



# Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

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**CAN**  
cycling advocates network



# Velo in Vienna

Christina Bellis

In June, Vienna hosted the annual Velo-City conference. About 1400 participants and 300 presenters from around the world came with one unifying goal: to increase the accessibility, visibility and safety of cycling.

Velo-City offers an opportunity to share experiences, successes and not-so-successful initiatives about cycling and liveable cities. This year's topics covered infrastructure, research and cultural change. The conference culminated with a 4,000-strong cycling parade that took over the streets of Vienna.

Frocks On Bikes was fortunate to be included, and I was excited to go and discover gems that we can transfer to New Zealand to make our cities greater. Wellington has doubled its cycling mode share in the past few years with minimal new infrastructure, mostly thanks to volunteer organisations encouraging cycling and teaching skills. I wanted to find out how all these other cities are making bikes their best transport choice.

I discovered that there's no secret ingredient; the recipe is similar across many cultures and countries. Recurring themes in achieving successful people-centred, liveable cities with more cycling are:

⌘ politicians committed to



infrastructure, education and change;

- ⌘ speeds limited to 30 km/h;
- ⌘ one-way streets allowing 2-way bicycle traffic ('contra-flow');
- ⌘ education and encouragement based on the health benefits of active lifestyles;
- ⌘ campaigns and events to help people (re)-discover cycling;
- ⌘ less city centre car parking and better public transport

Denmark is the epicentre for bicycling, largely because its government recognises the health and environmental benefits. Transportation is important to the emission reduction goals of NZ cities, but we won't achieve them without change.

Conference speakers rebutted common arguments (streets too narrow, on-street parking needed) against cycling infrastructure. There can be space for all. It isn't about abolishing the car, but about making space and safety for everyone's preferred method of travel. People want to bike—Frocks on Bikes confirms this—but many feel the road is not safe... yet.

Build it and they will come! ■

# Submissions for February Chainlinks

Articles by **4 December**

Local group content by **4 December**

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

Pictures: >500kb, >1mb preferred. 1024 x 768 pixels

Advertising by 4 December: [chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

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

## Join CAN on Facebook

Visit <http://tinyurl.com/CANfacebk> for news releases, a courteous cycling code, pictures, events, discussion and more.

"It's a useful way to raise CAN's profile and reach people who may not see themselves as cycling advocates," Patrick Morgan says. ■

## 2014

### 2Walk & Cycle Conference

29-31 October

NZ's cycling conference & Cycle Friendly Awards

Cover picture: whare bike,  
© 2013 Sarah Marshall Photography

Publishing

[www.MYWEBWORKSHOP.CO.NZ](http://www.MYWEBWORKSHOP.CO.NZ)



# Whare bike didn't even have a pump

Ashley Holwell

whare bike thrust itself onto Whangarei, limping and malnourished, yet happy and steaming with enthusiasm, in January.

We'd banded together a few bike riders from various parts of our small city, got a few tools and bicycles donated, and landed a space to set things up. An empty warehouse, owned by my parents, had sat empty for over four years. Having just come home from Europe, where friends and I squatted a house for three years, I felt it was my ethical duty to occupy this space. Involvement with two amazing 'bike kitchens' in Vienna had seeded my desire to get one up and running in our city, and to share with our people all that is a community bike workshop.

At first we didn't even have a pump. Our attitude was to get things running and build as we could. We inhabit a corner of the warehouse, at first with a shelf or two, a workbench, and a sparse tool board. Over the past seven months this has grown, with support from many people helping us build a fully-fledged transport-enabling initiative for our community. In a single evening last week we made five bicycles roadworthy and gave them away; our record is seven!

We're open once a week, on Thursdays from 4 pm. Closing time generally announces itself according to sleep needs or weather. We've also been running Whangarei's critical mass, known here as the 'Sunset Cruise,' taking our tall bike, rickshaw, tandems, cruisers, and stereo trailers onto unwitting streets, to much amusement and bemusement of those not on



whare bike  
1 Woods Rd, Whangarei  
Open Thursdays 4pm 'til cold  
[wharebike.org](http://wharebike.org)  
Photo: Sarah Marshall Photography

bikes. The cruise always has spare seats on the tandems and rickshaw. One of our finest moments was the coercing of two people out of their car and onto our bikes, mid-cruise.

Other fun has included the hosting of a bikers' breakfast (it fell on census morning, conveniently improving the region's

cycling statistics); having four of our bikes star in a huge local theatre production; hosting the 'Hot Cross Mallet' bike polo tournament at Easter; using bikes as currency to acquire a beautiful espresso machine and professional photography; having local Hare Krishna chefs help feed our volunteers and visitors; and the recent installation of a pot belly stove to warm greasy fingers towards the end of each whare bike night.

We encourage anyone without a community bike workshop to band together whatever people and resources you can find, somehow get a space—any space—and launch. Once word gets out it spreads quickly and grows. Most people come to us through word of mouth, usually bewildered to hear that something is free, and excited that we exist.

whare bike thanks profusely everyone who has supported our work, including other community cycle spaces around the country. We're happy to offer support to anyone else who wants to start one. ■

## Transport expert questions roads to nowhere

Amanda Witherell

The Government's plan to construct 'Roads of National Significance' is a decade too late, according to Todd Litman, a transport policy expert from Victoria, Canada.

Litman visited Wellington for the Motu Economic and Public Policy Research Centre's seminar series in May. He said car use has peaked. "It's time to employ a new urban planning model—one that favours accessibility over mobility—to meet increased demand for walking, cycling and public transport", he said.

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# Campaign ends but cyclists urged to 'Be Bright' a little longer

## Bikewise

Throughout this winter Bike Wise encouraged cyclists to be brighter. While the end of August sees the Be Bright campaign closing, cyclists should stay bright and make sure their lights have enough battery power to last for the rest of winter.

Twelve centres took part in the 2013 Be Bright campaign, reaching thousands of cyclists with messages to improve their visibility and distributing plenty of free high-vis goodies.

Centres used a mix of activities including roadside checkpoints, roving police checks, school education and targeted advertising. If you were stopped at a road-side checkpoint, you may have received lights, vouchers or high-vis gear to make you safer.



**Bike  
wise** Bike Wise extends a

big 'thank you' to those who were stopped at a Be Bright checkpoint and completed a questionnaire. Results from the survey, to be reported in September, will help future 'Be Bright' campaigns be more successful and will shed light on compliance with regulations and the demographics of Kiwi cyclists.

Dunedin City Council Transport Operations Manager, Charlotte Flaherty, who worked closely with the Dunedin Police Strategic Traffic Unit, said that the give-aways were popular, and encouraged compliant behaviour. Dunedin police found the campaign an opportunity for positive community engagement.

Auckland cycle commuters noticed pit stops on busy cycle routes, where cyclists were stopped and checked for lights and reflectors; some workplaces ran their own pitstops. Also, roving police units stopped commuting cyclists to check their lights and give away cycling

merchandise. Feedback was positive. We hope that eighteen centres will join the campaign in 2014.

