



More focus areas for CAN

- Share with Care
- investing in a winner

Plans for CAN's annual CAN Do and AGM in October

CAN's networking project finishes — what's next?

On the roads in New Zealand and Japan

Editorial

The end of June marked a significant milestone for CAN: the final report for the work undertaken for the New Zealand Transport Agency (NZTA) was handed in. The aim of the Networking Project was to strengthen the capacity of national and local cyclist user groups to participate effectively in transport planning and decision making processes.

NZTA has been very complimentary about the work achieved throughout the project in their final meetings with us. This positive result could not have been achieved without CAN having quality staff and volunteers. Through the successes of this project, CAN now makes a stronger contribution towards the goal of getting more New Zealanders on bikes more often.

Towards the end of June NZTA advised us that they had available an additional three months of funding to commence implementing an "Improving Safety of Cycling" project. Patrick has outlined what we have now contracted to deliver on Page xx.

Later in 2010, we are likely to be involved in preparing a further proposal to NZTA

Letters to the Editor

Just a short note to let you know that we have just finished 5 weeks camper-vanning/cycling in the South Island, and that we met a fair number of cyclists from all over who were without exception very complimentary about the conditions for cycling in the SI. They were very well treated by truckies, motorists and the general public and had, thank goodness, no horror stories to relate. They were all interested in the work of cycle advocacy and reckoned that we must be doing a good job if conditions were so good! It was a pleasure and relief to hear and gave me hope that things are changing.

It must be said, however, that SI roads and traffic in general are far better than those in the north so we have more work to do there. One fairly regular comment was that the drivers who hired large campervans needed better education and instruction from the hire companies about driving on our roads in regard to leaving sufficient width to pass cyclists safely, so it may be time to initiate some contact with these companies and do some awareness raising so that they, in

to deliver programmes that are part of their education funding. If successful, it is possible that this would provide further funding through to the middle of 2012 but nothing is certain. Hence these are times of uncertainty and we will need to be nimble in our approach to what we undertake and how CAN operates nationally.

I would like to thank those CAN members who have donated money in response to the annual fundraising letter. The money received has provided some financial stability during the period from the end of the Networking Project to the start of the Improvement of Cycling project.

Taking over the CAN Chair role during 2010 in a transitional period in CAN's history has been demanding but an interesting challenge. However, I am in this to make things happen, the days are starting to lengthen, I am enjoying getting on my bike to ride to work and along with you want to see cycling become a safe everyday activity that everyone in New Zealand can enjoy. ■

Graeme Lindup, CAN Chair

turn, include this as part of the package when they lease these vehicles out.

cheers Jeremy Dunningham

(Editor — Thanks, good suggestion.)

I can't entirely agree with Sridhar Ekambaram's analysis of cycling safety in the June Chainlinks. ACC is not a mechanism that identifies who is to blame for an accident; that is one of the great things about ACC. Blame does need to be assigned, but the victim or their grieving family shouldn't have to do that by suing. What we need is a well-resourced process that investigates all accidents and incidents, assigns blame where that is appropriate, and identifies underlying problems that need to be addressed (road design, road rules, modal share).

Where the NZ Police road safety system isn't working well (and it often isn't), we need to fix it, not push the problem back on the cyclist. In my view, one of the core reasons for poor motorist behaviour is the constant message that driving a car is a normal, everyday, easy activity, and that taking away someone's right to do so is almost a breach of a human right.

We need to send a very different message — that driving a car

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Chainlinks December

The changeable year that CAN has had in 2010

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CAN: Cycling Advocates Network

PO Box 6491, Wellesley St, Auckland, New Zealand.

Tel 04 972 2552

secretary@can.org.nz

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Editor: Stephen Wood

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Cover photo: Cyclists ride two abreast and "take the lane" on a bridge that is too narrow for cars to pass them safely. Otaki.

Photo by Andrew Donaldson

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Letter from Japan

Nigel Rushton



At the time of writing it is the end of July, and I've been in Japan for two months with two weeks left before returning to NZ. We tend to get a lot of news about the developments in European cycling countries such as The Netherlands, but not hear much of similar Asian countries. The following are some random observations of my time here.

The annual rainy season ended with a grand finale in mid-July, with some places out west receiving more than 500 mm of rain in 72 hours, and widespread flooding and landslips. There is now a brief respite from rain in the form of wilting heat — temperatures climbing over 39°C — and humidity, before the typhoon season starts in August. But while the rain has abated, thunderstorms can bring 100 mm of rain in a single late afternoon hour. And if we become complacent, earthquakes give us a jolt.

People take advantage of the lull in precipitation by organising festivals — fireworks displays, parades, taiko drum performances and dancing, all based on long-established traditions. Even with the extreme weather, many people cycle and walk. Japan has an estimated 80 million bikes for a population of 125 million. Only in countries with a high use of active and public transport can one fully appreciate the stupidity, narrow-mindedness and ad-hoc nature of New Zealand's transport policies. Those especially in mind are the speed limits, on-street parking, lack of shared paths and mandatory cycle helmet law.

1) Speed limits — Japan's open road speed limit is 50 km/h, reducing to 30 km/h as the city centre nears. Only on motorways is 100 km/h allowed. Most

motorways are tolled, the amount depending on distance travelled, e.g. \$30 for about 80 km. Even so returning traffic backed up for 47 km after the Marine Day bank holiday on 19th July! NZ motorists don't know how lucky they are Trev!

2) On-street parking — is not permitted, especially in CBDs, so little chance of being doored as you ride past a parked car. None of this endless struggle we must endure in NZ to get just one or two parking places removed. But most of the time being doored is not an issue because you don't have to ride on the road.

3) Shared Paths — Perhaps 80% of paths are shared but there are rarely any problems between people cycling and walking because of the slow pace of travel. It is a completely different culture to the need for speed in NZ (even amongst cyclists). This environment gives the less confident public, including young and old, a real choice of transport modes.

4) Cycle Helmet Law — Japan like other countries with high bike use has no helmet law. I confess to a bee in my bonnet about the universal, mandatory nature of this law. It deals with symptoms instead of causes and is another expensive ambulance at the bottom of the cliff we love so much in NZ. It says the State declines to defend the rights and interests of some of its more vulnerable citizens. It says people who use bikes are second class citizens.

Obviously if you must wear a helmet the activity is dangerous. Parents would be negligent if they allowed their children to partake in dangerous activities, so they don't. But I have yet to see proof that helmet laws improve safety for the cycling public. In fact it is my belief it

Japan has an estimated 80 million bikes for a 125 million population

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has had the opposite effect. Deaths and serious injuries in car-only accidents have declined considerably since 1995 (about the time the helmet law appeared) along with a big increase in car use. Statistics show injuries have probably halved on a per capita basis.

If the helmet law was successful we should have seen a similar decline in the deaths and injuries of cyclists, plus an increase in use. Instead cyclist accident numbers have remained static or gone up, while bike use has gone down significantly. See "Raising the Profile of Walking and Cycling", pages 12–14, (<http://www.transport.govt.nz>). The safest cycling environment is when many people cycle, but cycle use halved when the helmet law was introduced.

In Japan the physical and legal environment supports weaker parties, as it should be in any country that claims to be civilised. People on foot or bike have right of way at intersections and a decent length of time for the green man.

Motorists involved in accidents with pedestrians and cyclists are considered at fault unless proved otherwise. Injured parties can and often do bring civil actions against offenders with amounts of up to \$500,000 awarded to victims. This applies also to pedestrian-cyclist accidents. Get caught driving dangerously and you can expect to re-sit your test and attend a special prison. A driver's licence costs about \$5,000.

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Bikewise upgrade

Jane Dawson

Check out the new-look www.bikewise.co.nz for news, information and some great photos from Bike Week activities. It is a good example of how the focus of a project can become much broader and more useful when government departments combine (in this case, Ministry of Health and NZ Transport Agency). NZTA Education Advisor Serene Tng has done a great job!

Bike Wise has also now released its daunting-sounding Strategic Framework 2010–2015, but that also has some interesting ideas for collaborations with other organisations such as retailers and the Department of Labour. A Glossary of Acronyms (GoA) would help here, but most of it is pretty obvious.

The strategic vision is that “all New Zealanders enjoy a culture and environment that positively encourages and supports cycling in New Zealand for enjoyment and transport”. Goals are to increase cyclist numbers, safety and opportunities to cycle, and the primary targets for Bike Wise activities are workplaces, schools and communities.

