



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2014 ISSUE 1, February



Buy from CAN

Lyneke Onderwater

Support CAN and cycling by buying gear from our website, www.can.org.nz/shop If you don't have internet access, contact us by phone or mail.

Hi-vis backpack cover

Keep your stuff dry and increase your visibility with our best-selling waterproof, incredibly loud yellow hi-vis backpack cover. One size fits all moderate-sized day-packs and panniers and holds tight with two rugged elastic straps and an elasticised hem.

NZ-made with a reflective strip and rear light loop, this cover carries CAN's web address and either 'One Less Car' or 'Think Globally, Cycle Locally' in big friendly letters. Remind those car drivers why they love you! \$30 if you're a member, \$40 if not.

Freedom t-shirts

Our 'Freedom' tee shirt features a 'Freedom' road sign, a coastal

image and the CAN logo on the sleeve. It comes in bright orange, blue or red in sizes S, M, L and XL. Female sizes range from 8 to 16; and youth sizes are Youth L (YL) and Youth XL (YXL).

Be quick, because some size/colour options have already sold out. Reduced to \$15 for members and \$25 for non-members.

can.org.nz/shop
shop@can.org.nz

Or contact Lyneke, our merchandise coordinator No internet? Phone **04 210 4967**.



High-visibility safety vest

CAN's orange high-visibility safety vest is lightweight and windproof with a mesh back and rear reflective stripe. It has a full length zip for rapid on-road deployment, plus three rear pockets, and carries the slogan 'Think Globally, cycle locally'.

It's made in NZ in sizes XS, S, M, L. The website has a sizing chart.

This vest was tested in extreme protest conditions on the great Auckland Harbour Bridge crossing, and passed with flying colours. Members \$90; non-members \$110.

Spacemaker flag

Need more space? Claim it with the Spacemaker flag, which will set your boundaries and discourage other road users from getting too close.

Its bright orange plastic arm juts out 30 cm from your bike with big round reflectors (front white, rear red) and folds when parked. Brackets for mounting to seat-stay or rear rack. \$20 if you're a member, \$25 if not. ■

Submissions for June Chainlinks

Articles by **23 April**

Local group content by **30 April**

Email content to:
chainlinks@can.org.nz

Pictures: >500kb, >1mb preferred.
1024x768 pixels

Advertising by 23 April: chainlinks@can.org.nz

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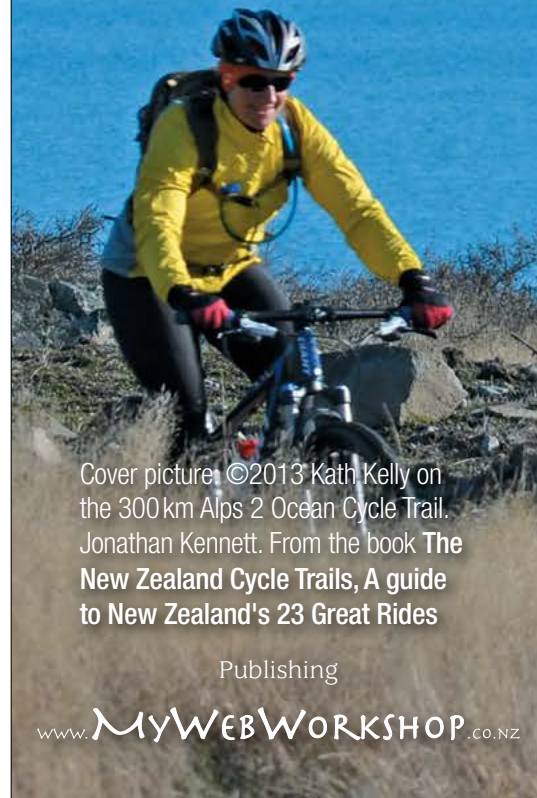
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Cover picture: ©2013 Kath Kelly on the 300 km Alps 2 Ocean Cycle Trail. Jonathan Kennett. From the book *The New Zealand Cycle Trails, A guide to New Zealand's 23 Great Rides*

Publishing

www.MyWebWorkshop.co.nz

The role of cycling advocacy in community building

CAN Do 2014 – Whanganui

4-6 April 2014

David Hawke

This year's event will be held over the weekend of 4-6 April, in the Quaker Settlement on the outskirts of Whanganui. The theme of the CAN Do will be the role of cycling advocacy in community building.

Alongside exemplars of successful local cycling advocacy, speakers will discuss

- ◆ New Plymouth's model communities project.
- ◆ The CAN/BikeNZ Road Safety Trust project.
- ◆ The contribution of the New Zealand Cycle Trails Nga Haerenga to rural communities.

- ◆ As it is election year some politicians will be invited to explain their vision of cycling and community building.
- ◆ Implementing CAN's role and strategic plan (see page 13) — continuing the discussion from the Auckland CAN-Do 2013.

Ride Ohakune to Whanganui

We are planning a pre CAN Do ride from Ohakune to Whanganui — the downhill direction!

Full details of the schedule and registration will be available here: <http://can.org.nz/cando2014>.

Diversity

Diversity was one of the themes to emerge from the strategy meetings held during 2013 in

Wellington. Your Committee is acutely aware of its own lack of diversity, which became much more pronounced at the last AGM. We have only two people under 50 years old, just one woman, and we are predominantly middle-class pākehā. We have enormous gaps in our geographic coverage; representation from Christchurch, Wellington, and several provinces, but no-one from Auckland, Dunedin or Hamilton. We encourage all members to consider allowing their names to go forward.

Committee members guide the future priorities and direction of CAN and provide an invaluable conduit of information to their local groups on cycling-related

attitudes and actions of government. Committee duties involve a monthly teleconference meeting and an annual face-to-face meeting.

If you are interested, contact any of the present Committee (page 13) or email chair@can.org.nz. ■

Letter to Editor: children on board

Dear Editor,

No, Hilleke Townsend (Chainlinks Oct 2013) is definitely not crazy for wanting to take her baby on a bike on NZ roads. It seems to me that motorists on Wellington's inner city streets are beginning to give us room and be more careful around us. There are now pathways here and there if you know your way around. Cycling around Oriental Bay and onto the pathway to Miramar is quite safe. Roads are a different matter. I use a Christiania bike for my two grandchildren. I feel much safer when I cycle through traffic on

the Christiania, simply because it attracts the attention of motorists and also takes up more space on the road. Having children on board also seems to caution motorists to wait behind and go gently.

