

CHAINLINKS 2011 Issue 1, March

Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2011 ISSUE 1, March



Graeme Lindup and Richard Leggat
CAN and BikeNZ are two organisations both sharing the same underlying goal of having more New Zealanders cycling safely more often. We have differing but complementary strengths, which make a great deal of sense to combine. After several years of working more often than not in isolation, we are now collaborating in two key areas, as well as communicating more regularly on a host of issues.

Late last year we formed a joint media group so we can comment collectively on issues relevant to people who cycle and present consistent messages to the media and public. The catalyst to work together was the media attention given to cycling after the tragic deaths in November and the recognition that, by co-branding and working together, we could achieve more than by working separately. An example was the media article we released in the aftermath of these events (article, p9).

It was also agreed that we should become more proactive in telling good cycling stories, not just responding to the latest cycling incident. The three key themes we are promoting are: more and better cycle skills training, improved infrastructure to make cycling safer, and a "Share the Road" campaign to improve all road users' attitudes and behaviours. We are optimistic that we will make progress in all three key areas over the coming twelve months.

The second area of collaboration is in working with NZTA, which fits very nicely with our three key themes! NZTA want to promote mode shift and cycle safety and have asked CAN and BikeNZ to combine forces so they can deal with one group rather than two. They have funds available for various areas of work including the development of cycle skills training and road user workshops programmes and the scoping of a national Share the Road campaign.

We have formed a joint CAN/BikeNZ Steering Group to prepare a proposal for NZTA and to oversee what we believe will become an ongoing contract. We believe this is an opportunity for CAN and BikeNZ to cement our place as the provider of choice for NZTA in cycle skills training and road user workshops, as well as the 'go to' group for cycle advocacy and advice on interaction with other road users. If our proposal is successful, the funding will enable CAN and BikeNZ to continue to have paid staff who can deliver key outcomes for everyday cycling, such as improving road user interaction and accelerating cycle skills training programmes that are currently being rolled out through parts of New Zealand. This is an exciting opportunity where working together has a real chance of making New Zealand a significantly better country for cyclists. ■

Richard Leggat is BikeNZ CEO and Graeme Lindup is CAN Chair.

Letters to the Editor

Cycle touring

Simon Kennett's excellent, enthusiastic article *Cycling: Back to the future?* makes great reading. I toured with my two boys for six years from when they were 10 and 12, both here and in Denmark.

As Simon says, including quiet roads is essential. We planned routes of 40 to 60 kilometres per day with many rests, milkshakes and pies. If distances were too great we loaded up with food like salami rolls, bread, fruit and chocolate, and a thermos of tea. We whittled gear down to essentials, taking small quantities. Our baggage decreased as we went along. We

found string, rubber straps and puncture repair kits essential.

Simon touches on timing and riding skills. We cycled a couple of hours early morning when traffic and sun were not so bad, had a siesta, rode another couple of hours, rested again and rode a few more hours before camping. I stayed at the back to warn of traffic behind. The boys had good skills, having ridden bikes since they were four.

Cycle touring is about having time to go off state highways, to explore, to rest and enjoy what you travel through. Children don't enjoy car travel and prefer to be out on their bikes.

Some terms you use, Simon, I do not know: 'stealth touring', 'brevets' and '29ers'?

Liz Mikkelsen

Articles by **1 June**

Local group reports by **17 June**

Email content to: chainlinks@can.org.nz

Pictures: >500kb, 1024x768 pixels preferred

Advertising: chainlinks@can.org.nz by 1 June

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Registered Charity no.: CC36909

Chainlinks

ISSN 1175-9364 (print)

ISSN 1174-3409 (online)

chainlinks@can.org.nz

Editors:

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The views expressed in Chainlinks are not necessarily those of CAN.

Publishing

Australian encounter – ‘Why do you do it?’

Terry Sumner



I looked blank. Fistful of tea, mouthful of sandwich. The sun, glistening across the salt bush 100 kilometres south of Alice, was warming away the morning's rain. Black ants were busily clearing up the crumbs under my picnic table. 'Is it the challenge?' The middle-aged Australian staring at my faded panniers and battered bike looked genuinely puzzled. His wife was dodging the ants and considering getting back into their Nissan 4WD and caravan.

'Yeah, partly ...' An image of Kiwi Chris skipped into my mind—his look of delight when we met and shook hands in the middle of the Nullarbor—another touring cyclist, and from New Zealand. How could I explain the fierce satisfaction, the feeling of content during that last hot drink of the day, the chocolate and counting the stars across the head of Scorpio? 100 kilometres to the next water supply and 500 to a supermarket. 'How old are you?' (Damn the grey beard). 'Not as old as I look. I've had a hard life'. Yeah, that day south of Coober Pedy—beating into a headwind and driving rain at 6°C, wondering what the hell I was doing—until the ute with outrigger canoe pulled over. Timo, 64 years of lean, sinewy Finn leapt out to show me laminated photos and newspaper stories of his life-threatening adventures. As we covered behind his ute he explained that scientists have isolated a gene for people who go off on crazy trips. 'We might not come back but that's OK, eh?'

[†]Grey Nomads—older Australians spending their retirement circumnavigating Australia, usually with a four wheel drive and caravan.

He grinned and drove off into the rain, which was easing.

'How far do you go in a day?' Feeling suddenly humble I remembered the Perth motorcyclist en route from Cairns, smiling through a layer of Gawler bull dust and expecting to do a thousand kilometres by nightfall: About 100 kilometres. 'Don't you get lonely on your own?' 'Nah, not really. Some days I talk more than I cycle.' How could a cyclist refuse an invitation to lunch ('fancy a cheese and pickle sandwich?') or turn down a still warm quarter of sourdough bread? ('Here y'are young feller, put that in your panniers...') Still uncomprehending, the Grey Nomads[†] climbed back into their air-conditioned rig, waved and drove off. I waved back. Next day in a howling, wet tail-wind the side blew out of my rear Mavic rim and as I sat in the back of my rescuer's 'Troop Carrier' watching the world go by at 90 km/h I knew again why I did it. ■

'Is it the challenge?'

Thanks!

Thank you for your support of CAN's recent fundraising campaigns.

The generous financial contributions from one major donor, and many smaller contributions from members and friends of CAN, have enabled us to retain an office in Wellington and part time staff for the balance of 2011.

We are dependent upon your support and ask you to consider making CAN your preferred charity. Thanks again!