The emphasis will be on ‘model communities’ and ‘communities at risk’ (NB: The latter document is not currently available on the NZTA website, but CAN has obtained a copy, so please email jane@can.org.nz if you would like to see where your area fits in.)

One disappointing note is that Bike Wise only has ‘medium’ priority in the Safer Journeys: Road Safety Strategy, so funding opportunities will be limited. There’s a bit of work for CAN members to do in persuading the government to raise the investment in this side of the cycling environment.

Jane Dawson, CAN Committee member

Model Communities

New Plymouth and Hastings are New Zealand’s first walking and cycling Model Communities.

Their district councils will receive \$3.71m and \$3.57m respectively over the next 2 years from the walking and cycling activity class in the National Land Transport Programme.

The purpose of this funding is to help create an environment that will make walking and cycling easy transport choices for people in New Plymouth and Hastings, and to encourage councils to integrate walking and cycling into their transport planning and other initiatives.

The NZ Transport Agency (NZTA) is working closely with New Plymouth and Hastings to progress their approved programmes, and focusing on learning as much as possible about investing in model communities, so this can be shared with the many other communities who have shown real enthusiasm about moving in this direction. The proposals include:

In New Plymouth: shared pathway projects, on-road improvements to local and state highways, expanding the cycle network to Waitara and beyond, an active transport hub, a “Dream street” concept, shared space within the city centre and a complimentary education programme including cyclist skills training, campaigns and events, travel planning, surveys, modal mapping and a new movement web site.

In Hastings: completing key arterial routes and linking communities and modes, on-road cycle improvements on key collector routes, Shared pathway projects, footpath renewal and improvements, a network of information signs, bike stands and seats and a complementary education programme including cyclist skills training, Share the road campaigns, promotional campaigns and safety programmes. For further details see <http://tinyurl.com/modelcom>

Local Body Elections

Council elections in September and October present a once-in-3-years opportunity to achieve more bike-friendly cities and towns.

You can help achieve this by voting for candidates who support the transport

policies you want. If you attend candidates’ meetings, send letters to editors, Facebook or post online, then raise transport and cycling as issues.

Possible questions for candidates

- 1) What are your transport policies?
- 2) What have you done, and will you do, to make «my town» more bike-friendly?
- 3) Do you support safer speed limits in shopping and residential streets?
- 4) Do you support removing road-side parking to make space for cycle lanes? ■

Book reviews

Bicycle – Love Your Bike: The Complete Guide to Everyday Cycling

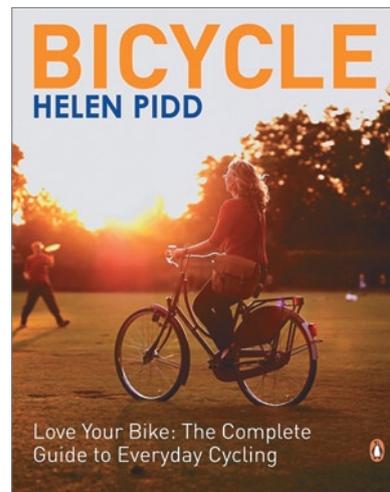
By Helen Pidd

Reviewed by Alex Revell

Penguin Group (2010 256 pages, NZ\$49)

Cyclist and Guardian journalist Helen Pidd’s guide to everyday cycling covers

a range of advice for new cyclists: from choosing a bike, the names of its parts and puncture repair, to tips on commuting by bike and ways to incorporate this humble yet versatile machine into everyday life. For those looking to ride further afield she reviews bike share programmes in overseas cities and offers cycle touring suggestions.

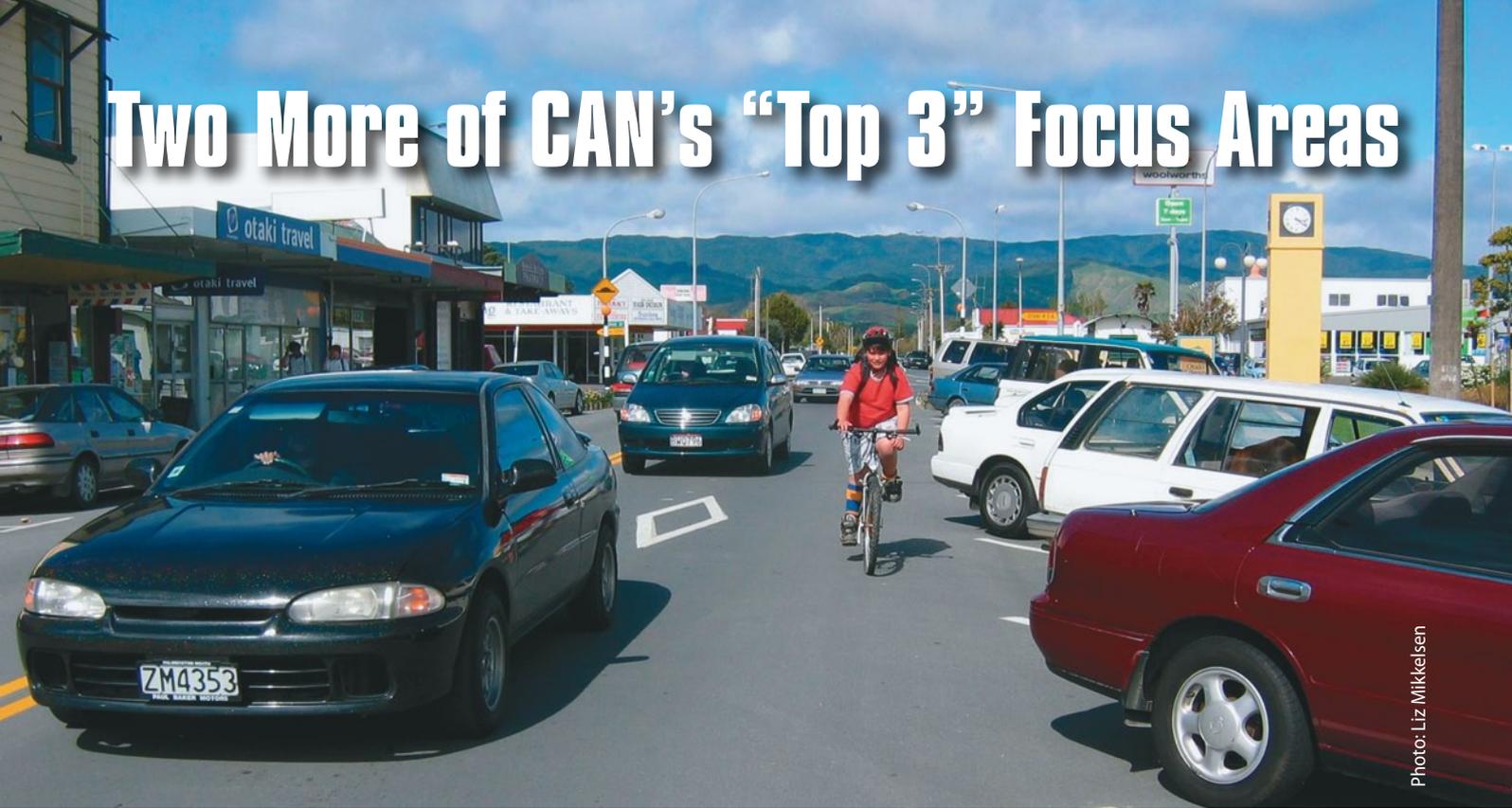


Pidd reaches out to female cyclists and cyclists-to-be, answering FAQs such as how to maintain your dignity while riding in the rain, how to do a basic bike check and what to watch out for when sharing the road. She offers information about everyday cycling (written so as to encourage its uptake), mountain biking and road cycling. While the bold orange, black and white colours throughout the book draw attention they make for a tiring cover-to-cover read, so it’s best used for reference.

Bicycle provides useful, sound advice backed by Pidd’s experience and industry knowledge, for new and experienced cyclists alike.

Another book review p6

Two More of CAN's "Top 3" Focus Areas



Stephen Wood

The last edition of Chainlinks looked at Speed Reduction, the best developed of our three present Focus Areas. The other two (still at the input and ideas stage) are 'Share with Care' and 'Investing in a Winner'. Here we look at them both, with suggestions on taking them forward. We shall develop them further at the CAN Do in October. Please input your ideas at <http://can.org.nz/can-top3-focus-areas>.

Share with care

Cyclists sometimes feel that the road is a battlefield, with motor vehicles 'out to get them'. Ironically, wearing high visibility clothing and helmets may reinforce this feeling. Some say this is worse in New Zealand than overseas; certainly I received more courtesies when cycling in England and the USA than at home.