## Key stats and facts

- ⌘ There's more risk of injury between 4 and 6 pm when roads are busy and it's getting dark.
- ⌘ 41 % of cyclists stopped at Be Bright checkpoints were aged between 31 and 50. 32 % were between 19 and 30. 79 % were male.
- ⌘ 86 % of cyclists stopped were commuting; the rest were riding recreationally.
- ⌘ Of cyclists stopped, 41 % had adequate lights, while 43 % did not. The rest had no lights.
- ⌘ 26 % of cyclists without lights had no reason. 14 % thought they needed none, 12 % had misjudged the level of darkness, and 12 % had forgotten their lights.
- ⌘ A rule of thumb is, 'if cars have their lights on, then so should you'. ■

# The walking and cycling model community story

## NZTA

The Transport Agency's focus on improving travel choices for our customers is reflected in the release of The Walking and Cycling Model Community Story.

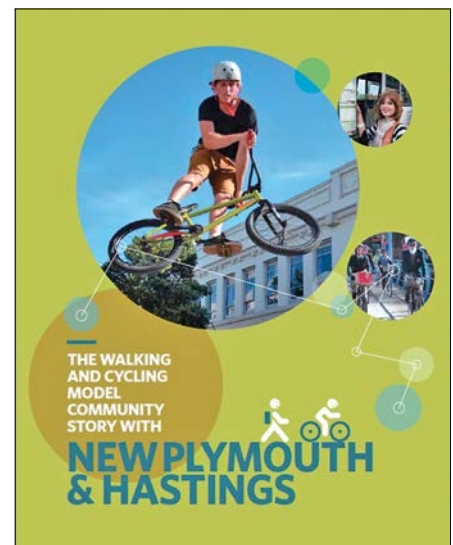
The publication records the journey that New Plymouth and Hastings - New Zealand's first walking and cycling model communities — have taken since the initial investment in 2010.

"Telling this story will provide inspiration for other communities wanting to invest and develop their walking and cycling facilities" says Gerry Dance, National Project Manager for the programme.

Both New Plymouth and Hastings have delivered comprehensive walking and cycling programmes, and the overall investment has contributed to wider outcomes such as more efficient transport

systems, fewer car trips, lower transport costs, increased business activity and tourism, and positive health impacts. ■

More at: <http://goo.gl/GEY6qB> (pdf)





## Are you pedal ready?

Amanda Witherell

I grew up in a rural area riding a bike as far as I had the steam to pedal it, with only these parental admonitions: watch out for cars, and be home by dark.

Twenty-five years later, my cycling credo was pretty much the same, though my curfew was better. I'd graduated from back roads to metropolises and hadn't owned a car since 2005. Having cycled most of the California coast and commuted by bike in San Francisco and Wellington, I thought I had getting around on two wheels figured out.

But when I heard about Wellington's Pedal Ready skills course, I wondered if there wasn't something I didn't know. I signed up, thinking that as a foreigner I'd at least come away with a better understanding of the New Zealand road code.

Pedal Ready teaches everyone — from school kids to adults who never learned — how to ride safely on urban streets. Qualified trainers teach beginner, intermediate and advanced classes, funded through grants and partnerships with councils, sporting organisations and safety advocates. Beginning about a year ago, Pedal Ready grew out of Marilyn Northcote's Canadian experience in cycle skills instruction and her Wellington cycling consultancy, en Velo.

My three-hour intermediate class of five women, all somewhat experienced, met on a sunny Saturday morning at Lyall Bay

School. The others said they were seeking more confidence for city riding. I said I was there to learn something I didn't know. Sam Winslow, our gregarious instructor, ran through a basic bike check and said our machines were in better repair than most she sees, especially (and alarmingly) among kids. She shared some colourful anecdotes, then did a demonstrative jerk of my handlebars showing they were dangerously loose, as were some others; and had us tighten them with an Allen key.

When we saddled up to practise arm signalling and emergency braking, I discovered I'd been indicating 'Stop' wrongly, using the entirely different North American arm gesture.

Soon we were out on a Lyall Bay side street, signalling into and out of traffic and riding in the 'primary' and 'secondary' positions. This lesson got the most queries, Continued next page

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Pedal Ready teaches everyone — from school kids to adults who never learned — how to ride safely on urban streets.

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# Life with a Little One

Hilleke Townsend

It's an oft-quoted fact that having a baby changes your life, but does it have to change how you get around? I'd love to answer "no" to that, but unfortunately, in our experience it has...for now.

We thought we were as prepared as two keen cyclists could be. I'd bought a sensible 'omafiets'-style bike that would handle the baby/toddler seats, and we also had a Christiania cargo-bike.



The cargo-bike was going to get us round for the first six months until our baby was old enough to hold his head up and sit in a seat.

So, what are the downsides to riding with a small baby in the box?

Road vibrations — even though they claim these are minimal due to the box's low position.

The helmet law. Clearly the idea of putting a helmet on a baby is not only ridiculous, but downright dangerous. Once baby is holding their head easily they may be



able to support a helmet. This could be anywhere between 6–12 months.

But what to do those first few months? Or are we crazy for even wanting to take our baby on a bike on NZ roads? Maybe. It certainly doesn't feel as safe as the car. Nevertheless, we've 'gone Dutch' and bolted a seatbelt in the bottom of the cargo-bike box so we can put the car

capsule in and take our boy for a spin on some of the off-road and shared paths near our home. Hopefully our confidence will slowly build from there.

So despite our best intentions, the reality is that I've used a car more in the last few months than I had in the previous few years (a slight exaggeration, but it does feel that way).

Unfortunately for us, our wee boy has inherited his parent's dislike of sitting in traffic. This makes long car journeys rather unpleasant. On the plus side, many of the places we need to go are within walking distance, so we're getting to know our neighbourhood even better by walking as much as we can.

The situation in NZ is still such that as an avid cyclist I don't feel safe putting my son on the road at this young age. We will eventually take him out on the roads — whether it's helmeted on a baby seat or strapped in the capsule, but it will be a nerve-wracking experience. Perhaps that's true of every 'first' you experience as a parent?

Once he's older however... That's a different story. Apparently they recommend your baby walk before you get them their first balance bike. Pfff! I can't think of a better present for his first Christmas than his first bike — can you? ■

*Pedal Ready continues*

but Winslow had plenty of scenarios to show why pedalling well away from the door zone is safer than hugging parked cars. I'm often tempted to duck in toward the kerb where there aren't parked cars and then back out into traffic where there are, and I wondered about the etiquette on this point. Winslow didn't buckle. 'Don't do it, even on narrow streets!'

After we'd negotiated a few intersections she asked if we were keen to tackle a roundabout. We sure were, and here again she confirmed that it's safer to take the primary position—something I hadn't been doing. I also learned that arm signals aren't required of

cyclists in roundabouts, because steering with two hands is safer.

