

CHAINLINKS 2014 Issue 3, October



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2014 ISSUE 3, October



Chainlinks goes digital

CAN Committee

This is the last printed Chainlinks.

At its meeting in May in Wellington, the new Committee decided to replace Chainlinks with a new section of the CAN website.

Content will be added continually, and will cover advocacy reports, international ideas and developments, big picture ideas, and significant



new format will be cheaper so we can divert more resources to other advocacy work.

The primary drivers of the change have been the need to match the higher advocacy profile we are undertaking (see CAN Strategy Update, p3), a desire to maximise the value we get for the money we spend, and

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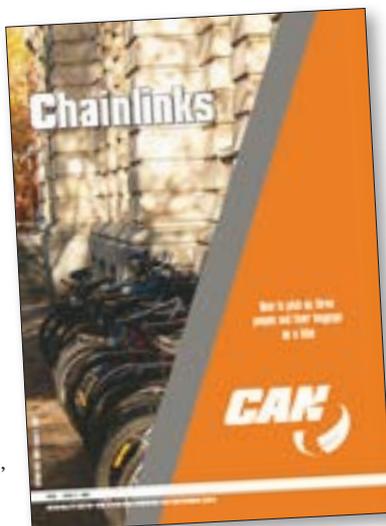
local developments. We will continue to cover day-to-day news and events on Facebook, and eCAN will continue to provide noteworthy news and weblinks. Low-key advertising will continue.

Content will continue to be sought from members and outside experts in much the same way as at present. Articles (postings) will be copy-edited to maintain a high standard of presentation. We are also keen to take advantage of technologies such as video that are not available to a print-based magazine.

The money saved from printing and distribution will initially be spent on editorial input; going web-based is never the inexpensive option. Once the new system has bedded in, we expect that the

a drop in Chainlinks contributions from local groups.

The transition will require much work. We took the first step in August, initiating an upgrade to the Drupal system that powers the website. Initial design will be carried out separately from the overall CAN website upgrade. We will need to appoint editorial staff, probably a mixture of volunteers coordinated by a contract editor as at present.



We expect to launch the new format in February, when the first paper-based issue for 2015 would have been published. We look forward to CAN members' support by contributing and by reading articles. ■

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

FRONT COVER PHOTO

Liz Mikkelsen, somewhere between Lake Waikaremoana and Wairoa, riding downhill on a gravel road, a long time ago.

©2014 Liz Mikkelsen

This colour-printed version of Chainlinks came about because seven years ago Liz roped me in to do the publishing. This final printed cover is in honour of Liz's powers of persuasion and joy in cycling.
Miriam Richardson, Editor

Publishing

The CAN 2013-2016 Strategy: progress report

David Hawke

The 2013 CAN-Do in Auckland devised three priorities for the next 12 months:

- ◆ Convince central and local government to prioritise networks of connected urban cycleways.
- ◆ Identify safe rural cycling routes.
- ◆ Initiate continuing training for all road users.

In June and August 2013, we identified ten key issues for CAN in a three year strategic plan (see June 2013 and February 2014 Chainlinks).

Another decision of the 2013 CAN-Do was that CAN should put more energy into lobbying central government and less into supporting local groups. At the end of 2013 (with the 2014 election in mind), the Committee resolved to appoint a strategist to help us focus our meetings between CAN and politicians as well as sector groups with whom CAN might have a common cause. In May 2014 we appointed a Wellington-based communications expert (Richard Trow) to work with us until the end of the year, when new ministerial portfolios and opposition spokesperson roles will have been allocated.

The three key objectives given to our strategist were informed by discussion at the 2014 CAN-Do in Whanganui and were chosen to link to the three priorities from the 2013 CAN-Do:

- ◆ Preparation of a Complete Streets Bill.
- ◆ Linking NZTA funding of each

Investment in health and better transport

Graeme Lindup (CAN Chair)

The \$100 million investment in cycling announced in August by John Key is good news for four reasons.

First, \$100m is a big step up. Not what we need, but still significant.

Second, cycling clearly has backing from across the political spectrum. Cycling is mainstream in New Zealand.

Third, cycling's health benefits are explicitly mentioned. It is unusual for health effects to be a major consideration in transport decisions. A person who cycles lowers their risk of heart disease, some cancers, diabetes and mental illness. This is good for everyone.

local authority's roading grant to its cycling modal share.

- ◆ Cycle training for all children.
- The first two objectives address issues in our 2013–2016 Strategic Plan: poor infrastructure and roads not designed for cycling. The third objective relates to a recommendation of the Expert Panel convened after the coroner's report on cycling safety, and is perhaps most likely to be realised in the short term.

We hope that the report of the Cycle Safety Panel (due about November) will address infrastructure adequacy. As I write this in late August, both National and the Greens have made encouraging commitments. ■

David is a CAN committee member and CAN's secretary based in Christchurch

And finally, it is funded from outside the Land Transport Fund, so it doesn't create opposition from other transport stakeholders.

There's strong public support from the 1.5 million New Zealanders who ride bikes. And it's pleasing to see the Automobile Association come out in support. More than 60% of AA members support investment in cycling.

Cycling delivers a triple dividend. It improves health, reduces road congestion and gives another transport choice.

We've invested more than \$100 million in the New Zealand Cycle Trails to bring more tourists. The next logical step is to do what more and more people want: improve cycling infrastructure in our towns and cities.

Thanks to the On Yer Bike campaign, more than 3,600 people commented on the Government's draft transport policy statement in August, demanding a better deal for cycling. We thank Robert Thompson and his team from Spokes Dunedin for leading this.

