



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2011 ISSUE 2, August

Editorial: Driving our way down the economic gurgler

Glen Koorey

When it came to power in 2008, National made sweeping changes to the pattern of transport expenditure. Its revised Government Policy Statement (GPS) substituted Roads of National Significance (RoNS) for many sustainable transport programmes, including cycling. Supposedly to deal with the economic crisis, although contrary to evidence, the public and media went along for the ride.

A revised GPS for the coming 10 years was recently released for comment. The economy still needs spending prudence and the evidence for future oil supply/price constraints is stronger than ever, so it is incredibly galling to see that the new plan is 'more of the same'.

It proposes that over the next 10 years 51c of every transport dollar will go to new road construction (mostly RoNS), with decreasing proportions for road maintenance and safety, public transport, and active transport. At most, one cent in the dollar will go to walking, cycling and travel demand management.

Equally worrying is the lack of public or political furore about these plans, especially when international evidence shows they are in the wrong direction. Media portray Transport Minister Steven Joyce as a solid Cabinet performer; a 'steady hand at the tiller'. Yet local authorities have never seemed so unhappy with central government's handling of the transport portfolio (although few say so in public). Not to mention the disquiet of NZTA staff, engineering and planning consultants, transport researchers and pretty much anyone in transport who doesn't run a construction or trucking company.

Where is the political opposition? The Greens have been making many salient points based on their sensible transport policy, but many still paint them as 'extremist', limiting their credibility. Oddly, Labour is silent on what could be an opportunity to shore up their dwindling support, especially with growing transport ructions in our three largest cities.

Is this because transport is seen as only a minor portfolio? However, the underlying problem is our economy and how we reboot it. While government agencies

struggle to trim 'fat' from their budgets, \$9 billion of RoNS

projects (most with benefit-cost ratios around 1:1 or less) remain on the table. Overseas research shows that sustainable transport projects generate more new jobs than road construction; the NZ Cycle Trail is producing more jobs per dollar than the RoNS programme. Our most expensive import sectors are motor vehicles and fuel. A car-focused programme does nothing to reduce this reliance and help balance our deficit.

National is sleepwalking its way to another three years in power. Unless something dramatic happens soon, that will mean a continuing strain on our country's transport system and finances. ■

Glen Koorey is
Deputy Chair of CAN

Looking to the Bike Future

Claire Pascoe

Auckland Transport brought Bicycle Victoria out from Melbourne in April to run a one day Bike Futures Seminar, with the theme 'Lifting cycling to the next level — lessons from Melbourne and Portland.'

We heard presentations from leading Australian bike industry consultants and Bicycle Victoria staff. They passed on to us learnings from Melbourne's 2010 Bike Futures Conference, especially those from Roger Geller of bike-priority city Portland USA, where the economic benefits of improving cycle infrastructure are becoming pronounced.

Melbourne owes its rapid growth in bicycle culture to Bicycle Victoria, a powerhouse of all things biking in Australia whose success has moved it beyond advocacy into professional consultancy. It's an inspiration for Kiwi cycling advocates.

Bicycle Victoria CEO Harry Barber told us that to improve conditions for bikes we must stop talking about 'bikes'. Instead, we must talk about what councils want: accessibility, mobility, equity, inter-generational responsibility, safety, vibrancy, economic efficiency and productivity. All these result when more people ride bikes; but we must make the links clear. Other speakers discussed issues such as bike parking, the benefits

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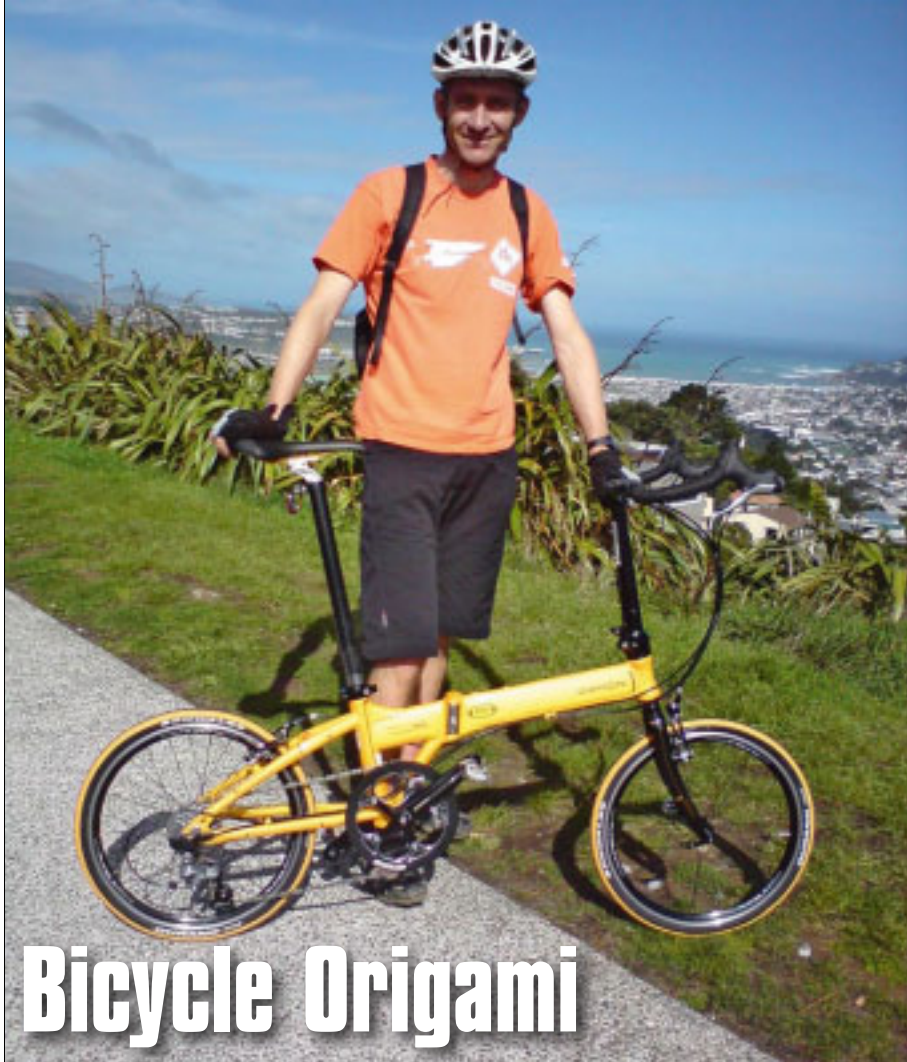
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Bicycle Origami

Simon Kennett

About six years ago I was exploring Oxford in England and noticed a lot of people hopping onto buses and trains with funny-looking, small-wheeled fold-up bikes. Little did I know that folding bikes were a century-old idea whose utility was well known in cities where public transport space is limited. Although a couple of CAN's key luminaries learnt the joys of bicycle origami years ago, only now are folding bikes becoming a regular sight in Wellington.

The first folding bicycles were developed for military use at the dawn of the 20th century. In WW2 they were used by British paratroopers and in post-war France small-wheeled folders were first developed. England's Alex Moulton refined small-wheel bicycle design for adults in the 1970s, which led to the hugely popular Raleigh Twenty craze (with its many imitators and chunky folding versions designed to fit in a car boot). In the 1980s, Brompton and Dahon led a new wave of compact, folding bike development for commuters wanting to mix cycling with crowded train or bus travel. Today, there are

over 100 manufacturers of folding bikes worldwide.

Commuter trains have been used by cyclists in the Wellington region for decades. And it's the only region in New Zealand to have seen significant growth in cycle commuting over the last 20 years. As cycling has grown in popularity so has the demand for space on trains, leading to the prospect of the limited room for bikes being taken up before you attempted to board. Now the new Matangi trains are being launched with a design which maximises the carriage of passengers at the expense of room for bicycles on peak services. To add to the uncertainty for bike-train commuters, current upgrading of the rail network means that trains are often replaced by buses (which are not equipped to carry bicycles).