How can we address this disincentive to cycling? Campaigns may help to change attitudes and behaviour, but how can we measure their effectiveness? Are 'Share the Road' billboards effective, or do we need more specific messages? Should we focus solely on overtaking, as in Greater Wellington Regional Council's recent 'Mind the gap' campaign (p7)?

Stephen Wood is Chainlinks' Editor, based in Central Otago

The Road Code advises drivers to give cyclists plenty

of room when passing them; but how much is plenty? BikeNZ is campaigning for a mandatory 1.5m separation; but this may be inappropriate at lower speeds and on narrow roads, where it would make passing difficult and perhaps increase drivers' antagonism. Such a rule may not be enforceable; but if it is, should we have different passing separations for different speeds?

More cycle accidents are caused at intersections and minor road entrances than with overtaking, so should we have messages like 'look twice for bikes' and campaigns on Give Way rules? We could make drivers more aware of the Road Code's section on sharing the road. See for example <http://tinyurl.com/bankjbike>.

The rule that bicycles may ride side by side can be contentious. The Road Code forbids this for cyclists passing other vehicles (including parked ones), and it tells all road users (including cyclists) who are impeding other traffic to pull left at the earliest opportunity. Nevertheless, side by side riding annoys many motorists even when they can overtake, and many cycling groups recommend single file riding in traffic. Sharing and courtesy work both ways.

Cyclists who break road rules contribute to motorists' poor opinions of them, so targeting cyclists may help. The UK campaign StopAtRed is an example (<http://can.org.nz/stopatred>).

Land Transport NZ reported (<http://tinyurl.com/NZShareTR>) in 2006 that any 'share

the road' campaign must address the issues of speed, giving way, driveways and courtesy, and must target both drivers and cyclists (or pedestrians). A companion report gave 20 examples of successful campaigns from NZ and overseas.

Perhaps the most effective tool is to get out and ride, because the more bikes that motorists see the more they'll get used to and look out for them. Events like 'Frocks on Bikes' and people riding in ordinary clothes are reminders that bikes are not only for lycra-clad roadies but an everyday mode of transport. Be seen, be safe!

Investing in a winner

"If we achieve the same percentage of people walking to work as Canada (12%) and the same percentage that bicycled to work in New Zealand in 1996 (4%) it will generate over NZ\$1 million a day in benefits. The cost of achieving this change is relatively minor compared to the costs of a single major roading project." Julie-Anne Genter, NZ Cycling Conference, 2009, <http://tinyurl.com/EBC4C09>

Research shows economic productivity increases in regions with more balanced transport systems (see http://www.vtpi.org/vmt_red.pdf). Improved public transport, walking, and cycling reduce the inefficiencies of traffic congestion, road building, parking costs, crash and pollution damages, and the cost burden of oil imports. Given the substantial economic benefits of investment in the active modes, local and national *Continues p8*

International news

Cycling equals big financial benefits

The City of Sydney commissioned study found that a regional bike network would reduce Sydney's traffic congestion by 4.3 million car trips a year, and would deliver at least \$506 million — or \$3.88 for every dollar spent — in net economic benefits over 30 years. The evidence-based report that puts a real value on the health and lifestyle benefits of cycling — people living longer, having less chronic diseases and having a better quality of life — just by getting on a bike. The study forecasts a 66% increase in bike trips by 2016 and a 71% rise by 2026 if the 284km network — spanning 15 council areas, 164 suburbs and a population of 1.2 million people - is built at a cost of \$179 million. read more at <http://tinyurl.com/SydCycleR>

Campaign to keep English Posties on Bicycles

The UK Cyclists' Touring Club opposes Royal Mail's plans to end post delivery by bike and is campaigning to encourage Royal Mail to reconsider, and to invest in cargo cycles for delivering bulky items, like many other European postal systems. Part of the plan is to deliver hundreds of letters of protest to Moya Greene, the new Chief Executive of Royal Mail, at their headquarters in London. See <http://www.ctc.org.uk> for more details.

Velo-City conference 2010 in Copenhagen

For the first time, Velo-city Global 2010 brought urban planners, politicians, NGOs and bicycle professionals from around the world to the city of Copenhagen to discuss the potential and challenges of cycling. More than 1100 participants came from 60 countries and very different backgrounds, but the vision for all was clear: getting more people to cycle. The aim of the conference was to provide inspiration and ideas to concrete actions, whatever the challenges to cycling were. CAN member Andrew Macbeth relates his experiences from the Velo-City 2010 conference and other adventures in Copenhagen at http://viastrada.co.nz/Velo-City_2010.

Cycle lanes get painted with a video game symbols

A cycle lane in Portland Oregon, USA has been given a Nintendo-inspired makeover with Mario Kart speed-up arrows and invincibility stars. It's not known who decorated the lane but they added all the symbols from the game, including boost mushrooms and slippery bananas. Some gaming-mad cyclists have even started responding accordingly when they pass over the symbols, speeding up after travelling over the arrows and dodging the bananas which cause you to crash in the hit game. Let's just hope the bike riders don't think they really are invincible after cycling over a star! See video at <http://tinyurl.com/blsvideo>

Cycle Helmet stories from near and far

A recent Canadian study, from the Universities of Manitoba and Ottawa, says helmet use is highest in provinces with mandatory legislation and that such legislation does not affect recreational or commuting cycling among children and adults: <http://tinyurl.com/CHcanad>. Meanwhile, two Sydney University researchers say Australian helmet laws have not worked and they'd be better off without them: <http://tinyurl.com/CHaustr> And Irish politicians are looking at bringing in a helmet law there: <http://tinyurl.com/CHirel>

London launches cycle hire scheme

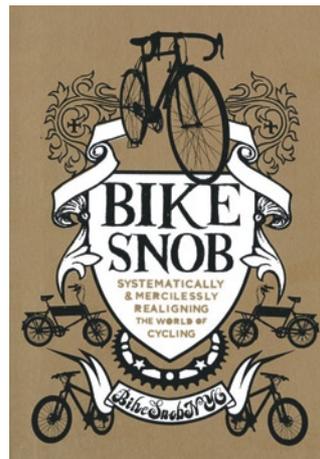
London launched a major cycle hire scheme on Friday which aims to make transport in the city greener ahead of the 2012 Olympics, following in the tracks of cities like Paris and Shanghai. Mayor Boris Johnson, himself a keen cyclist, said the scheme was a "new dawn" for pedal power in London, adding he hoped the bikes will become as common a sight on its streets as black cabs and red double-decker buses. A total of 5,000 bicycles are currently available from 315 docking stations across the capital. See <http://tinyurl.com/londonbhire>

London's new cycle superhighways

Cycle lanes have become a familiar feature of city streets in the UK, Now London is raising its game - opening bright blue "superhighways" for those putting toe to pedal. But is this a shade of things to come, or just a route to nowhere? Read more here: <http://tinyurl.com/londonCSH>

Cycling is an evil UN plot, says US politician

Colorado Republican gubernatorial candidate Dan Maes knows you might think bicycles and bicycle riding are harmless, but beware: "That's exactly the attitude they want you to have." "This is all very well-disguised, but it will be exposed," Maes said at a small campaign rally recently. "These aren't just warm, fuzzy ideas from the mayor. These are very specific strategies that are dictated to us by this United Nations program that mayors have signed on to." Read more at <http://tinyurl.com/bikeloveplot> ■



Bike Snob: Systematically & Mercilessly Realigning the World of Cycling

Alex Revell

Publisher: Chronicle Books
2010

223 pages

\$29.95

Reviewed by Alex Revell

BikeSnobNYC has been blogging for three years, systematically ridiculing everyone from New York's Williamsburg hipsters (with brakeless fixed-gear machines, knuckle tattoos and searches for romance on Craigslist.org forums) to those who lock their bikes to moveable objects and sport aerodynamic carbon fibre wheels and suspension forks on general-purpose city bikes. Armed with a camera and an insatiable appetite for picking apart the finer details of bikes and the way people ride them, BikeSnob considers their place in the social and cultural context, commenting in an often

Continues p19

NZ Roundup

Sustainability e-Conference

“Signs of Change” is a conference showcasing transition toward sustainability. It is open all everyone and invites CAN to be involved.