I'll confess, the drills got a little tedious; but watching the drama of car and bike was not. A car even hopped the inner kerb of the roundabout to squeeze past one of us. It was a beautiful Wellington day and lots of other riders were out. Almost none kept to the rules we were learning, such as full-stops at intersections, signalling and lane positioning. Some of our incessant signalling seemed like the overkill of a geeky safety video, but Winslow teaches the 'base case, safest' approach. She acknowledges that not every situation warrants it, but says every law-breaking cyclist fuels an angry driver. It was a bit frus-

trating watching others bending the rules while we were learning how easy it is to follow them!

There's a saying, 'It's as easy as riding a bike'; but it's also easy to hit the road without fully knowing the rules or what's truly safe. Although I wasn't looking for it I gained a heightened sense of confidence. Riding home, I felt like I belonged on the road because I knew how to assert myself. Anyone who's had a narrow miss with a car door or woken up strapped to a gurney knows that confidence is palpable and precious. Even if you think you're too road-hardened to pedal circles in a car park perfecting turn signals, your confidence deserves a boost once in a while. ■

# Countdown to the Rimutaka Cycle Trail

Jonathan Kennett

Once upon a time there was a popular weekend fun ride called The Big Coast, which attracted a thousand riders of all ages, shapes and sizes. Everyone camped overnight in the Wairarapa and had a big party.

But it was not to last. Erosion hammered the rocky coastal section making it less and less rideable; and some of the people, of all shapes and sizes, didn't like it. They went riding elsewhere and The Big Coast fizzled out. But it was such a great weekend trip it's being resurrected as part of the NZ Cycle Trail project. Repairs and upgrades are under way, shelters are being built and

## New Zealand's 22nd Great Ride, the first near a major city

way-finding signs now guide riders at every intersection. And it has a new name — the Rimutaka Cycle Trail, after the mountain range it circumnavigates.

On 25 October this will become New Zealand's 22nd Great Ride, the first near a major city. Like other Great Rides, it will grow and evolve as people ride it and businesses pop up alongside. Right now, here's what it looks like.

The 115 km Rimutaka Cycle Trail is the brainchild of more groups that I can list. Almost all the councils in the Wellington Region are involved, as well as the Department of Conservation, local Rotary clubs and landowners.

It starts at Petone Wharf and follows the Hutt River Trail north to Maymorn before heading through Tunnel Gully Reserve and over the Rimutaka Rail Trail to the Wairarapa plains. This first half can be shortened by catching the Wairarapa commuter train to Maymorn Station, as Big Coast riders did. But the Hutt River Trail from Petone to Te Marua dairy (3 km from Maymorn) has improved a lot in the last year, and is well worth riding.

There's camping along the Rail Trail, at the Summit Station or

Cross Creek Station where shelters and toilets are set among forest. Alternatively, take a connecting shuttle from the end of the Rail Trail to cosy Martinborough, a destination priding itself on fine wine and food.

From the Wairarapa end of the Rail Trail you follow a quiet country road for 37 km to Ocean Beach. Here you'll find rustic baches and a DOC campground in tall manuka forest, with the sound of waves washing against the shore of enormous Palliser Bay. It's a beautiful place for a night under the stars.

From Ocean Beach the ride is exposed and wild. DOC plans to upgrade this section before the opening, which will make a huge difference. When I rode it recently there were tough walking sections across massive shingle fans where the Rimutaka Range is literally migrating to the sea. On a fine day the ocean seems impossibly blue, contrasting with barren rocky terrain and green bush climbing into the Forest Park.

However, the trip around the coast was once much tougher. The first drovers heading from Wellington around the south coast to the Wairarapa

Continues p8

## Trail Summary

**STAGE 1 Hutt River Trail:**  
Petone to Maymorn Station  
Easy trail (mostly off-road cycle path),  
3–5 hours, 33 km

**STAGE 2 Rimutaka Rail Trail:**  
Maymorn to Cross Creek  
Easyish Trail (mostly on railway  
formation), 3–4 hours, 25 km

**STAGE 3 Lake Wairarapa:**  
Cross Creek to Ocean Beach  
Intermediate road, 2–3 hours, 37 km

**STAGE 4 Turakirae Head:**  
Ocean Beach to Orongorongo Station  
Intermediate off-road tracks,  
3–5 hours, 20 km

Countdown to the Rimutaka Cycle Trail continues shouldered their valuable sheep at rocky points, carrying them through the surf at low tide rather than risk having them washed out to sea. That changed abruptly in 1855, when a magnitude 8 earthquake lifted the land by 2.5 metres.

At Turakirae Head you can see several prominent beach ridges, each relating to a massive earthquake. Here the Rimutaka Range ploughs into the Pacific Ocean and a colony of male kekeno (fur seal) cubs winters over in one of the North Island's most southern sites.

From Turakirae Head the ride mellows out, and in less than an hour you reach the bridge at Orongorongo Station where the Rimutaka Cycle Trail ends. There's a car park just up the road. Arrange for a friend or a shuttle to pick you up (see below); or if you're traffic-hardened, ride to Wellington, 43 km away via Wainuiomata and Petone.

### Trail help

For help with bikes or transport, contact The Bike Hutt in Petone

(phone 04 527 8715) or The Green Jersey Cycle Tour Company in the Wairarapa (phone 027 074 6640).

### The future

Long term plans include extending the ride to Eastbourne via Baring Head and Pencarrow Head. A track already exists, but public access needs to be arranged. From Eastbourne the Wellington City Council is pushing for a path, the Great Harbour Way, to go all the way to Wellington. ■

### Shameless plug

On 1 November, a week after this trail opens, Random House will launch my coffee-table book, *23 Great Rides of the New Zealand Cycle Trail*. It includes photos, 3D maps, elevation profiles, history and route descriptions for all the rides, including the Rimutaka Cycle Trail. I hope you enjoy it!

## Focus on Recruiting

Robert Thompson

"These cyclists are highly vocal, yet small in number..." "We want to cater to the 'Interested but Concerned.' Since the advocates already cycle they don't represent the target audience..."

Similar statements echo through local councils around New Zealand. But without a strong counter argument, what is a lonely cycling advocate to do? The best solution is to demonstrate that the lonely cycling advocate represents a large number of people.

Even cycling-friendly councillors have their hands tied without a mandate from the public, but a handful of cycling advocates does not a mandate make. About a year ago SPOKES Dunedin decided to be more pro-active about bringing the mandate from the masses.

But first we needed a makeover! As the fates would have it, we had the great fortune of meeting Robin Wisser-Kidder. Robin had recently come to Dunedin from Los Angeles, where she had previously done significant work with the L.A. Bike Coalition, and she was willing to help us out. SPOKES Dunedin was reborn, with a fresh logo and new mottos:

"Speak out for cycling" and "Making the streets sweet for bikes."



Inspired by the free postcards often found in cafes, we had 1000 postcards printed. The cards gave our website, Facebook, and email information. SPOKES members put the postcards in the spokes of bicycles in town, and we left some at local bike shops. This tripled our Facebook following and significantly increased public awareness of SPOKES Dunedin.