Hoping to achieve continued growth in bike-train commuting, Greater Wellington ensured that folding bikes can be carried on all trains and buses, and then embarked on a promotion campaign. Along with the usual press releases and web promotion, the council have negotiated a 30% discount on a Dahon Eco C7 folding bike and 25% on a Giant Expressway (bringing them down to \$560 and \$450 respectively). The discount

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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. ■

vouchers are valid to the end of the year (for Wellington Region residents only) and folding bike events are planned for the coming Spring and Summer.

Greater Wellington has purchased three folders as pool bikes and is finding they get an exuberant reception where ever they go. It's as if non-cyclists recognise something almost joyous in their clever design which compels them to have a go. Perhaps the small wheel size triggers memories of the freedom they enjoyed when they learnt to ride. Whatever it is, folding bikes are taking off and playing their part in the renaissance of everyday cycling in Wellington. ■

Government News

PM announces Sarah Ulmer as Cycle Trail ambassador

Sarah Berry

Prime Minister John Key announced that Olympic Gold medallist Sarah Ulmer has signed up as an ambassador for Nga Haerenga, the New Zealand Cycle Trail project (NZCT).

Mr Key told delegates and media at tourism conference TRENZ in Queenstown that he was delighted Ms Ulmer would front the promotion of the NZCT project.

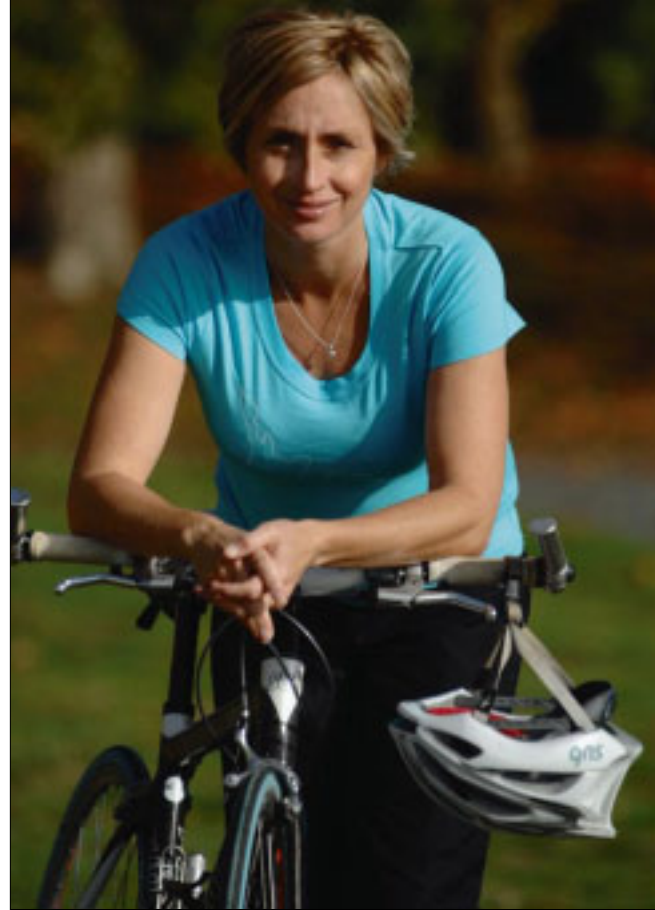
“Sarah Ulmer’s sporting achievements and her passion for cycling, fitness and health make her an inspiring ambassador for the Cycle Trail.

“We already have one Great Ride open - the St James Cycle Trail - and 17 others are due to be opened in the near future. It is important to build the Cycle Trail brand to a point where both domestic and international visitors feel inspired to experience these Great Rides,” says Mr Key.

Sarah Ulmer is one of New Zealand’s most recognised sports personalities. She became the first New Zealander to win an Olympic cycling gold when she won the women’s individual pursuit in Athens in 2004. She also won the pursuit gold medal at the Commonwealth Games in 1998 and 2002.

Ms Ulmer says the NZCT will offer a wonderful range of cycling experiences for visitors to enjoy.

“Supporting this project brings together my own passion for cycling with my strong desire to encourage people from all walks of life to get out, get active and



explore the outstanding range of cycling experiences New Zealand has to offer.

“There is something pretty special and unique about exploring a country on two wheels and having access to some of New Zealand’s most spectacular scenery,” says Ms Ulmer. ■

New cycle trail website launched at TRENZ

Sarah Berry

The 18 Great Rides under Nga Haerenga, The New Zealand Cycle Trail is being marketed internationally via a new website, www.trenz.co.nz, launched at Tourism Rendezvous New Zealand.

The New Zealand Cycle Trail project has been created to generate lasting economic, social and environmental benefits for New Zealand communities through a network of world class cycling experiences.

New Zealand Cycle Trail Programme Manager John Dunn says the new website

will inspire and encourage people from all walks of life to explore the outstanding range of cycling experiences available via the project.

“With one Great Ride completed (St James Cycle Trail) and sections of eleven further trails already in use, these trails are already showcasing the very best that New Zealand has to offer in terms of our iconic landscapes, culture and communities,” Mr Dunn says.

“These trails are about cycling but they are also about adventure, fitness and health; they are about having a holiday and getting away from it all; and taking time to share exhilarating outdoor experiences with friends and family — and that’s what this website promotes,” he adds.

The new website features detailed information about each of the Great Rides including recommended itineraries, photographs, interactive maps, trail

elevation graphs and scenic highlights. Users can also link easily to individual trail websites to book guided tours.

“Visitors can enjoy a range of cycling experiences including excursions that last only an hour or two through to a 15 day tour that incorporates parts of four different cycle trails,” Mr Dunn says.

“The experiences available range from \$36 for entry to cycle friendly attractions — and bike hire from \$48 per day — to luxury all inclusive guided tour and accommodation packages for over \$5,000 per person,” he adds.

The 18 Great Rides also link with a wide variety of attractions and activities including kayaking, hiking and helicopter rides to more relaxed pursuits like spas, sailing, luxury accommodation, and fine wine and food. ■

TRENZ, www.trenz.co.nz.

For more on Nga Haerenga, The New Zealand Cycle Trail go to: www.nzcycletrail.com



CAN launches Stop at Red campaign

Do you run red lights or stop signs?

Patrick Morgan

While biking, we all like to keep our hard-earned momentum up. And if there's no-one coming, there's no harm done running a red, right? But there's a downside, which affects everyone who rides. This was brought home to me recently by this email from a Wellington woman:

"I have always been very conscious of cyclists on our roads. I have always given them space. I have even picked up them and their mangled bikes after incidents, and taken them to hospital and returned their bikes to their homes. No more.

Coming home tonight, I allowed a cyclist plenty of space, and then watched in horror as he ran two red lights, at one of which pedestrians were crossing. When I was along side him further down the Parade in Island Bay (a nice wide street) I suggested that he obey the road rules. He called me a c*** and told me to f*** off.

That is it for me. I have watched plenty of cyclists disobey the road rules, cut in front of pedestrians, etc... and have still defended them to other motorists. Not any more. I will no longer allow them the space bubble. I will not intentionally threaten but neither will I support." Regards (name withheld)

Of course the actions of one biker doesn't justify making threats, but this illustrates that we risk losing respect when we break the rules. You could argue that road rules are designed for the dominant road users — drivers — and that they shouldn't apply to bikers, but my view is that we have much to gain by following the rules.

That's why CAN has launched a Stop at Red campaign. Stop at Red is a campaign to reduce crashes and improve the status of cycling in the eyes of the public and policy-makers, and to tackle the attitudes of those cyclists whose behaviour



perpetuates the image of cyclists as irresponsible. Its specific focus is on running red lights and stop signs. It also has three general aims:

- ◆ To encourage cyclists to show courtesy towards other road users and pedestrians.
- ◆ To encourage greater compliance with the road rules.
- ◆ To improve the perception of people on bikes, by showing that most cyclists ride responsibly.

CAN successfully applied to the Road Safety Trust for support for this campaign. Stop at Red was inspired by a British campaign, and created by concerned cyclists, alarmed about how cycling is being undermined by the reckless actions of an unrepresentative minority.

We know that traffic offences committed by people on bikes total less than 1% of all traffic offences. Nevertheless, there's a general perception that bikers break the

rules. We need to challenge that perception.