CAN Committee

Contents

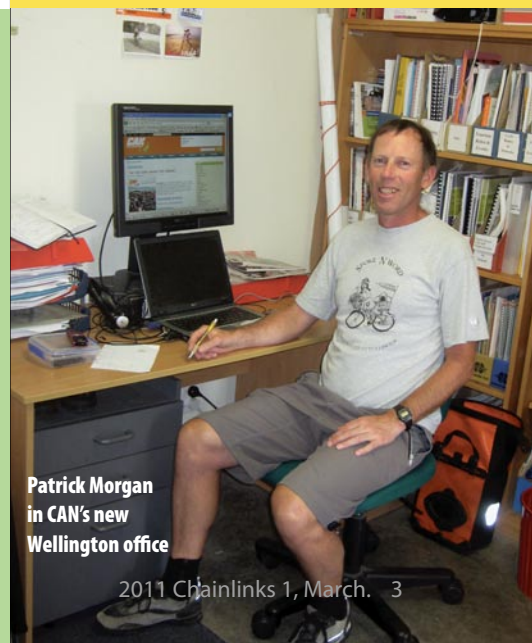
- 2 Editorial
- 2 Letters to the Editor
- 3 Australian encounter
- 4 Government news
- 5 Planning ahead for Let's Go
- 6 Spokes Canterbury – earthquake
- 6 Bike Wise Month
- 7 New Zealand stories
- 9 The case for cycling and safer roads for all
- 10 A taste of China
- 10 Load carrying? Take a bike.
- 12 Proposed Joint NZ Walking and Cycling Conference for 2012
- 12–13 CAN news & contacts
- 13 Chainlinks' place in CAN's communications
- 13 Churchill Fellowship for CAN's project manager
- 15 Give us a chance
- 15 Tribute to Fiona
- 16 Regional groups news
- 17 Join CAN
- 18 Advanced Cycling, the essential guide
- 19 Crashes in bus lanes: Auckland data analysed
- 19 On the web

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. ■



Patrick Morgan in CAN's new Wellington office

Government News

Nga Haerenga, The New Zealand Cycle Trail update

Originally conceptualised as one long trail from Cape Reinga to Bluff, Nga Haerenga, The New Zealand Cycle Trail is now made up of a series of 18 Great Rides, offering world class cycling experiences across New Zealand.

The Government is investing in the New Zealand Cycle Trail to generate lasting economic, social and environmental benefits for New Zealand communities while building New Zealand's already strong reputation as a premium tourism destination.

In the longer term, it is envisaged that the Great Rides will be progressively linked with other cycling routes and facilities, and will cater for a range of cycling abilities, types and purposes.

Ready to ride

With one trail, The St James Cycle Trail fully completed, and most of the other 17 trails now under construction, there are already several options for cyclists who are eager to get their first taste of riding on Nga Haerenga, The New Zealand Cycle Trail this year.

The St James Cycle Trail near Hanmer Springs was opened last November. The trail is about 60 km from Lake Tennyson over an alpine crossing which climbs

there are already several options for cyclists who are eager to get their first taste

200m up the St James Range (1300m) and down through mountainous river valleys. Experienced riders can be expected to complete the Grade 3 loop trail in a day from Hanmer Springs; while for novices there's a separate seven kilometre trail to Lake Guyon and return.

Cyclists may also be eager to ride sections of five further Great Rides that have also been opened and are in use, including the Ruapehu-Whanganui Trails, the Waikato River Trail, The Queenstown Trail, The Old Ghost Road Trail, the Around the Mountains Trail, and the Heretaunga Landscapes Trail (Hawke's Bay).

The aim is to have 18 Great Rides completed and ready for use by summer 2012–2013.

For more information, see tourism.govt.nz/cycletrail

THE GREAT RIDES



DISCLAIMER: This map is for illustrative purposes only and does not intend to be accurate. Nga Haerenga, the New Zealand Cycle Trail project does not accept any liability for any inaccuracies or any decisions made based on this map.

Keeping number plates clear

Acting Senior Sergeant John Hamilton

Canterbury Police will be actively enforcing provisions requiring drivers of vehicles to ensure their number plates are not obscured. Acting Senior Sergeant John Hamilton of the Canterbury Highway Patrol said problems arise when a motorist wishes to make a complaint about another driver — but is unable to identify the vehicle involved, because of an increasing trend of obscured number plates.

“The problem escalates each holiday season when we have more vehicles on the road and the level of driving complaints increases. It can be quite frustrating for law abiding drivers who are unable to identify the number plate on the offending vehicle. Often it is obscured by bike racks, sometimes carrying bikes or just by tow balls that cover part of the plate. We advise people to consider using roof racks or maybe remove the tow ball if they are not towing a trailer.”

The vehicle's plates on both front and rear should be completely clear of any obstruction so they can be easily viewed. Our intention is to increase the visibility of vehicle number plates. Drivers who obscure their number plates can receive a \$200 infringement with 20 demerits. Parked vehicles with obscured number plates can also receive a \$200 infringement. ■



Planning ahead for Let's Go

Coastal Pathway between the new bridge and Bell Block

Carl Whittleston

New Plymouth is receiving a \$6 million boost for walking and cycling. The NZ Transport Agency (NZTA) is funding programmes and projects around the city as part of its Model Communities project, and has given Hastings a similar boost.

New Plymouth must now show a return on the investment by becoming a demonstration city with increased walking and cycling. If it succeeds, NZTA and local authorities can build a business case for re-balancing funding in favour of these active transport modes.

The goal of the city's Let's Go project is to double the number of people walking and cycling to work by 2016 from 10% to 20% of all trips. Programmes include travel planning for workplaces; cycle skills

doubling the number of people walking and cycling to work by 2016

training for students and adults; teaching about infrastructure (like walkways) that already exists; and inclusion of walking and cycling in health education and activity programmes.

Already this year they've held walks, a Parking Day (parking spaces for people not cars), Take A Kid Mountain Biking, a Bike Fix-up on the Coastal Pathway and talks as part of the Puke Ariki 'What If' discussion on Taranaki's future. Recognising the value of mixing and matching biking, walking and bus trips, they have chosen

to use the 'Walk Ride Bus' byline with the Let's Go brand. New Plymouth celebrates Bikewise Month in style, with events for kids, schools, new riders and those who already ride daily. Clubs and organisations provided guided rides, bike fix-ups,

movie screenings, Frocks on Bikes events and a Mayoral Challenge.

Developments coming up are the upgrade and extension of Mangati Walkway in Bell Block, making the CBD more inviting to walk and cycle in, green markings on cycleways and new and improved pedestrian crossings. We propose three new river and stream crossings on routes with identified demand. As a pilot, city centre and urban streets will get shared space and low speed zones. We're launching an interactive Let's Go website to engage users and encourage walking and cycling. Let's Go is bringing the Taranaki community together, with the Regional Sport Trust, Police education officers, Roadsafes Taranaki, the DHB, schools and other organisations all involved. The project is engaging people in active transport in a way that hasn't been done before. Students are surveying learnings and outcomes with assistance from the Centre for Sustainable Cities. ■

Spokes Canterbury Special Earthquake Issue

Keith Turner, Spokes Chair

Excerpts from the Spokes Canterbury newsletter, Special Earthquake Issue, March 2011.

The events of the last week have certainly turned the world upside down for many of us. I would like to extend my hope that you are all safe and well and coping with the circumstances you find yourself in at present.

If you have suffered a loss, be it of a loved one, relation, friend or colleague please accept the heartfelt sympathy of all of us at SPOKES. Likewise if your home, business or place of work or study has suffered loss or damage, know our thoughts are with you.

Community building

For many years Spokes has been working to support and expand the cycling community. With the earthquake we are again reminded why we need to rebuild a safe, healthy, resilient and sustainable community.

While we struggle with putting our own lives and homes back together it can be helpful to connect with others to shape the future of our community. We cannot "influence" earthquakes, but we can have some power over how we respond to the challenges raised.

An easy way to do this is to join one of the twenty new e-democracy forums created to encourage discussion about Christchurch at the suburban level.

