoy the challenge and feel great about the contribution you're making.

These measures will help us to enjoy our advocacy and to be more effective at it. Others will be attracted to share the work, and before we know it the cycling revolution will be won!

[bevan@can.org.nz](mailto:bevan@can.org.nz)

Bevan gave a presentation on this topic at the 7th NZ cycling conference last year.

**Burn-out is something we as advocates must be very aware of**

# Regional groups

## Wellington cyclists delighted with Thorndon Quay safety improvements

Patrick Morgan

Wellington cyclists are giving a big thumbs up to the City Council, who today voted to improve safety on Thorndon Quay.

The Council will make Thorndon Quay a clearway from 7-9am on in the city-bound direction.

Cycle Aware Wellington chair Illona Keenan says improving Thorndon Quay has been the top safety priority for cyclists.

“Removing parking from 7-9am has little impact on retailers but makes this busy road safer for the 400 people on bikes who use this route.”

“It’s a win-win-win solution: good for cyclists, the city, and those who drive.”

“Drivers told us they hate the angle parking on Thorndon Quay as it is hard to see when reversing out of the car parks.”

Thorndon Quay has been a ‘missing link’ in the cycling network, as it links the Hutt Road with the CBD.

“Removing car parking for 2 hours on weekday mornings gives people on bikes the room they need.”

“We are delighted that 143 Wellingtonians wrote to the council to voice their support.”

There were 143 submissions in support of the clearway and 9 against.

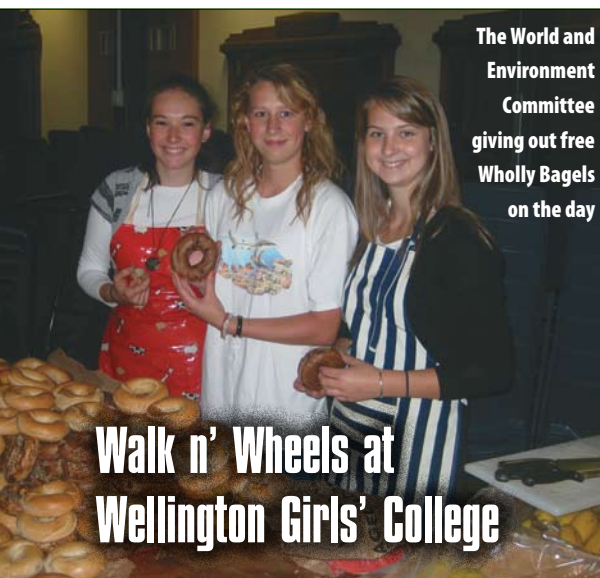
## Spokes Dunedin Update

Recently an online seminar series of the Injury Prevention Research Unit at the University of Otago held an Online Webinar “The Portland 2030 Bicycle Plan: How they got there, where they are going” presented by Ellen Vanderslice, Project Manager. Hank Weiss, IPRU Director, generously allowed Spokes

Dunedin to invite a number of Dunedin transport planners, Dunedin City Council councillors and other people with an interest in active transport to attend the webinar in person. We had a great turnout and hopefully have inspired some of our planners to think more about the possibilities for cycling in Dunedin. Other CAN groups also joined the webinar remotely and the different groups had many questions for Ellen. The webinar was recorded and if you are interested in listening to it, please email [spokesdunedin@gmail.com](mailto:spokesdunedin@gmail.com) for more information.

Spokes would love some new members. Email [spokesdunedin@gmail.com](mailto:spokesdunedin@gmail.com) for details or visit [www.can.org.nz/Dunedin](http://www.can.org.nz/Dunedin) to join or email [spokesdunedin@gmail.com](mailto:spokesdunedin@gmail.com) for detail.

A Feasibility Study using the two tunnels as one of a number of options for a Southern Cycleway out of Dunedin will shortly be underway, with a result due at the end of June 2010.



The World and Environment Committee giving out free Wholly Bagels on the day

## Walk n' Wheels at Wellington Girls' College

Amber Kennedy

Inspired by the Cycle Aware Wellington ‘Go By Bike Day’, the World and Environment Committee from Wellington Girls’ College decided to put their own spin on a similar event on the 24th of March.

Our Walk n’ Wheels day encouraged students to consider sustainable and alternative approaches to getting to school. Thanks to our sponsors Wholly Bagels, New World Thorndon and REMAX real estate, we were able to provide the 200 students who got to school carbon free, with a complementary brekkie.