The postcards have been effective at raising our profile, but haven't generated many subscriptions to our email list. For our next print run we will include more explicit instructions like "email 'subscribe me' to spokesdunedin@gmail.com." If your group decides to try postcards, I suggest leaving no more than 10-15 at a time with bike shops, and return regularly to see if they need more.

Another great recruitment strategy is a good old-fashioned sign-up sheet. Setting up a table and sign at events, races, or even just on a popular bike path on a Saturday morning, is fantastically effective. You can easily sign up a few dozen people over a few hours, and we have doubled our mailing list over the last year with

this strategy. I suggest going slightly higher tech than an old fashioned paper sign up sheet because sometimes the handwriting is indecipherable; take along a tablet and people can type in their email address directly.

It's important to get as many existing cyclists on board as possible — it doesn't matter if they are a road racer, mountain biker, weekday commuter or a family with kids at the park. A person on a bike is a person on a bike, and just because you see them racing a mountain bike on Saturday doesn't mean they aren't riding their commuter bike to work come Monday morning. We also encourage non-cyclists to join our ranks because chances are they want to cycle or at a minimum have friends and family who do cycle.

Surveys show that around 60% of Kiwis currently own a bicycle, even though many of them rarely ride it. Chances are those who don't currently own a bicycle had one at some point in the past. Surveys also show that many people are put off by the perceived or actual safety risks and would ride more if they felt safer doing so. There are more than 2 million potential or irregular cyclists in New Zealand who can contribute to the public mandate. It's time to let their voices be heard. It's time to start recruiting. ■



# Putting on the Green Jersey—An Unforgettable Experience!

Stuart Edwards

I have always ridden bikes. I love the freedom and excitement of riding a bike. It always made sense that bikes would figure in my professional future at some stage.

At 38, the mid-life crisis started to sink in. I had had enough of being a public servant, and decided to quit the commute into Wellington from our Wairarapa paradise, Carterton. Lucia and I had been talking about starting a cycle tour company, and we bought some bikes for the purpose. We thought that the people would now flock to us. How could anyone resist pedalling through this bucolic bounty?

Green Jersey Cycle Tour Company was initially set up to provide some day rides and custom multi-day tours. We designed a logo, set up a website and had a go at producing flyers. Then we started learning

about the tourism sector and how you should really do things. There were so many terms we had never heard of: inbounders, commissions (ok, so I had heard that one), tourism “products”. Were we going about it the wrong way? It turns out that you have to be very clear about your product: what, where and how much. Understanding who will purchase your products is more difficult, when there is a broad potential market. We also realised we had to be more cognisant of what people want — not everyone wants to spend 8 hours in the saddle biking into a headwind! Some people just want a quiet wander around around the vineyards, and that is great — more people on bikes more often!

We are loving being busy. Our business has changed since its inception



just 18 months ago, and we are really excited about its future. We work in three distinct areas now: conferences and events, guided wine tours and multi-day rides.

We are eagerly awaiting the new Great Ride opening in the Wellington region, and are gearing up to offer rides as part of Nga Haerenga. We also plan on visiting residential facilities for the elderly or mobility impaired with our rickshaws, giving residents a chance to try something quite different and feel the wind in their hair.

Taking a passion and turning it into a profession certainly has some risk, but we are having a ball. We now own 32 bikes, 3 rickshaws, 2 trailers, and a minibus and look forward to getting them working this year. Look out for updates. ■

## Cycling in pregnancy

Leah Murphy

I used to cycle to work each day (admittedly only 3 km) and out for dinner or to the movies. I have a beautiful Pashley Princess with a Brooks saddle, a basket at the front and beautiful pannier bags.

No lycra for me, the Pashley is very accommodating for work or casual clothes. It's kitted out with a skirt guard and a chain cover. I biked as often as possible. In any weather but rain or gales, I was on my bike.

When I found out I was pregnant there didn't seem to be any reason to stop. I'll admit my intermittent road cycling and mountain biking ceased pretty quickly, whereas the upright position of the Pashley put no more pressure on my expanding tummy than walking. I continued riding the

3 km to and from work and made my usual trips around town right up until I was 8 months. It became my solace, my little bit of exercise, my fresh air and my sanity.

I often received comments about cycling while pregnant. Most were impressed. Some talked about their reasons to stop cycling, usually because they had the wrong sort of bike. Others felt more exposed on the road but I had the experience of several years of daily cycling to give me confidence.

My most impressive ride while pregnant was when I was nearly 7



months. My partner suggested we try the Old Coach Road, a scenic 15 km off road trip near Ohakune. It was described as 'easy' in the NZ Cycleway's guide so I decided to try it on the Pashley. What an adventure! There were some big climbs and a massive bumpy descent to finish but I took it nice and slow and had fun along the way. ■



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Is this the future? A visualization of a separated bike lane on the Island Bay Parade, Wellington

ARTICLE

# Wellington wants safer cycling

Patrick Morgan

Residents of Wellington's Island Bay suburb called for action on safer cycling at a public meeting in August.

Wellington City Council is planning to upgrade cycling links from Island Bay to the city; and Cycle Aware Wellington pre-empted official consultation by asking residents what issues they face and what solutions they want.

When 66 people turned up to have their say (we expected 25), we moved to a bigger room. Nine council election candidates came. We presented a visualisation of Wellington's first Copenhagen-style protected lane, and outlined its many benefits:

- ◆ For cyclists, safer and easier trips;
- ◆ for drivers, less traffic and more parking spaces;
- ◆ for pedestrians, no sharing with bikers;
- ◆ for bus commuters, no delays caused by people on bikes;
- ◆ for business people, less pressure on car parks;
- ◆ for residents, no reduction in parking and possibly higher property values

Because Island Bay Parade is wide, it's possible to include a Copenhagen-style lane with no loss of on-street parking.

Many residents called for protected, separated cycle lanes, but were concerned about driveways and intersections. Others want off-road tracks around Wakefield Park or through the golf course to Berhampore. The main concerns were about the route north of Island Bay, through Berhampore and Newtown, especially the John St intersection.

CAW will continue to engage with residents to keep up the pressure for world-class cycling infrastructure. ■

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# Separated bicycle facilities on SH1

Robert Thompson, SPOKES  
Dunedin

NZTA is considering separated bicycle facilities (SBFs) on State Highway 1 through Dunedin, and high level plans fresh off the drawing board have just been presented to Dunedin City Council and approved for public consultation. Dunedin is forging a new future for cycling in New Zealand but needs your help to make it a reality.

Dunedin is forging a new future for cycling in New Zealand but needs your help to make it a reality

Two sunny November mornings one year apart saw

the deaths of Peter Wells in 2011 and Dr Li Hong (Chris) He in 2012. Both men were cycling on SH1 in central Dunedin (a pair of one-way, two-lane streets that run approximately North-South through the city centre) when they were struck and killed by a heavy truck and trailer unit, and both were riding in the cycle lane.