Information about the conference can be found at: www.signsofchange.org.nz

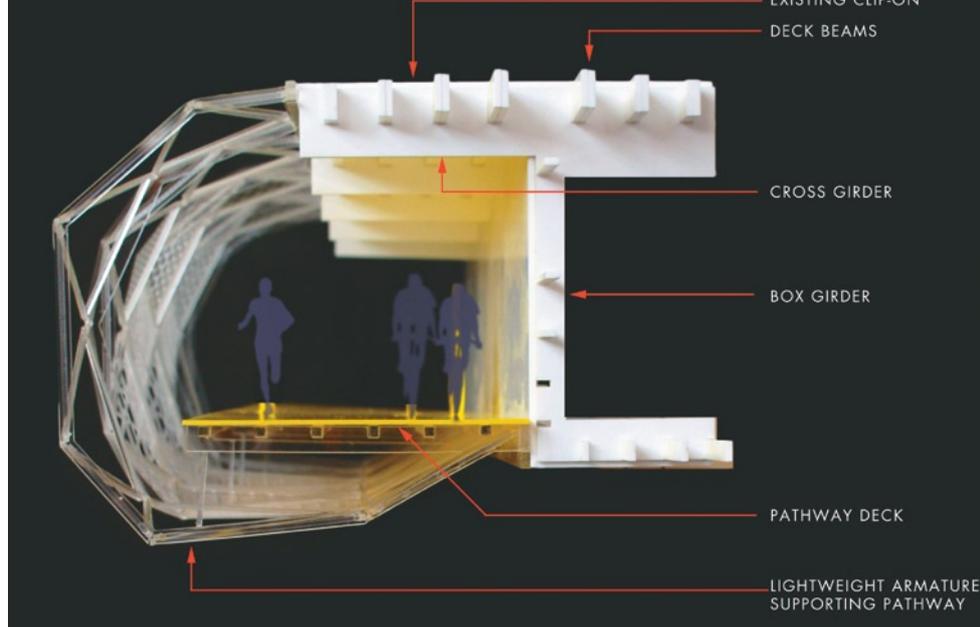
The conference is scheduled for November 15–16 at several locations around New Zealand. The aim is to showcase practical ways that people in all walks of life are moving toward sustainability and provide a forum to learn more from one another. The conference itself will be a sustainability innovation because it will use new video-conferencing technology in order to reduce travel costs and emissions. “Signs of change” hopes CAN and its members will participate.

Wellington Bus Drivers workshop

Patrick Morgan

In June Greater Wellington Regional Council and CAW volunteers ran a workshop at Waterloo bus depot for Valley Flyer and Go Wellington bus drivers. Participants switched seats: bus drivers on bikes, and cyclists behind the wheel of the bus. There were some key lessons learnt for bikers and drivers. Drivers were keen for the workshop to be repeated in Wellington.

Dom Post and TV3 came along, so there was plenty of coverage. For more details see the CAN website article: <http://tinyurl.com/WgtnBdw>



Mind the Gap Campaign

Simon Kennett

Over the last several years, Greater Wellington Regional Council have run a couple of cycle safety campaigns. The first was a ‘Don’t Burst their Bubble’ campaign, the second was a standard ‘Share the Road’ campaign. Both ran their course and raised the issue of cycle safety. This year we have launched a new set of adverts. These focus on the ‘Mind the Gap’, but without mentioning the standard 1.5 metre passing gap as seen elsewhere in New Zealand. The reason for not mentioning a distance is that Wellington’s roads are often too narrow to give a 1.5 m passing gap. Also, in slow speed environments where the overtaking speed differential is minimal, 1 metre is often plenty. This ‘Mind the Gap’ campaign focuses on trying to increase the level of understanding between motorists and cyclists by presenting reasons why cyclists might need a bit of extra space. There are 12 different hazard icons that are interchangeable. Each one shows an example

of something that might cause a rider to swerve unpredictably. At the same time, cyclists are reminded to give themselves a safety margin when overtaking parked cars, etc, and to try and ride in a predictable, straight line. The adverts have been placed in

Simon is one of the Kennett brothers who have published several cycling books in NZ



GETACROSS Auckland Harbour Bridge

Despite having found a funder and a naming rights sponsor, the Pathway on the Auckland Harbour Bridge is making slow progress. Despite previous written assurances from NZTA that as part of the current works to strengthen the Auckland Harbour Bridge they had “deliberately sought the necessary funding to... future-proof the clip-on lanes and allow for future walking and cycling options”, NZTA are now claiming it can’t be done.

GetAcross coordinator Andy Smith says, “the structural engineers working on the Pathway project remain convinced it can be done. We hope to get the technical review sorted in the near future. However if NZTA continue to delay progress, we’ll be organising protest marches over the Bridge this Summer and into 2011, election year.”
Bevan Woodward bevan@fast.gen.nz

local weekly papers and the Dominion Post during the winter season. It was also emailed to dozens of large workplaces in the Wellington region. Motorist/cyclist tension is less at this time of the year, so it is felt that the message will be better received. In spring and summer motorists will be reminded of the message by colourful roadside banners (as large as 1 m by 10 m) periodically placed at a variety of locations throughout the region. If you would like to use any of the Mind the Gap artwork, please email simon.kennett@gw.govt.nz



Photo: Liz Mikkelsen

Wellington street scene

Hague street scene

Two More of CAN's "Top 3" Focus Areas continues

walking and cycling budgets should be significantly increased with priorities of providing generous shoulders on main routes, integration of cycling with public transport, expanding the cycle networks, and fixing key gaps or danger spots for cyclists.

Overall Funding The Government Policy Statement (GPS) on Transport (2009) dictates central government funding priorities for transport projects for the next 10 years. <http://tinyurl.com/GPStranf>.

The 2009/11 National Land Transport Programme (NLTP) allocated \$51 million to the Walking and Cycling Activity Class, which was the middle of the range of money potentially available. Walking and cycling projects are also funded from the Demand Management and Communities Programmes Activity Class or as part of a general roading project Activity Classes when a cycling or walking component is an integral part.

The \$51 million allocated for walking and cycling stand-alone projects couldn't cover the approximately \$150 million requested by Councils. The problem was exacerbated by \$20 million already allocated to the Model Communities and previously committed projects. NZTA only funded 1 of 5 projects, compared to previous funding rounds where about 4 of 5 projects requesting funding were successful. Many cycle projects set to roll are stagnating.

Management of roading project funding In the previous funding round some cycling projects allocated Central Government funding, including some undertaken by the section of NZTA that was formerly Transit NZ, were not undertaken so money was not used. A better managed funding system should enable reallocation of money to project(s) on a waiting list.

NZTA funded the development of the Non-Motorised User Audit (NMUA) currently listed on NZTA's website for "trial

and comment" (<http://tinyurl.com/NZTAnmua>). Council projects using Central government funding currently require a Road Safety Audit upon completion, but this is not adequate to determine the quality of cycling infrastructure. A NMUA required as a condition of Central Government funding should result in better cycling infrastructure and less demand on cycle advocates' time.

Some positive signs Results of the Model Communities projects underway in New Plymouth and Hastings are due in 2012. Minister of Transport Stephen Joyce said at the recent NZ Walking Conference that a successful outcome of these projects could accelerate funding of walking and cycling projects in other locations.

A report published in April by the Public Health Advisory Commission, detailing influences of the urban environment on the health of communities (<http://tinyurl.com/ph-achphl>), recommends the Minister of Health encourages the health system to support the development of urban infrastructure that promotes active transport for all populations. It also recommends that ministries whose portfolios have direct links with urban form and transport to place health and health equity at the centre of urban governance and planning.

CAN continues to promote and use NZ research/policy work validating the economic effects of cycling investment including health savings to argue for increasing the cycling investment across a range of sectors (transport, tourism, health, etc).

Cycle commuting increased by 110% in Wellington since 2006, by 27% in the Auckland region since 2009, and by 10% in Christchurch since 2007. A greater investment by Government is needed to meet the goal in the NZ Transport Strategy of 30% of all urban trips by Active Transport by 2040. ■

Making more of CAN's website

Stephen Wood

CAN launched its website with a fanfare in November 2008. It was an ambitious project, aiming to connect and support the work of many cycling groups and to give cycle advocacy a public face.

The website is capable of many things. It is a public face for CAN, with news items, press releases and many resources for cyclists. It is also an internal networking tool, with spaces for discussions and working collaboratively together.

A grassroots national organisation relying on volunteers needs a website to publish its news and information and to keep members in contact. Now that our networking project has wound up, communication and connecting are even more important for us.

For local groups, it provides an option of a "ready to go" public website as well as a "members only" workspace and a place to record documents. Our website can involve people who would not ordinarily attend meetings.