As usual, Wellington weather threatened to put a dampener on our first ever Walk n’ Wheels day, but armed with raincoats and fluoro vests our entire committee braved the chill of the early morning and made it to school at 7 00am. We then proceeded with various tasks of chopping up eight huge watermelons, making 40 Litres of Raro, and slicing 200 bagels. By the end of the morning we were all exhausted but thoroughly pleased by the number of enthusiastic students who got involved. One student even got up at 5am to cycle in from Whitby – almost 30 kms away!

Staying true to our charitable conscience, the left over food was delivered to the ‘Sisters of Compassion’ who help feed the homeless of Wellington.

This event would never have been possible without the tremendous support and time contributed by Claire Pascoe from CAW and Patrick from CAN, who were with us from the planning stage, right up to packing the huge cardboard mess left over from the breakfast. We look forward to working on our next project with WCC, which involves a new transport scheme in our school. ■

Amber is a Year 13 student at Wellington Girls College and a member of their World and Environment Committee.

## CAN policy on speed continues from p3

Both of these policies are in their final stages of being refined and can be accessed from the CAN Tech/Policy area of the CAN website: ■

<http://can.org.nz/workinggroup/techpolicy-portfolio>

Policy web site navigation: for an overview of CAN policies and the policy development process go to <http://can.org.nz/can-policies>

If you want to get involved with policy development then send a message to the CAN Policy Development Coordinator ([policy@can.org.nz](mailto:policy@can.org.nz)).

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Graeme has been involved in CAN’s policies for some time, and has recently become CAN’s chair. He is based in New Plymouth.

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## Cycle Action Waiheke

Tom Ransom

CAW held a free bicycle repair workshop at the Blackpool School 'Car Boot Sale' on 2nd of May. Anyone wanting their bike looked at, diagnosed and maybe fixed was free come along. They could also learn how to fix a puncture, and there was a little course set out for kids to practice their riding skills

We have some new cycle racks at Onetangi Beach. The CAW committee arranged for them to be purchased and installed with funding from the Waiheke Community Board and 'The Beach Cafe'. Council's Ron Leonard was very helpful so if you see him please thank him. ■

## Contact the local group nearest you

### Bike! Whangarei

Paul Doherty 09 436 0033  
paul@cycletoours.co.nz

### Cycle Action Auckland

chair@caa.org.nz  
Mark Bracey, Chair 09 624 4319  
www.caa.org.nz

### Cycle Action Waiheke

Tom Ransom 09 372 3215  
ecologic@nettel.net.nz

### Hamilton Cycle Action Waikato

Rob Davidson 07 856 5217  
rob.davidson@actrix.co.nz

### Cycle Action Whakatane

Pip Wonacott  
pip@wonacott.com

### Rotorua Cycle Action

Mark Dyer mdyer@canmaphawley.co.nz

### Bike Taupo

bike@biketaupo.org.nz  
www.biketaupo.org.nz

### Cycle Action Tauranga

Phil Browne 07 544 3123 philip@ksl.net.nz

### Cycle Aware Hawke's Bay

Bernie Kelly 06 356 3588  
bernandpaula@ihug.co.nz

### New Plymouth North Taranaki Cycling Advocates

Graeme Lindup 06 757 2062  
north-taranaki-cycling-advocates@hotmail.com  
www.ntca.org.nz

### Whanganui Bicycle User Group

Hadi Gurton  
radiohadi@hotmail.com

### Palmerston North Cycle Aware Manawatu

Julie Dalziel 06 357 6962  
can.org.nz/manawatu  
cycleawaremanawatu@yahoo.com

### Kapiti Cycling

Janet McDonald  
info@kapiticycling.org.nz  
www.kapiticycling.org.nz

### Cycle Aware Wellington

Alastair Smith 04 972 2552  
www.caw.org.nz  
info@caw.org.nz

### Hutt Cycle Action

Stu Edwards 021 074 6640  
cargobikenz@gmail.com

### Nelson Tasman Bicycle Nelson Bays

Anne FitzSimon 03 539 052 , 021 1123-890  
bnbnelson@gmail.com  
http://can.org.nz/nelson

### Bicycle Lanes in Paradise Golden Bay

Victoria Davis 03 525 9298  
moonbow@goldenbay.net.nz

### BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

### Bike West Coast (SI)

Fiona Whero 03 366 2645 | 027 449 1845  
fiona@can.org.nz  
http://can.org.nz/westcoast

### Christchurch Spokes Canterbury

Keith Turner 03 355 8908  
spokes\_chch@can.org.nz  
www.spokes.org.nz

### South Canterbury Squeaky Wheel

Ron Paulin 03 688 6408  
paulindr@orcon.net.nz  
http://can.org.nz/southcanterbury

### Spokes Dunedin

Adrienne Mulqueen 03 478 0315  
spokesdunedin@gmail.com  
http://can.org.nz/dunedin

## Join online or clip this form

Join online at  
[www.can.org.nz/join](http://www.can.org.nz/join)

OR post this form to us with your cheque:

Name

Address

Phone

Email

- Please send the e.CAN email news monthly.
- Please send me information about 'cycle safe' insurance.