So while New Zealand is not Holland, the only way to change this is to keep cycling and demand better and safer access, just like Hilleke Townsend does in her article.

Are you listening NZTA?

Elisabeth Mikkelsen

2014
NZ Walking & Cycling
Conference
&
Cycle Friendly Awards

Nelson
29-31 October



Full steam ahead

Welcome to the 12th anniversary of Bike Wise!

Bike Wise had a refresh last year and a seasonal campaign approach was introduced. A range of new campaigns and resources were created to help New Zealanders get safely on their bikes throughout the year, replacing the former sole focus during February. Bike Wise 2014 will build on the success of last year.

Bike Wise Month is all 'go' and national Go By Bike Day is scheduled for Wednesday 12 February. The 'Summer of Cycling' campaign is in full-swing with many creative and inspiring events happening throughout New Zealand. Check out the full event calendar on the Bike Wise website.

Big Bike Tune Ups

Over the spring and early summer months, a number of Big Bike Tune Up events were held throughout the country. Bike Wise supports safe and roadworthy bikes, and these events offered people the opportunity to get a free maintenance check on their bike and have minor repairs completed on the spot. These events encourage people to dust off their bikes and get out and enjoy the beautiful weather.

Passport Challenge

What better way to explore your local area than with a treasure

hunt by bike? The Bike Wise Passport Challenge helps people become familiar with the cycling infrastructure and highlights of their town or city. Organisers create a 'passport' that participants use to chart their path by bike to various checkpoints where they find the answers to clues. Participants then return their completed passport and all correct passports go into a draw to win prizes.

This year, the Rotorua District Council team has incorporated their Passport Challenge into the Rotorua Bike Festival and also as part of Sport Bay of Plenty's 'Play in the Bay' programme.

Keep an eye on the Bike Wise event calendar for a passport challenge near you

Free stuff

All community and school events registered on the Bike Wise events calendar are eligible for a coordinators kit, worth around \$250 (while stocks last). If you're thinking about running an event, hop online and register now! There are heaps of useful resources such as 'how to' guides and fill-in-the-blanks templates to help you get organised.

Be Bright

When Daylight Saving ends on 7 April, the days will become shorter and the Be Bright campaign will be rolled out. Many areas will run a series of activities designed to encourage cyclists to be more visible when cycling in low-light and poor weather conditions. Initiatives include roving ambassadors, *Continues p6*

Bike-friendly Kapiti Coast District Council

Lynn Sleath

A few years ago, Kapiti Coast District Council (KCDC) built a bike shed to encourage staff to cycle to its Paraparaumu office. Now, 12 staff regularly ride to work and Council plans to increase bike parking.

KCDC, a long-standing member of CAN, won an award last year for bike paths initiated by its Cycleways, Walkways and Bridleways Administrator, Stuart Kilmister. Also, KCDC's



school travel planner Brent Cherry organises cycle skills training for Kapiti Coast primary schools.

Steve Carrol, owner of The Office Café in Paraparaumu Beach, helped solve a problem for his cycling customers by collecting 312 signatures on a petition for better bike parking. Kapiti Cycling Inc. backed this up by asking the District Council for a bike corral outside Steve's café. Council responded with a one year trial of Wellington Region's first bike corral, which reduces pavement clutter, increases circulation space and creates a good atmosphere for outside dining. Council plans another outside a café at Te Horo, close to SH1.

These are outstanding examples of our Council's support for cycling on the Kapiti Coast. ■

getting people cycling more often and safely



What would a bike-friendly NZ look like?

Claire Pascoe

While living in Los Angeles on and off since May 2013, I have been working on the Bicycle Friendly America (BFA) programme — an initiative run by the CAN equivalent — the League of American Bicyclists. The League has been in existence since 1880 so perhaps it's not surprising that the BFA programme is so well developed and effective.

The idea of the programme is to use an accreditation system to lift everyone's bicycle-friendly game. It generates motivation for businesses, universities, communities and states to improve the environment for people who ride and provides a framework for how to do so. Here's how the League sees it in their words:

1. It's a study into the DNA making bicycling safe and more comfortable for all people
2. It's the combined knowledge of hundreds of engineers, government officials and bicycle advocates.
3. It's a toolkit of projects, policies, programs and plans designed to make biking better.

4. It's a roadmap for improving conditions for bicycling and the direct assistance to make it happen.

It's very clever. Santa Monica as a community has achieved a silver level accreditation, which is certainly nothing to sneeze at. The local bike centre (which happens to double as an advocacy powerhouse) wanted to engage local businesses with the Bicycle Friendly Business branch of the programme. They assigned me to start recruiting some low-hanging bicycle-friendly fruit to put through the next round of accreditation.

So off I went to chat to some of the companies where there is already a high number of staff riding (we were able to determine that information from the travel surveys each business is required to complete). I prepared myself for the potential of getting laughed out the door, or at least told a few times that "until cyclists stop

running red lights, we don't give a damn about them." But to my amazement, there's been a very warm reception to the idea everywhere we've gone. Businesses are busting to tell you what they already do, and are open to ideas for improvement.

Their motivations are diverse and very encouraging. One restaurant has noticed that there hasn't been one staff member arrive late equipped with traffic excuses since more staff began to walk or cycle to work. One supermarket only has 28 car parks and sees bicycling as a legitimate way to attract more customers. They're considering a free purchase delivery service to help people get to them by bike. There's a hostel that attracts cycle tourists and likes the idea of giving back to that community. There's an outdoor store where it fits in with their sport and recreation philosophy. There's the Apple store, where everything's just cool — including biking to work. At the time of writing this, the deadline for applications was still open so we'll wait and see which of our low-hanging businesses actually bear fruit.

The application form itself is very robust and covers every biking base you can think of. It also

leaves room for innovation and overall excellence, plus space for some photos.

Each year, the League produces a guide of the updated database of Bicycle Friendly America award recipients. It's a story sharing tool as well as an oppor-

Continues p6



What would a bike-friendly NZ look like? continues

tunity to recognise everyone's efforts. For those that do not achieve an award, the League still provides detailed feedback to help position them for the next round.