For tasks at a national level, such as media releases, policy development, campaign or event planning, it provides a communal workspace for geographically separated groups and individuals.

A session at the CAN Do in October will cover what online networks are good for, how to create and administer online content and how to keep on top of personal information flows. It will cater for all levels of experience and confidence. It will be run by Stephen Blyth of CommonKnowledge (<http://commonknowledge.net.nz>), who knows both the technical and human sides of what an active website needs. ■

Completing the Networking Project

Patrick Morgan

June 30 marked the completion of CAN's four-year Networking Project. In 2006, Land Transport NZ (the NZ Transport Agency's predecessor) contracted us to deliver this project to 'strengthen the capacity of national and local cyclist user groups to participate effectively in transport-focused planning and decision making processes.'

That's a long way of saying that the government wanted to help cyclists have a voice when it came to making transport decisions. It allowed us to hire staff, rent offices, support cycling advocacy groups around New Zealand and strengthen our national voice. The initial one-year contract was extended by three years in 2007. Meanwhile, Living Streets Aotearoa aimed a similar project at walkers.

Chairman Graeme Lindup reflects: 'As a result of the Networking Project, CAN is getting more New Zealanders on bikes more often. The project has helped local cycling groups to be more active in transport planning and consultation and to contribute to their Long Term Council Community Plans and Annual Plans, getting money for cycling.

'Cycling reduces traffic congestion, lowers fuel and road building bills, promotes accessibility, improves health, reduces the threat of climate change and contributes to attractive, liveable streets. Two thirds of urban trips are shorter than six kilometres, so cycling has huge potential to improve our lives.'

Graeme Lindup says the challenge now is to improve safety and reduce crash rates through engineering, education, enforcement and encouragement. 'We have high hopes that the new Model Communities programmes in Hastings and New Plymouth will show cycling's many benefits. There's a surge in the mood of the country towards cycling, thanks largely to the efforts of CAN and local cycling groups.'

Key results of the Networking Project are:

- Networking, training, resources and support for CAN members and others;
- Growth in culture of and support for cycling, with discussion about cycle trails, Auckland Harbour Bridge crossings, shared pathways and safety;

- Increase in cycle commuting by 110% in Wellington since 2006, by 27% in the Auckland region since 2009 and by 10% in Christchurch since 2007;
- Development and delivery of the Bikeability training programme;
- The national cycle trails network;
- Cycling or combined walking/cycling strategies in 54 of 85 local bodies in 2009 (with ten more under development), up from 28 in 2005.
- CAN and its local groups and advocates initiated, helped with and got funding for many of these.

There's a surge in the mood of the country towards cycling

Other achievements that we've contributed to include CAN Do 2009 in New Plymouth; the 2009 CAN Cycle Friendly Awards; an increase of about 50 % in submissions, campaigns, promotions and local meetings; heightened media profile with positive stories about cycling; CAN's redeveloped website; collaboration with BikeNZ, Bike On NZ and other organisations; Frocks on Bikes; Auckland's Harbour Bridge Get Across and Wellington's Thorndon Quay campaigns; and the Being Cycle Aware workshop for Wellington bus drivers.

'CAN thanks the many cycling groups and volunteers around the country who've contributed to another wonderful year,' says Graeme Lindup. 'We appreciate the collaboration of NZ Transport Agency walking and cycling staff, and look forward to working with them in Safer Journeys initiatives.

'We also thank our hard-working staff: Fiona Whero in Christchurch; Anne Gummer and Kirsten Shouler in Auckland; and Simon Kennett, Claire Medcalf, Alex Revell and Patrick Morgan

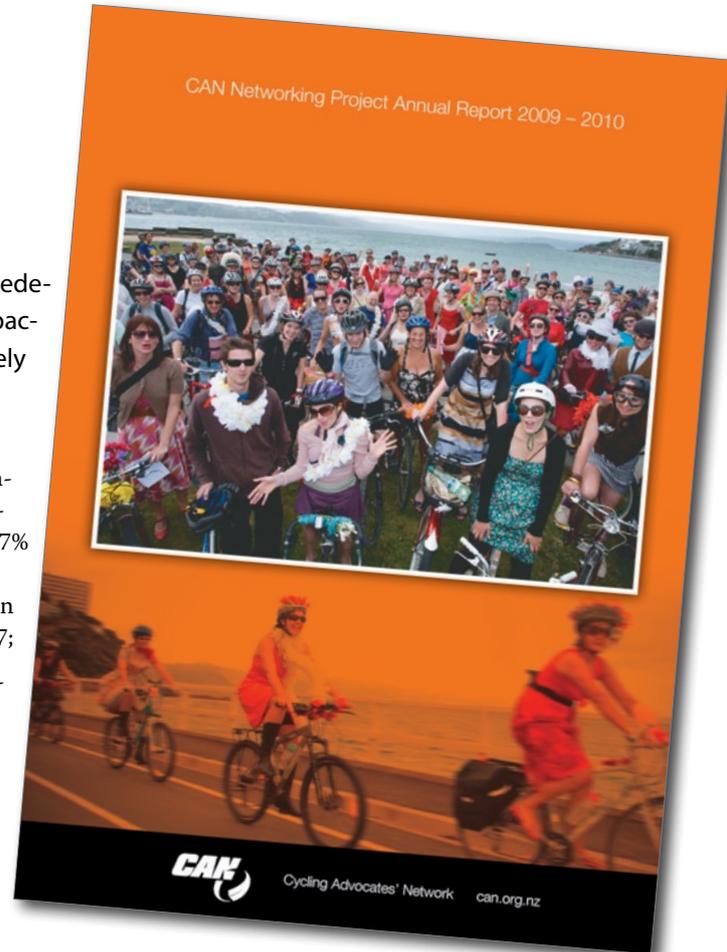
in Wellington. Cyclists around New Zealand, local groups and CAN are better off for their efforts. And finally, thanks to present and past Committee members for their work throughout the Networking Project.'

For 2010-11, CAN is focusing on 'safer speeds', 'share with care' and 'invest in a winner'. We're consolidating, diversifying our sources of income, targeting support where we need it most, making our structures more effective, controlling workload, recruiting more and keeping existing members, and keeping in touch with other organisations. The present economic climate is an opportunity to portray cycling as a way to increase productivity and develop the economy.

Says Graeme Lindup, 'Although CAN's funding is uncertain past September 2010, we have plenty of committed people with the knowledge, skills and motivation to continue. So let's rededicate ourselves to a better New Zealand, with healthier people, more liveable neighbourhoods, less noise, pollution and congestion, fewer crashes, great urban design and good old-fashioned fun. Those are goals worth working for!' ■

Read CAN's Final report on the

project at <http://tinyurl.com/canNPrep>



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Cycling in Japan continues

I believe it is no accident or national characteristic that so many people ride bikes here. Other countries with high bike use have similar laws. 'Cyclists' are not considered a minority group (as they are in NZ) but ordinary people who use bikes for transport.

It is my opinion it is ironic and hypocritical for the NZ government to talk about efficiency and cutting costs while ignoring areas of most gain. In fact, by cutting active transport budgets, it has reversed previous governments' attempts to address these problems. And when the impacts on NZ's health budget of air pollution and diseases related to inactivity are taken into account, then the economic harm of the current government policies are far greater.

Society has a dilemma because it is impossible to put cyclists in a single category. Lycra-clad road warriors don't want to ride on paths with pedestrians, and slow cyclists are forced off their bikes because they don't want to be on the road. Pedestrians don't want cyclists in 'their space' and motorists want us off 'their roads'.

Perhaps the solution is to give cyclists the choice of riding slowly on shared paths with a speed limit of say 10 km/h, or fast on the road as now. Repeal the helmet law (or make them mandatory in cars!). Gradually reduce on-street parking and remove cycle lanes after reducing central city speed limits to 30 km/h.

By the time this is published, I shall have rejoined the ranks of NZ's second-class citizens, as I pursue my preferred option of not driving a car for transport. Something I am not looking forward to doing. ■

ASB

one step ahead

ASB CYCLE FRIENDLY AWARDS 2010

Dirk De Lu

The ASB Cycle Friendly Awards 2010 are underway and at the time of writing nominations are coming in. Nominations closed on 3 September. Finalists will be announced in October.

Cycleways along rivers and waterfronts serving commuters and recreational users alike are just a small sample of the attracted entries. I feel privileged to read of the real good being done by and for cycling in NZ.