Occupation:

How did you find out about CAN?

We respect your privacy and will not give your details to anyone not affiliated with CAN.

#### Membership fees per calendar year

- Unwaged \$15
- Waged \$30
- Family \$35
- Supporting organisations \$75

Membership fee	\$ .....
Donation	\$ .....
Total	\$ .....

Make cheque payable to CAN

CAN  
Freepost 147092  
PO BOX 6491  
Wellesley St, Auckland

## Supporting Organisations

Abley Transportation Consultants  
Adventure Media Group  
Adventure South Ltd  
ARTA  
Auckland Cycle Touring Association  
Canterbury District Health Board  
Christchurch City Council  
Central Otago District Council  
Crank It Cycles  
Cycle Touring Company Ltd  
Cycle Tour Operators NZ  
Dunedin City Council  
Ecoassist Sustainable  
Engineering Outcomes  
Environment Canterbury  
Francis & Cambridge  
Greater Wellington Regional Council  
Ground Effect  
Hamilton City Council  
Harbour Cycle Network  
KIWIJERSEY.COM  
Lincoln University  
Living Streets Aotearoa  
Marlborough District Council  
Massey University  
Mountainbiking Otago  
MWH NZ Ltd  
Natural High  
Nelson City Council  
North Shore City Council  
OCEAN  
Pacific Cycle Tours  
Palmerston North City Council  
Pedaltours  
Rotorua District Council  
Rotorua MTB Club  
Sport Waikato  
Tasman District Council  
University of Canterbury  
University of Waikato  
ViaStrada  
Waimakariri District Council  
Wellington City Council  
Women on Wheels Te Puke



### Steven Muir

Meg Christie wanted a human-powered blender to make smoothies at biking-related events. Meg works for Community Public Health, and is keen to get people into active, healthy living. Because I make trailers and other cycling gadgets, I had a go at her project.

My first model had a blender blade brazed to a shaft that was turned by a wooden roller rubbing on the front tyre. I used this to make smoothies from frozen bananas and milk at a bike maintenance workshop and at the CDHB 'Go by bike' day in February.

The results were acceptable, but the knobbly tyre and lack of decent bearings made it noisy and I could see it wasn't going to last. The jug was permanently mounted above the front wheel, so the smoothie-maker had to ride along to mix the drink and then do a wheel stand to empty it from the jug!

Blender Mark II had a removable jug. This would have been hard to keep in place while biking; but it was now mounted on the back of the bike, which sat on a wind trainer. A slick tyre reduced vibration, an old wheelchair hub held the shaft securely and an old cam belt drive cog made a better roller with more friction. Smoother smoothies resulted. I took this model to the Wild Foods Festival in Hokitika, where it made more than 100 blackberry smoothies.

Another experimental version featured a right-angle gearbox and chain drive, but its gear ratio was too low to make frothy smoothies.

I now have two bike blenders mounted on rear racks, one each with a fixed and a removable jug. You are welcome to borrow them for school fairs, for Spokes rides or for other cycling events. ■

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Steven is based in Christchurch and is best known for promoting the use of cycle trailers.

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## CAN launches Bikeability Instructor's Guide

### Patrick Morgan

CAN has produced a free guide for cycle skills instructors, based on the NZ Cycle Skills Guidelines.

CAN Project Manager Patrick Morgan says, 'While CAN staff were creating the NZ Cycle Skills Guidelines with NZTA and other cycle trainers, it became obvious that instructors needed a manual. So we've published the Bikeability



## A review of BikeAlive – a Cycle Safety Wand made in New Zealand

### Vijay Patel

My cycle routine consists of a daily commute to and from work, averaging about 12 km a day. I had trialed the bike light for 4 weeks, mainly along cycle lanes, during peak hour traffic on main roads such as Cameron Road and Waihi Road. Over that time the weather conditions ranged from clear and sunny to rain with poor visibility.

Overall I found the bike light performed really well on main roads in keeping motoring traffic a safe distance from me while riding. I actually did feel confidently protected amongst the busy traffic. However, I did note a couple of safety concerns - Passing other cyclists on the road, or avoiding glass for that matter,



Instructor's Guide with lesson plans, road layout diagrams and how to set up a training course.'