All in all, BFA is a mature programme that has obvious value to the bike-friendly revolution in the US. It has been the inspiration for this issue of Chainlinks, which seeks to highlight what a Bicycle Friendly New Zealand would look like. We have tried to collate examples of 'bright-spot' businesses, schools, communities, public transport providers... anything bike-friendly. Maybe one day we'll have a BFNZ of our own. ■



Bikewise continues

who stop cyclists without lights and offer to fit lights and reflectors on their bikes, and safety packs delivered to organisations and sports clubs. The mission is to inspire cyclists to be safe and be seen on their commute.

The regional and local support from coordinators and participants means Bike Wise continues to achieve the goal of getting people cycling more often and more safely. The Bike Wise team is always looking for stories about extraordinary people who cycle, and also great places to cycle. If you've got any suggestions, please let us know.

Happy cycling!. ■

Bike-friendly Hastings

Paul McArdle

Question: What does New Zealand's most cycle-friendly city look like?

Answer: Hastings

In 2010, Hastings started the journey to become New Zealand's most cycle friendly city. This was the year the Hastings District Council submitted a proposal to the New Zealand Transport Agency to become one of New Zealand's first two "Model Communities" — an initiative designed to demonstrate that carefully planned, sustained investment in cycling (and walking) can produce significant positive change.

Hastings (along with New Plymouth) won this competition and was awarded \$4 million, supported by a \$2.4 million local contribution. This sum was invested in a 3 year programme of construction and promotion, including a network of new walking and cycling routes, community promotion, and safety campaigns.

The project was branded "iWay" with a very simple vision: Cycling to become irresistible by making it convenient, enjoyable and safe for everyone.

And three years later Hastings has 120km of new walking and cycling pathways, including 4 key arterial routes that link the communities of Flaxmere, Hastings, Havelock North and Clive.

For me what best captures the "look" of this new cycle friendly city is having an extensive network of highly visible cycle lanes that crisscross the city. Everyday these lanes send out a clear message to everyone; biking is welcomed and encouraged in Hastings. This



The cycle crash rate has reduced by 229%

message is continually repeated by a series of highly visible and clever behavior change campaigns including Share the Road, Don't be a Ghost Rider and Trip Switch.

So now not only are there more people biking, but there are more "everyday bikers" going off to work, school or town. Particularly more noticeable are the increased numbers of women, elderly and children biking. You can even take your bike on the local public buses!

For me, biking in Hastings has gone from being a slightly dangerous and lonely fringe activity to a safe, smart and popular way to get from A to B. And the independent data confirms this change.

The cycle crash rate has reduced by 229%, from a baseline level of 372 to 113 crashes/million cycle km. There is also a decrease in average child pedestrian and cycle crash numbers from 7 to 5 per year.

Safety perception has also improved. At the start of the project, the majority of the Hastings community surveyed said they felt either "unsafe" or "very unsafe" cycling on the road. By year two of the project safety perception has increased by 120% — 77% report feeling either "safe" or "very safe".

Most telling is that there has been a 90% average increase in cycling on the key Hastings arterials. Cycle kilometres travelled during the peak hours has increased by 116% and 89% respectively in the morning and evening periods.

So today, Hastings really does look and feel like New Zealand's most cycle friendly city. ■

Celia Wade-Brown: A Bike-Friendly Mayor

Celia Wade-Brown

It's easier to be a bike-friendly mayor if you love to bike. Modern mayors embrace progressive ideas, sustainability and transformative action, so making the Smart Capital more bike-friendly is essential.

I love to bike. In 2010 I stood for mayor on a platform of good transport choices; a multi-modal approach to the way we get around that is inclusive of two wheels, two feet, six wheels and eighteen wheels (on rails) just as much as four-wheeled private cars. When I won the election I cycled in from my home on Wellington's rugged South Coast to Wellington's Town Hall. It was a statement of my support for cycling.

The next month I met US Secretary of State Hillary Clinton on the tarmac at Wellington International Airport. To cycle around the southern bays in the early morning, past the penguin nests, surf breaks, windswept beaches and a marine reserve was a joyous experience. I locked up my bike, brushed my hair and smoothed down my suit, and no diplomat would've guessed my mode of transport.

In retrospect, that occasion is memorable for some people because of their false assumptions that I turned up in sweaty lycra to meet such a prominent figure. Of course not! The new cycling movement of Frocks on Bikes and increasing numbers of people wearing everyday clothes, suits or casual, make cycling more and more normal.

Wellington is already Australasia's most walkable city, and has enormous potential to become



one of the world's great cycling destinations, both for adventure tourism and commuter choice. Makara Peak mountain biking park, the Town Belt and the Rimutaka National Cycleway already attract locals and visitors.

The Tawa shared path Awa Tawa in our northern suburbs was the first new strategic route. Started in 2010, it is already a considerable success, forming new connections between colleges, the pool, shops and reserves. Council has improved cycle safety by providing morning clearways, and also removing carparks that interrupt key routes to the airport and other destinations. We've also reduced some speed limits. We'll do more, and a key recommendation is a reduction of our inner-city speed limits to make cycling in congested areas safer and more attractive to riders.

We've introduced many more bike racks, and award-winning cycle-friendly drain grates. The

City Council has provided more pool bikes for staff to use, with lights and new helmets, and we've lent 99 bikes gifted from Beijing in 2011 to Wellington not-for-profits and Council departments.

Good Transport Choices are at the heart of a good city. After years of significant underinvestment in Wellington's cycling network there is much work to be done. I've cycled in the Netherlands and on Sustrans routes in England and know how much better cycling can be.

Our new Council has identified the potential value of cycling to Wellington and is ready to engage in transformative action for the city. Cycling advocates did a great job through the election, and convinced the majority of councillors that cycling needs investment.

Celia Wade-Brown: a bike-friendly mayor continues

Right now we're proposing to triple the budget for cycling initiatives in Wellington, focusing on strategic networks and safer facilities. An area where we've already invested a lot of attention in is the proposed southern strategic cycling route, connecting Island Bay to the CBD. There are a handful of different routes and design options to consider. We've had great input from existing cyclists, now we'll consult widely with public on this truly transformational project. We are also consulting on further routes and inner city connections.