Projects that would benefit from more funding include:

- ◆ Routes along Auckland's northern and southern motorways.
- ◆ Great Harbour Way between Hutt Valley and Wellington.
- ◆ Christchurch's 13 cycleways.
- ◆ Port Chalmers path in Dunedin.

We look forward to working with communities, councils and the Government to make New Zealand a recognised leader in cycling. ■

Bike Wise: a winning formula

Estelle Reid-Allerby

Bike Wise is about giving Kiwis the opportunity to experience the simple pleasure of riding a bike. Next year will mark the 13th anniversary of this national programme, an initiative designed to promote cycling as a fun, healthy and safe way to travel, co-ordinated by dedicated folk around New Zealand.

The main focus is Bike Wise Month in February, with other campaigns and events throughout the year. These include national Go By Bike Day, a one-day event during Bike Wise Month when we encourage everyone to ditch cars, trains and buses and cycle instead. Next year it will be held nationwide on Wednesday 11 February. Some areas run 'pit

stops' with rewards for going by bike: keep an eye out for promotions near you!

Free stuff

All community and school events registered on the Bike Wise calendar are eligible for a coordinator's kit worth about \$250 (while stocks last). If you're thinking about running an event, register online now! 'How to' guides and fill-in-the-blanks templates will help you get organised.

Be Bright

Be Bright is an initiative of Bike Wise and the NZ Police to increase awareness of the importance of bike lights and high-visibility clothing. Eighteen areas took part in this year's campaign, launched when Daylight Saving ended, and reached thousands of cyclists with free high-vis goodies and information on improving their visibility.

Some centres also ran a survey to help Bike Wise track the behaviour of people who



cycle and their knowledge of rules about visibility. The results and a summary of the 2014 Be Bright campaign will be available soon.

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 great places to cycle. If you've got any suggestions, please let us know.

Happy cycling! ■

www.bikewise.co.nz

Estelle works for the Bikewise coordination team at the NZ Transport Agency

Next year will mark the 13th anniversary of Bikewise

The main focus is Bike Wise Month in February



Bike
wise



It was wonderful to reach the road closed gate and read the sign — Road closed to cars and motorcycles — foot and bike access welcome.

Christchurch's Summit Road re-opens for cyclists and walkers

David Hawke

An enormously popular section of the Summit Road on the hills overlooking Christchurch City and Lyttelton Harbour re-opened in early July for the first time since the 2011 earthquake.

In a tantalising development, Christchurch City Council has made the re-opened section motor vehicle free. Here is an edited version of Chrys Horn's posting on the Cycling in Christchurch website <http://goo.gl/GI2yoG>.

My friend and I walked from Halswell via Kennedys Bush along the Crater Rim Walkway and the Summit Road, and dropped down the Bridle Path to Heathcote. It was not a particularly nice day — cool, breezy and cloudy — but people were out and about walking, running, cycling, chatting, enjoying the view. Many

came up tracks like Kennedys Bush, Worsleys Rd, Bowenvale, Mt Vernon and Rapaki, and a few drove or biked up Dyers Pass. I was reminded of Harry Ell's vision for the Summit Road as a recreational resource for Christchurch and Canterbury, his efforts to keep all these routes open, and to put aside the scenic reserves that are dotted along the road.

It was wonderful to reach the road closed gate and read the sign — Road closed to cars and motorcycles — foot and bike access welcome.

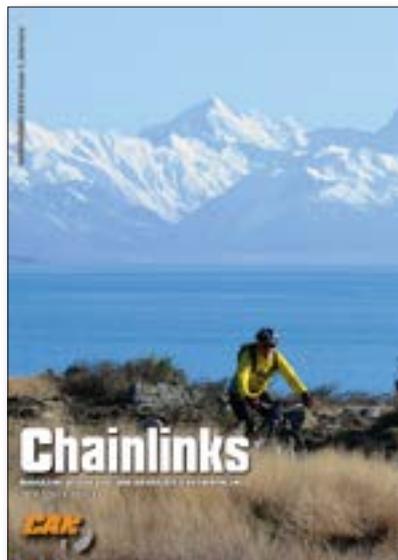
The sight of a family group with young children biking along the road got me thinking we should consider keeping the road closed to cars and motorcycles — at least this part of it. I'd like to see this part of the Summit Road continue to provide a safe, fun environment for the cyclists and walkers of tomorrow to start out on. The Summit Road is too narrow for cars, and it should be permanently designated for non-motorised traffic only. This does not prevent motorists from getting up there to enjoy the environment — other parts of the Summit Road have car access — but it does mean they couldn't drive all the way along. Meanwhile, an enormous thumbs-up to Christchurch City Council for their bold move. ■

Funding Trail Maintenance: the next challenge for Nga Haerenga New Zealand Cycle Trails

David Hawke

The 22 Great Rides stretch from the Twin Coast Cycle Trail in the north to the Around the Mountains Cycle Trail in the south. Communities around the country have seen how the Otago Rail Trail brought visitors and reinvigorated towns, and have optimistically worked on their own trail projects.

However, newspapers and council staff and politicians bring out another side: trail maintenance. While most Great Rides are administered by trusts, they are also in rural districts whose financially hard-pressed councils worry about their long term sustainability. If a trust running a trail fails, ratepayers may be expected to take over.



Cycle trail trusts face considerable challenges. An attractive feature of the Cycle Trail project was low capital cost, and local body contributions could be met by borrowing. Unfortunately however, the cost of maintenance can be substantial, especially if contractors rather than volunteers do it. Repairing storm damage is obvious, but weed control is typically more costly because most trails are not asphalted. Even if volunteers control the weeds, they need expensive protective gear.

The Great Rides enjoy enormous support from communities and from local government. The challenge of maintaining the network will be much easier to deal with if people use the trails. So next time you plan a holiday, make it a Great Ride! ■



Pedal Ready in hot demand!