On Friday 29 October at the Wellington City Council Chambers the Awards ceremony will be held. CAN expects supporters, nominees, and sponsors will all be enlightened and excited by this annual report on the creative efforts and positive social impacts of cycling in NZ. One lucky finalist will receive an Avanti bike.

We look forward to sharing this event with all of you.

It has been a great year for new sponsors coming on board, in particular with a new branding sponsor ASB. Thanks to ASB, the host sponsor Wellington City Council, and our category sponsors.

The five Awards categories are:

- **Avanti Best Cycle Facility Project**
- **Canterbury District Health Board Best Cycling Promotion Project**
- **NZ Transport Agency Cycle Friendly Commitment by a Business**
- **ViaStrada Cycle Friendly Commitment by a Public Organisation**
- **Greater Wellington Regional Council Cycling Champion of the Year**

Good luck to all our nominees. ■



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Photo: Glen Koorey

Copenhagen street scene

Accounts job: Save Our Savings

CAN's accounting person is resigning from late October, so we need a replacement angel with basic accounting skills. The job includes budgeting and reporting to committee meetings, and typically takes 5 hours per week. Training and support are available. We use Quickbooks for our accounts, and training and continuing support is available. Ideally we'd like someone who can work from home, for at least a year. We'll offer remuneration at a rate to be discussed. Please contact liz@can.org.nz.

If you CAN, DO come!

The annual CAN Do get-together will be in Petone from 29–31 October. The ASB Cycle Friendly Award ceremony will get our wheels turning on Friday; and we'll plan future activities — with fun and food — on Saturday and Sunday.

The programme is likely to include sessions on CAN's top 3 issues (safer speeds; share with care; upping the investment) and success stories from CAN groups. We have a trainer coming in to help us all get more value from our website (uploading content, managing membership, notifications), so bring along all your problems.

Those who get antsy if they spend too much time inside can burn it off on the post — CAN Do ride on Monday and Tuesday. This year's adventure is the Wairarapa gourmet ride — thanks to Patrick Morgan for the suggestion.

AGM notice

CAN's Annual General Meeting will be on Saturday afternoon of the CAN Do. Notices of motion (see below) must reach secretary@can.org.nz by 30 September please, so we can post them on the website. At last year's AGM it was suggested that more detail was given in advance about people nominated for the Committee, so this year we have a nomination form, which should also be sent to the secretary.

Notice of motion

The CAN Committee proposes the following motion for the 2010 AGM:

'That from 1 January 2011 CAN's membership fees are set at \$20 (unwaged), \$35 (waged), \$40 (family), \$85 (supporting organisation), and the local group member levy is set at \$12.'

Background: Our membership rates were set a few years back to cover the cost of Chainlinks. When GST rises to 15% in October 2010, CAN will be hit with a reduction in income because our subscriptions include GST. At the same time expenses (printing, postage etc) will rise, leaving a shortfall and no money for advocacy.

Information required for CAN Committee nominations

— Name & contact details of person nominated — Nominator's name & contact details — Nominee's acceptance — Short biographical note about the nominee (max. 200 words) — Why this person should be elected to the CAN Committee (max. 200 words).
<http://tinyurl.com/canAGM10>

CAN News Restructuring progress

Liz Mikkelsen

The restructuring plan 2009–10 was approved at the AGM in November 2009. Under the new structure CAN's governance responsibilities are separated from CAN's operational portfolios. It is hoped that this will lead to reduced and/or focused workloads.

In May, eleven CAN members attended the Portfolio Workshop in Wellington (refer issue 2) and nine signed up to portfolio groups (refer to website table of positions). This start was promising, but we now seem to be in a hiatus.

Portfolio Coordinator Liz Mikkelsen alerted the Committee at the 12th July meeting proposing incentives for portfolio members. The Committee has discussed this further by email and telephone. Portfolio members may be invited for a teleconference in an attempt to tease out difficulties.

At the 2010 CAN Do, Marieke Hillhorst will work as a facilitator with Portfolio Group and Committee members on our long-awaited Communications Strategy. A website tutor has been engaged to up-skill portfolio members in how to use web groups for policy work, event organisation and writing submissions.

If you've offered to help on a portfolio but now find that you can no longer spare the time, please contact Adrian Croucher (secretary@can.org.nz).

The work we do may sometimes seem unrewarding, but remember that you are contributing to more people cycling more often, more safely. ■

Summary of committee/ portfolio activity

Stephen Wood

Planning & Development: Audit Report for 31–12–2009 presented. Accounts for date being prepared for Audit. NZTA funding contract on Safer journeys project.

Event Organisation: 2010 Cycle Friendly Awards; 2010 CAN Do planning including confirming venue in Petone, Lower Hutt; 2010 AGM preparation.

Local Group Support: CAN Committee has agreed to support BLIP with \$200 to help buy a bike for a celebration event for a new cycle pathway that they worked very hard to achieve.

Promotion/Campaigns/Media: Media releases on ASB cycle friendly awards, speed reduction, speed enforcement, reverse-in parking, model communities funding announcement, ceasefire on motorist/cyclist conflict; TV3 story on cycle helmets.

Website/IT: confirmed details of website maintenance contract; updated website tutorial information; arranged website training session for CAN Do. Testing integration of Customer management package (CiviCRM) onto a test copy of CAN's website.

CAN Policy Development: Finalising policies on the speed limit reduction in urban areas and speed limit tolerance policies, which are now provisional policies agreed by the Committee; the "donor bill of rights" was also finalised in April.

Meetings/Representation: Regular meetings with NZTA (about Networking Project, and new Safer Journeys Project), and with Ministry of Transport (policy issues). Bike Wise committee meeting.

Feedback/Submissions: There have been no submissions made to central government agencies since the last Chainlinks. A key development of interest to the Central organisations portfolio group is the announcement of the successful bidders for Model Communities funding. In addition, we welcomed the official launch of the first of the seven 'quickstart' projects for the NZ National Cycle Trail on 2 July at Ohakune. Two major sections of the

Ruapehu-Whanganui Nga Ara Tuhono Trail (the Ohakune Old Coach Road day ride and the Mangapurua Track) were officially opened by the Prime Minister. ■

For further information on any of these items, contact chair@can.org.nz. Stephen Wood is not on CAN committee, but keeps an eye on what they do.



Contact CAN

- **Chair**, Graeme Lindup
chair@can.org.nz
- **Deputy Chair**, Glen Koorey,
glen@can.org.nz
- **Secretary**, Adrian Croucher,
secretary@can.org.nz
- **Treasurer**, Liz Mikkelsen,
treasurer@can.org.nz

STAFF

- **Project Manager**,
Patrick Morgan, patrick@can.org.nz
Wellington:
04 385 4967 | 027 563 4733
- **Project Officer, South Island**
Fiona Whero, fiona@can.org.nz,
Christchurch:
03 366 2645 | 027 449 1845
- **CAN Administrator**,
Alex Revell, admin@can.org.nz
Wellington: 04 385 4967

SOME CAN ROLES

- **Membership secretary**,
Adrian Croucher, membership@can.org.nz
- **Media contacts**,
Anne FitzSimon, annef@can.org.nz,
Glen Koorey, glen@can.org.nz
- **Portfolio Coordinator**,
currently vacant
- **Communications coordinator**,
Stephen Wood, stephenw@can.org.nz
- **Email & DNS Server Admin**,
Thomas Schwarz, thomas@can.org.nz
- **e.CAN newsletter editor**,
Adrian Croucher, secretary@can.org.nz
- **Chainlinks editor**,
Stephen Wood chainlinks@can.org.nz
- **Chainlinks contributions manager**,
Claire Pascoe, chainlinks@can.org.nz
- **Mailouts co-ordinator**,
Ritsuko Ogawa, mailouts@can.org.nz
- **Merchandise co-ordinator**
Bryce Lyall shop@can.org.nz

MORE

For the full list of CAN roles go to can.org.nz/can-roles
for full contact detail go to can.org.nz/contact

Can we communicate better?

Stephen Wood

For communication, CAN has an upgraded website, this Chainlinks magazine, the electronic newsletter, e.CAN, and makes regular media releases. The media now accept us as a credible, authentic voice for cyclists. But can we do better?

We have developed a Media and Marketing Framework and our CAN Communications Strategy (both on our website). But there are still a couple of issues to address.

Firstly, there's little coordination between our internal and external communications, or between our different communication tools: website, e.CAN and Chainlinks.

Secondly, our external communications aren't effective enough to derive maximum value from our marketing or to get enough resources for our campaigns.