Here's what we can do:

- ◆ Stop at red lights.
- ◆ Talk to your biking mates about why it's a good idea to follow the rules.
- ◆ When you present submissions or talk to your Council, remind them that CAN is campaigning to improve compliance with the rules.

**reduce crashes
and improve the
status of cycling**

New York advocacy group Transportation Alternatives puts it this way: "Give respect, get respect. Give respect to pedestrians and other cyclists.

Why? It's the right thing to do. Bad bicycling makes bikers targets of public anger and police harassment. Respectful riding will help cyclists win back respect; it's an investment in better biking in NYC."

Watch out for CAN's Stop at Red videos.

Visit www.stopatred.org.nz ■

DATES TO REMEMBER

CAN Do & CAN's AGM
Nelson 29–30 October 2011

National Walking & Cycling
Conference
Hastings, 22–24 February 2012

Cycle Friendly join Walking Awards

Creating Smarter Connections, Hastings, 22-24 February 2012

Dirk De Lu

For the first time the CAN Cycle Friendly Awards will join with the Living Streets Aotearoa Golden Foot Awards for the 2WalkandCycle 2012 conference "Creating Smarter Connections" to be held in Hastings 22-24 February 2012.

Active transport enthusiasts will gather to share ideas, success stories and skills. A highlight of the conference will be the joint Cycle Friendly and Golden Foot Awards ceremony.

Nominations will open in August for some of the most notable achievements in the country helping to promote cycling and walking.

Nomination forms available at <http://can.org.nz/article/2012-cycle-friendly-awards-call-for-nominations>

THE CYCLE FRIENDLY AWARD 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

THE GOLDEN FOOT AWARD CATEGORIES

- ◆ Best Walking Promotion
- ◆ Best Walking Facility
- ◆ Best Walking Project



Further information about Living Streets Aotearoa is at www.livingstreets.org.nz.

CAN will be calling on local groups for nominations. Get recognition for efforts in your community and come to Hastings to share in the spirit. ■

For more information contact Dirk De Lu, Awards Coordinator awards@can.org.nz | 03 337 1790

How an Auckland novice flew to Wellington under her own steam

Barb Insull

An everyday cycling tale from Barb Insull

Mon 8.43am: left home in Parnell on my bike (Dahon folding bike, 18 speed). 8.53 caught train Newmarket. 9.11 left Onehunga station — biked over Manukau Harbour on new cycle bridge and followed cycle lanes to arrive on time at 9.45 for my meeting



in the Koru Room at the Air NZ Airport Car Park. No sweat — makeup intact!

Mon pm: 15 minute ride down George Bolt Drive for flight to Wellington — packed bike and pannier into carrier bag at fragile luggage desk.

Caught cab from Wellington airport to cousin Helen's house in Brooklyn.

Tue am: Helen drove me and bike

to Petone for a family function. Midday I cycled 1km to Petone station and popped back to Wellington on the train for a meeting with Gerry at NZTA. It was getting dark and cold by the time I finished checking out the shops, so I trained, rather than biked, the peak hour 8km back to Petone.

Wed am: the darling Patrick — my cycling guru — guided me from the CAN office in Newtown, passing underneath the runway to Wellington airport.

Wed pm: an easy ride back home with a spot of shopping en route at the Ice-breaker factory shop and pleasant pedal through Cornwall Park.

What a great sense of achievement! Auckland Airport to the CBD — a piece of cake for a girl in a frock! Just got to let all those tourists know how easy this urban trail is — especially when the train can take you a lot of the way! ■.

Looking to the Bike Future continues

of narrower lanes and behaviour change campaigns.

Of the many thought-provoking ideas, one in particular sticks with me: the 'vacuum cleaner' concept. In a safe, bike-friendly city people think of bikes as they do vacuum cleaners — hardly ever. Bikes won't lead us to our deaths, we don't dress up or down to use them and they don't define who we are. They're just an obvious way to get around. New Zealanders are still a fair way from holding a vacuum cleaner attitude to bikes (I know that I still have far too much love for my bike) but the concept is useful when planning infrastructure. Instead of designing for the strong and fearless who will cycle no matter how treacherous it is, we need to keep in mind the 'vacuum cleaner' riders. It also involves changing people's perceptions of cycling. To use a bike, must I dress like I'm heading into a construction zone? When I ride around town now I use riding skills, eye contact, clear signals, lights at night and a good predictable road position, rather than fluoro, to keep me safe in the hope I may help one more person view biking as a normal and everyday thing to do. ■

New Zealand



Northwestern Cycleway bridge over Great North Road, close to where the new cycleway will start.

will also close a crucial gap in the regional cycling network, linking the busy Northwestern Cycleway along State Highway 16 with the Waikaraka Cycleway constructed in recent years along State Highway 20. The result cannot fail to increase

Also part of the Waterview project (but much less contested) will be a variety of other cycling improvements, mostly to the existing Northwestern Cycleway, including several cycle bridge upgrades and new local connections, as well as a short extension in the Lincoln (former Waitakere City) area.

Waterview – An \$8 million cycling win for Auckland

Max Robitzsch

With the release of the draft decision late May, it is now official — Auckland is getting a new cycleway.

Somewhat contrary to earlier expectations, the Board of Inquiry for the Waterview tunnel project in Auckland decided that the construction of a new cycleway along the route of the future motorway was not only appropriate, but in fact necessary — to off-set the local negative effects of the motorway, such as loss of connectivity and green space.

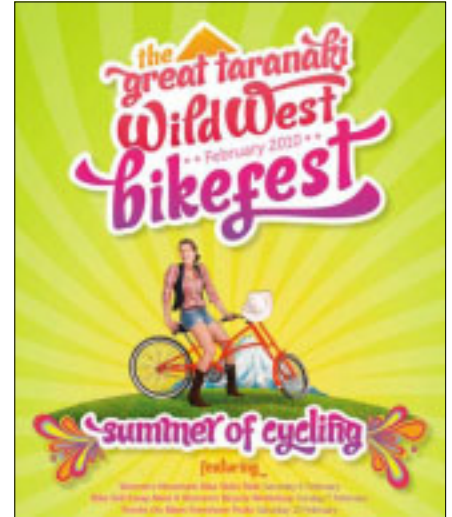
NZTA has been advised to set aside 8million dollars, out of the Roads of National Significance budget, for Auckland Council to construct a walk- and cycleway, to modern Austroads standards, and include two new walking/cycling bridges over a local stream and a railway line.

This enormous win for cycling in Auckland will provide more direct and pleasant connections for the communities that are about to undergo a five year construction period in their midst. It

existing numbers on both cycleways significantly, as they become even more useful to riders.

Particularly pleasing is that the Board of Inquiry came to similar conclusions to those set out in the arguments of groups like Cycle Action Auckland during the fast-tracked approvals process for the multi-billion dollar project. The Board also found a way in which the cycleway can be provided as part of the project even though it will mostly be located outside the project designation (a difficult legal point, which at times seemed to make the cycleway a remote possibility at most).

The decision — which, despite the “draft” title, is widely acknowledged to be finalised except for minor wording changes — was thus a very pleasing reward for weeks and months of work by local volunteers during the approvals process, from writing submissions and making representations to the Board to participating in expert caucus groups. Cycle Action Auckland is now looking forward to working with NZTA and Auckland Council / Auckland Transport in the coming years to create this great new cycleway for Auckland.



The Great Taranaki Wild West Bike Fest review

Nathaniel Benefield

Hang on to your handlebars! The Great Taranaki Wild West Bike Fest is picking up speed for a fourth blowout this coming February. Bike Fest is five weeks’ worth of bicycle antics designed to persuade Taranaki locals to ditch their cars, grab the kids and get out and have fun on a bike.

New Plymouth locals loved the jazz and bagel bike breakfasts of Bikewise Week so much that in 2009 it became Bikewise Month. Fresh from a Bikewise Mayoral Challenge success, North Taranaki Cycling Advocates (NTCA) and New Plymouth District Council cooked up plans to let the good times roll longer, unleashing a menu of bike events dubbed The Great Taranaki Wild West Bike Fest for the first time in February '09.