Claire Hodge

Cycle skills training is heating up in the Wellington region. In the 12 months ending June 2014 we trained more than 2,500 children.

The kids have developed skills such as riding one-handed, looking behind, changing gears and emergency braking; while older ones have learned road skills like positioning and turns at intersections. Our Pedal Ready instructors are flat out with the schools calendar almost full, Wellingtonians will soon see more kids cycling!

We also train adults of all abilities, whether learning how to ride, or to ride on the road, or needing a refresher or wanting help on part of their route to work. We run a subsidised 'Cycling in the City' course on the first Saturday of every month, and offer private lessons and courses for workplaces.

Pedal Ready teams up with other organisations such as Biketec for bike maintenance training, Wellington City Council for Bikes in Schools, and YMCA for school holiday programmes.

This comprehensive service would be impossible without funding from KiwiSport and the NZ Transport Agency, and support from Greater Wellington Regional Council. ■

Claire is the Schools Coordinator for Pedal Ready

www.pedalready.org.nz
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ICE Cycles

Meg Christie

Free bikes make a difference

A scheme providing free pre-loved bikes to people on low incomes is having a huge impact.

Since it was established in 2009, ICECycles (Inner City East Cycles) has fixed and provided 672 bikes to people who otherwise couldn't afford one.

ICECycles has evaluated the project, and although analysis is incomplete, the initial findings look good.

We surveyed 28 people (mainly unemployed or partly employed) before they received bikes and reached 17 afterwards, and found that the programme substantially reduces transport disadvantage. People said they have less trouble:

- ◆ covering transport costs
- ◆ getting around quickly and reliably

- ◆ finding transport
- ◆ travelling when they want to
- ◆ being independent of others for transport.

We asked what difference a bike would make to their lives. This woman's response is typical:

Before: "The difference? It's going to be big. Although I have a car, I can't afford to run it. Having a bike will give me access to a community centre where I want to volunteer. I have wanted to do this for some time but it's too far to walk. I will use the bike to get to the shops and to the Brighton Library. Generally it will give me so much more access to things that will make me feel good. I was a keen cyclist in the past. I used to bike everywhere. Getting fitter is part of my rehab."

After: "Having the bike means that I can get to places I need to go — especially the community centre — really easier. At the moment there is a pedestrian and cycling bridge that is a massive short cut — if I had to take the car it would be a waste of petrol. I also get to Brighton Library on the

bike. It is too far to walk. I love getting out on the bike to do

photography. It's been a big part of my rehab, having the bike; it's good for my mental health as well as my physical health. I think I use the bike almost every fine day. Living so close to the red zone means that I needed a bike that was durable and heavy. It was great that ICECycles got me a bike that copes with the rough roads. I do wonder whether I need to get new tyres for it. There was no way I would have been able to afford to get my old bike repaired (besides it would not have been able to cope with the rough roads) and no way could I afford a new bike — even a cheap one would have fallen apart on our roads."

Most bike recipients didn't own locks so were vulnerable to theft. Two respondents had their bikes stolen, and three others came to ICECycles because their previous bikes had been stolen. ICECycles now sells half-price locks, helmets and lights.

Meg works for the Canterbury District Health Board



A deluge of dungsers!

The project has changed over the last couple of years. ICECycles used to focus on four or five workshops a year. Now we're more about repairing bikes and giving them away. Every month volunteers spend an evening repairing bikes and stripping useful parts off those beyond restoring.

One reason for the change is the deluge of donated bikes. Since the earthquakes, it seems everyone in Christchurch is clearing out garages and finding dusty old treadlies.

We also get unclaimed stolen bikes from the police, and CERA provide abandoned bikes from the residential red zone. We've had so many bikes donated that

we sent some to the bike library in Dunedin.

ICECycles has great support from local businesses and organisations, including Riccarton Rotary, Piko Wholefoods and recently CPIT. Last year, BNZ provided volunteers from its "Closed for Good" staff programme. ■



The next Velo-City is in Nantes, France, in June 2015. I'm already figuring whether I can justify the trip...

Velo-City 2014 — lessons for New Zealand Cycling Advocates

Alastair Smith

I was one of about 50 New Zealanders at the international cycling conference Velo-City 2014, held in Adelaide. Here are some of the themes from that took my fancy from the 170 presenters.

E-Bikes with electric motors up to 300 Watts—double what a fit adult can generate. These are seen as providing access to cycling for less fit people, and can feel safer, since there's a reserve of power for tricky situations. However there are practical and policy issues about allowing E-Bikes on shared paths. E-Bikes can have a higher accident rate initially, and training may be needed to get users used to their power and weight. There is a newer class of E-bike with power over 300 Watt gaining popularity, but is closer to a motorbike in performance and role in the transport system.

Adelaide's Frome Street Bikeway This had to overcome local objections (similar to those in Wellington for the Island Bay to CBD cycleway) but seems to be working well, including a section of parking protected cycle lanes, with generous buffer zones and crossings from side streets. Bike facilities help, rather than hinder,

business. The ubiquitous Mikael Colville-Anderson recounted how his Copenhagen-based children were puzzled about cities that didn't have bike lanes "how can you go shopping if you can't go on a bike lane?"

Cycle Superhighways I was blown away by the ambition of the Europeans, who are creating real Cycle Superhighways (under various names, Radschnellweg in German), designed for biking at average speeds of 23km/hr and commute distances of 20km. Construction costs are in the order of €1 million/km, but cost benefit ratios can be as high as 1:4.