To resolve these and update the communications strategy, we plan a facilitated session at October's CAN Do. This will clarify the role of our communications and their expected outcomes, and assess whether existing communication channels can achieve these outcomes. We can then decide what new communications tools to develop and define individual communication roles within CAN.

This exercise should produce a common understanding and agreed outcomes by those involved in CAN's communication, so that whatever strategy we develop will likely succeed. ■

a facilitated session at October's CAN Do

CAN launches Safer Journeys Project

Patrick Morgan

CAN has a contract with the NZ Transport Agency (NZTA) to deliver phase one of the CAN 'Safer Journeys' Project. This follows the completion of the Networking Project.

The new three month contract, from July to September 2010, supports the Government's 'Safer Journeys' strategy (<http://www.transport.govt.nz/saferjourneys/>), which is guiding improvements in road safety from 2010 to 2020. Its vision is 'A safe road system increasingly free of death and serious injury'.

CAN's 'Safer Journeys' project has three objectives:

1. To support cycling aspects of the 'Safe Roads and Roadsides' and 'Safer Speed' components of 'Safer Journeys', with emphasis on high risk areas;
2. To co-ordinate cyclist training, especially in high risk areas;
3. To engage with Model Community councils: New Plymouth and Hastings. This means new priorities for CAN. Outputs that NZTA expects include:
 - Fact sheets and dialogue with road user representatives about lower speed zones;
 - Workshop resources on cycling issues for road user groups;
 - Pre-emptive material addressing issues like "cyclists don't pay" or "cyclists break the law" (see <http://can.org.nz/article/cycling-facts-and-fiction>);
 - Resources to help cycling groups participate in implementing the Model Community project ■

CAN's Fundraising Success

Anne FitzSimon

Thank you for the excellent response from our annual membership appeal. CAN has raised a total of \$3075 in one-off donations received so far plus regular donation pledges of \$85 per month.

Your commitment to CAN is critical, and plays an important role in protecting and enhancing everyday cycling in New Zealand.

How to Fundraise Online

Are you planning to bike around Lake Taupo this year? Here's how you can help CAN as you pedal.

As a registered charity, CAN has recently joined Fundraise Online with our page here <http://www.fundraiseonline.co.nz/fundraise/charityinfo.aspx?id=295>. Here's how Fundraise Online works: individuals create a personal fundraising page and select their activity, such as a cycle

Anne is a Nelson based committee member

race, tramping, or other challenge and also select their chosen charity, such as CAN. This page can be shared on Facebook, Twitter and email and includes places for YouTube links to enable pledgers to view progress. The chosen charity, CAN, receives the money pledged less a small commission. Friends and family are able to easily contribute financially to CAN. ■



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Life on the roads: sharing with Kiwi drivers

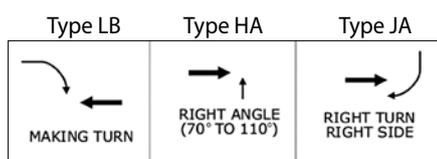
Janet Miller

If you're a cyclist cruising the tarmac day after day, you are likely to have an opinion about driver behaviour.

Overseas research suggests that driver behaviour is the most common cause of vehicle crashes, and data from our Ministry of Transport (MOT) suggests that drivers cause most vehicle versus cycle crashes in New Zealand. What exactly are drivers doing in such crashes? I set out to investigate driver behaviour and its effects on cyclists' safety.

The MOT's crash statistics show that three manoeuvres are commonly involved in injury crashes between motor vehicles and cycles (Figure 1). All three involve turning and intersections, often with failure to give way.

Figure 1. Three Most Common Manoeuvres in Cycle Crashes involving Motor Vehicles. Cyclist is represented by the bold arrow.



Most fatal crashes, in contrast, occur on the open road, where a motorist drives into the back of a cyclist.

MOT data describe drivers' actions before collisions and highlight situations in which crashes are probable. However, they do not explain the causes of car-cycle crashes or why drivers behave as they do.

I examined this aspect using the psychological literature on driver behaviour and in late 2009 I surveyed cyclists' experiences.

Survey of cyclists

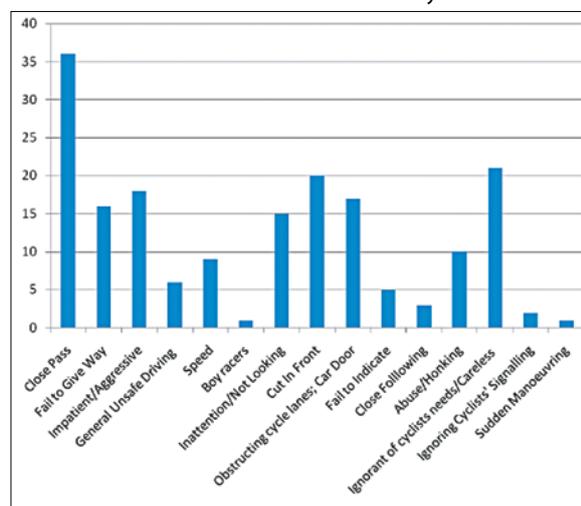
The survey attracted 62 responses from regular cyclists (Chart 1). Most said that driver behaviour was a concern, and many were 'always' or 'frequently' concerned about safety. Most mentioned close passing, and nearly as many mentioned motorists who did not understand cyclists' needs or were careless around them.

Some respondents said that motorist carelessness was due to ignorance:

"In the moments when I feel in danger, I rarely feel that the driver is actually being

discourteous or vindictive, it's more like they simply have no idea that the way they drive might affect how safe/unsafe I feel. I imagine this comes from the fact that many people do not ride bikes on busy roads so they are unable to imagine how scary it can be to have a tonne of metal hurtling past at 50 km/h just a hair's breadth away from your elbow" (female cyclist, Wellington).

Chart One: Driver Behaviour of Concern to Cyclists.



Some drivers were 'completely oblivious' to incidents affecting cyclists and appeared to have no idea of the effect of their actions:

"A driver pulled in to park directly after passing me. She used her indicator as if that makes it OK (I was doing 25 km/h or so). She expressed concern as I picked myself up off the ground, but suggested it was my fault as she had used her indicator" (male cyclist, Auckland).

Respondents cited 'cutting in front' as the cause of many collisions and near misses. They also noted instances of drivers failing to apply the road rules to bikes, particularly not giving way to cyclists who had right of way, sometimes failing to see them. Drivers came out of driveways, side streets and other intersections without looking for cyclists; opened doors without looking; and stopped to let turning traffic through without taking cyclists into account. Motorists' failure to see or to give way, causing collisions or near misses, was common:

"Driver made illegal right turn across traffic lane, failing to notice I was in it at the time. She was most apologetic and admitted that she was trying to make the illegal turn quickly so as not to be noticed. She was looking for cars, not cyclists impeding her" (male cyclist, Christchurch).

One male Christchurch cyclist said:

"Drivers often are totally unaware of cyclists on the road, are not looking for them and do not see them."

Numerous respondents thought motorists' attitudes towards cyclists affected driving behaviour. They said motorists did not accept cyclists' 'legitimate right to use the road' and had a 'might is right' attitude. One female Wellington cyclist said:

"Bicycles are just inconvenient objects in the road to be negotiated around rather than actually a part of the traffic flow to be respected."

Fifty-two respondents had experienced aggressive driving, which they linked to drivers' attitudes:

"I find some drivers quite aggressive and unwilling to consider other road users. There is no doubt from the behaviour you see that some drivers just hate cyclists"

(female cyclist, Dunedin).

Interestingly, some cyclists reported aggressive behaviour that occurred when they tried to warn motorists to avoid a collision. A typical scenario:

"I have on three occasions yelled warnings to motorists who are about to hit me — and then had the driver slow down, pull over and either yell abuse out the window at me or get out of the vehicle and move towards me in a threatening manner" (female cyclist, Auckland).

Some noted that drivers in other countries behave differently from Kiwi drivers:

"When I cycled in France people were able to wait patiently for a safe place to pass, while the NZ motorist seems to be some sort of throwback that believes their car should not be forced to slow even for a number of seconds" (male cyclist, Waikato).

However, there were reports of good driving. A few respondents thought most motorists were 'very courteous' and a third said they are

Continues p19

Cycle Style Auckland

Thurs
1st July
2010

Shed One 6pm
Viaduct Harbour



Design By Cat Charm

Visit www.frocksonbikes.org (Auckland) for details

Regional groups

Cycle Action Auckland

Barbara Insull

Cycle Action Auckland has been in top gear all year. Motivated the Supercity election in October we have joined forces with the other sustainable transport groups to form ETA (Easy Transport Auckland). This is a campaign to highlight transport solutions for Auckland. The ETA website will indicate to voters which candidates are prepared take action to transform Auckland's transport system. It will also be a count of how many Aucklanders will vote for the kind of transport system that will make this city great.