Reach out to others to help shape the new community you want to live in. Cycling and walking can be a part of Christchurch's future. beforeafter.co.nz

"When the spirits are low, when the day appears dark, when work becomes monotonous, when hope hardly seems worth having, just mount a bicycle and go out for a spin down the road, without thought on anything but the ride you are taking."

Arthur Conan Doyle

Back to Normal?

Cycling across town to check on friends made clear how foolish we are to have become so dependent upon cars. I encountered long queues of cars creeping along raising the dust and left far behind as I cycled past. Petrol is past \$2 a litre and there they are stuck in traffic. We have all heard how cycling is "too hard", "not safe", etc. But is it so difficult to see that cars are "too expensive", "vulnerable to being stuck in traffic", and just impractical for short trips and damaged roads?

Go By Bike Breakfast

The Spokes-staffed Bike to Work Breakfast venue at Victoria Square was a very busy place on 16 February. Reports say all the breakfast sites were well attended. Thanks to the many sponsors who made it all happen, Bikewise NZ, Ministry of Transport, Avanti, Ministry of Health and CCC to name a few. And thanks to Starbucks for coffee and hot chocolate at Victoria Square.

The ranks of people cycling to work were greatly expanded by simply offering some free food. Imagine what a connected system of safe cycleways would do! ■

<http://spokes.org.nz/newsletter/2011/03>

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Bike Wise Month 2011

Ashley Burgess

Cyclists across New Zealand took to the streets this February for 2011 Bike Wise month. There were heaps of events and activities across the country promoting cycling as a fun, healthy, and safe way to travel.

Bike Wise Challenge



The Bike Wise Challenge is a fun and free competition held every February between organisations to see who can get the most staff to ride a bike for at least 10 minutes or 2 km. Winners are calculated on the percentage of participation in their department or organisation (based on the total number of staff/members in the organisation). So the more people participating, the greater the chance of winning. There were over 1,000 organisations taking part in the 2011 challenge!

Auckland Bike 2 Work Challenge

This great 12 week challenge was aimed directly at reaching people who don't currently cycle to work. Each week participants receive an email from 'Vela' with great tips on how to create a healthy new habit of cycling to work. This year there was 460 participants.

Go By Bike Day- Wednesday 16 Feb

Biking, free breakfast, fun, what more could you want? People were encouraged to bike to work or school instead of going in the car with the annual Go By Bike day. Over 50 events happened all over New Zealand. Wellington had 900 cyclists enjoying the breakfast and entertainment on a beautiful day on the waterfront.

Mayoral Challenge

These fun events were held on Saturdays and Sundays throughout the month: New Zealand towns and cities were competing for the honour of the most 'Cycle Mad City' by getting as many people as possible to follow their Mayor on a gentle bike ride. Over 40 cities and towns across New Zealand hosted an event. ■



Frocks by Night

Claire Pascoe

Inspired by the Auckland Velociteers' October 2010 'Art in the Dark' performance, the Wellington Frocks on Bikes crew (and extras) choreographed 'Frocks by Night' for Telecom's official lighting of the Christmas Tree in Waitangi Park.

With only three weeks of rehearsal, it was hard to imagine how this glow-in-the-dark, synchronised bike performance was going to come together. But thanks to the sharp choreography skills of Marilyn Northcote, the dedication and enthusiasm of the eight women who already had far too much to do that month, the fantastic friends of the flock who provided music, videography and cheer-leading support, and a few post-practice beers, we made it happen.

Despite our hopes of performing to Michael Jackson being dashed 22 hours before the show due to copyrighting issues, the whole thing was pulled off without a hitch. We rolled smoothly between moves, from 'the chevron' to 'the little circles' to 'the butterflies' and 'the comb'. The crowd were suitably impressed and were clapping and cheering by the time we reached our finale extravaganza move – 'the wing'.

Telecom sponsored MonkeyLectric lights that lit up our spinning spokes and we were all adorned with glow stick jewellery. The whole affair was over in a matter of minutes but the Frocks by Night flock were still buzzing from the fun so we took to the streets for an impromptu night glow-ride.

I recall fondly those rehearsal evenings in the park with eight strong-willed women, all sure we knew how to do it best, riding round in patterns on the grass. Thanks to

the soccer boys, always so gracious when we asked if they wouldn't mind moving across the grass of Waitangi park just a smidgen more.

I certainly hope we can find another excuse to perform our routine – Frocks on Bikes will take bookings!

Hawke's Bay is the Cycling Capital of New Zealand

Paul McArdle

Paul McArdle explains why he believes Hawke's Bay has claimed the title "Cycling Capital of New Zealand."

Why is Hawke's Bay the Cycling Capital of New Zealand?

Hawke's Bay is one of only three regions in New Zealand to be awarded funding for two trails as part of the New Zealand Cycle Trail project.

It already has one of the most extensive high-quality off-road walking and cycling networks linking Napier, Hastings and Havelock North.

The recently confirmed \$2.6 million of government-approved funding will see this network grow rapidly. A further 50 kilometres of new track is being developed and, when combined with the existing 83 kilometres, a total network of 133 kilometres will be operational by the end of 2011.

The number of cycle hire and tour companies has increased markedly, offering single and multiple day cycle packages.

Bike retailers have also reported an increase in bike sales up to 30% as locals mount up to enjoy the world class cycle trails in their own back yard.

Cycling is far more than sport or transport in Hawke's Bay; it's becoming a way of life for many.

Hastings has undertaken a \$6.3 million Model Communities project, and is one of only two cities in New Zealand to receive New Zealand Transport Agency funding for this initiative. Model Communities encourages a lifestyle of walking and cycling through education and the development of physical infrastructure. Hastings District Council is creating a friendly environment for urban cyclists commuting to school, work, town or those who simply want to ride for fun.

There is also a regional focus on cycling in schools. The local development and pilot of the 'Bikes in Schools' programme aims to provide all pupils at primary schools with regular access to a bike, bike helmet and specially-designed bike tracks, inside school grounds. Launched in Hawke's Bay, kids are being encouraged to ride their bikes to be active and healthy.

Continues p8



Hawkes Bay Clifton trail



The culmination of fantastic weather, cycle-friendly terrain, stunning scenery and an established food and wine experience make Hawke's Bay an ideal cycling destination.

Great Harbour Way/ Te Aranui o Poneke

Alastair Smith

Cyclists launched the first stage of The Great Harbour Way/ Te Aranui o Poneke (GHW), a planned cycling and walking route around Wellington Harbour on November 21.

Led by Wellington Mayor Celia Wade-Brown they rode from Queens Wharf to Shelly Bay, where they received GHW bike bells and spot prizes and were entertained by the Newtown Choir.

Support for the GHW was apparent from the number —almost 300— braving a Wellington southerly, and from the movers and shakers attending: the Duke of Wellington, Hutt Mayor Ray Wallace, and MPs Chris Hipkins, Russell Norman and Sue Kedgley.

The recent public purchase of Baring Head means that the eastern end of the GHW will eventually be from Wainuiomata Road, making a practical through-trip. At present it involves going out-and-back from Eastbourne to Pencarrow, usually with a head wind one way!

GHW's challenge for 2011 is the 'closing of the gap' between Petone and Ngauranga. Two of Wellington Region's cities have no decent car-free connection. Cyclists and walkers going between Petone and Ngauranga must choose between the shoulder of a multi-lane expressway and the litter-strewn remnants of a 1930s cycle-way jammed between the railway line and the State Highway.