Selling cycling in the media. We had a practical demonstration of this after the "Big Bike Ride Brekky" when there were claims in the normally bike-friendly Adelaide Advertiser that the event and the ride to the conference venue had created traffic jams of up to an

hour. Phil Latz advocated setting the media agenda through language: not "cyclists" but "people who cycle," or "active travelers". Patrick Morgan espoused the value of bike baskets (or "man crates") in humanizing bicycles. Julian Ferguson gave us some hints on what the media needs in a story: novelty, proximity, human interest, timeliness, and conflict.

Backing up our claims with data. One of the quotes repeated at the conference from Janette Sadik-Khan, the transport czar who changed New York to a cycling and walking paradise, was "In God we trust, all others bring data."

Signage for cycle networks. Signage is important not just for existing cyclists, but to encourage new cyclists by alerting them to possible commuting routes. Warren Salomen highlighted a useful set of guidelines created in Queensland.

Cycling on footpaths We're often asked why we don't just let cyclists use the footpath, as they do in Japan. The answer was in a presentation by Hirotaka Koike, who explained that Japan are now working to get cyclists off the footpaths and onto dedicated cycle facilities, because of the increasing accident rate.

Continues next page

Promoting active lifestyles One speaker mentioned a Brazilian doctor who prescribes Agitol to his heart patients, a miracle wafer that prevents heart attacks and is vital for cardiac recovery, but is only effective if combined with a 30 minute walk or bike ride...

Bike trips were of course part of the conference schedule. I had my own bike, but attendees could borrow robust public rental bikes. Social events included the “Moving Images Bike Tour”, a nighttime tour incorporating a bike mounted projector, and a tour of the urban trails in the suburb of Mitcham, a great way to finish the conference.

So what are the lessons for New Zealand cycling advocates?

It's worth doing cycle facilities properly, even if it takes time.

The standard way for Europeans to raise a laugh was to show a slide of one of London's “Cycle Super-highways” — usually a blue strip of paint wrapped around a telephone pole with a mini parked in the cyclists path.

Don't assume that the rest of community sees cycling as the elixir that we do. Selling cycling isn't easy, and we need to stress the benefits to the whole community, and avoid the perception that we're disrupting neighborhoods for our selfish pleasure. Be prepared to back up our claims with data.

Think about how we're going to handle E-Bikes — for example should they be allowed on share paths such as the Wellington Waterfront? ■



Frocking up for Winter and into Spring

Claire Hodge

The chilly weather might mean fewer bare legs at Frocks on Bikes HQ, but we haven't been standing still!

Velo-City 2014 Frocks was invited again to present at the international urban cycling Velo-City conference in Adelaide in May. We sent Bella Cawthorn to describe one of our best-known events, the fashion show Wheel Stylish. Her presentation was well received and she brought back connections and insights to help grow urban cycling in Wellington.

Frocks helps Wellington cycleway planning

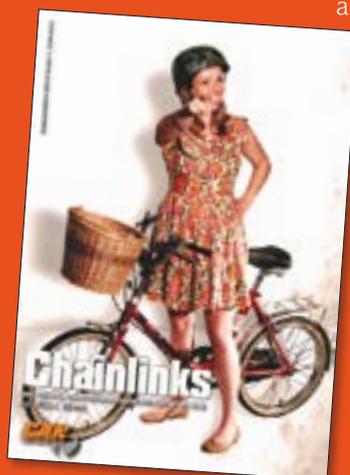
In late June, Frocks on Bikes presented to the citizens' advisory panel narrowing options for the second section of the cycleway from Island Bay to the city; see <http://goo.gl/WXezPf>.

For the challenging Newtown to Berhampore section, the City Council established a citizens' panel to help find the best options <http://goo.gl/a9lWsU>. Panel members heard presentations from residents, businesses and interested groups. Frocks on Bikes pitched the three C's of cycleway

development: **C**omfort, (Social) **C**onectedness, and **C**hoices; and emphasised that more people will cycle if a route feels and is safe, takes them where they want to go and gives transport choices. Leah Murphy and Christina Bellis delivered our presentation, which the panel received well. Check out the presentations at <http://goo.gl/Z2lPMq>.

Be safe, be seen, be stylish!

To celebrate the longest night, Frocks hosted a 'try your bike' and 'check out these bike lights' night, supported by Greater Wellington, Wellington City Council, Bicycle Junction, Bike Barn, Pedal Ready and Kingsmead Cheese. Frockers flocked to the Sustainability Trust for wine and cheese, a demonstration of night-time bike fashion and accessories and a chance to try out different styles of bikes and win top-of-the-line bike lights. Big ups to all our sponsors and supporters! A great time was had by all, and guests were brilliantly lit afterwards.