The ‘wild west’ reference is more about location than bike rodeos, but nonetheless Bike Fest ‘09 was a dusty, moustachioed, bike-pump-in-the-holster inspired bunch of events. As a first attempt it was certainly a ‘from the hip’ bike festival. The ‘09 Bike Fest Tee is a popular and fondly remembered piece of merchandise that achieved cult status among pedalophiles.

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Let's look out for each other



New Zealand items continue

Having got away with this once, we rolled out Bike Fest again in 2010. This time it was an altogether more curvy business with events aimed at bike gals — skills workshops and maintenance classes for women, Frocks on Bikes beautifying cycle lanes, a street party and a red carpet bike fashion show to wrap up.

This year, the third Bike Fest promoted four styles of riding: Adventure, Leisure, Commuter and good old fashioned Neighbourhood. A highlight was the Bike Fest street party, an evening of fast-paced, all-code street racing set to a French hip-hop soundtrack. Great bike shop support provided cool prizes for the skid and bunny-hop competitions. Other fun included a bike night at the Arthouse Cinema, a big bike fix in Waitara, bike fruit salad (guided ride through community orchards) Frocks on Bikes Ethnic Roots Ride, Tanya Batt's Kamishibai bicycle theatre and more. More than 1500 people attended the events, and a further 887 turned out to ride with Mayor Harry Duynhoven in New Plymouth's Mayoral Challenge.

The sustainability of community bike events is our goal moving forward. The support of Bikewise and its sponsors is huge and critical. Each year more schools, workplaces and community groups are catching on and organising their own bike fun. Our bike retailers too recognise the benefits of New Plymouth's burgeoning bike culture and support us with products and services.

With over 75 separate events across three festivals ranging from bike beauty pageants to lessons on which leg to throw over your bike first, Bike Fest mixes transport, the joy of riding and art-de-vivre in a low-cost programme with broad community appeal. Having a strong brand makes the Wild West Bike Fest an eagerly awaited annual event over the summer in Taranaki. With growing brand momentum plus the all-important

annual Bike Fest t-shirts, the future of New Plymouth's unique Wild West Bike Fest looks set to become as firmly embedded in the region's events programme as cycling is becoming in its transport matrix. Set aside some time in February 2012 and join us for the fourth Great Taranaki Wild West Bike Fest.

Walk it, bike it, love it

Owen Mata

A positive biking buzz has filled the air in Hastings since the city secured \$4 million of NZ Transport Agency Model Communities funding last June.

People are noticing the difference and getting involved. We're showing New Zealand that investment in biking and walking generates financial and social returns for communities.

We branded our project 'iWay', signifying 'individuals choosing their own way'. It's about the people of Hastings choosing to walk and cycle because it's easy, safe and fun.

As our tag-line says, we want people to Walk it, Bike it, Love it.

Infrastructure is central. We're creating better connections between our communities with integrated routes that combine on- and off-road cycle lanes, upgraded footpaths and shared routes. We've already added more than 20 kilometres of new, conspicuous cycle lanes, with hugely positive feedback.

We work with the community, especially those who travel to their work, school, shopping or recreation. We're trying to achieve a huge change in attitude so that Hastings people will embrace walking and cycling. Events, campaigns, stories and images are normalising cycling by showing people in everyday clothing doing everyday biking. That's our biggest impact; we don't just want great biking infrastructure, we want great numbers of people using it!

The public and media are extremely positive and supportive, and we're seeing more people biking, more often. For more, visit www.iway.org.nz and www.facebook.com/loveiway. ■

Choosing to walk
and cycle because
it's easy, safe and
fun



Chaffers New World
Supermarket in Wellington



NZTA contributing to make the Pathway happen — Will you?

Kirsten Shouler

Getacross Campaign Shifts Gear

A new collaborative approach from NZTA means design feasibility studies for the Auckland Harbour Bridge Pathway are being fast-tracked, with a solution to be worked out by mid-July.

Getacross campaign organisers are pleased that NZTA is actively working to get agreement on a Pathway design. AHB Pathway Project Director Bevan Woodward says the project goal is to get the Pathway open to the public by next year.

A public launch is planned to let Aucklanders find out more about the proposal, and the Pathway group is asking for contributions

to help fund the engineering reports and public launch. "We want to let people see what we've been doing to make the Pathway a beautiful, transformational and effective walking and cycling facility for all to enjoy. Our work on the Pathway project has been almost entirely voluntary and we welcome support to help us meet the costs of the engineering work required by NZTA and also to enable us to show our design to the public."

The campaign has the support of the Hikurangi Foundation, which helps on a wide range of grass root projects around the country that are responding to climate change.

The Hikurangi Foundation has set up a fund-raising page where you can learn more about the project, donate by credit card and get a tax receipt: www.fundraiseonline.co.nz/Getacross ■

beautiful,
transformational
and effective

getacross.org.nz
hikurangi.org.nz

Open letter to Hon Steven Joyce, Minister of Transport

Atom Emet

My heart sinks to learn that New Zealand is pursuing a self-fulfilling prophecy by not adequately funding bicycling infrastructure.

Around the world we've been seeing that bicycling infrastructure projects encourage cycling, reduce congestion, improve personal and environmental health, improve regional, local and personal economies, encourage tourism, etc. These are very real and quantifiable gains which other countries and cities have proven over and over; NZ government seems to regard this with disdain, if it's regarded at all.

Instead, at a time when we are very near, perhaps even past, the global peak of oil production, NZ is pursuing a disastrous policy of building more roads, apparently with the best intentions of "easing congestion." This is despite a thoroughly proven history that this type of spending only encourages more people to spend more time sitting in more cars burning

more fuel while stuck in more traffic; and then beg for more roads. It was Albert Einstein who had the clarity to point out that "Insanity is doing the same thing over and over again and expecting different results."

Walking, cycling and public transport should be the absolute top transportation priorities as we enter an unfamiliar future where fossil fuels will only become more scarce, contested and expensive. Spending money on infrastructure to support and encourage private motor vehicles, instead of public transportation, bicycling and walking as a viable means of personal transportation, is a guaranteed way to ensure infamy in tomorrow's history books.

According to our own Parliamentary research ("The next oil shock?"), this car

**encourages cycling,
reduces congestion,
improves personal and
environmental health,
improves regional, local and
personal economies,
encourages tourism.**

and road approach to transportation infrastructure, at the expense of cycling infrastructure, will only cause us pain and suffering as it sucks energy resources away from real productive capacity and renders that real productive capacity less efficient, less profitable and less competitive. Do we want to go down that road?

Additionally, the law of supply and demand will result in further rising fuel prices for police, fire services, public transportation and countless other government funded services that will send more of our tax dollars up in smoke. Not even the government can escape the fact that real productive capacity is what's on the line with these transportation priorities. Our present course will divert ever larger portions of limited budget resources into a line-item expense that will run us over if we aren't careful; to avoid being run over we first need to carefully look both ways. ■



Mary Williams

After 16 years' operation in the UK, the charity Brake is aiming to stop road carnage and support the victims in New Zealand. Our road death rate is twice as high, yet our problems are in many ways similar. Deaths and injuries devastate our families and communities and cost our emergency services and health system dearly.

Brake launched in New Zealand on 11 May, the start of the Decade of Action for

Road Safety. The charity monitors road safety research to develop simple, science-based messages, such as the higher a vehicle's speed the harder it is to stop in time, and alcohol, drugs and phone use impair driving. The facts are simple: chunks of metal on wheels can crush people on foot and on bikes so vehicle useage needs to be much better controlled.

The solutions are straightforward, says Brake: such as sober and alert

drivers, lower speeds, and separate facilities for people on foot and on bikes. Brake favours a 30km/h speed limit in towns and a reduction from the present 100km/h limit on high-risk rural roads, enforced through cameras. Its first NZ Road Safety Week will promote these messages in May 2012.

Brake talks about 'people on foot, bicycles and in vehicles' rather than 'cyclists', 'drivers' and 'pedestrians'; because the issue is about real lives and real blood on the road.