NZTA and the Regional Council are considering a proposal to upgrade the cycleway and connect it to Petone foreshore with a bridge over the railway. The cost-benefit ratio is strong, as 400 cyclists a day already commute between the Hutt and Wellington and many more will do

so on a user-friendly cycle route. The proposal is part of the Regional Council's Hutt Corridor Plan review for 2011. It must be implemented.

Meanwhile, much of the GHW is readily walked or cycled.

See www.greatharbourway.org.nz/

Cycle skills training in Wellington

Emma Hope

Increasing popularity of cycle commuting in Wellington has led the City Council to fund cycle skills training.

CAN trainers developed the course, and since November they have delivered five three hour sessions to groups of up to 12. Each session consists of two hours of off-road instruction about skills such as indicating, emergency braking, gears and checking behind, and an hour's practice on the road. Participants have time to ask questions and discuss cycling situations around Wellington.

While the training was originally targeted at adult commuters, broader interest led to parents being invited to bring children aged over eight.

Wellington City Council's Sustainable Transport Coordinator, Emma Hope, has been impressed with feedback. "In a survey after the first three sessions all participants rated the course as 'good' or 'very good,' and all learnt something new. One credits his new braking skill with saving him from collision with a truck."

Emma says, "We want cyclists to be competent and confident, so we're funding more of these sessions in 2011." ■



getacross.org.nz

Walking and cycling the Auckland Harbour Bridge

Kirsten Shouler

The proposal for a walking and cycling path across the Auckland Harbour Bridge (AHB) is gathering momentum.

The NZ Transport Authority is now reviewing the technical aspects of the private AHB Pathway proposal for a path underneath the Bridge's southbound clip-on traffic lanes.

Support for the idea of providing access across the AHB has come from Auckland Mayor Len Brown, who has called for progress as one of the priorities for Auckland transport.



The AHB Pathway project group, led by Hopper Developments, hopes NZTA will provide design and funding approval so work can progress swiftly in 2011.

The innovative Pathway design uses a light-weight cable-net truss system to provide a sheltered and secure path under the road deck. It is planned to be a major Auckland city tourism attraction, as well as providing an important missing link in Auckland's walking and cycling network.

The new concept, with an estimated cost of around \$16 million, is more cost-effective than an earlier NZTA scheme, which looked at walking and cycling over the Bridge at road deck level. One funding possibility is a public-private partnership or 'Build Own Operate Transfer' plan, in which cyclists and walkers would pay a toll. ■

More details of the scheme can be found at <http://tinyurl.com/ahbridge> (1.2mb pdf).

The case for cycling and safer roads for all: Letter to all road users

"CAN and BikeNZ appeal to all road users to respect the road rules and other road users. Cycling is a healthy, efficient and enjoyable means of getting from A to B.

The number of cyclists will continue to increase, so we call upon local councils and transport agencies to alter current roads to make them safer and to incorporate cycling needs in new road design.

Finally we want to provide cycle training programmes for all New Zealanders and look again to local council and transport agencies for funding to make this a reality." (Media release)

BikeNZ and the Cycling Advocates' Network (CAN) want more New Zealanders to enjoy the pleasure and benefits of cycling without fearing for their lives. We don't consider cycling a dangerous activity and believe some of the recent commentary has been ill-founded and irresponsible.

Cycling is a healthy exercise. Regular cycling reduces illness. Cycling doesn't burn expensive fossil fuels, so more cycling equals a lower import bill and less pollution. Bicycles don't take up as much space as a car and so increased cycling reduces road congestion. The number of people cycling continues to grow and most adult cyclists also drive a motor vehicle, so let's please stop this 'them and us' debate and look at how we can make getting from A-B safer and more enjoyable for all road users.

Cycling is not particularly dangerous

One of the key themes in the media in November was the dangers inherent in cycling. However, the facts suggest cycling is not particularly dangerous, especially if you cycle responsibly. Yes, we had a terrible week and consequently a great deal of media attention, but this is partly because cycling deaths are rare. On average fewer than 10 people die annually while cycling. That pales into comparison to the 300 motorists killed each year. Based on Ministry of Transport statistics, the average person has to ride for more than 25,000 hours before having a significant accident, and the chance of death is 80 times less again.

It has taken a death for the simple recommendation of removing four car parks to be actioned.

Cyclist impact on motorist delays is insignificant

There has been much debate about cyclist behaviour and especially the problems associated with bunch riding. We believe this needs to be put in context. Picking Auckland as a representative example, almost all bunch riding occurs before 8am during the week and on Saturday and Sunday mornings, and occurs on regular routes. Yes, we want cyclists to improve their on-road behaviour, but these riders are not generally on the road during "rush hour" and they stick to regular routes. The amount of time an average motorist is 'delayed' by cyclists each week is insignificant and this needs to be acknowledged and accepted.

How to make our roads safer for all

We know where most cyclists ride so let's make those roads safer by thinking about cyclists' needs as well as drivers' needs. **We also know that the more skilled a cyclist, the better they will cope with the unexpected**, so we should ensure everyone has the opportunity to undertake a cycle skills training programme that includes understanding the road rules and what

responsible riding means. Thirdly, **we need to reduce the aggression and antagonism between all road users** and develop a Share the Road culture.

Richard Leggat, Chair, BikeNZ Board & Graeme Lindup, Chair, Cycling Advocates' Network

From the joint CAN and BikeNZ media release in response to the November 2010 cycle deaths

<http://tinyurl.com/nzsafercycling>

Persuading NZTA and local councils

BikeNZ and CAN, along with our regional groups, are renewing our efforts to persuade NZTA and local councils to address 'pinch points' and danger areas. The Tamaki Drive site where Ms Bishop was killed had been identified by Cycle Action Auckland in 2006 as a danger spot, but it has taken until her death for the simple recommendation of removing four car parks to be actioned. That 2006 report identified several other danger spots and we urge the council to act before we have another tragedy.

Widening shoulders on popular rural cycling routes is another action that will make a major difference to road safety. Identifying danger spots and ensuring that there is a 'cycling shoulder' should be a key target for the local council and NZTA.

Wider road shoulders and better design around pinch points will not only save lives but reduce driver frustration by providing more room for passing.

Rider training programmes

BikeNZ and CAN are rolling out cycle skills training programmes for both children and adults, as funding allows. We believe **our programmes save lives** and hope that organisations with an interest in transport like NZTA will help fund these valuable programmes. While

we believe licensing cyclists is unrealistic, we think offering cycle skills training programmes to anyone wanting them will result in fewer accidents, less driver frustration and

safer roads. It is also clear to BikeNZ and CAN that young people who have cycled make better drivers. Learning the Road Code is no substitute for several years' experience cycling alongside cars, trucks, buses and other cyclists.

Road user attitudes need to change.

A national Share the Road campaign is needed to help all road users understand their responsibilities on the road and how each group's actions impact on others. Ask any motorcyclist or long-haul truck driver what they think of the average motorist and you are unlikely to get a favourable reply. It is not just cyclists and the non-cycling motorist that frustrate each other. The 1.5-metre safe passing distance campaign is supported by CAN and BikeNZ but we believe it is now time for a nationwide, high-profile Share the Road campaign. ■ [Edited]

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A taste of China

Lynn Sleath



Luoyang Cyclists

Approaching retirement, I turned my mind to my 'bucket list'. Looking for a combination of physical challenge and overseas culture, I contacted Takaka-based Escape Adventures, which offers a 16 day supported bike tour of China's Sichuan Province.