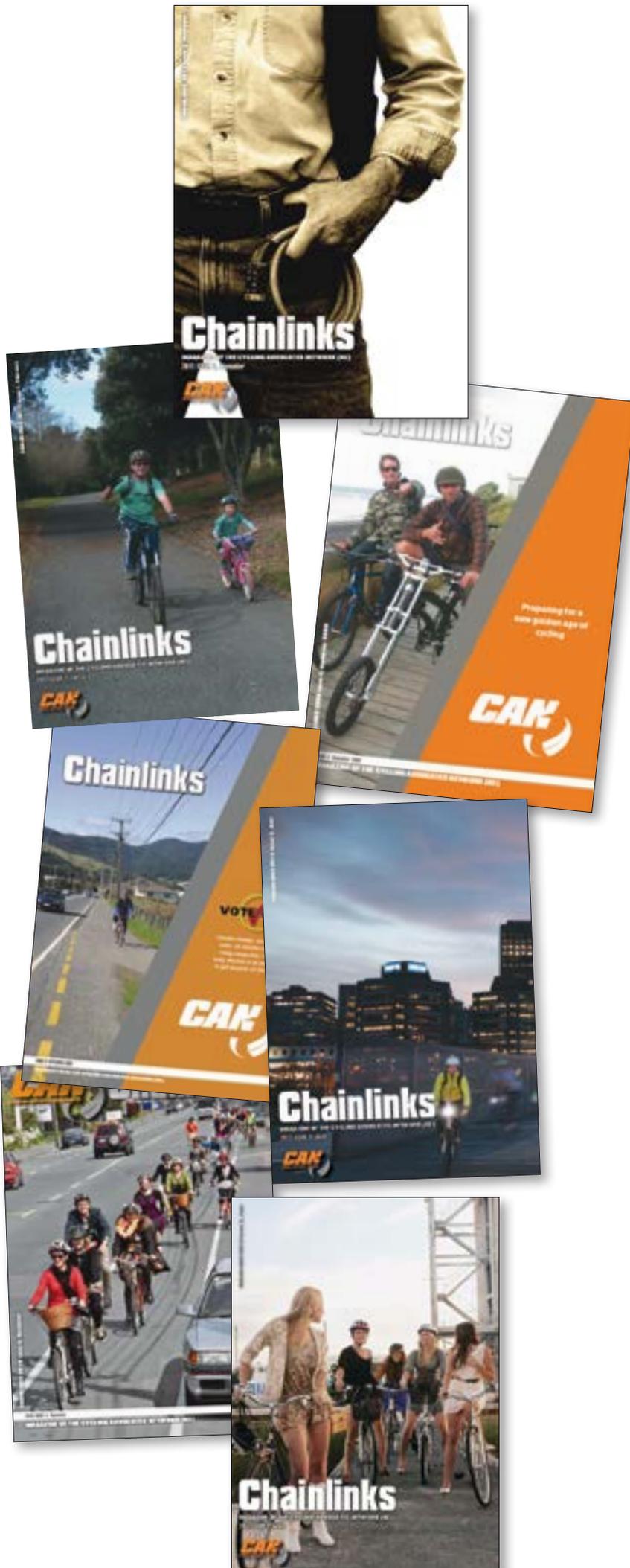
Coming up, we've ordered fine weather for Frocks on Bikes, Cycle Chic in the Street and Bicycle Junction's Tweed Ride. Stay tuned to our Facebook page for more details. ■

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CAN's National Committee — who are they?



Don Babe

Doing a master's degree in transport planning at Lincoln University in 2004 opened my eyes to the high cost of motoring and encouraged me to find an alternative. Working as an accountant in Christchurch, I use "bikes on buses" to get to work and ride 18km home afterwards. We have three grown children and a blueberry orchard where "woofers" help us. As well as being the CAN treasurer I'm the chair of Spokes Canterbury and of the Christchurch to Little River Rail Trail Trust. My wife and I go bike touring, so far only in New Zealand.



David Hawke

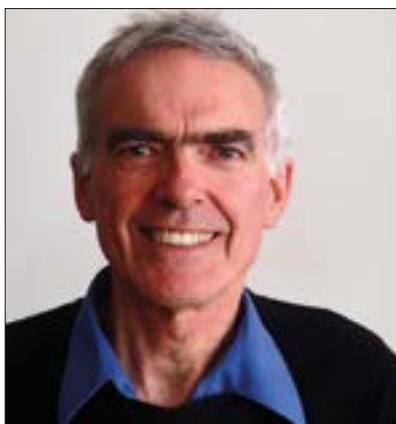
I started cycle commuting while working in Miami, Florida in 1989–90 where the network of off-road cycle paths and quiet suburban streets made it easy. Since 1991 I've lived in

Christchurch. My wife and I got into cycle touring from 2006. My involvement with CAN began then too, and I was elected Secretary in 2013. My main interest is using cycling to contribute to people-friendly communities.



Jacqui Irwin

As a long-time resident of Nelson, I'm keen to see cycling become the easiest and safest option for anyone who'd like to share the fun. I have four sons, two kick-bikes, a mountain bike and a town bike for carrying loads. With a background in writing and local government, I'm now involved in the voluntary sector and represent Bicycle Nelson Bays on the Cycling Advocates' Network committee.



Graeme Lindup

I've lived in New Plymouth since I came back from overseas in 1995. In the UK I joined Sustrans,

which has a network of off-road pathways. I work as a structural engineer for projects in the Taranaki region and am interested in how industrial plant responds to earthquakes. Since my first CAN Do in 2006, I've held various committee roles and became chairman in 2010. I'm a founding member of North Taranaki Cycling Advocates, and enjoy mountain biking and getting out with my partner on the NZ Cycle Trails.



Alastair Smith

I grew up in West Auckland but escaped before mullet haircuts, black singlets and V8 Holdens became compulsory. On our 1970's OE, my partner and I bought bicycles in Helsinki and spent two years cycling to Greece with a layover in London. I've cycle-commuted for most of my working life in Chicago, London and NZ, and have biked in numerous countries from the Arctic Circle to Easter Island. I'm involved with Cycle Aware Wellington and Wellington's Great Harbour Way: Te Aranui o Poneke. I wrote *Everyday Cycling* in Aotearoa New Zealand (Awa Press), and taught library and information studies at Victoria University of Wellington until I retired.