Vancouver, London and Sydney all have cycling mayors too and many councillors and council staff do as well (including our new Deputy Mayor Justin Lester. There's recognition in our council that cycling is part of a lifestyle choice for progressive people, the creatives and innovators. These people are the talent we need to attract to drive our economy, and these are the people that cities are increasingly competing for. Good cycling increases our liveability, and our shared economic prosperity.

We've identified the issues, we've mapped out a plan and now the Wellington City Council is ready to do the right thing for cyclists. As a bike-friendly Mayor, I'm ready to lead this transformation. ■

Protected Bike lanes for Dunedin

Hank Weiss, PhD

Safe, user-friendly protected urban bike lanes may soon appear in Dunedin. The City Council and NZTA are examining two options for the dangerous SH1 one-way streets in the central city.

The first option, favoured by the working group, is a one-way 2.6 metre separated lane on the right side of the street, with cyclists riding in the same direction as other traffic. The second option is a two-way 3.2 metre separated cycle lane on the right side of one of the one-ways (Cumberland Street).

separated bike lanes are ~6x safer than painted and ~9x safer than none

Canadian researchers find that separated bike lanes are about six times safer than painted lanes and about nine times safer than streets with no bike lanes at all. Also, bike lanes with vehicle parking are about seven times riskier than fully protected lanes. However, with a two-way protected lane (option 2), the risk to cyclists arriving at an intersection in the opposite direction to motor traffic is substantially higher than for a one-way lane.

Since about 60% of bike / motor vehicle crashes happen at intersections, their design is vital. This holds true for protected lanes as well since a protected lane becomes an unprotected lane at an intersection as turning cars must cross it. Intersection design can improve safety by:

- ◆ Bringing the cycle lane closer to parallel traffic for visibility at an intersection;
- ◆ Placing a motor vehicle traffic

stop line at least 20 metres before an intersection;

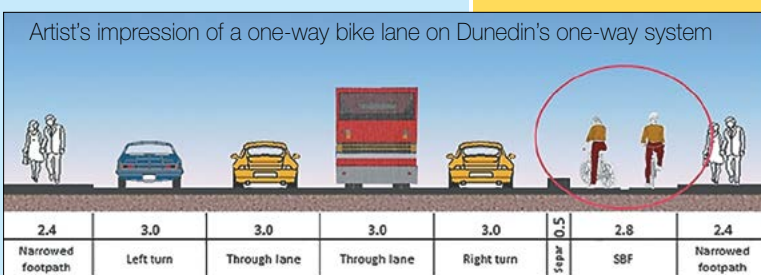
- ◆ Marking cycle crossings through an intersection (just as crosswalks mark pedestrian paths);
- ◆ Elevating cycle lanes and footpaths (like speed humps) through uncontrolled intersections where they are on a priority road;
- ◆ Using lights to limit conflicts, perhaps in combination with tight corner radii, medians and speed humps to slow turning traffic;
- ◆ Allowing bikes more time to cross;
- ◆ Reducing the number of motor vehicle turns across the cycle track by offering parking on the op-

posite side, and by limiting turns by time, vehicle type or place;

Both Dunedin options eliminate bus/cycle conflicts by keeping them on opposite sides of the road, and both have about the same amount of conflicts with motor vehicles turning into driveways. However, like at intersections, the bi-directional option may cause some drivers entering or leaving drive-ways to overlook contra-flow cyclists. Removing parked cars in both options improves cyclist and pedestrian visibility. The right-hand placement of both options may help right-turning motorists to better see cyclists because drivers and cyclists are on the same side of the car; but the larger radius of right-hand turns may allow higher speeds if they do interact. San Francisco has an opposite side one-way buffered track with few turning issues reported.

The last consideration is that the two-way cycle option uses more road width but gives less width per lane of bike traffic. The one way option allows cyclists to pass one another without worrying about oncoming bikes, and offers more comfortable and social riding. ■

Dr. Hank Weiss is a SPOKES member and an injury epidemiologist with experience in injury prevention research and practice.



Open Streets in Christchurch

Steven Muir



Photo courtesy of Alistair Lang.

Human-powered transport had a lot of fun in Christchurch's Open Streets event. The City Council closed central city streets to cars and dozens of volunteers helped to raise the profile of cycling in rebuilt Christchurch.

Open Streets was planned as part of Kidsfest in July, soon after the reopening of many earthquake-damaged streets; but bad weather forced postponement until the September school holidays. The weather on 29 September was little better than the July offering, with a cool, drizzly start, but it improved as the day went on. A

good crowd enjoyed a huge variety of activities. One highlight

was the grand parade led by the bicycle band and the Kidsfest mascot dog 'Cool Stuff' in an armchair on a three-wheel bike trailer provided by Cycle Trailers NZ. Because the Copthorne Hotel had dramatically collapsed the day before the start point had to be changed, but it was good fun doing a couple of loops of the central city surrounded by all manner of intriguing bikes. Clive Murphy from Pedal Mania was a huge hit in Cathedral Square, where his

range of mutant bikes was in constant use with much hilarity. There's amazing creativity in his collection!

A Dutch intersection mock-up using astro-turf modelled an intersection design that reduces the risk of motorists turning into cyclists. Also, Red Bus provided a bus so people

the range of mutant bikes was in constant use with much hilarity

could try placing bikes on the rack.

Inner City East Cycles (ICECycles) was there, fixing over 30 bikes for free — a well-received service. Over the road, the bicycle blender was hard at work making 300-odd berry & banana smoothies. These blenders are now produced locally by Cycle Trailers NZ.

Keith Guthrie of Cycle Trading Company and his friends displayed

part of his collection of antique bikes — quite a sight!

A sound system courtesy of the Green Horn Company, mounted on a Cycle Trailer NZ trailer, did loops around the city playing cycling- and walking-related music and making announcements. This and the bubble bike trailer added much interest to the event.

Gapfiller set up their cinema, using a projector run off pedal-powered generators, to show cycling-related movies.