The well-prepared itinerary started with two comfortable nights in Chengdu, a city of 10 million with

parks, malls and freeways. Our first day, to and from the panda research centre, introduced us to biking on the right hand side of the road. Police controlled some intersections, but at others we joined milling throngs of pedestrians, cyclists and scooters. Motorists rarely gave way, and would try—even on controlled intersections—to cut through pedestrians on marked crossings. Electrically powered bikes and scooters crept up in silence.

We crossed a minor pass on Day 6 and afterwards spent some nights at about 3000 metres, gradually conditioning us to altitude. Touring in alpine Europe had prepared me for the mountains, but China broke my record with a six hour, 1600 m climb to 4200 m

Load carrying? Take the bike!

Steven Muir

Lots of things needed shifting in the few days before Christmas. First, a friend got two double-glazed windows on Trade Me. They were located in the northern suburbs of Christchurch, measured 1.3x1.5m and weighed more than 40 kg each. Could I do him a favour and pick them up?

"Trailers have been great for getting round since the earthquake, shopping, shifting freezer contents etc. Bike trailers are getting loaned out at record rates — the combination of no parking, terrible congestion and high petrol has managed to shake a few people out of their car habits. I was thinking of offering a portaloos on a bike trailer as a mobile service..."

They wouldn't fit in my car, so I took my bike. Early on Sunday morning when traffic was quiet I hooked up my home-made three-wheel trailer, fitted old weatherboards for supports, took old foam for padding and rode 7 km from my central city home to Burwood.

I enjoyed seeing people gape at the windows strapped on my trailer. The few cars that overtook me did so with plenty of room, and a driver waiting at a roundabout even gave me a friendly wave. The windows arrived home intact, but I declined the opportunity to cycle them from Christchurch to Otago.



Child and 5m lengths of aluminium for bike trailers

above sea level, followed by 35 km of downhill.

On the Tibetan Plateau, dark-skinned women wear traditional clothing. We found all the people, of both Han and Tibetan cultures, pleasant and helpful.

My Surly touring bike with steel frame and fixed front forks was not altogether suitable, for China had experienced heavy summer rain and landslides.

Two weeks before we arrived, a downpour in nearby Sichuan Province caused a landslide

with 13 fatalities. Many roads in narrow mountain valleys west of Chengdu had slips and loss of paving. Concrete roads were cracked and bumpy. I followed the rules about eating and drinking, but fell victim to the 'runs'. Pills helped me keep biking.

I followed the tour with a week in Beijing and Xi'an and Luoyang, traveling by air and rail. Bicycle China ('specializing in tours with a difference') took me to the Great Wall. As our minibus approached the Wall, a sign declared 'closed to public'. However, the tour was so good that next day I went back to Bicycle China and hired a bike to explore Tiananmen Square and the Forbidden City. In Xi'an I also used a rental bike to ride 21 km around the old city wall.

Use of motor vehicles is increasing rapidly in China. The roads are congested, with new models (including the SUVs of the rich) conflicting with vulnerable two-wheeled road users. Despite new roading, this causes environmental and safety issues.

I returned with an appreciation of a vast, varied country with a huge economy, and of its inevitable impact on our lives. ■

Later I picked up some Oamaru stone from an artist about 6 km away. This time the perfect vehicle was my home-made 'Tadpole', a three-wheeler with a big bin. The artist's husband and I loaded 120 kg of stone, and I think they expected the Tadpole's wheels to explode with each block we added. It handled the weight well and I plodded happily home. Next day I collected another 140 kg of stone.

I needed aluminium tubing for a bike trailer workshop in Arthur's Pass. Usually I get the 5 m lengths cut into bits short enough to carry on my standard trailer, but the charge for cutting has gone up. So I took tubes totalling 33.11 kg on my new kayak trailer, strapped near the back of the tubes with the front of the tubes strapped to my pannier rack. The straps gave enough flex for turning, but a better way would be to extend the rack with wood and hang the tubes underneath to clear the back wheel.

On the way home I picked up a 25 kg four year-old, who sat on a bike seat hose-clamped to the top tube of my frame with a foot-rest on the down tube. I was nervous about passing stagnant cars on Armagh Street in case one didn't notice my load and pulled over into it, but no incident occurred.

To round off three days of load-carrying I picked up a pair of skis and then towed the Tadpole to the recycling depot with a 30 kg accumulation of scrap metal that was causing marital tension: roofing off-cuts, old bits of furniture and dead bikes from the maintenance workshops that we run in Linwood (we'd removed useful parts for fixing other bikes at the next workshop). ■

The total weight of my awkward loads over the 3 days was well over 400 kg. If you're in Christchurch, borrow a bike trailer or get in touch to discuss how to build your own. Email steve@cycletrailers.co.nz or phone (021) 061 9296.



Dave tries out a local trike



Steven picking up the double-glazed windows

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Proposed Joint NZ Walking and Cycling Conference for 2012

Glen Koorey

Just before Christmas the organising committee for the next NZ Cycling Conference agreed it was time to seriously consider holding a joint walking and cycling conference.

This would replace the biennial cycling conference earmarked for late 2011. Discussions were held with Living Streets Aotearoa (organisers of the NZ Walking Conference series) and agreement in principle was reached on this concept.

The proposed joint event would be called the NZ Walking and Cycling Conference and the intention is to hold it in late February or early March 2012. Representatives from LSA have joined the conference organising committee to help plan the event.

Those who have been involved in past NZ walking and cycling conferences will know that this joint concept has come up regularly over the years. The arguments for and against still hold. On the one hand, it provides a great opportunity to attract a larger number of delegates and speakers, while creating a wider audience and leverage for "active transport". It also enables both of the respective walking and cycling sectors to address issues within a broader context of transport and mobility planning, creating opportunities to tackle shared barriers and opportunities.

However, the committee members readily acknowledge that cycling and walking should not be lumped together for convenience's sake. Among the downsides of doing so is that issues unique to each sector could get lost or downplayed in a joint conference. It will be important therefore to get the programme content and structure right to alleviate this.

This decision does not necessarily signal the end of the separate conference series for walking and for cycling; any such reviews will be held after the conclusion of this event.

A venue for this conference is currently being finalised. A call for presentations will then be put out for submissions. We look forward to your involvement in this exciting initiative! ■

Feedback & questions: [Glen Koorey
conference@can.org.nz](mailto:Glen.Koorey@can.org.nz)

Summary of committee/portfolio activity

Glen Koorey

Planning & Development

2011 budgeting for staff and office; Staff contract finalisation; New CAN office shift; Preparation of NZTA "Safer cycling" proposal with BikeNZ; CAN AGM; Development of CAN/BikeNZ Memorandum of Understanding; Treasurer handover tasks and investigating accounting software options; Review AGM motions passed; Chain-Links review.

Activities/Event Organisation

2010 Cycle Friendly Awards post-review and 2011 planning; 2010 CAN Do and AGM. Organisation of next NZ Cycling Conference (now joint Walking/Cycling Conference). February Committee meeting (Chch) planning.