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<http://can.org.nz/can-roles>

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

Stephen Wood



As a 10-year-old I had a bike with drop handlebars and 5-speed derailleur gears. When I went to Canterbury University I found cycling suited my budget and discovered cycle touring and advocacy. I've since done science research in the US and Central Otago, where my wife and I still live and run boarding kennels and a cattery and where I'm a volunteer fire-fighter. I enjoy cycling on roads and trails for utility, recreation, fitness and touring, all of which maintain my interest in cycle advocacy. I'd like to see cyclists more accepted as road users! ■



Everyday Cycling CAN-Do 2015 in Christchurch

28-29 March

David Hawke

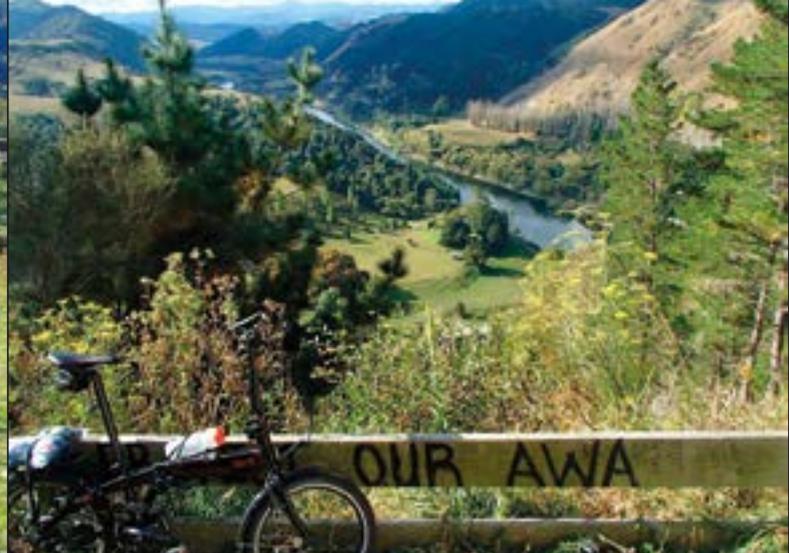
Next year's CAN-Do will be held over the weekend of 28-29 March, with a theme of Everyday Cycling.

The event will be a timely opportunity for delegates to see progress on the \$70m cycle way project being rolled out in Christchurch over the

next five years. The timeline for this network of 13 connected cycle ways had been set at five years, then stretched out to eight years, then brought back to five years following public pressure.

CAN-Do 2015 will be opened by the Mayor of Christchurch, Lianne Dalziel. The organising committee is in the process of putting together a range of inspirational speakers and workshops, plus post-event tours. Delegates will also be able to see how recreational cycle paths such as the Coastal Pathway are being developed alongside commuter routes and touring routes such as the Little River Rail Trail. Information will be posted on the CAN website as the programme is finalised. ■





David and Alastair are both on the CAN committee

Folding bikes at CAN-Do 2014

David Hawke and Alastair Smith

Among the bikes gathered in Whanganui were two Tern folding bikes. Here, owners Alastair Smith (Wellington) and David Hawke (Christchurch) discuss their rather different travel routes.

How did you get to Whanganui?

David: I biked from our house to the airport, then folded the bike for the flight to Palmerston North. After unfolding, a bike ride into the city to the bus depot then by bus to Whanganui and our accommodation

Alastair: I joined the pre-CAN-Do tour group for a “mainly downhill” trip from Raetihi down the Whanganui River, over-nighting at the Jerusalem convent. After CAN-Do I got a lift with CAN chair Graeme Lindup to Stratford, and biked the Forgotten Highway through to Taumarunui and up to National



Park to catch the train to Auckland.

Why did you choose a folding bike for the trip?

David: A folding bike is much easier to manage on public transport (whether bus, train or by air), and a CAN-Do always has lots of bike rides. Plus, as one of the CAN-Do organisers I had some running around to do beforehand so I needed a bike

Alastair: Flexibility in using public transport. We used a van with a trailer for the pre-CAN-Do ride, so a standard bike (as used by all the other participants) wouldn't have been a problem. But the folding bike simplified the second half of my trip. I took the train (TranzScenic now suggest pre-booking standard bikes, so you can't assume that you can just roll up), and caught the Airport Bus before flying back to Wellington.



What would you do differently next time?

David: Not lose my cycling gloves!

Alastair: Have the bike in its bag for the Auckland Airport Bus. I didn't realise that this was a requirement, and there was some challenging multi-tasking at the bus stop while I bagged

the bike while paying for the ticket and attempting to turn off the podcast I'd been listening to while I waited.

What's the next folding bike trip you have planned?

David: Probably to Nelson to see my family — a folding bike makes it much easier to get to and from the bus or the airport at each end of the trip. While there, I'll try out Nga Haerenga Great Taste Trail.

Alastair: We're planning a spring trip to Northland to check out Nga Haerenga Twin Coast Trail. We'll take the folders because they'll be easy to sling in the back of the hatchback we'll be using, and might give us options for doing a round trip. ■

Painless ways to boost CAN income

David Hawke

Many CAN members make donations as well as paying their annual subscription, most often in response to the annual appeal.

However, some folk who work for large employers make regular donations using payroll giving. This means that the tax rebate is applied by the employer and removes the need for the donor to make an annual claim to IRD. This arrangement means that for every \$2 you contribute to CAN, the government adds another \$1.

Some employers make additional contributions by matching employee contributions (in whole or in part). As with individual contributions, the government again comes to the party, with a company contribution of \$1.80 being matched by a government contribution of \$0.70. Other employers run an annual donation scheme, whereby employees nominate a worthy cause. CAN has benefitted from both this past year. With a good number of CAN members being employees of large organisations, there is plenty of potential for a painless boost to CAN's income. So, if you work for a large organisation we would greatly appreciate you asking if your employer is willing to help out in one or both of these ways.