Other activities included a BMX pump track, inflatable running track, bands and urban orienteering. The Open Streets event was an excellent celebration of active transport, and everyone wants it to become a regular event. Several cities overseas run open street or Ciclovía events every Sunday; see <http://en.wikipedia.org/wiki/Ciclovía> ■

Cycling ferry friendly in Auckland

Maree Peterson

With a strong focus on public transport, Fullers have always encouraged cycling by carrying bikes on board at no extra cost to passengers. This includes the service to Coromandel, which is a favourite with cyclists.

Fullers Auckland operates commuter and tourism ferries to inner harbour and island communities around the Hauraki Gulf. The urban trend to connect from across the harbour to the city and suburbs of Auckland is growing, with the number of ferry-cyclists increasing each year.

Fullers CEO, Douglas Hudson, says the New Zealand Transport Association Cycle-Friendly award, bestowed on the company a few years ago, has only served to encourage the company and its employees to push on to more

cycle-friendly initiatives and campaigns. "We met with a user group of cyclists to put some protocols in place around bikes on ferries" says Douglas. "This way both sets of passengers co-exist on board without encroaching on each other's personal space." In 2012 bike racks were installed on some of Fullers Waiheke Island buses to assist commuters and visitors to travel safely along island roads during peak runs to and from the ferry. It allows visitors the chance to discover the furthestmost parts of the island on a 'slow sightsee'

Barbara Cuthbert, leader of Cycle Action Auckland, is a firm supporter of the Fullers cycle ethos. "The crew's can-do friendly attitude demonstrated towards cyclists on a daily basis is immensely valuable in a region where too little investment is made in cycling", she explains. "Free travel for bikes and moves to upgrade the Fullers' fleet with extra space for bikes are



'The locals will love you more'

practical ways to welcome cyclists. Ferry travel extends our reach throughout the whole region. They are real leaders in integrating cycling into the public transport system."

With the rise of Waiheke Island as a 'must-do' holiday destination for both local and international visitors, the population swells from around 8,000 to over 40,000 during summer. For an island that boasts a 'traffic-light-free' status, the extra vehicles bring congestion onto its single lane carriageways. As a way of encouraging awareness, Fullers are backing the community with a campaign around



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‘Bus it, Bike it, Walk it’, suggesting to those planning a break on the island: “The locals will love you more...when you leave your car at home!”

Buses meet and deliver back to all sailings and bikes are also available for hire at the wharf. In conjunction with Cycle Action Auckland, Fullers developed a series of cycle routes with names such as ‘Beach/Wine Lovers Trail’ (through vineyards and along coastal roads) or ‘Nature Trail’ through mangroves, wetlands, olive groves and more vineyards! And not for the faint-hearted is the circuit graded ‘difficult or ‘gut buster’. This circuit, with its world-class views, includes 17km on unsealed roads through the historic Stony Batter out to Orapiu ■

ITL: a bike-friendly employer

Teri Gilkison

Engineering company Independent Technology Limited (ITL) believes that employee wellbeing and respect for the environment are key to a happy workplace. With these values close to its core, it is only natural that the Taranaki-based employer operates as a cycle friendly workplace.

ITL encourages staff to be active and considerate to the environment by enabling employees to abandon their cars and be active when getting from A to B.

ITL’s main office features a number of facilities that support a bike-friendly environment. A covered, lockable bike shed for employees to store their bikes is well used, and after — exercise facilities such

as showers and changing rooms are available to all. Mechanical Engineer Sandy Service appreciates working for a company that values alternative active modes of transport.

“I love the fact that there is a covered secure area for storing the bike. It is a real plus that if the heavens decide to open; you can leave the bike and get a ride home. The facilities, like showers and being able to iron your shirt, make it a lot more appealing to cycle as you feel clean, tidy and professional for the day ahead.”

Flexible working hours are another factor



Continues p14

Kayaking the Port Hills

Steven Muir

I’m sure all you cyclists and kayakers have a similar problem to me. Lying awake at night wondering “what would it be like taking a steep downhill hairpin corner at high speed on my bike while towing a 20kg kayak behind me?”.

This is a question that’s been bugging me ever since our first Fossil Fuel Free Multisport (FFFM) event in 2011, which was good fun, and got me thinking about future routes, including the possibility of biking over the Port Hills and kayaking around Quail Island. I mentioned this on our second FFFM (see <http://www.cycletrailers.co.nz/multisport2013.pdf>) earlier in the year, and even the seasoned coast-to-coasters started to look a little pale at the thought of towing a kayak up & down Dyers Pass Road! So, one recent Sunday morning I decided to give it a try to see whether it was a technically possible and enjoyable experience.

I made it to the base of the Port Hills in approximately the same time as I would without towing a kayak and found the grunt up the steep first section was pretty manageable in my first gear. I spent most of the rest of the Dyers Pass in second gear until Victoria Park Road, where I went down to



the first gear again. It took 19 minutes to get to Sign of the Takahe, a trip which would normally take me around 12 minutes, so a bit over 50% slower. I didn’t have that much time so turned back after Victoria Park to return home. I got up to around 35 on the way down — not exactly high speed, but it felt quite safe and stable. The only slight worry was when I slammed on the brakes to visit a friend for morning tea, having almost over-shot his driveway. The weight of the kayak started to jack knife the back of the bike by a few centimetres — nothing major, but something to be aware of.

The conclusion — towing a kayak is quite do-able and enjoyable, although the return journey from Governor’s Bay up Dyers Pass is long and steep, so it would be very hard work. Who’s keen this summer? ■



cycling

Love Cycling

Patrick Morgan

CAN's fundraising focuses on our love of cycling.

In November, we wrote to our members asking for money to support our shared goals.

Riding a bike improves our health, wealth and happiness. It also delivers significant benefits to the wider community by boosting business, reducing congestion and making our streets more attractive places to be.

New York cycling advocate Paul Steely White tells us that businesses on 9th Avenue experienced a 49% increase in retail spending after protected bike lanes were built. Injuries among all street users fell 58%. That's right: better economy, safer streets!

This is no surprise. When we invest in bicycle infrastructure, people ride more, more people ride and our streets become safer for everyone.

Paul calls it a 'race to the top', where cities wanting to attract people, jobs and business compete to provide the best cycling environments. This race is now on overseas, and we want New Zealand to be in the leading bunch. CAN is working hard to promote the benefits of cycling

with advocacy, campaigns and projects.