Local Group Support

Bike racks on buses information resources; Bikewise month and Go-by-Bike Day; Health & Safety plans for local group rides; advice re cycle crashes and funding for cycling.

Promotion/Campaigns/Media

"Cruise into Summer" speed campaign; CAN fundraising campaigns; Media responses to November cycle crashes; development of CAN/BikeNZ joint media guide; Media releases on ASB Cycle Friendly Award winners, cycle crash responses and Coroner's inquest; "Please give us a chance" video.

Website/IT

Development of "sandpit" area for website training; Beginner's guide to portfolio groups. CiviCRM testing; Contact pages updating; reviewing website user roles.

Policy Development

Cycle conference funds; Urban speed limits; cycling on footpaths.

Meetings/Representation

Regular meetings with NZTA and Ministry of Transport; Regular contacts with BikeNZ staff and Board members; Development of joint CAN/BikeNZ e-tools; Contact with Living Streets re joint conference; Cycle training assessment workshop with NZTA.

Feedback/Submissions

Feedback to NZTA re roundabout approach markings & new road centreline marking trials; Submission on Land Transport (Driver Licencing) Amendment Bill.

Contract/project work

Greater Wellington audit of cycle parking at rail stations; Wellington City Council (WCC) audit cycling routes to Indoor Sports Centre; WCC cycling training; Road user workshop proposals for Taranaki & Northland; Road Safety Trust "Stop at Red" proposal. ■

Contact a Committee member for more information about any of these items.



CAN's committee: from left to right Graeme Lindup, Glen Koorey, Jane Dawson, Stephen Wood, Anne Fizsimon, Lou Gallagher and Adrian Croucher.



Chainlinks' place in CAN's communications

Stephen Wood

One of the issues discussed at CAN's 2010 AGM in October was the cost and the value of this magazine.

Stephen was Chainlinks Editor in 2010, and is now on the CAN committee.

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- Secretary, Adrian Croucher,
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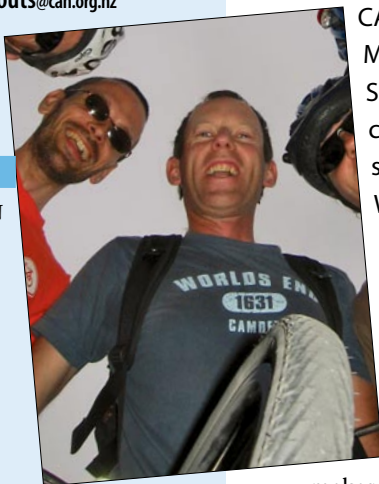
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MORE

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

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



Some thought we should discontinue Chainlinks and concentrate on getting information out to members by other, possibly cheaper, means. Others thought that Chainlinks is valuable as it is, either as a tool for informing our members, or to give to interested stakeholders to convince them of the value of CAN's work.

CAN had planned to have a dedicated workshop on its communications to develop and discuss these ideas, but the committee have decided that it would not be very effective given the likely cost of travel and that it would involve a relatively small number of people compared to the entire CAN membership. Instead, there has been a discussion on our website on the value of Chainlinks. Local groups were emailed to let them know about it.

<http://tinyurl.com/CANcomCL>

CAN's committee had a meeting together in the second weekend of February. We have resolved the following:

- we will continue publishing Chainlinks, but aim for 3 issues in 2011 as a trial
- we will remind those who are concerned about the costs to CAN of their printed copy of the option of getting Chainlinks as a PDF file



Churchill Fellowship for CAN's project manager

CAN's project manager Patrick Morgan will travel to Europe in September to study best-practice cycle training programmes. The study trip is partly funded by a Winston Churchill Fellowship.

Patrick says cycling skills can be acquired informally or taught in training programmes. "They are basic skills which everyone should have, much like swimming and literacy."

Learning how to ride properly makes cycling more enjoyable and safer for children, adults and other road users, he says. "Cycle skills training is an excellent way to get more people on bikes, more often." In Europe, Patrick will seek knowledge,

- we will investigate making a more detailed copy of each Chainlinks issue, with separated and text searchable articles, available on our website.

So Chainlinks lives on. It is one of the tools CAN has for communicating with its members, its local groups and others interested in our activities. It has a valued place amongst the other communication tools we use, our electronic newsletter e.CAN, media releases, campaigns and our magnificent website. ■

contacts and experience to further raise the standard of CAN's cycle training. CAN's volunteer and professional trainers promote best practice cycle training based on the NZ Cycle Skills Guidelines. CAN is working with BikeNZ and cycle training providers on a Qualifications Framework assessment system to improve training quality. "Our programmes are good, but we still need to train more trainers and find money for more courses", says Patrick.

Winston Churchill Fellowships help New Zealanders to go overseas for insights and understanding that will enrich their communities and New Zealand as a whole. CAN's Bikeability cycle skills programme and instructors' guide are at <http://can.org.nz/bikeability>. ■



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Give us a chance

Hilleke Doevendans and Mike Townsend

My partner Mike and I have cycled since childhood, and bikes were our main form of transport overseas. When we came back in 2009, we wanted to keep cycling as our main form of transport; but some drivers' attitudes and the narrow roads made it unpleasant and dangerous. This disappointed and surprised us, as New Zealand often leads the world in recreation, green awareness and practicality.

After last November's spate of cycling deaths and accidents (mostly caused by drivers), the media depicted cycling as a dangerous pursuit of reckless hooligans. People who usually have well-balanced views overwhelmed us with negative sentiments caused by a few red-light-ignoring, three-abreast-riding muppets.

We discussed the need for a positive message that cycling is a great way to get around and keep fit; and our work in film and TV supplied contacts, a cameraman and an idea.

Many people, supported by CAN, Frocks on Bikes and other cycling groups, turned up to be part of our video. The new Mayor of Wellington was keen, so we did an extra shoot at the Mayoral Ride. The gathering became an impromptu cycling rally with a positive vibe that came across on camera.

We posted the video on youtube.com the next evening; a fast turnaround considering we had no budget! The response has been overwhelmingly positive with over 2000 views already, and friends re-thought attitudes. If one person becomes more considerate and watchful for cyclists, it's worthwhile.

The video gives cyclists a human face, reminding motorists that they're not just "wankers in lycra" but people from all walks of life who choose to travel by bike rather than by car, bus or on foot. Most cyclists know the rules, share the



<http://can.org.nz/please-give-us-a-chance>

Mike Townsend and Hilleke Doevendans have worked in the television industry for a combined total of about 20 years. Recently they spent two years working and cycling in London, and prior to that Hilleke spent a couple of years getting to know her roots in Amsterdam. They're working on establishing themselves as an independent production and post facility in Wellington.

road safely and also drive cars. They occasionally break rules (as do drivers), but are endangering no one but themselves. In contrast, motorists sometimes forget that their tonnes of steel, plastic and rubber can seriously damage pedestrians, cyclists or other vehicles.

There's no quick fix, but we must work to change attitudes until everyone accepts that our roads are to be shared. ■

Tribute to Fiona – CAN's South Island Network Project Officer

Nigel Rushton

The 23rd of December was the last day of employment for Fiona Whero, CAN's part time South Island Network Project Officer. I want to take this opportunity on behalf of fellow advocates to acknowledge the work she has done while in the position.