**about real lives
and real blood
on the road**

The Government's road safety strategy Safer Journeys recommends lower speed limits and 'safe and convenient routes' for people on bikes, and recognises that driver behaviour causes most casualties. Communities should use this strategy to campaign locally for these things, says Brake.

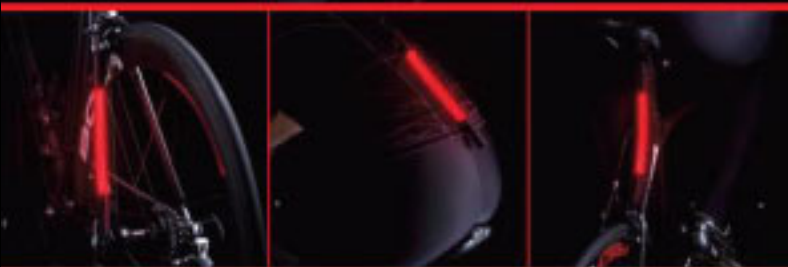
If you are involved in such a campaign, Brake is keen to hear from you, so the charity can lend you its support. The charity is also keen to hear from people who can volunteer to deliver its safe and sustainable transport messages in colleges to groups of young people, and in primary schools and kindergartens through its educational programmes.

Brake also wishes to hear from anyone who has been bereaved or injured by a road crash and will let it use their story to promote road safety.

Brake New Zealand plans to develop a helpline, and information and advocacy services for road crash victims.

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Old school rules

Patrick Morgan

Who needs a new bike when you can get around on a stylish pre-loved one?

Wellington artist Deborah Barton has a taste for proven old-school design, so prefers her three-speed bike for most of her trips. She picked up her pale blue Raleigh Bermuda on TradeMe for \$100, four years ago.

'It was in good shape. We changed the tyres, attached dynamo lights and a basket and it was good to go.'

Deborah says she likes to see people express their personalities through their bikes. And she believes there is safety in numbers.

'Cycling in San Francisco showed me that when more people bike, people in cars behave differently and give us more space.'

Deborah is a freelance artist and printmaker. She uses the bike for trips to art openings, yoga or the library, and a car when picking up art supplies.

"The trip to town by bike takes only 10 or 15 minutes. It's as fast as a car, and I don't pay for parking."

**when more people
bike, people in cars
behave differently**

Time to accessorise

Claire Pascoe

Regular eyebrow raising at my old bike panniers led me to explore my bike bag options.

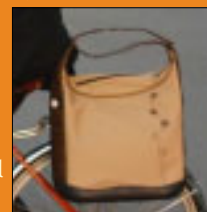
After installing a carrier on the back a few years ago, I would never go back to the shoulder destroying backpack but regular panniers were just too weird looking and uncomfortable to carry round town when you're off your bike.

So when I came across a friend's beautiful bag she'd got in North America, I knew I had to have one. Many hours of Google searching later, I had found what I was after and asked my friend from USA to bring one out on her upcoming visit. It arrived with her last July and so began a new obsession with stylish bike bags.

Since then, I've started importing the Detours and Koki range and look forward to sharing the revolutionary joy with other Kiwi women (there's some for the men too).

My favourite things about these bags?

- ◆ Once they're off the bike, they look like a normal bag and are easy to carry. Haven't had a raised eyebrow since last July.
- ◆ They have a firm rubber bottom and stand up when you put them down, so they're very easy to zip open and shut. No messing around with clip after velcro after clip.
- ◆ Every one comes with a raincover for those times you get caught out.
- ◆ They fit almost a week's worth of groceries.
- ◆ They have a simple attachment system for getting on and off your bike
- ◆ They have cleverly placed reflective patches and strips to clip on lights at night. ■



Her partner Andrew shares her taste for vintage bikes.

'I was looking for a mechanical project. Jonah at the Green Bikes workshop in Whanganui helped me do up a \$25, three-speed Eminent roadster. From its old stickers, it looks like it

once belonged to a German midwife, and I wonder how it got to New Zealand. We pulled the hub apart, replaced most of the bearings and put on new tyres.'

Andrew's favourite transport is his Vespa motor scooter, but he uses his bike for trips to the beach and into town for gigs. He wishes it was legal to ride on the footpath, and that helmets were optional. Deborah likes seeing more and more people on bikes. 'Cruising through the Basin Reserve there's a feeling of camaraderie. Once we get a critical mass of people riding, perceptions about safety will change.' She's expressed her hopes in a mural in Newtown, Wellington, choosing a fun, happy image. ■



Mirrors on cycles

Ian Butcher

Using a mirror responsibly is a good way for a cyclist to show respect for motorists and to be prepared for long trucks and wide loads rushing by. If we know they're coming, it's easy to pull over and give them room.

We complain about antagonism between drivers and cyclists; but why should all the change in attitudes be by them and none by ourselves? Very few New Zealand cyclists use mirrors, yet those who do love them. Many never ride without one.

One complaint about a mirror is that it vibrates, but that's probably because it's loosely mounted or the rider is using exceptionally firm tyres. Some cyclists using dropped handlebars find their arms cause blind spots; a long-stemmed motor-bike mirror or a helmet-mounted mirror solves that problem. Helmet mirrors are also good for checking up on a child carried behind the rider.

Over a dozen models of bike mirror are available, yet most shops stock only one or two. They may be round or oval, and most are convex for a wide view. Mountings suit both handlebars and helmets.

I've used a mirror for years, and it makes me confident on the busy, congested streets of Christchurch. Drivers often fail to see me, but I see them easily in my mirror without turning my head and getting a sore neck.

A mirror helps me prepare for defensive action. If I'm concerned about a possibly opening car door ahead I can glance in the mirror before moving out. It also shows a car behind signalling a left turn, so I can use the centre of the road rather than letting it pass and cut me off.

I mounted a car wing mirror on a flexible microphone stand, so I can hit it out of the way when passing near another vehicle. If my bike falls over it gets pushed out of line without breaking. It often vibrates out of position so I have to reset it. Nevertheless, I love it! ■



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Welcome to new CAN staff



Jena Niquidet is one of CAN's newest staff members. "I've always had a love affair with bikes and far away lands, perhaps that is why I never really discovered my passion for everyday cycling until I began making Auckland home."

Jena grew up in rural British Columbia, Canada, before moving to Vancouver to begin a successful career in film production, including blockbusters such as the X-Men franchise and most recently the Adventures of Tintin. In between projects Jena would travel. "Wherever I went I rented an old bike with a basket... it was pure joy. It took me a while to realize it was something I could do at home too." A rental bike was traded for a used granny bike, and then later a folding Dahon Glide. Weekend trips around the Vancouver seawall became a ride to the train station and into work. In 2009 Jena came to New Zealand for a wedding, and met her husband-to-be. The couple

settled permanently in Auckland in February 2010. While getting to know the city, and making the transition from designated bike lanes of Vancouver to bus/bike lanes in Auckland, Jena was introduced to Cycle Action Auckland. Part of that introduction was attending a bus/bike Road User workshop — "it gave me so much knowledge and the confidence to get back riding on the road." Jena now dedicates her project managing skills full-time to cycling based projects, including the national Share The Road campaign that CAN is working on. "I have found unbelievable reward in directing my energy and talents into projects I believe in and have such passion for." ■

Cycle skills instructor's courses

Amy Taylor

BikeNZ has constructed a Grade 1 Cycle skills Instructor course using material supplied by SPARC and the NZ Mountain Safety Council.

The course uses the NZQA National Certificate in Recreation and Sport with a strand in Cycle Skills Instruction. It covers the fundamentals of instructing; development of cycling skills, how to be an effective instructor, risk management and the instructing session.

This 'how to' module of the Grade 1 course will be used also in Grades 2 and 3.

The two day Grade 1 course offers the ten core skills documented by Cyclist Skills Training (NZTA). Participants will learn how to instruct the skills, will practise in a controlled environment and will share ideas on delivery and session planning.

Having completed the course they will

undergo an assessment, probably within eight months.

A database on the BikeNZ website will include successful participants as registered cycle skills instructors, ensuring that organisations can employ them with confidence that they have been police vetted and that BikeNZ supports them.