Cycling advocacy

The Coroner's Review of Cycling Safety called on the NZ Transport Agency to convene an expert panel to improve cycling safety, and we'll work closely with it to get the best possible outcomes. We speak out in the media whenever cycling is in the news. We're also stepping up our engagement with business and the health sector to advance the case for cycling.

Safer speed campaigns

As traffic speeds drop to 30 km/h, safety on residential and shopping streets improves dramatically, making them more pleasant. That's why we're launching a campaign to build public support for safer speeds and safer streets.

Road safety projects

We work with BikeNZ and NZTA to deliver road user workshops for bus and truck drivers, and cycle skills training.

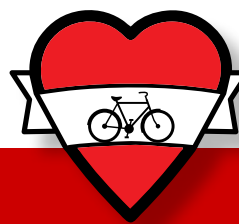
We support local advocacy groups to achieve their aims. Successes include new cycleways in Auckland, a bike-

friendly city council in Wellington, plans for cycleways in Christchurch and a campaign for protected lanes in Dunedin.

You can support our work

Please help us spread the good news and fight for better cycling. By donating today, you'll help ensure we have the staff and resources to achieve our vision. Your support is vital to CAN's effectiveness.

CAN is a registered charity, so donations are tax deductible. Ask your employers if they offer payroll giving; if so, you can donate and receive the tax credit directly in your pay.



Please give generously, in one of these ways:

- ◆ at <http://can.org.nz/donate>
- ◆ by electronic banking to Cycling Advocates' Network, Kiwibank 38-9005-0922435-01 Use 'donation' as your reference and follow up with an email to secretary@can.org.nz
- ◆ post a cheque to Cycling Advocates' Network, PO Box 25-424, Wellington 6146

CAN Strategy 2013–2016

David Hawke

The 2013 Auckland CAN-Do gave a strong message that CAN needs to be more strategic and more coordinated in its cycling advocacy. This led to two Wellington meetings in June and August, where we worked on the priorities for CAN's strategy over the next few years.

The outcome of these meetings was a strategy map incorporating five high priority issues and five issues of lesser priority, along with associated activities, outputs, outcomes and impacts. The high priority issues are:

- ◆ Infrastructure is poor, and roads are not designed to accommodate cycling
- ◆ Other road users are not empathetic to people on bikes
- ◆ Traffic speeds are unsafe
- ◆ Rules / laws and their lack of enforcement
- ◆ Conflicting advice between CAN members and road traffic engineers

The lesser priority issues are:

- ◆ Fragmentation of cycling into sport, tourism, & transport
- ◆ Perception of danger: cycling seems unsafe

- ◆ Cycling's image problem as lycra wearers, law-breakers etc.
- ◆ The low number of cyclists from ethnic minorities
- ◆ Lack of end-of-trip facilities, especially in workplaces

A PDF of the full strategy map can be accessed from the url below. The diagram looks complicated, but its intention is to show the inter-relationship between what we want to do and the outcomes we expect. A short summary is at <http://can.org.nz/article/can-strategy-2013-2016>.

This strategic plan constitutes a big step up for CAN, and its implementation will require a similar sea-change in our approach at both a local and a national level. We have asked all local groups to have a look at these priorities to see if there is something that their particular group would like to work towards in their area. (We imagine that many groups will have their own local priorities that are not on the list.)

Because the strategy cannot be driven by the national committee on its own, we are considering committing some of our financial reserves to oversee implementation. We will review progress at the April 2014 CAN-Do in Whanganui. ■



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MORE

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

CAN's High priority issues

- **Poor infrastructure; roads not designed for cycling**
- **Courtesy of non-cycling road users**
- **Unsafe traffic speeds**
- **Rules / laws and enforcing them**
- **Conflicting advice between CAN members and road traffic engineers**



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Transpower: a bike-friendly employer

Matthew Walker

I've never grown out of cycling. Although I got a car (of sorts) as soon as the law allowed, my enjoyment of cycling continued undiminished.

When I started my first job in Scotland, I'd ride to work, lock my bike in a public area (hoping it would be there when I came back), change in the men's loo's with a quick flannel wash, and hang sweaty kit around my desk. People knew me as the grimy freak who biked—how far, in what weather? This was typical. Occasional subtle pleadings for a shower fell on deaf ears.

Starting work with Transpower in Wellington opened my eyes to what I'd been missing: easily accessible bike racks in a secure area; a short hop up the stairs to changing rooms with hot showers; a drying room (pinch me, I must be dreaming!); cupboard space; an iron; even a hair dryer and straighteners to keep

wayward eyebrows in check. Needless to say my cycle commutes increased and lots of other people were riding regularly too, the cycle commuters Nirvana was found. I've often wondered if a former employee by the name of Kennett had something to do with this.

The most gratifying aspect of being a cyclist at Transpower however is the extent to which the organisation has continued to support enhancements to that great infrastructure. Further bike racks, supporting the provision of pool bikes, giving the changing facilities a refresh, funding urban cycle training courses for staff and promoting the health aspects of cycling during health and wellness initiatives. Staff add their own flavour too, using their Transpower volunteer day to help develop local mountain bike tracks, and recently, internal social media has been used to support a mountain bike group with rides out into the multitude of tracks which head out of the cities fringe.



Because Transpower has safety as a core value, it might have dissuaded cycle commuting through fear of accidents. Instead, it understands the health benefits and reduces risk by funding urban cycle training for staff.

Matthew Walker is Team Leader, Environmental Systems Grid Development at Transpower New Zealand

ITL: a bike-friendly employer continues

allowing staff to use their bikes to commute or exercise during the day. Staff can adjust their working day to accommodate a long commute or to go for a midday ride over lunch time. One benefit of having flexibility in the work day is that staff can exercise in daylight during winter, keeping people safer and able to keep active without freezing their fingers off.

ITL have been eager participants in all events coordinated by Let's GO, a project developed by the New Plymouth District Council that encourages people out of their cars by making walking and cycling the easiest transport options. The most recent competition saw ITL log almost 350 trips during the month of September where staff opted to use alternate modes of transport instead of their car. These competitions are

embraced by ITL and successes are celebrated in a weekly staff meeting which is attended by all employees. For the extra keen cyclists on staff, ITL also sponsor the Taranaki Around the Mountain cycle challenge, and other NZ cycling events. Athletes benefit from having their entry fee covered by their employer, leaving the training as their only worry leading up to the competition.