Through my involvement in Spokes Canterbury here in Christchurch, I first met her when she was appointed to the position. I think by now I have got to know her quite well.

Given that she is a modest person not inclined to blow her own trumpet or hog the limelight, the prodigious amount of work she has done will probably never fully be known.

It is not the easy stuff I am on about, the meetings and idle chit-chat. It is the ability to not only read but also understand boring

policy reports, plans and strategies. The attention to fine detail and ability to produce a polished response. To get things done. She has the respect of many transport professionals and public officers.

The encouragement, support and confidence she has given to active transport supporters throughout the South Island and beyond is immeasurable. She's been the glue that has held them together.

Prior to her appointment perhaps only three mainland advocacy groups existed — now most large towns have them, due in part to her endeavours. They may be small but they are very effective. You will find her quiet hand in many of the good news stories about active transport that appeared in the media over the last few years.

Lesser mortals would not have gone to work on their last day, but she was there in the office, tying up the loose ends, trying to



ensure the knowledge and resources gained over the last few years is retained for future use. Not just retained but in the place it can be most effective.

Last but not least, she is the only one of the original appointees in 2006 who lasted the entire length of the NZTA-funded project — a sign of her commitment to active transport. Being a perfectionist, she probably doesn't appreciate the true extent of the difference she has made.

It is my opinion that CAN has been extremely fortunate in having such a dedicated person work for them.

In February she joined the many thousands of talented Kiwis who continue to depart for Australia. ■

REGIONAL GROUPS

Spokes Dunedin

Adrienne Mulqueen

The New Year brought with it a host of new members who have been greatly welcomed and much appreciated. It's great to have new energy and new perspective especially as we had just said good-bye to our spokes person and submission — writer — extraordinaire, Phaedra Upton, who had deserted us to move to Wellington.

After several years of meetings with the Dunedin City Council and NZTA, and more recently the Otago Regional Council, we have forged positive relationships and a place for ourselves. We are now in an excellent position to have meaningful dialogue and timely input into discussions, plans and projects. At the present time we are involved with the DCC on a number of projects, including a review of cycling in Dunedin lead by Abley Transportation consultants (the first step in updating the Dunedin Cycling Strategy, adopted in 2004). Several of us have attended the city-wide consultation sessions, "Your City Our Future". We continue to have regular meetings with the city's transportation staff where they update us on current projects and inform us of upcoming plans and we voice our ongoing concerns and state our plans and wishes. We were approached recently by the DCC who requested a workshop with us to plan how best they could update and construct new cycle

parking facilities. This went extremely well and we look forward to the follow up meeting where we will be looking at the draft plans.

You will all have heard about the new stadium. This has given rise to the re-alignment of State Highway 88 which gives us the opportunity to see how well cyclists and pedestrians will be catered for when new roads are built. We are having a site inspection/bike ride this weekend and will be joined by NZTA staff. The second half of our bike ride will find us on the southern motorway where NZTA have asked us for our opinion as to whether an off road shared path would be worthwhile. We are also going to take this opportunity to have a look at the entrance to one of the tunnels that Gerard Hyland is working very hard to have opened- it would offer a fast, flat and off road route to Mosgiel. Have a look at www.dttt.org.nz for more information.

We are very fortunate to have Hank Weiss, Director and Professor in the Department of Preventive and Social Medicine here in Dunedin, as a member of our group. He has got us involved in the webinars run by the Association of Pedestrian and Bicycle Professionals. Last year we had both "The Portland 2030 Bicycle Plan" and the "Bicycle Boulevards & Neighbourhood Greenways" webinars and more recently we had one on Complete Streets.

Dunedin Buses are going to get bike racks this year and we are hoping to run a bus driver/cyclist workshop.

We managed to organise a ride for Bike Wise Month! It was a "Get on Yer Bike" ride to the salt water pool for a swim,

trying to encourage folks to use their bikes for transport to something rather than get dressed up in special gear for a "ride". We had 22 people! Lots of kids and a sunny day. We had spot prizes, discounted swims and coffees and a fabulous swim in warm water.

Next come the submissions to the Annual Plan...



Cycle Aware Hawke's Bay

Bernie Kelly

At every sweep of the radar, cycling in Hawke's Bay is blipping away. From Commuter Challenges, bike fix ups, Model Communities, try a bike night, rotary pathways, Velodrome bids, cycle training in schools programme, it's all happening.

Hastings District Council has taken their successful bid as a model community by the horns and are beavering away convincing everyone that cycling and walking are the way to go. They have branded the project www.iway.org.nz. Anyone would think that you had stumbled into a CAN meeting when you

The Explore the Super City series of Sunday rides, organised by Cycle Action Auckland for Bikewise month, proved to be very popular. Beginner riders were keen to take up cycling and to discover safe, easy routes

around the Auckland region. The rides have gone West to Hobsonville Point, East along Tamaki Drive, South to Onehunga and North to the Green Route from Devonport to Takapuna.



Cooling off under a tree at Narrowneck beach after the Devonport ride. Star of the show was Maggie, the lady in the brown and white top sitting in the front eating an ice cream. She first hopped onto a bike three days before the ride, and while a bit wobbly at first her confidence grew and grew with support from the team. That's what it's all about — getting new riders out there, showing them where the easier paths are, and to ride with confidence in traffic. ■

Explore the Super City Feb 2011 Rides

By Pippa Coom



are invited to one of their frequent get togethers.

The very successful Napier Commuter Challenge in November is soon to be followed by the Hastings Commuter Challenge, which promises to be the biggest yet. The number of willing sponsors for each of the ten mornings of breakfasts has doubled, so two of them share one morning's worth of breakfast. Cycle Aware Hawke's Bay is one of them.

We will be looking at getting over 150 riders every morning over ten working days tucking into a free breakfast.

Vicki Butterworth, Bike NZ local coordinator gathered enough funding together to get some cycle skills training under way in the Hastings district. I will be helping as an instructor which will be a fantastic opportunity to help young riders gain basic riding skills. Should be fun.

Contact the local group nearest you

Bike! Whangarei

Paul Doherty 09 436 0033
paul@cycletours.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
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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 Hawkes Bay

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

New Plymouth North Taranaki Cycling Advocates

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www.ntca.org.nz

Whanganui Bicycle User Group

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Palmerston North & Manawatu Cycle Aware Manawatu

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cycleawaremanawatu@yahoo.com

Kapiti Cycling

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www.kapiticycling.org.nz

Mana Cycle Group

can.org.nz/mana

Cycle Aware Wellington

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Hutt Cycle Action

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cargobikenz@gmail.com

Nelson Tasman Bicycle Nelson Bays

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can.org.nz/nelson

Bicycle Lanes in Paradise Golden Bay

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moonbow@goldenbay.net.nz

BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

Bike West Coast (SI)

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South Canterbury Squeaky Wheel

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Spokes Dunedin

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spokesdunedin@gmail.com
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MWH NZ Ltd
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Palmerston North City Council
Pedaltours
Rotorua District Council
Rotorua MTB Club
Tasman District Council
University of Canterbury
ViaStrada
Waimakariri District Council
Wellington City Council

In December, Hastings District Council also organized a Bike fix up morning. A big turn out gave the team of mechanics a very busy time. Great to see old bikes getting a good check over.