The inadequacy of narrow cycle lanes sandwiched between parked cars and fast moving heavy vehicles was made dreadfully clear, and the public, spearheaded by calls from cycle advocacy group SPOKES Dunedin, demanded action.

During an extraordinary meeting nine days after the death of Dr He,

the city's Council unanimously passed a resolution calling on the DCC chief executive to "write to NZTA regarding the one way pair, requesting with urgency: a) a list of temporary interventions proposed to improve the safety of cyclists; and b) the development of a high level plan for enhanced cyclist and pedestrian safety on the one way pair, noting that the Council would like to see consideration of separated cycle facilities; and c) any suggestion as to alternative routes and assistance in funding such works."

A working group was established, comprising

senior traffic planners and traffic engineers from DCC and NZTA, two representatives of SPOKES Dunedin, and a traffic planning consultant from ViaStrada Ltd. The list of temporary safety interventions was quickly drawn up, and most were implemented by the end of July — most notably a widening of the existing cycle lanes to an unprecedented 2.4 meters.

Now the second part of the Council's request has been addressed, and a report detailing the long-term options was presented to a full session of Council on 23 September. Five different options for dealing with North-South cycling in Dunedin were considered, and two options are

recommended for further investigation. The top recommendation features a uni-directional SBF on the right hand side of each of the SH1 one-way streets, with cyclists riding in the direction of traffic. The second recommended option is for a bi-directional SBF along only one of the SH1 streets.

Many cities and towns in New Zealand have a state highway passing through them, and for many years NZTA's focus has been on flushing cars and freight through the system as quickly and efficiently as possible, with minimal consideration of the safety of unprotected road users or the livability of the community.

Dunedin has now reached a turning point in the disposition towards road design, and these new plans will demonstrate the possibility of having a state highway that is not only safely usable by everyone, but that can actually contribute to the livability of the community.

Separated bicycle facilities on SH1 in Dunedin will set a precedent that can become the standard on state highways across New Zealand. **But we need your help to make these cycleways of national significance happen — even if you don't live in Dunedin. You can take action for cycling in Dunedin and New Zealand by visiting <http://goo.gl/MfYJmO>.**

Thanks for helping make the streets sweet for bikes. ■

## High Visibility Clothing policy adopted

Graeme Lindup

Five coronial hearings covering 12 cyclist deaths were conducted during 2012–13 by the Chief Coroner Neil MacLean after five people were killed in three crashes in late 2011.

His comments during earlier hearings into cycling-related deaths signalled that compulsory wearing of such clothing may feature in subsequent findings. We moved to develop policy in this area, used the research

in our submissions to the enquiry and adopted the policy in July.

CAN encourages cyclists to wear high-vis gear, especially in dull or busy environments. However, we oppose its mandatory use because of:

- ◆ Absence of unequivocal evidence that mandatory (or any) use improves safety;
- ◆ Its likely discouraging effect on everyday cycling;
- ◆ Difficult enforcement.

Road design, traffic speeds, cycle position on the road, lighting and awareness of other road users are more important influences on bike safety.

The full policy statement can be accessed from the CAN website or by entering High-Visibility in the CAN website search box or in a search engine. ■

If you or your group wish to help update any current CAN policy or progress one in development please contact me ([chair@can.org.nz](mailto:chair@can.org.nz)).





## Contact CAN

- :: Chair, Graeme Lindup  
chair@can.org.nz
- :: Secretary, David Hawke,  
secretary@can.org.nz
- :: Treasurer, Don Babe,  
treasurer@can.org.nz

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- :: Portfolio Coordinator, vacant
- :: Communications coordinator,  
Stephen Wood, stephenw@can.org.nz
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- :: Chainlinks editors,  
Miriam Richardson  
& Claire Pascoe chainlinks@can.org.nz
- :: Mailouts co-ordinator,  
Ruth Lewis, mailouts@can.org.nz
- :: Merchandise co-ordinator  
Lyneke Onderwater  
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### MORE

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

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



CAN committee from left to right: Don Babe, Tom Halliburton, Lyneke Onderwater, Graeme Lindup, Stephen Wood, David Hawke; absent: Ash Holwell.

## CAN Committee get-together

### David Hawke

After each annual CAN-Do, the new Committee meets face to face so that new members can get to know each other ahead of a year of teleconference meetings.

This year's committee comprises Graeme Lindup (Chairperson), Don Babe (Treasurer), Tom Halliburton, David Hawke (Secretary), Ash Holwell, Lyneke Onderwater and Stephen Wood.

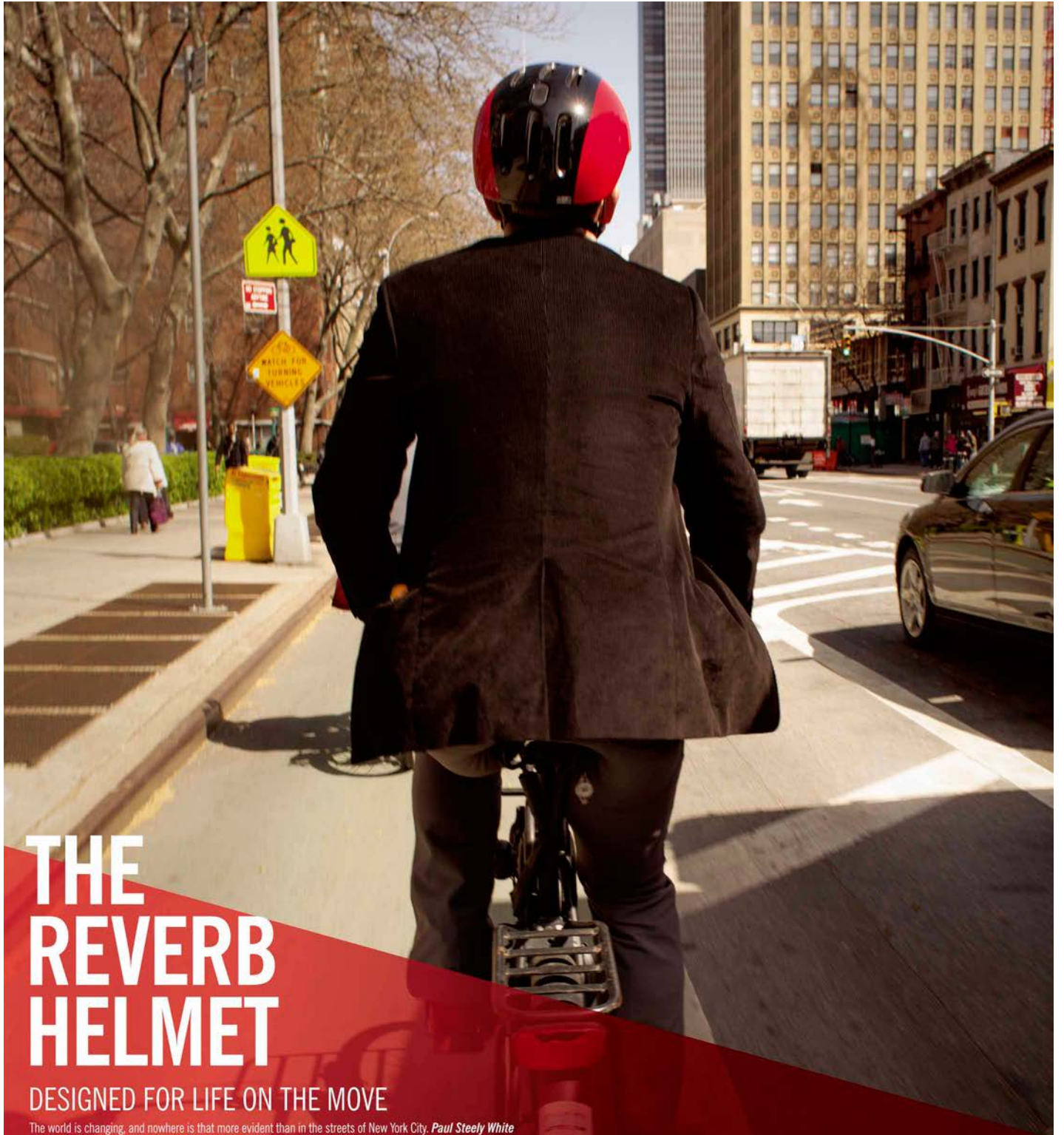
An enormous storm disrupted the meeting we scheduled for June, so we postponed it to August. Instead, in June we had a strategy meeting where those that were able to get there further developed the ideas from the April CAN-Do in Auckland. Patrick Morgan (CAN National Office) and Belinda Sharp (CAN volunteer) formed these into a plan, which the Committee then refined at the August meeting with Belinda's help. We're now finalising the plan to disseminate early 2014. It will clarify CAN's dual roles, supporting local groups and advocating to government.