In addition, ITL celebrates innovation and the ITL YikeBike has been a feature at the office for several years. The New Zealand invention that uses smart technology to solve the problems of our increasingly congested, polluted and stressful cities has been welcomed by the staff of ITL. Employees are regularly seen buzzing along on the penny-farthing styled electric bike; commuting from

work to nearby meetings, or out for joy rides on the New Plymouth foreshore — which is only 200 metres from the ITL Office. There are two other electric bikes available for use and staff are encouraged to use them for travelling to out-of-office meetings. Structural Engineer Martin Van Den Tillart, who regularly cycles to work, enjoys having access to the electric bikes. "I like that the electric bicycles are available for employees at all times. It's not only for me, but I can also tempt my wife to go out cycling in the weekends."

As a cycle-friendly employer, ITL is able to pass on benefits to its employees, by saving them transport costs, and helping them keep active

Local group news

Cycle Aware Wellington update

Alastair Smith

A lot has been going on in the capital.

Upper Hutt Breakaway Festival of Cycling

September saw cyclists at the top end of the Hutt Valley being treated to a busy schedule of cycling events, including family rides, cyclocross, and mountain bike orienteering.

Wellington City Council elections and the Love Cycling campaign

CAW supported the “Love Cycling” campaign, which aimed to influence the local body elections in favour of cycle friendly candidates. Publicity included a cycling

issues questionnaire sent out to candidates and “love cycling” bike plates. The campaign contributed to the election of a more cycle

friendly council, with a majority of Councillors judged “cycle friendly” and the return of cycling Mayor Celia Wade-Brown. See a young cyclist modeling a “love cycling” bike plate on the Wellington Waterfront: <http://bit.do/flickr-smithal>.

Open Street event

On World Car Free day, 22 September, cyclists, pedestrians, and scooterists took over lower Cuba Street and Dixon Street in Wellington’s CBD. Young (and not so young) cyclists could try out their skills on a skills course laid out on Dixon Street. Music was

provided by the Doubtful Sounds singing group, with energetic interruptions by the Batucada Sound Machine Brazilian style marching band image:

<http://bit.do/flickr-smithal2>

Wheel Stylish

In November, Frocks on Bikes once again ran their popular “Wheel Stylish” fashion parade on bikes. Cycling fashionistas sipped wine and nibbled snacks as models rode the circuit in designer clothing and on practical bikes. A particular hit were two flower girls in a Christiana cargo bike images:

<http://bit.do/flickr-smithal3>

Basin Bridge EPA hearings

The process of approving the flyover at the Basin Reserve grinds on, with the Environmental Protection Authority hearing evidence. CAW’s submission concentrated on the shared cycle/walk path beside the flyover. While this will potentially provide a more direct route for east-west cycle commuters, the proposed 3m width is a concern — with walls on each side, there will be minimal space for passing pedestrians and other cyclists.

Wellington–Hutt cycle/walkway project

Insight consultants, on behalf of NZTA, are getting the views of cyclists and walkers on options for improving cycling and walking between Wellington and the Hutt Valley.

The project has concentrated on the “gap” between Petone and Ngauranga, where currently most cyclists ride the shoulder of the SH2 expressway rather than risk punctures on the inadequate 1930s cycle track. The project team is proposing two options: upgrading the existing cycle track,

which would require moving the rail track in order to provide sufficient space; and a seaward cycle/waking path on reclaimed land from Petone to an over-bridge across the railway line near Ngauranga. The seaward option has the benefit of protecting the rail line from storm damage, an issue when July storms tore away part of the rail line and disrupted commuter services.

Great Harbour Way Miramar Ciclovia

Wellington City Council has approved a road closure on the Miramar Peninsula so that a Ciclovia event can be held Sunday 16 February. This is being organised by Rotary, Great Harbour Way Trust, CAW, Living Streets, and Wellington City Council. Cyclists, walkers, skate boarders, and wheel chair users will be able to enjoy the peninsula for a day free of motor vehicles. If successful, the Ciclovia may become a regular event.

Roll on Wellington Awards

At CAW’s annual “Roll on Wellington” award ceremony, the best of Wellington cycling was rewarded with presentation bicycle bells — and some brickbats handed out. **iRide** and its in store Pura Vida cafe took out both the Most Cycle Friendly shop and the Most Cycle Friendly Cafe award. **Statistics New Zealand** was judged the Most Cycle Friendly Employer, with its impressive 28 bike racks, 70 lockers, and 7 showers. **Ash**



Ash Burgess shows off her Roll on Wellington Award

Contact the local group nearest you

Bike! Whangarei

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Cycle Action North Rodney

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BikeWalk Marlborough

Robin Dunn
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Bike West Coast (SI)

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Spokes Canterbury

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Spokes Dunedin

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Please send the e.CAN email news monthly.

Please send me information about 'cycle safe' insurance.

Occupation:

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How did you find out about CAN?

.....

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

Annual membership fees

Unwaged	\$20
Waged	\$35
Family	\$40
Supporting organisations	\$85

Membership fee \$

Donation \$

Total \$

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 Addington Coffee Co-op
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 Auckland Cycle Touring Association
 Avanti Plus Kapiti Coast
 Bicycle Junction & Crank Cargo
 Bike Taupo
 Black Seal Imports
 Canterbury District Health Board
 Christchurch City Council
 Christchurch Polytechnic Institute of Technology
 Cycletech NZ
 Cycle Touring Company Ltd
 Cycle Tour Operators NZ
 Engineering Outcomes
 Environment Canterbury
 Greater Wellington Regional Council
 Green Jersey Cycle Tour Company
 Ground Effect
 Kapiti Coast District Council
 Lincoln University
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 Pedaltours
 Rotorua District Council
 Rotorua MTB Club
 Tasman District Council
 Timaru District Council
 ViaStrada
 Waimakariri District Council

Join CAN and become a Supporting Organisation:
can.org.nz/join

Local group news continues

Burgess took the “Best Anything You Like” award for the energy she puts into groups such as Wellington Off-Road Riding Department (WORD), Revolve, and Pedal Ready. At the other end of the spectrum, Wellington City Council yet again won the Most Room for Improvement award for the Hutt Road Cycle Path — “riddled with posts, bus shelters and driveway crossing points... cluttered with parked vehicles and signs”. However things may change, as the next item indicates...