Particular projects your increased giving will contribute to this year include paying for our strategist (Richard Trow), the CAN website upgrade, and setting up the on-line replacement for Chain-links. Details on all these projects are elsewhere in this issue. ■

If you need more information, please contact the CAN Treasurer (Don Babe) at treasurer@CAN.org.nz



Fossil Fuel Free Multisport #3: Christchurch to Quail Island via Dyers Pass, 26 July

Steven Muir

It's been a bad winter for snow, so other adventures have taken the place of skiing. This trip to Quail Island had been a couple of years in the planning, so it was the perfect time to give it a go.

My kayak towing technique has improved dramatically since the first two Fossil Fuel Free Multisport events in 2011 and 2013, when we lashed the front handle of the kayaks to an extension off the pannier rack. This worked for flat courses, but the jiggle factor was dangerous going downhill at speed and unpleasant on the uphills. The new design has a strong tow-bar extension, a brace for the nose of the kayak and a quick-release ball joint hitch, which all stabilise the towing even with very heavy kayaks.

Finding people willing to tow a kayak over the Port Hills was more difficult, but Jonathon Kitt recently purchased one of my new trolleys and was keen to try it on his cyclo-cross bike. I rode my mountain bike with slicks.

We set off at 8:10am on a frosty day with polypro and balaclavas, and it was easy towing the kayaks on the flat. After ditching some layers of clothes we began the grunt up Dyers Pass. It soon became clear that Jono's cyclo-cross bike wasn't geared low enough, so he walked the steep sections. Towing a kayak up a hill is a great way to initiate conversations with strangers, a number of whom helpfully pointed out that the closest water was in the other direction. We made it to the top of Dyers Pass around 10am and had an enjoyable descent into Governors Bay, taking it quietly on the frost with a maximum of around 30km/hr.

Continues p18



Sharrows in Victoria St, Wellington. Note that the sharrows have had no effect on the positioning of this cyclist!

Cycle Aware Wellington update

Alastair Smith

Basin flyover

Even those who'd campaigned against NZTA's plans to build a flyover beside Wellington's Basin Reserve were surprised when the Board of Enquiry declined resource consent for it. One reason for declining the proposal was that it would not encourage people to walk, cycle and use public transport. Although the flyover would have included a cycle path, it was too narrow for opposing cyclists and walkers. The decision may be a watershed, moving planning away from 1960s car-based transport towards sustainable transport.

Island Bay to city cycleway

The Island Bay to city route is progressing, but it hasn't been the smooth ride we hoped for.

Stage 1, the Island Bay to Wakefield Park section, is being fine-tuned to address residents' concerns. Submissions on the design will open in September with a decision in December.

The citizens' panel report on Stage 2 (Wakefield Park to John St.) recommends two routes, with a third to be built later. Council is fine-tuning them for probable consultation in September.

Engagement with residents, businesses and the City Council has highlighted the importance of communicating as early as possible. Concern about the process led to a Council proposal that decisions about the cycleway be made by the full Council, and that a master plan for the whole route be prepared before starting work on the first stage. This would have delayed the project, but fortunately was defeated.

<http://goo.gl/iqTxyT>

Sharrow trial

In June, a new symbol appeared on many Wellington streets. Sharrows show where cyclists should ride to be visible to motorists and clear of car door

hazards. Some cyclists feel that the positioning of the sharrows suggest that bikes should take more of the lane. It will be interesting to see how motorist and cyclist behaviour changes.

Bikes in Schools tracks

Traditionally, many Wellington kids didn't learn to cycle because of perceived hilliness, danger and traffic congestion. Bikes in Schools is changing this in West Park School, Karori West Normal School and Holy Cross School, with new bikes and purpose-built training tracks to make young cyclists more confident and competent.

<http://goo.gl/bkODXu>

Bicycle: a great British movement

Cycle Aware Wellington hosted the southern hemisphere premiere of this movie, which delves into bicycling culture. Although it has a British bias, a sell-out crowd enjoyed it at Wellington's Lighthouse Cuba. Advocacy groups should consider the film for fund-raising events.

<http://bicyclethefilm.com> ■

Contact the local group nearest you

Bike! Whangarei

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Cycle Action Auckland

Barbara Cuthbert, Chair, 09 445 2223
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Cycle Action North Rodney

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Cycle Action Waikato

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Mana Cycle Group

Robin Edgely, robin.edgely@ccdhb.org.nz

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Hutt Cycle Network

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Tasman Bicycle Nelson Bays

John-Paul Pochin
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Bicycle Lanes in Paradise

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BikeWalk Marlborough

Robin Dunn
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Bike West Coast (SI)

can.org.nz/westcoast

Spokes Canterbury

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Squeaky Wheel

Ron Paulin, 03 688 6408
paulindr@orcon.net.nz can.org.nz/southcanterbury South Canterbury

Spokes Dunedin

spokesdunedin@gmail.com
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Supporting organisations		\$85

Membership fee	\$
Donation	\$
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Continues from p15

We hit the water at Cass bay around 10:40am with lovely still conditions. Jonathon's river kayak was hard to steer straight without a current, so after several 360° spins he explored the shoreline instead of heading to the island. I continued across to the island, explored the caves and went around to the swimmers' beach. We'd been thinking of a walk on the island but instead I opted for a speedy return and stretched my legs only on the walk across the mudflats by King Billy Island. A strong southerly suddenly blew in, so it was a choppy kayak back with a tail wind past the Ship's Graveyard to Cass Bay, getting a few splashes but no other problems for the stable sea kayak. Jono was pleased with his decision to stay inshore.

After loading the kayaks back on the trolleys around 12:30pm we proceeded back to Governor's Bay into the southerly, but had a tail wind for the slog back up Dyers Pass. I managed to bike the whole way to the top with breaks to rest, eat muesli slice and wait for Jono to catch up walking. That took 50 minutes; then we had another enjoyable descent and a good tail wind to finish the flat section, arriving home at 3pm.