Thanks to the Kennett Brothers, for the use of their office for our meetings.

In August we also discussed two perennial topics: Chainlinks, and choosing the CAN-Do venue. The debate around Chainlinks has typically focused on distribution of PDF vs paper copies, and is essentially stalemated across CAN. Miriam Richardson (Co-editor of Chainlinks) has proposed investigation of a web-based publishing platform and the Committee hopes that this might provide a way forward. Meanwhile, we will investigate offering members the choice of PDF vs paper at each annual subscription renewal.

We're going to choose each CAN-Do venue two years in advance, alternating main and provincial centres. The Committee is now following up firm options for 2014 and 2015.

Every committee in every organisation faces administrative details. We resolved to improve our financial rules and modernise our approach to policy development. We'll keep members informed as we work on these and other issues. ■



# THE REVERB HELMET

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The world is changing, and nowhere is that more evident than in the streets of New York City. *Paul Steely White* of *Transportation Alternatives* in NYC is leading the mission to create more efficient, livable cities. From advocating for a massive bike share program and infrastructure improvements, to championing the benefits of mass transit and the rights of pedestrians, Paul is helping to reshape America's greatest city. Roll along with him at [giro.com](http://giro.com) to learn more about T.A. and see the transformation first hand.

 **GIRO**

# Neighbourhood Greenways

Axel Wilke

Neighbourhood greenways (also called ‘bicycle boulevards’) are roads with light traffic that are safe, attractive, convenient and comfortable for cycling.

Many overseas cities, particularly in the car-loving USA, use the concept; and there’s every reason why it should work in New Zealand. So far we have no greenways here, but Dunedin is about to establish ‘quiet streets’.

Americans find that a neighbourhood greenway works for up to 2000 cars per day, preferably not exceeding 30 km/h. Instead of posting a 30 km/h speed limit, they design the road environment so that most drivers want to go slow.

Presently, cyclists on local roads come to a give way or stop sign at

about every second intersection. Neighbourhood greenways have traffic on side streets always giving way, so cyclists on the greenway can keep their momentum. Where a greenway meets a busy road, designers provide an island or traffic signals.

Neighbourhood greenway corridors are chosen to form useful cycling networks. To prevent them becoming motorists’ ‘rat runs’, some sections are one way for drivers but two way for cyclists.

People living on greenways find that traffic volume either reduces or stays the same, but speeds drop. It’s like living in a cul-de-sac. After a while, resident groups demand more neighbourhood greenways than councils can provide! ■

Further information on this topic can be found in the **Bicycle Boulevard** section of the **Urban Bicycle Design Guide** published by NACTO.



American example of a neighbourhood greenway. This photo, taken by Mia Birk, is used with her kind permission. Mia is a principal at Alta Planning.



Example of treatment preventing ‘rat running’ along a neighbourhood greenway (Paul Krueger)

# Brevet or Brevette?

Simon Kennett

You may have heard of the 1100 km Kiwi Brevet cycle touring challenge and thought to yourself: “Wow! That does look amazing, but it is way too much saddle-time for me.”



The Brevet certainly does involve a huge amount of climbing, as it navigates down from the Marlborough Sounds to Arthur’s Pass and back over an eight day week. About 50 hardy souls tackled it in 2010 and 2012, finishing on a mix of full suspension mountain bikes, 29er hardtails, cyclocross, and old touring bikes.

To broaden the appeal in 2014, a new option has been added — the 700 km Kiwi Brevette. With this option you can shave 400 km off the ride’s length by turning left at Springs Junction and heading east over Lewis Pass. I’ve

ridden that with a mixed group before and it was really rather good. Lewis Pass is a surprisingly easy and beautiful climb across the north end of the Southern Alps. The run in to Hanmer is still quite tiring, but nothing like the long haul from Arthurs Pass to Springfield. It includes the highlights of Queen Charlotte Drive, the Great Taste

Trail, Braeburn Track, Maruia Saddle, Rainbow Valley, and lots of groovy towns in between. Timing-wise, it’ll start at the same time and place as the Kiwi Brevet, and there will be the same eight-day time challenge. But fewer km/day means fewer saddle sores and more time to enjoy the journey — let’s face it, cafe stops, picnics, swims (maybe hot pools), a bit of shopping (god forbid) and general goofing around can take up a good chunk of the day, especially when you only have 80 km to ride between dawn and dusk (about 14 hours/day in early Feb). What else is different from the bigger loop? It is

mostly run on quiet back country roads, and the gruelling Porika Track will be optional (we want to keep the hike-a-bike to a minimum). That leaves the Maungatapu as the only spot where Brevetters will likely have to walk for 20–30 minutes. The map reference, at the bottom of this article, very roughly shows the Kiwi Brevette route (although it will include a chunk of the Nelson Great Taste Trail, the sublime Braeburn Track, and hopefully the Northbank route alongside the Wairau River). While I’d recommend a MTB with slicks, this ride will be totally do-able on a touring or cyclocross bike with chubby tyres.