Courses will run

- ◆ 15–16 June in Napier (full)
- ◆ 18–19 June in New Plymouth
- ◆ 25–26 June in Auckland.

To register, go to www.bikenz.org.nz/grade1

Twelve more courses will be run nationwide over the next year, covering Grades 1 to 3 of the NZTA guidelines. ■

CAN committee and portfolio activities

Glen Koorey

Planning & Development: review applicants and engage staff for NZTA "Safer Cycling" programme; scope/contract admin staff; review CAN Strategic Plan; Develop CAN/BikeNZ "Safer Cycling" sub-contract; set up new accounting software; review fundraising initiatives.

Activities/Event Organisation: plan/run the bus/truck road-user workshops; plan 2011/12 Cycle Friendly Awards & 2011 CAN Do and AGM; organise next NZ Walking/Cycling Conference 2012; Feb committee meeting (Christchurch).

Local Group Support: Bikewise month 2011 and Go-by-Bike Day; meetings/contacts with local groups; advise on intersection risk ratings, speed cushions, roading surfaces, bike racks on buses, cycle-only crashes.

Promotion/Campaigns/Media: review Chainlinks frequency; "Stop at Red" campaign; media responses to cycle crashes; response to public enquiries about cyclists; update CAN/BikeNZ joint media guide; media releases on Go by Bike day, fuel price rises, Bluff to Cape Reinga bike ride, cycle crash sentencing, CAN/BikeNZ Safer Cycling project, bike lights, cycle skills training, Coroner's inquest into cycling deaths, advice for cyclists and drivers.

Website/IT: meet website hosts/developers; review website roles/permissions; site to-do list management.

Policy Development: cycle conference funds; local group funding applications with CAN's name.

Meetings/Representation: regular meetings with NZTA and MoI; "Safer Cycling" project Joint Steering Group meetings with BikeNZ Board; Bikewise Advisory Group meeting; discussions with road safety charity BRAKE.

Feedback/Submissions: feedback on NZTA 2011/12 research programme; submissions on Draft 2012 Govt Policy Statement, High-risk Rural Roads Guide; feedback on NZ Cycle Trail draft Route Planning & Selection Guidelines.

Contract/project work: NZTA Safer Cycling Road User workshops and "Share the Road" programme development; cycle instructor training & assessment. ■



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Jena Niquidet

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MORE

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

For full contact details go to:
can.org.nz/contact

Road User Workshops from CAN

Julian Hulls

If you are a regular transport cyclist you will find yourself sharing the road with some very large buses and trucks. Occasionally riders will feel their life is in danger and drivers will look for time savings to make it to the depot on time. This can lead to anything from insults to injury.

We think it would be great if we could find a way to understand each other and co-exist on the same roads. CAN and BikeNZ have been funded by the NZ Transport Agency to develop and deliver Road User Workshops and a Share The Road campaign.

This work, plus a Cycling Skills Training program, managed by BikeNZ, will be done between now and 30 June 2012 and will be overseen by a Joint Steering Group consisting of leaders from the CAN and BikeNZ.

Together these projects are known as the Safer Cycling Programme. The framework for a fresh new approach to "Share the Road" is currently in the early design phase and will continue to develop as the year progresses. The ultimate goal is to increase the empathy between drivers and cyclists, leading to positive and lasting changes in behaviour.

This idea is very much at the heart of the Road User Workshops.

Road User Workshops have already been successfully trialled by volunteers in Wellington, Christchurch and Auckland. Feedback from these workshops indicates that they provide an excellent level of education and encourage participant dialogue, which promotes learning beyond the classroom. It also gives industry sectors an

All returned with huge grins and keen to get back on a bike.

Julian Hulls' highly successful workshop, using the bus for the classroom, elicited understanding of cyclist and bus driver behaviour and how a change in both can reduce stress and worry about accidents in shared road space.

Truck driver workshops are planned along the same lines.

Julian Hulls is managing the Road User Workshops for CAN.

He was born in NZ and raised in Scotland. Previously a Learning and Development Consultant and currently a Director of www.nextbike.co.nz. "I like bicycles with baskets and riding with my family. Daily mantra — 'Persistence will overcome resistance.' If you think I get excited talking about bikes, try asking me about skiing."

Contact jsg@can.org.nz

opportunity to communicate with cyclists, which has resulted in the creation of "Safety tips for cyclists, bus and truck drivers".

bringing professional drivers and cyclists together can increase awareness and empathy for the cyclists' road safety issues in the city

The Road User Workshops for bus and truck drivers will be piloted in the Auckland, Hamilton and Tauranga areas.

The Road User Workshop is a half-day road safety workshop, which aims "to bring professional drivers and cyclists together to increase awareness and empathy for the road safety issues that cyclists face in the city."

The workshop includes:

- ◆ An experience of cycling in real road conditions, guided by experienced cyclists
- ◆ A facilitated discussion and feedback to review that experience.

If you have contacts that work in the bus or trucking industry we'd love to talk to them and see if we can run a workshop for them.

If this pilot is successful it will be rolled out nationwide and may become compulsory for all new bus and truck driver licenses. ■





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Electric bike conversion basics

Daryl Neal

Electric bikes are rapidly becoming popular. They offer faster commuting, no sweat, no struggling on hills, more responsive negotiating of traffic and a balance between fitness and fun. They are also one of the most efficient modes of powered transport, costing about 0.5 cents per kilometre.



'Off the shelf' e-bikes are available, but converting an existing bike is more cost-effective (about \$1500), allowing you to keep the bike you love with the specs that you want.

Most conversion systems provide 500 to 600 watts of peak power, averaging about 300 watts to comply with government regulations. This is enough to allow you to ride up hills that would otherwise need granny gear or make you walk. Standard kits have a top speed of about 30 km/h (to match the gearing of most bikes) and a range of about 35 km. This may sound limiting, but a custom made conversion system can give your bike even more range, power or speed to suit specific needs.

The Battery

The battery is the heart of the system and where most of the cost lies. Today's batteries are lithium based, of two types: lithium ion and lithium iron phosphate. Both can be recycled. Lithium ion batteries are slightly smaller and lighter, with a useful life of 800 to 1500 recharges. Lithium iron phosphate batteries (made famous by DeWalt power tools) have a life span of about 3000 recharges and will not catch fire if damaged or incorrectly charged.

Battery capacities are measured in amp-hours. A 36 volt 10 amp-hour battery gives about 36 km of assisted riding on the flat. A 36 volt 20 amp-hour battery gives about 72 km. The range depends greatly on hills, load, speed and how much pedalling you do. Most chargers charge a battery in about five hours from a standard wall socket.

**A balance
between fitness
and fun**

The motor

Three types of motor are available: the direct drive hub motor, the freewheeling (or geared) hub motor and the mid mount motor.

The direct drive hub motor is the simplest and most reliable. It runs silently and needs almost no maintenance. It turns even if not in use, creating a small amount of resistance. A direct drive motor can provide regenerative braking (recharging the battery while slowing or descending) and can drive in reverse. It is ideal for a cargo bike, trike or off-road machine.

The freewheeling hub motor or geared hub motor does not turn, creating no resistance when pedalling unassisted. It provides no regenerative braking and cannot drive in reverse. It has reduction gears, making it a great hill climber. This motor is ideal for a commuter bike.

The mid mount motor fits in front of the pedals and connects to the chain, using the bike's transmission so the rider can choose suitable gears. It is more complex to fit and causes increased chain wear. However, it provides great performance and keeps the weight central in the bike.

The speed controller

The controller is a small box that plugs between the motor and the battery to regulate the flow of electricity; the bigger it is the more it can handle. A standard controller has a flow rating of about 20 amps. The controller can do clever things like cruise control, reverse and regenerative braking. It also protects the battery and motor.

The throttle

The throttle is usually a handlebar-mounted twist grip like that on a motor-cycle or a thumb lever like that on a quad bike. A lead connects it to the controller. Another option is a pedal sensor,



which activates the motor when it detects movement of the pedals.