CAN members in Gisborne, Manawatu, and Wellington are already using the Guide. Trainees who successfully complete the six sessions of a Bikeability course achieve the NZ Cycle Skills Training Guidelines Grades One and Two outcomes.

Each training session lasts about 90 minutes, including at least 60 minutes of cycling.

The sessions are:

1. Bike, helmet, clothing check; brakes, starting and stopping, shoulder check, gears, slalom, emergency stop and signalling.
2. Bike check, starting and finishing a journey, passing side roads, U-turns,

passing parked vehicles.

3. Bike check and left turns.
4. Bike check and right turns.
5. Bike check, left and right turns and cross-roads.
6. Roundabouts / refresher exercises.

Contact Patrick (see p13) to arrange Bikeability cycle training, including train-the-trainers courses.

The Guide can be downloaded from <http://can.org.nz/article/can-bikeability-instructors-guide> ■

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Patrick is CAN Networking project manager and runs courses in training bike skills instructors.

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Kapiti teachers learn how to be Bikeability instructors.

meant moving towards the traffic lane and towards moving traffic. This created a potentially dangerous conflict with other traffic, as passing motorists either slow down or swerve to avoid my protruding 0.5m long light! Passing parked vehicles on narrow roads also caused some passing motorists to dangerously weave into the opposite lane.

While my estimation of distance was only visual I reckoned vehicles passed me about a metre beyond the end of the 0.5m long arm, where the intense flashing LED lights are positioned. Heavy trucks, which usually occupy more lane width also kept a safe distance from the cycle lane.

Features I was impressed with was the easy ability to adjust the arm position to full extension or lower it or while riding. After a couple of initial attempts I was able to fully

lower the arm so it rested on to the frame - ideal for narrow lanes or footpaths.

The flashing strobe lights were exceptionally noticeable by motorists in wet weather and kept their safe distance. Usually the wet conditions make pavement markings difficult to distinguish, particularly with the reflection of street lights, causing motorists to inadvertently cross into the cycle lane.

In summary, the Bike Alive could improve safety for the cyclist and other road users. I was convinced the Bike Alive light system provided me with the assurance that I was visible to other road users. Shortening the arm could make it less threatening to other road users without defeating its purpose.

The high price may deter many cyclists, but given the high product specification it looks like a bike light that will last longer than most. In fact it should have a lifetime guarantee! I would definitely buy one if it had a shorter arm that was just as effective in its purpose. ■



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Vijay is a member Cycle Action Tauranga.

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## On the web

Alex Revell

### Two-wheeled Tribes of NYC

On New York's hurried streets, one cyclist can appear no different from another. But cyclists are hardly a monolithic subculture — more like a collection of finely divided sub-subcultures, each with its own uniform, lingo and attitude toward the bicycle's place in the urban landscape. Here's a look at members of five different cycling tribes. <http://can.org.nz/node/6442>

### Cyclists — Don't Be Gutter-

**Bunnies**, The Institute of Advanced Motorists (IAM) said: "There has been some debate as to whether cyclists should stick to the kerb or push out into the road when riding in built-up areas. Our advice to cyclists, based on a comprehensive study, is to stay near to the kerb on long even stretches, but to assert yourself when approaching a junction, pushing out into the road and putting yourself in the direct view of drivers. <http://can.org.nz/node/6434>

### Five Fab Kid and Cargo Bicycle Combinations

Portland, Oregon is becoming a premier location for cargo bike innovation — it started in 2007 with imports of Dutch cargo bikes, and has grown to include handmade custom-built cargo bikes. There's so much happening that it can be a little daunting for the uninitiated. Read on to hear about five fabulous kid and cargo utility bikes at a variety of price points, to get your wheels turning. <http://can.org.nz/node/6503>

**7 mistakes you are making with your cycling** The vast majority of cyclists are frequently making these errors on the roads. Anyone who recognises and corrects their errors can cycle more safely, confidently and efficiently. Here are the mistakes commonly made and how they can be corrected. <http://can.org.nz/node/6557>

These stories are all on CAN website, and there will be more when you read this. Anyone can register on the site and post cycling stories and other items there. ■

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Alex works part time in CAN's Wellington office.

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Gap Creek, Dunedin



Wharfedale



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt Stromlo, Canberra



Port Hills, Christchurch



Benboworth MTB Park, Victoria



Bermans MTB Park, NSW



Wharfedale, Doncaster



The Heaphy... with back



### 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, bring a note to [slushfund@groundeffect.co.nz](mailto:slushfund@groundeffect.co.nz)**

# and gear for the cycling revolution

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