There is no entry fee for the Kiwi Brevet or Brevette, but riders are expected to generate some good tour karma by contributing a typical event entry fee to a nominated charity. The Brevet raised \$1200 for the Kiwi Recovery Programme in 2010 and \$3200 for Project K in 2012. ■

**Date: First week of February, 2014**  
**A rough Map: [goo.gl/maps/0x030](http://goo.gl/maps/0x030)**



## You win some, you lose some in Rotorua

### Eldad Collins

Rotorua Cycle Action (RCA) has been operating for a while now. Along the way we've had both successes and failures. This year is a good example, with one key failure and one key success. So as to end this article on a positive note, we'll start with the challenging experience.

In 2012 RCA presented Rotorua District Council (RDC) with a plan to create cycling/walkway corridors in the area of Rotorua's eastern suburbs (the Eastside Project). The idea was to improve cycling/walking safety for students traveling to and from Rotorua's eastside schools by encouraging them to use off-road corridors. We achieved some success in this regard with Council generally accepting our recommendations. This year a small group of residents bordering one of the walkways/cycleways which were part of the Eastside Project complained to RDC about burglaries associated with these corridors.

Understandably they were upset and demanded RDC close the walkways which were being used by burglars to access their properties. Unfortunately, when preparing a report addressing this issue, the Police took a simplistic crime prevention option, recommending that RDC close the

walkways. The affected residents also pressured councillors, who are up for election this year. RCA lodged a submission against the closures advocating for a CPTED approach (Crime Prevention Through Environmental Design). RCA believed that redesigning the walkways using CPTED principles would address burglaries without compromising the safety of students commuting to school who, without the walkways, would be forced to use public roads. Council's staff agreed with RCA's views and their recommendation to their councillors was that the walkways not be closed. In this case however, RDC councillors took a 'throw the baby out with the bathwater' approach and decided to close the walkways/cycleways.

RCA felt that while the Police can be expected to have a crime prevention focus on the issue, elected councillors have a responsibility to take a much broader urban planning view. Any decision about the walkways should have taken into account wider issues, including both the safety of residents along the corridors and the safety of children commuting to schools.

On a brighter note, we also had a positive experience with RDC. RCA has always believed that the way for cycling advocacy groups

to make a difference with regard to developing cycle friendly municipal roads is to have a formal relationship with Council. By formal we mean that the relationship requires roading engineers to consult cycling groups at a very early stage of roading projects. Until now RCA has been consulted only piecemeal and after concept plans have been finalised. This has limited our opportunities to really make a difference. All this should change following a very positive meeting between RCA and RDC's key transport and roading engineers, including Council's Group Manager (Infrastructure Services) and a key local roading consultant. The meeting ended with a commitment by RDC to consult RCA at the early stages of roading projects as a standard procedure. In addition RDC committed to regular meetings with RCA to discuss on-going issues as well as specific projects.

The two obvious lessons from the above experiences are: first; when it comes to influencing politicians, nothing beats sustained lobbying. Lobbying at the last minute around a specific issue is less likely to yield results. And second; when it comes to influencing the design of roading infrastructure so that cyclists are considered in project design, nothing beats developing a positive relationship with council staff and management. ■



# Contact the local group nearest you

## Bike! Whangarei

Paul Doherty, 09 436 0033  
paul@cycletoours.co.nz can.org.nz/whangarei

## Cycle Action Auckland

Barbara Cuthbert, Chair, 09 445 2223  
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## Cycle Action Waiheke

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## Cycle Action North Rodney

Bevan Woodward, 09 425 1928  
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## Cycle Action Waikato

Hamilton

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## Cycle Action Whakatane

Pip Norvell, pip.norvell@gmail.com

## Rotorua Cycle Action

Mark Dyer, 06 347 9482  
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## Bike Taupo

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

## Cycle Action Tauranga

Phil Browne, 07 544 3123  
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## Critical Mass Gisborne

Manu Caddie, 027 420 2957  
manu@ahi.co.nz can.org.nz/gisborne

## Cycle Aware Hawke's Bay

Napier – Hastings

Bernie Kelly, 06 870 0837  
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## North Taranaki Cycling Advocates

New Plymouth

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## Whanganui Bicycle User Group

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## Cycle Aware Manawatu

Palmerston North

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can.org.nz/manawatu

## Kapiti Cycling

Paraparaumu, Waikanae, Otaki

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lynnval@paradise.net.nz kapiticycling.org.nz

## Mana Cycle Group

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## Cycle Aware Wellington

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## Hutt Cycle Action

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## Bicycle Nelson Bays

Nelson

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bnb@bnb.org.nz can.org.nz/nelson

## Bicycle Lanes in Paradise

Golden Bay

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moonbow@goldenbay.net.nz

## BikeWalk Marlborough

Blenheim

Robin Dunn  
Robin.Dunn@marlborough.govt.nz

## Bike West Coast (SI)

can.org.nz/westcoast

## Spokes Canterbury

Christchurch

Clare Simpson  
spokes\_chch@can.org.nz spokes.org.nz

## Squeaky Wheel

South Canterbury

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paulindr@orcon.net.nz  
can.org.nz/southcanterbury

## Spokes Dunedin

spokesdunedin@gmail.com  
spokesdunedin.wordpress.com

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OR post this form to us with your cheque:

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Address

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Please send the e.CAN email news monthly.

Please send me information about 'cycle safe' insurance.

Occupation:

.....

How did you find out about CAN?

.....

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

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

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Wellington 6146.

## Cycle Aware Wellington update

Alastair Smith

### Wellington Cycle routes

Tawa Valley Pathway/Ara Tawa - the Tawa shared path (<http://goo.gl/tzBoNa>) is nearing completion, with diggers furiously cutting the last pieces of track. Ara Tawa will connect with Porirua's Streamside Park pathway and allow cyclists and walkers to get from Porirua to

Middleton Road on quiet streets and off road paths, following the Tawa Stream and the rail corridor. Apart from benefits to Tawa residents, this will provide a useful link for cycle tourists approaching Wellington from the north.

Once Ara Tawa is complete (late 2013 or early 2014) the Council will start working on the next major cycling project, expected to be the Island Bay to CBD route. Cycle Aware Wellington organised a meeting at Island Bay to discuss ideas for the route. Interest in the need for a safe cycle route to the city was shown by the attendance: almost 70 residents, council staff, councilors, and council candidates. The idea of separated cycle lanes was popular, although it was pointed out that provision would need to be made for driveways and intersections. Many people expressed concerns about the route nearer to the CBD through Berhampore and Newtown, particularly the John Street intersection.

A study by Opus has begun to measure the quality of 19 strategic bicycle routes into the city. A small group of cyclists led by Howard Markland have been funded by WCC to assess risks on cycling routes, riding the routes with helmet cameras.