Wellington Cycling Budget

Just before deadline, Wellington City Council announced that the \$1.3 million cycling budget was to be boosted to \$4.3 million. Hopefully this will enable a high quality bicycle route to be established between Island Bay and the CBD, scheduled to be the next big cycle project now that the Ara Tawa shared path is nearing completion.

Whanganui BUG is planning...

Lyneke Onderwater

Whanganui BUG was pleased to hear about the appointment of Norman Gruebsch as the Regional Development Officer for cycling in the region. It is a part-time temporary position, so we have to make the most of him while we have him. He is based at Sport Wanganui and is getting all groups involved in cycling together so we can form a stronger voice. These will include cycle sport clubs, council, police, health organisations and, of course, WBUG.

We are hosting the next CAN Do in early April and are excited about that. See page 3 for more.

Other than that we are busy planning for BIKE WISE month.

We will have a bike ride, big bike tune up, a talk on the history of cycling, a movie, a bike maintenance evening, a talk and slide show about a 4 year cycle trip around the world, Go by Bike day and weekly bike rides. Some of these are organised in conjunction with other organisations, such as the film society, the museum, and Velo Ronny's, the new local bike shop. We are also planning to have articles in the local paper, interviews with locally famous cyclists and many talks on radio.

We have had some new cycle lanes put in and some distance added to the shared river paths this year, but our biggest wish is for the city bridge to be made cycle friendly and that is still in the too hard basket.

We're hopeful that the New Year will bring some good ideas and people to WBUG. ■

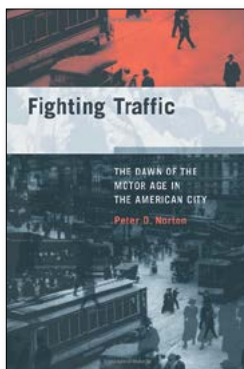
Book review — Fighting Traffic: The Dawn of the Motor Age in the American City.

Patrick Morgan

by Peter D Norton. MIT Press 2008, 396 pages, USD \$20

Before the arrival of the car, city streets were diverse and included children at play and pedestrians at large. But by 1930, most US streets had become primarily motor thoroughfares where children did not belong and where pedestrians were condemned as ‘jaywalkers’. In *Fighting Traffic*, Peter Norton argues that to accommodate cars the American city required not only a physical change but also a

social one. Before it could be reconstructed for motorists, its streets had to be socially reconstructed as places where motorists belonged.



This was not an evolution, he writes, but a bloody and sometimes violent revolution. Norton describes how people struggled to define and redefine what streets are for. He examines developments in the crucial transitional years from the 1910s to the 1930s, uncovering a broad anti-car campaign that reviled motorists as 'road hogs' or 'speed demons' and their vehicles as 'juggernauts' or 'death cars'. He considers the perspectives of pedestrians, police (who had to become 'traffic cops'), street railways, downtown businesses, traffic engineers (who often saw cars as the problem, not the solution), and automobile promoters. He finds that pedestrians and parents campaigned in moral terms, fighting for justice. Cities and downtown businesses tried to regulate traffic in the name of efficiency. Meanwhile, motoring interest groups legitimised their claim to the streets by invoking freedom — a powerful rhetorical stance in the United States.

Fighting Traffic offers a look both at the origins of the automotive city in America and at how social groups shape technological change.

The lessons are clear: reclaiming our streets as public spaces requires us to challenge (recently) received wisdom that roads are primarily for motorised vehicles. Challenging the narrative that 'cars = progress + efficiency' is part of our mission. This is not to say that cycling advocates are anti-car, but that human values must come first.

I would have liked an analysis of street politics in other parts of the world, but overall Peter Norton provides a revealing picture of how we got into this mess. ■

Book review: Together: the rituals, pleasures & politics of cooperation

David Hawke

By Richard Sennett (Penguin, 324p, \$30);

At the 2013 CAN-Do in Auckland, keynote speaker Jonathan Daly expounded the overarching importance of creating liveable cities. Interest groups, such as cycling advocates, must form alliances with each other toward this goal rather than continuing to pursue their own narrow agendas. Jonathan went on to argue that liveability is driven by people interacting with each other, and that it is precisely this aspect that is being lost from modern cities. He suggested 'Together' to delegates as an authoritative exposition of his arguments.

Together has three themes: the diverse ways we cooperate with each other; the corrosive effects of the modern western city on cooperation; and three archetypal modern communities. These communities he summarises as faith-based (the Catholic Worker movement), simplicity-based (the pre-Zionist kibbutz movement), and sociably-based (Norman Thomas and the Socialist Party of America).

The author particularly promotes two aspects of cooperation. Empathy (as opposed to sympathy) involves a person walking alongside another person in their struggles. Empathy is about the path rather than the solution. Then there is dialogic as opposed to dialectic activism. Dialogics is about working with people and trusting them to come to their own outcome; dialectics is about guiding the other party toward your desired solution. In this, the author draws on his childhood in

liveability is
driven by
people
interacting with
each other



a poverty-stricken Chicago housing estate with its various individuals and agencies (including Saul Alinsky, mentor of the young activist Barack Obama). Neither empathy nor a dialogic approach to activism come easily, but I found the author's exposition of these themes well argued.

One aspect of the book that I found rather simplistic was the enthusiasm for guanxi, the networking structure that underlies traditional Chinese society. While guanxi indeed drives multi-layered cooperation and interaction, it has also become the fast route to corruption in modern China.

Normal 0 false false false EN-NZ ZH-CN X-NONE

Together is very much big-picture, and strongly recommended. While most definitely not a "cycling book" (cycling is not even in the index), it will encourage you to think more broadly about the way you interact with others, both as an individual and as a cycling advocate. The 2014 CAN-Do will explore the way cycling advocacy can contribute to community building (and vice versa). ■



Gap Creek, Queensland



Wakumata



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with lock



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