It was a good trip with lessons learnt regarding the need for low gears on the bike and stable kayaks for the harbour. We're both keen to try it again, maybe in summer with an added swim leg as well as the walk on Quail Island. Traffic was generally courteous to us on the roads, with only one 'slightly close' passing car. ■



Supporting Organisations

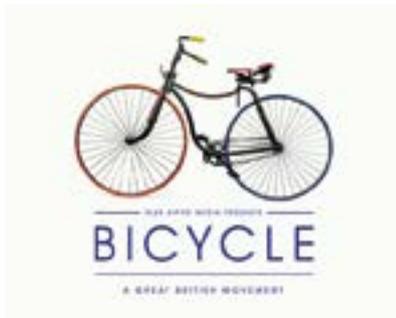
Abley Transportation Consultants
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Film review Bicycle — A Great British Movement

James Burgess

Bicycle is a love story. No wait, it's a documentary, but one that demonstrates award-winning director Michael B. Clifford's love of the bicycle from start to finish.



Through interviews and new and archival footage, *Bicycle* explores the rise, fall and renaissance of cycling in Britain.

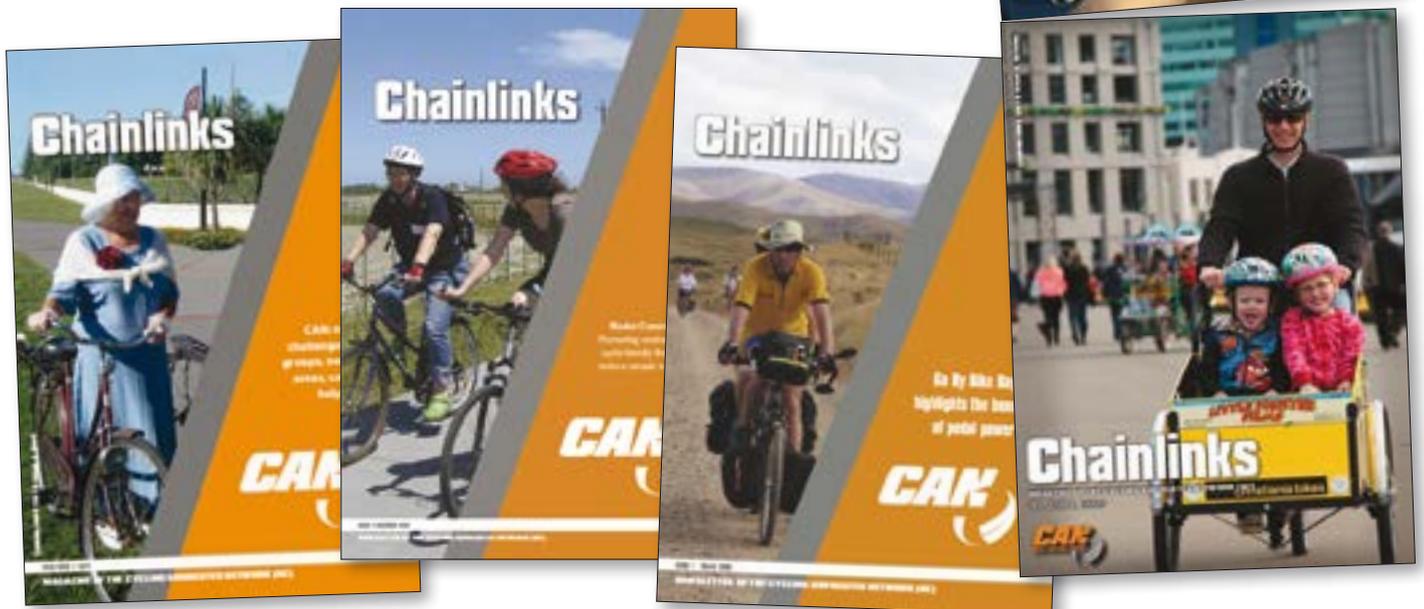
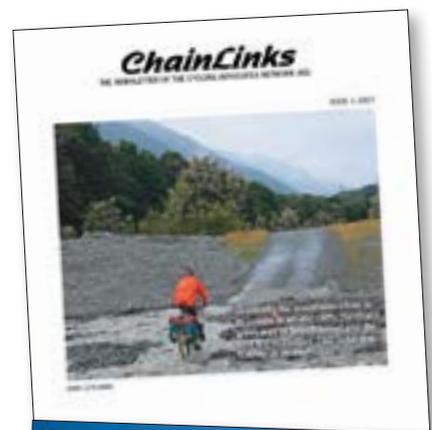
You'll find what you might expect—the development of bike design and manufacture. We meet fascinating people: Gary Fisher describing the birth of the mountain bike, and Mike Burrows and Richard Hill showing us the aerodynamic Lotus that Chris Boardman rode to victory at the Barcelona Olympics.

But what turns this into a genuinely affecting documentary is the importance of their bikes to the people interviewed. The family of young racing cyclist Dannielle Khan documented her early career, and their passion shows through in the footage of her father screaming his support at the trackside.

The film also looks at Britain's recent boom in cycling awareness. Sports success has complemented projects like the Sustrans trail network, stimulating an increase in transport cycling. The UK is no Dutch cycling utopia, but it's heading in the right direction.

We scored a cinema showing for Cycle Aware Wellington, leading to possibly the worst bike parking congestion Wigan St. has ever seen! Get in touch with the makers at www.bicyclethefilm.com if you fancy filling a cinema with fellow bike lovers, or to get your own copy when the DVD comes out. ■

James is chair of Cycle Aware Wellington





Gap Creek, Queensland



Wairua, NZ



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with luck

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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**

and  gear for the cycling revolution

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