### Velocity 2013

Wellington was well represented at the international cycling conference Velocity, held this year in Vienna. Frocks on Bikes coordinator Christina Bellis gave a presentation on the Frocks initiative, and Victoria University's Jack Jiang and Kah Chan gave presentations on their projects: Jack's modular approach to designing bicycle facilities for Wellington, and Kah's devel-

opment of video bike commuter guides. Kah gave a presentation at a later conference in Manchester in which he mentioned the potential for helmet cameras to increase tension between cyclists and motorists. This achieved international media attention <http://goo.gl/j5jh7s>.

### Local Body Elections

Several council candidates have attended recent CAW meetings to promote their cycling policies. CAW has kicked off a "Love Bike" campaign to encourage council candidates to support cycling. [lovecycling.co.nz](http://lovecycling.co.nz). ■

## Kapiti Cycling Inc.

Lynn Sleath

Members of the Kapiti Cycling Inc. committee recently fronted up to hearings on the Kapiti Coast District Council's Draft Annual Plan with a passionate request for some improvements to the cycling provisions on Kapiti Road.

For several years Kapiti cyclists have been voicing their concerns over the need to improve Kapiti Road as a cycle route. It's now seven years since Kapiti residents were presented with a vision of a tree-lined boulevard with separate pathways for walkers and cyclists in association with the new Kapiti Airport. The airport is now open and operating, but there's no sign of the boulevard. In this year's Draft Annual Plan our council promised to commence work on Kapiti Road's long term look that would give effect to the long term goal of a more attractive route.

We told our council that Kapiti Coast cyclists think it is high time that we got past producing more visions of what might be, and started to provide the promised improvements on the ground. Kapiti Road Continues next page

## Supporting Organisations

Abley Transportation Consultants  
 Addington Coffee Co-op  
 Adventure South Ltd  
 Auckland Cycle Touring Association  
 Bike Taupo  
 Black Seal Imports  
 Canterbury District Health Board  
 Christchurch City Council  
 Christchurch Polytechnic Institute of Technology  
 Cycletech  
 Cycle Touring Company Ltd  
 Cycle Tour Operators NZ  
 Cycling Rotorua  
 Engineering Outcomes  
 Environment Canterbury  
 Greater Wellington Regional Council  
 Ground Effect  
 Kapiti Coast District Council  
 Lincoln University  
 Marlborough District Council  
 Massey University  
 MWH NZ Ltd  
 New Plymouth District Council  
 On Yer Bike  
 Pacific Cycle Tours  
 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](http://can.org.nz/join)

**Kapiti Cycling** continues

is a main local arterial with more than 20,000 vehicle movements a day. In other parts of the country this would easily qualify it as a state highway. But for cyclists this road remains a challenge, with road intersections, commercial property entrances, a minimal shoulder for road cyclists, and only a short section of off road cycle pathway. Much of the road still has a 70 km/h speed limit, in stark contrast to the trend in Wellington City of slowing traffic to 40 km/h in urban areas. Until now all our council has done to facilitate safe cycling is to lay a gravel track past the new swimming pool, and splash a few spots of green paint on the road to alert motorists.

We told councillors that Kapiti Road can be fixed. We said that similar urban arterials in other centres are getting a facelift — we used the example of Havelock Road east of Hastings for a modern way to invest in a 2.1 km cycle route as part of the \$1.5M Hawkes Bay iWay project linking Hastings with Havelock North.

As a result of our presentation, council’s engineering staff have formed a working group to discuss how Kapiti Road might be fixed, and have promised some specific action. We are reminding councillors that we will judge their response as we enter another round of local elections. ■



Milne Drive, Kapiti

**Transport Expert Questions Roads to Nowhere** continues

“During the 20th century, motor vehicle usage grew steadily. By the year 2000, everyone who could and should have a car had one” Litman told planners and policy analysts.

Decline in the auto industry is due to aging populations, increased fuel and roading costs, urbanisation, congestion, changing preferences and environmental and health concerns. Litman cites an Economist article (22.9.12) that goes further, showing how the next generation is less inclined to get behind the wheel and is learning to drive later in life, if at all.

“Changing consumer demand gives us a terrific opportunity to save money and satisfy needs for walking, biking, and public transport”, he added. “Unfortunately, the planning community is not taking advantage of this. They need to widen their objectives. Speed of travel used to be the main one, but we have others now.”

Listing objectives fit for 21<sup>st</sup> century ‘smart growth’, Litman points out that building more roads satisfies only two — increased user convenience and reduced congestion. However, ‘complete streets’ tick all the boxes and give better economy, safety and health.

“These reforms are justified on purely economic grounds. That’s my main message”, he said. “Motorists benefit, too. Complete streets are not anti-car

Victoria Transport Policy Institute: [www.vtppi.org/](http://www.vtppi.org/)

any more than a healthy diet is anti-food. Improved safety and travel options are often the quickest and cheapest ways to improve driving conditions. There’s something for everyone.”

The audience questioned Litman on contentious tenets of ‘smart growth’ communities, such as greater infill development and removing on-street parking to make room for cycle and bus lanes.

“We’re so accustomed to car dependence we don’t question it”, he responded. “On roads, the priority shouldn’t be storing vehicles. Improving mobility should have priority over parking. People who shift to alternative transport free up parking spots. Some retailers don’t like it, but you can identify parking with signage and real time information.”

Wellington already has examples of these solutions. On Newtown’s Riddiford St, shoppers are encouraged to park at the new Countdown supermarket, a concession required by the city in exchange for resource consent. Also, new signage points drivers to empty car parks throughout the CBD.

“Our job as planners, policy analysts and politicians is to prepare for the future. In what kind of community would you want to live in 10–20 years?”, Litman asked. “Your future self would probably be lobbying you now for a more walkable, bikeable and liveable community.” ■

Planning Objective	Roadway Expansion	Efficient and Alt. Fuel Vehicles	Win-Win Solutions
Increase user convenience and comfort	✓		✓
Congestion reduction	✓		✓
Roadway cost savings			✓
Parking cost savings			✓
Consumer cost savings		?	✓
Reduced traffic accidents			✓
Improved mobility options			✓
Energy conservation		✓	✓
Pollution reduction		✓	✓
Physical fitness and health			✓
Land use objectives			✓

(✓ = Achieve objectives.) Roadway expansion and more fuel efficient vehicles provide few benefits. Win-Win Solutions improve travel options and encourage more efficient travel patterns, which helps achieve many planning objectives.

Photo: Dave Mitchell

 Groundeffect



Gap Creek, Queensland



Waiuku, NZ



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 back



## Trails for your Treads

Since Adam rode a hard-tail, Ground Effect has provided 'foot soldiers' and cold cash for the cycling revolution. Each year we hand out thousands of dollars from our 'Slush Fund' to help local track builders expand the mountain bike playground. In addition, Ground Effect staff work with other advocates and land managers on local issues and national campaigns like the battle to reclaim access to the Heaphy. **If your club has a worthy project that needs funds to make it real, bang a note to [slushfund@groundeffect.co.nz](mailto:slushfund@groundeffect.co.nz)**

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