You can easily convert a bike in an afternoon, but mechanical knowledge is an advantage

because improper installation can cause expensive damage. If unsure, engage a specialist, who will also shorten cables and waterproof the system to ensure a tidy and reliable job. Cables come long to suit different bikes. Leaving them long is fine, but means bunches of wires coiled up on the bike. Professional install cuts cables to the right length to suit the bike, so its tidy, safe and discreet. ■



Revolution in Style

Christina Bellis

Ever more dazzling women are coasting down the street on their bikes to the movies, shopping, coffee or work. Eleven New Zealand Frocks flocks are now active: Wellington, Christchurch, Auckland, Dunedin, Nelson, Tauranga, Palmerston North, Rotorua, Hawke's Bay, Bay of Plenty and Taranaki. Frocks on Bikes has taken New Zealand by style and push-bike!

Started by five Wellington women in 2008, the movement has gone international, and colourful and sassalicious flocks of biking ladies are now turning heads across the ditch. Early this year, the first international flock in Melbourne held its inaugural ride followed by croquet and Pimms. Brisbane has been shining up its spokes and Perth is pre-ttying up its panniers.

Frocks on Bikes is not about matching your handbag to your helmet. It's about cycling as a transport choice for women. As well as fun — frockilicious events like fashion shows on bikes, Valentine's rides, picnics and garage sale trails, Frocks holds skills workshops and Road Rights and Responsibilities discussions.

It's about being safe and stylish while you whisk through the streets on a bike wearing your favourite ensemble. ■

REGIONAL GROUPS

Spokes Canterbury update

Dirk De Lu

Life has been busy for cycle advocates in Christchurch. The quakes have proved that getting around by bicycle is easier and more reliable than being stuck in gridlock on roads that open and close randomly with damage and repairs.

Many residents figured this out and cyclist numbers have increased dramatically. But alas, the EQC and City Council responded to the gridlock by painting out cycle lanes to make more room for cars! New cyclists found themselves using lanes that end abruptly with nowhere to go but into traffic with ever less considerate drivers.

Spokes has made its displeasure clear and has built a relationship with the City to establish other routes.

Much remains to be done. Meanwhile, we are glad that the City advises us of lane closures and such, which we pass on via the Spokes website.

Spokes authored a vision statement for the rebuild, which has gained support from other groups. It's available at <http://spokes.org.nz/article/safe-sustainable-resilient-christchurch>.

The Council's website (www.shareanidea.org.nz) seeking residents' views on rebuilding the city has been inundated with pro-cycling and sustainability suggestions. Community workshops are adding to this progressive trend.

With a good effort, elected officials may even listen

Submissions continue apace, but ECan's government-appointed commissioners voiced no comment or question about Spokes' submissions on their annual plan. It can be tough here in Christchurch! In our experience, officials complete their draft plans and regard hearing submissions as an unavoidable duty which they must sit through.

Spokes will continue its efforts to see Christchurch rebuilt as a green, sustainable, cycle- and pedestrian-friendly city. Submissions on the draft Central City Plan will be made in October with a final plan to be adopted by CERA in January. With a good effort, elected officials may even listen. With luck, someone other than Gerry Brownlee may decide Christchurch's future!

Cycle Action Auckland roundup

Barb Insull

Auckland's new super-city is an opportunity for cycling, which the new mayor understands is vital to fix congestion woes. Some new local boards are also highly committed to cycling, especially the Waitemata Local Board (based in the central city).

It helps that the deputy chair of this important Board is a Cycle Action Auckland committee member. The new council-controlled organisations (CCOs) are keen to promote cycling, and NZTA's Regional Director and Highways Manager have adopted Cycle Action's strategic cycling routes.

The new streamlined decision-making

processes in Auckland led us to partner with a brand new event for the Harbour Bridge and Northern Busway, to be known as the Telstra Clear Challenge. The 110 and 15 kilometre rides and family cycling festival on December 11 have been launched in the media, and a website is registering participants.

Cycle Action is advising the Waterfront CCO on cycling routes to link the Westhaven Marina, Harbour Bridge and Tamaki Drive. We're collaborating with Waterfront Auckland to provide public cycling events for the opening of the revamped Wynyard Quarter by the Harbour Bridge. Imagine more than 100 bike parking spaces there!

The Rugby World Cup is bringing improvements for cycling in the central city, and Cycle Action is revising maps for cycling Cup visitors.

We have registered interest in giving evidence to the Coroner's inquiry into the death of British nurse Jane Bishop, who was killed last year while cycling along Tamaki Drive. We requested a major safety audit after Jane's crash. Auckland Transport has made some improvements on Tamaki Drive, and we have asked for more to be done urgently in time for Rugby World Cup visitors. Locals make 1200 trips a day on this route.

The Board of Inquiry has allocated \$8 million for new cycling infrastructure from the budget for the Waterview segment of the Auckland ring motorway. Our thanks go to Waterview residents and Cycle Action members Barb Cuthbert (planner) and Max Robitzsch (engineer) for witnessing at hearings.

The National Cycle Trail is expanding in Auckland. Richard Balm, Jonathan Kennett and Jude Ellis from the Ministry of Economic Development have identified routes connecting the airport and CBD, with ferry links to Waiheke Island and Coromandel. The Airport Company and NZTA are helping too.

The Rugby World Cup is bringing improvements for cycling

Cycle Aware Wellington update

Alastair Smith

People power is the theme for Wellington cycle advocacy in 2011. An on-line survey to find out what our cyclists think netted 451 replies, a remarkable 500% increase on the 2010 survey!

We put this down to growth in interest in cycling in Wellington, and to promotion of the survey on our Facebook page (anyone under 25 will show you how to find it) and through the Cycling in Wellington blog (<http://cyclingwellington.co.nz>).

Top priorities are (drum roll!): more money for cycling (an 'Ed per Head' cam-



Cyclist forced on to the footpath on Main North Rd, Christchurch

paign to get the WCC cycling budget set at \$5 per head), fixing the Petone - Ngauranga gap, a bike boulevard (location as yet undetermined), improving the Hutt Road route between Ngauranga and Thorndon, a route from Island Bay to the CBD and a fast Jervois Quay alternative to the cruisy waterfront route.

Some of these are already gaining traction. An upgraded Ngauranga to Petone cycleway is part of the draft Hutt

Corridor Plan, and Wellington City wants investigation to start this year. WCC is also investigating options for the Ngauranga-Thorndon cycle path where cyclists must dodge power poles, parked trucks and exiting vehicles. One idea is a path between the businesses and the rail line, separating cyclists from other traffic. The bicycle boulevard idea is part of the visionary Wellington 2040 plan which shows cyclists and walkers on a rejuve-

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Bike West Coast (SI)

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Spokes Dunedin

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Pedaltours
Rotorua District Council
Rotorua MTB Club
Tasman District Council
Timaru District Council
University of Canterbury
ViaStrada
Waimakariri District Council
Wellington City Council

nated leafy Kent Terrace, but we hope it will be implemented before then!

Wheels jamming between the bars of roadside sump gratings may soon be a thing of the past, as WCC has bought 40 wavy sump gratings. These drain just as well as standard grates but don't act as instant bike stands when ridden over. If your town has a sump grate problem, get your council to check these out.

Bikes on public transport is still a hot topic. New rules prohibit standard bikes on peak hour train services, but a Greater Wellington Regional Council subsidy for Dahon and Giant folding bikes has increased the numbers around town and on the trains. Go Wellington and GWRC are looking at trialling bike racks on buses. Rumours that a CAW hit squad will hijack a Christchurch rack-equipped bus for a trial are unfounded.

Cycling developments in the Hutt Valley

Tom Halliburton

There's been a lot of activity in the Hutt Valley recently, especially about councils' annual plans.

Upper Hutt has budgeted \$642,000 to build a cycle path on part of the Hutt River stop-bank next year. It will go north from Moonshine Road almost to the existing stop-bank path. Consultants are preparing the city's first Walking and Cycling Strategy, which will include a cycling network plan. After a hiatus of several years, good projects are being planned.

St Arnaud's cycling veteran

John Rhodes and Richard Leppard

Londoner Clive Sparrow was three years old when, at the start of World War II, his father pushed his car into the garage. It remained there until petrol was available again after the war.