Also coming up is the Art Deco Bicycle Belles parade of nostalgia, which will bring out the old treadlies for the annual promenade around to Ahuriri for tea and scones. Those gals are going to look gorgeous !!

Cycle Aware Wellington

Alastair Smith

CAW's Go By Bike day breakfast kicked off 2011 to a good start, with almost 1000 cyclists gathering under the Queens Wharf sails on Wellington's iconic waterfront.

Commuters refueled on bagels, coffee and fruit, and checked out stalls offering services ranging from safety information to chiropractic advice.

In the evening, Wellington's cycle-friendly Mayor, Celia Wade-Brown, led a homeward commuter ride around the Great Harbour Way/ Te Aranui o Pōneke from Queen's Wharf to Oriental Bay. Celebrity commuters included the US and Swiss ambassadors.

Another success has been joint bus driver and cyclist workshops run in conjunction with Go Wellington. These have been valuable for both drivers and cyclists, with the increasing use of bus lanes as cycle lanes on Wellington routes.

Challenges for CAW in 2011 include

- ◆ ensuring that the upcoming review of the Hutt transport corridor includes provision to improve the notorious cycle path between Ngauranga and Petone
- ◆ cycle facilities along the waterfront quays, to provide an attractive fast commuting route between the two ends of the CBD, and avoid conflicts between fast commuters and pedestrians on the waterfront.
- ◆ fixing the "black spots". These are cycling problems identified in the very successful 2010 Google Maps information gathering exercise.
- ◆ more advance stop boxes at city intersections.
- ◆ better cycle storage at railway stations, as a new policy for bikes on trains will restrict bikes on peak services.

OCEAN: Otaki now has a certified cycle technician

Liz Mikkelsen

The Otaki Cycle group OCEAN is supporting Kapiti Cycles with zeal. Paul Cockburn is not only servicing our bikes, but has shown himself to be a community minded person.

Already one mountain bike group for beginners has been started up. During Bikewise Month Paul will run a bicycle orienteering event to raise money for a handcycle for Michael Conway from Otaki to compete in the Paralympics. Paul's initiative has attracted other sponsors for the event and we hope for a big turnout at Haruatai Park, Otaki on 26th February.

OCEAN looks forward to seeing more people using their bicycle for transport in Otaki now that we can get our bikes fixed up without leaving town. Other initiatives are being planned.

Spokes Canterbury

Nigel Rushton

Spokes' Bike Wise Go By Bike breakfast event in Victoria Square was a success with a good crowd of cyclists turning up, with some food items running out.

A thank you to CCC's marketing dept for promoting all the venues and providing a \$500 voucher prize for cycle related product — thank you to NZTA for supporting the many events.

Shortly after the September earthquake Spokes Canterbury met with CCC Transport staff to discuss topics of mutual interest. Members made clear that we are unhappy with the poor communication from Council in recent times. One question we asked was — what plans have CCC to increase funding for better cycling infrastructure to provide citizens a viable alternative to the motor car, given the congestion and gridlock experienced in the weeks following the shake?

The answer was "Nothing".

With such a short-sighted attitude, the Council should stop complaining about people driving their cars around their broken streets and creating gridlock. They are the chickens coming home to roost. ■



Crashes in bus lanes: Auckland data analysed

Daniel Newcombe

Right-turning car conflicting with motorcyclist in bus lane

Many people believe that buses pose a risk to cyclists using bus lanes, however my research on central Auckland bus lanes shows that car drivers crossing the lanes pose a greater risk.

Bus lanes can create a hazard when queued motorists leave a gap for drivers turning in or out of a side street, who cannot see cyclists or motorcyclists in the bus lane.

Turning drivers look for buses and nothing else. Cyclists suffer about 8% of all road casualties but are only 1–2% of all road users. My research investigated whether Auckland's more than 35 kilometres of bus lanes were a factor in this.

I compared the cyclist and motorcyclist crash statistics for a five year period before the establishment of bus lane routes on Dominion Road, Sandringham Road, Mt Eden Road and Great North Road, and compared them with five year periods afterwards. I also used a non-bus lane route (New North Road) as a control.

Reassuringly, the results show no clear trend. Most routes showed a slight increase in crashes, but within the range to be expected from growth in motor vehicle and cycle traffic.

Buses were involved in only 4% of cycle crashes in bus lanes, but cars in 91% of them. Although bus lanes can be expected to increase bus speeds, they don't appear to significantly increase danger to cyclists and motorcyclists. Midblock cycle and motorcycle crashes decreased after bus

lanes were installed (Graph 1), whilst they increased on the 'control route' of New North Road. Correspondingly, more of the crashes occurred at intersections. This may be due to the fact that cyclist/motorcyclists are mostly separated from general traffic along midblock sections but interact again (increasing the risks) at intersections.

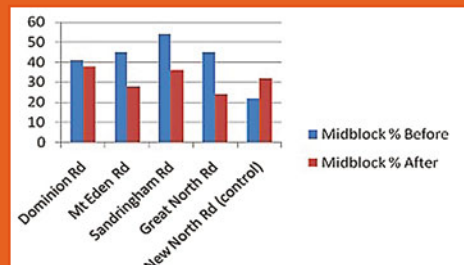
Surprisingly, the proportion of cycle/motorcycle crashes occurring during the day increased slightly on all routes after bus lanes were installed.

I used NZTA's Economic Evaluation Manual to assess relative accident rates, leaving out two routes that recorded too few data. I then compared expected with actual crash rates. Dominion Rd has more than double the expected crash rate, while Great North Rd has only about half the expected rate. New North Road, the control route, has almost exactly the expected crash rate. A likely explanation is that the Dominion Rd bus lanes are only 3 m wide, whereas the Great North Rd lanes are closer to the 4.5 m recommended width. Most New North Road lanes are from 3.25 to 3.5 m wide. Thus, wider bus lanes seem to give lower cycle crash rates, whilst narrower bus lanes appear to increase the risk to cyclists.

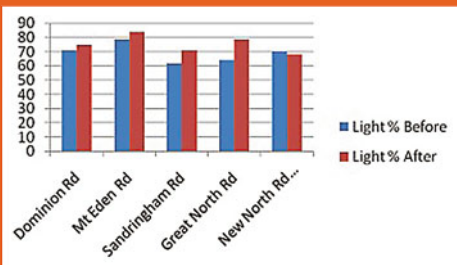
This study suggests that while bus lanes have little effect on the safety of cyclists or motorcyclists, they should be as wide as standards permit. ■

The study was co-authored by Doug Wilson, Senior Lecturer, University of Auckland.

Cars, not buses were involved in 91% of cycle crashes in bus lanes



Graph 1: Percentage of crashes occurring midblock, before and after



Graph 2: Percentage of crashes occurring during daytime, before and after

On the web



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The bike bends in the middle and steering is tricky. Someone stole it which is perhaps less interesting than its purpose.

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Riders' Collective

Each month Paul combs the web "for content of interest to fellow cyclists that I can repackage in a digital magazine format." The magazine is available as PDFs for download. riderscollective.org

Photo: Dave Mitchell

Groundeffect



Gap Creek, Queensland



Whangomata



Craters of the Moon, Taupo



Makara Peak, Wellington



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The Heaphy...with back



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gear for the cycling revolution

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