The fuel shortage made cycling popular and huge groups of cyclists took to England's roads and lanes, filling cafes for their morning and afternoon teas. Clive biked to school in Croydon and then to work in Victoria. He would leave his bike at Penge East railway station at the foot of the Crystal Palace hill and take a train

Particularly exciting is a planned path in the railway corridor from near the Upper Hutt CBD south to Silverstream. This will form a spine for walkers, cyclists and runners through the southern part of the city and will improve

links to railway stations. Budgeted cost for this outstanding facility is about \$1.2m.

Greater Wellington Regional Council has prepared its Draft Western Corridor plan, which looks likely to end ideas of a cross-valley road link. This will allow planning for a major upgrade of the Petone Esplanade, an important cycle commuter route. The Hutt City Council's annual plan includes controversial items, so we have been lobbying about how the large cycling budget should be spent. The council has done good things in the last two years, and we hope it will stick with its long term cycling strategy.

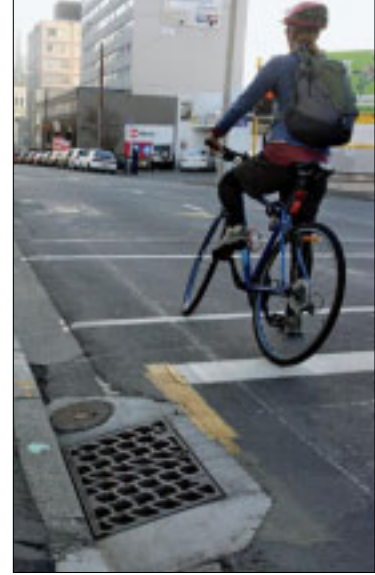
The active Hutt Cycling Network is working for a better cycling environment in the Hutt Valley. Our Google discussion group collects information on trouble spots and cyclists' opinions on proposed works. The address is: <http://groups.google.com/group/hutt-cycle-network>. If you cycle in the Hutt Valley, please join the group and make your opinions known. ■

Richard interviewed Clive Sparrow in St Arnaud and John Rhodes wrote up the following article based on Richard's notes.

through the tunnel. After work on Fridays he'd cycle to Tanners Hatch or Alfriston on the south coast, where the YHA hostel cost a shilling a night.

For his annual holidays he did cycle tours in Europe. In 1963, Clive took a Russian ship to Helsinki and cycled south through Norway, using ferries to cross the many fjords.

He came to New Zealand in the sixties and biked from Picton to Queenstown. At that time cycling outside towns was unusual, and many motorists offered him lifts.



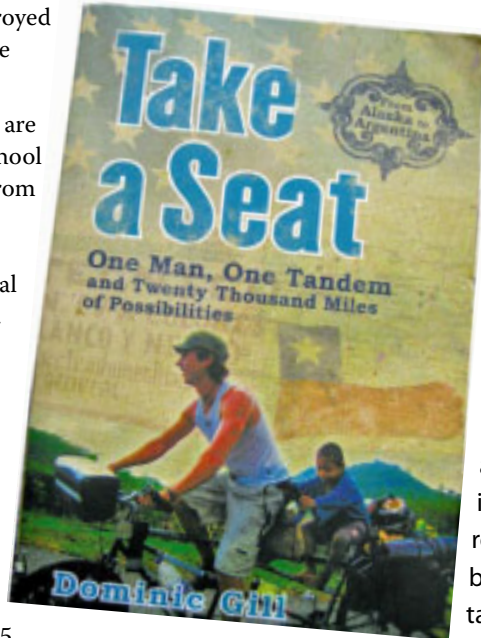
St Arnaud's cycling veteran continues

Clive Sparrow now lives in St. Arnaud at the entrance to Nelson Lakes National Park. He says the NZ Transport Agency has failed to make the township fit for non-motorised traffic. 'The school and store have no pedestrian crossings; the 70 km/h speed limit is excessive and motor traffic has hit and destroyed the village telephone box three times.'

St. Arnaud's only bus services are a trampers' shuttle and the school bus for ten children coming from a distance. Seventeen other children walk or bike (on the footpath) to school, and several adults bike around the village. However, Clive now uses his bike only during February, Bikewise Month. He says, 'Civilised countries have adequate public transport and make areas where people live safe for non-motorised transport.' He says Nelson has become more cycle-friendly, but blundered in 1955 by closing its rail link from Richmond to the CBD and replacing it with under-occupied cars. 'That line would have zero carbon emissions now if it was electrified, because all South Island electricity generation is from rivers.' Clive welcomes planned cycle trails in Tasman District, but says none of them will reach St Arnaud. He thinks they should, and points out possible routes to link the village with the Wairau and Buller valleys and avoid highways. He acknowledges the present awakening to cyclists' needs, but urges that Kiwis be considered before overseas tourists. And he's no speed fiend: 'I oppose dangerous cycling such as hurtling down hills on mountain bikes!' Clive advocates cycling for health. 'Cyclists need no gyms. Riding on three or four days a week ensures fitness. A cycle-friendly urban environment does not cost, it pays.' But he opposes helmet-wearing. 'Many overseas countries with far more experience of cycling than New Zealand consider them unnecessary', he says. 'In Norway cyclists can use the footpaths; and some European countries consider every cycle / car collision to be the motorist's fault. In 1990, Clive opted for a sustainable life style. He stopped travelling by air and two years later stopped buying fossil fuels. He has no children and has never had a licence or owned a car. ■

Take a Seat: one man, one tandem and twenty thousand miles of possibilities

Patrick Morgan



Dominic Gill, 2010, 287 pages, www.takeaseat.org

If you sit at your desk and dream about leaving your routine life behind and taking a long trip, perhaps

you shouldn't pick up this book.

Englishman Dominic Gill couldn't resist the pull of adventure. Just a few years out of school and in a 9-5 job, his mind drifted towards an epic bike journey. Unable to tempt his regular riding buddy, he takes out a 'home improvement loan' and decides to pilot a tandem down the Americas, recruiting riders along the way. He aims to ride from Prudhoe Bay in Alaska, for 29,500 kilometres down the west coast to Ushuaia, the southern most city in South America.

Sometimes he rides on his own, sometimes he rides with one of the approximately 270 people he picked up for company on the back, but there's plenty of hardship and triumph to move the narrative along. There's a rag-tag bunch of travellers, dreamers and athletes willing to hop on the back and pedal for an hour or a few days – and plenty of kids wanting to try out the gringo's bike. He teams up with a Kiwi sailor to bypass the swampy Darien Gap between Panama and Colombia. Machete-wielding farm workers, and murderous truck drivers aside, the author learns to depend on the kindness of strangers to lift his spirits when the road is hard.

So if you are struck by wanderlust and looking for inspiration, try Take a Seat. ■

On the web

Helmets for drivers



'You have made a sound decision to purchase your Davies, Craig Motoring Helmet. Wear it and don't feel self-conscious. Driving even for the most proficient is dangerous.'

<http://tinyurl.com/drivinghelmet>

80% of Copenhageners cycle through winter



Pictures when the temperature was well below zero. 'If you prioritize keeping your bicycle infrastructure clear of snow, people will ride.'

<http://tinyurl.com/wintercopenhagen>

The Sperm Bullitt



An environmentally-friendly way for one of Europe's leading sperm banks to transport sperm to the fertility clinics.

<http://tinyurl.com/spermbikepage>

Getting goods out of trucks



CYCLE Logistics is a new EU funded project aiming to get goods out of trucks and vans and onto bikes. Half of all trips in the city involve the transportation of goods; light goods over a third of these. European Cyclists Federation <http://tinyurl.com/cyclelogistics> ■



Great Crested New Zealand



Wharfedale



Craters of the Moon, Idaho



Makara Peak, Whittier



Mt. Strowd, California



Port Hills, Otago



Beechworth MTB Park, Victoria



Bennetts MTB Park, NSW



Wharfedale, Dore



The Heaphy - Whittier



Trails for your Treads

Since Adam rode a hard-fall, 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**

 gear for the cycling revolution

Only available directly from Ground Effect. Call free on 0800 655 733.

www.groundeffect.co.nz