Our September AGM showcased the city design that will get us a more 'liveable city'. A presentation by Ludo Campbell-Reid, the urban design leader for our new Supercity, was followed by a panel discussion with 3 high profile architects/urban designers.

The June Cycle Style Gala, at the Team NZ shed on the viaduct, attracted 450 guests enjoying canapes and a glass of wine and a show of stunning cycling models in beautiful fashion labels riding

sexy bikes. 10 retailers who recognize the increase in demand for everyday bikes participated. The fashion and bike combo is really talking to the 'hard to get on bikes' demographic women! This 'try my bike' theme will be repeated at the Ponsonby Market Day this month with the Frocks on Bikes crew.

Our Spring Rides series is kicking off in October. We will mentor and guide at least 6 rides on Sunday mornings to get people on bikes before summer sets in. We aim to offer new riders the chance to experience the fun and freedom of cycling. Each ride will have a theme:

what gear do I need for everyday cycling, how to plan my route, putting my bike on the train/ferry etc. We will have a Sunday celebration party in February, Bikewise month, for all our new riders. We hope some will try commuting by the end of the summer!

Cycle Action is in action supporting Auckland's Public bike hire scheme and pushing for the urgent provision of cycle parking for hire and private bikes. Most of Auckland's bike parks were removed during Town Centre and CBD street upgrades over the past 10 years, and have never been replaced.

All Auckland cyclists are being invited to support proposed extensive cycle lanes along the major arterial Dominion Road. We are all enjoying the new lanes and clearways along both sides of Tamaki Drive. We have a number of

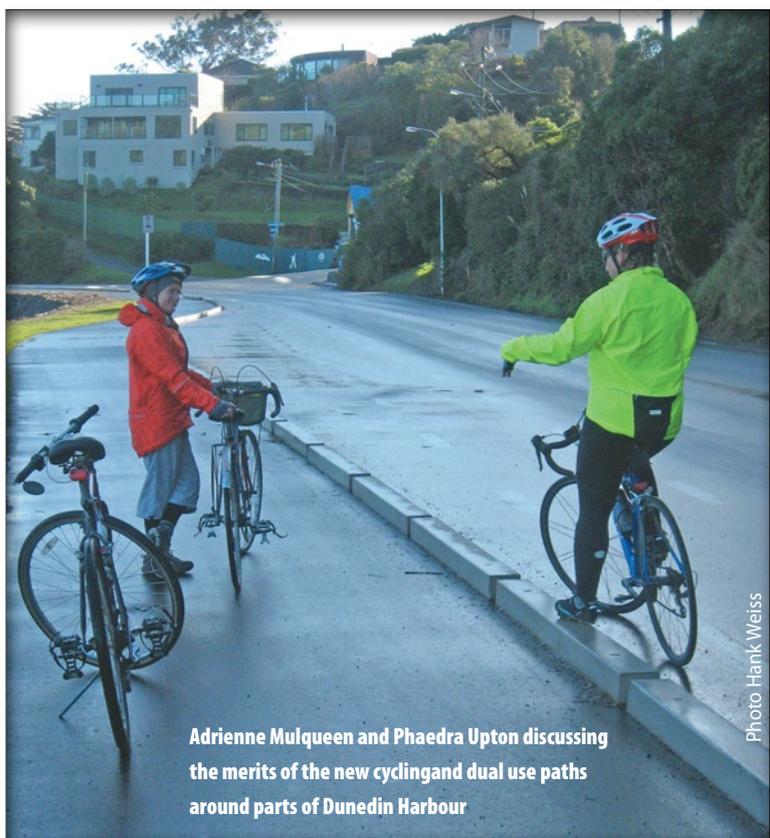
long continuous routes now, with the Mt Roskill section opening along SH20, and the North West cycleway missing link at Bond street completed. Bring your bike to Auckland next time you visit us — we are working on an airport to CBD route as well!

Please go online now and check out Auckland's new and hugely well-visited site for all cyclists www.cyclingauckland.co.nz When you get there key in 'cycle style' and watch the 2 minute video of Auckland's bike and fashion gala — it's being seen on cycle chic sites around the globe!

Spokes Dunedin Update

Phaedra Upton

Quite a bit has been happening in Dunedin over the last couple of months. The City Council is reviewing the cycling strategy and Spokes took part in a workshop as part of the consultation process along with a number of other user groups and planners. Many exciting ideas were put forward at the workshop and we hope that at least some of them will be taken on board. It was pointed out that the current budget for cycling improvements is inadequate if a real difference is going to be made. Instead of about \$200k per annum, a figure of at least ten times that will be required for significant change. Spokes is also involved in a series of Future Forums at the council and we are contributing to the Accessible City — Leadership Team. Hank Weiss hosted another Webinar: Bicycle Boulevards & Neighbourhood



Adrienne Mulqueen and Phaedra Upton discussing the merits of the new cycling and dual use paths around parts of Dunedin Harbour

Photo Hank Weiss

Greenways. About 15 keen people from Spokes, one city councillor and several planners turned up at 7am to listen to presenters from Portland, USA, tell us about the creation of Bicycle Boulevards in Portland. Inspiring stuff!

Seminar: Put me back on my bike, Professor Alistair Woodward, Thursday 14 October 4pm, Room 033, Adams Building, University of Otago.

City council elections take place in October. Make sure you vote and find out what the candidates plan to do about transport in Dunedin. Keep an eye on our facebook page (<http://www.facebook.com/?ref=home#!/pages/Spokes-Dunedin/86145287805>) – we will be talking to candidates about their plans for active transport.

If you are keen to work with Spokes Dunedin we'd love to have you in-

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Please send the e.CAN email news monthly.

Please send me information about 'cycle safe' insurance.

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How did you find out about CAN?

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

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Bike! Whangarei

Paul Doherty 09 436 0033
paul@cycletours.co.nz

Cycle Action Auckland

chair@caa.org.nz
Mark Bracey, Chair 09 624 4319
www.caa.org.nz

Cycle Action Waiheke

Tom Ransom 09 372 3215
ecologic@nettel.net.nz

Hamilton Cycle Action Waikato

Rob Davidson 07 856 5217
rob.davidson@actrix.co.nz

Cycle Action Whakatane

Pip Wonacott
pip@wonacott.com

Rotorua Cycle Action

Mark Dyer mdyer@canmaphawley.co.nz

Bike Taupo

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

Cycle Action Tauranga

Phil Browne 07 544 3123 philip@ksl.net.nz

Cycle Aware Hawke's Bay

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

New Plymouth North Taranaki Cycling Advocates

Graeme Lindup 06 757 2062
north-taranaki-cycling-advocates@hotmail.com
www.ntca.org.nz

Whanganui Bicycle User Group

Hadi Gurton
radiohadi@hotmail.com

Palmerston North & Manawatu Cycle Aware Manawatu

Julie Dalziel 06 357 6962
can.org.nz/manawatu
cyclearemanawatu@yahoo.com

Kapiti Cycling

Janet McDonald
info@kapiticycling.org.nz
www.kapiticycling.org.nz

Mana Cycle Group

<http://can.org.nz/mana>

Cycle Aware Wellington

Alastair Smith 04 972 2552
www.caw.org.nz
info@caw.org.nz

Hutt Cycle Action

Stu Edwards 021 074 6640
cargobikenz@gmail.com

Nelson Tasman Bicycle Nelson Bays

Anne FitzSimon 03 539 052 , 021 1123-890
bnbnelson@gmail.com
<http://can.org.nz/nelson>

Bicycle Lanes in Paradise Golden Bay

Victoria Davis 03 525 9298
moonbow@goldenbay.net.nz

BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

Bike West Coast (SI)

Fiona Whero 03 366 2645 | 027 449 1845
fiona@can.org.nz
<http://can.org.nz/westcoast>

Christchurch Spokes Canterbury

Keith Turner 03 355 8908
spokes_chch@can.org.nz
www.spokes.org.nz

South Canterbury Squeaky Wheel

Ron Paulin 03 688 6408
paulindr@orcon.net.nz
<http://can.org.nz/southcanterbury>

Spokes Dunedin

Adrienne Mulqueen 03 478 0315
spokesdunedin@gmail.com
<http://can.org.nz/dunedin>

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ViaStrada
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Wellington City Council



One of the sections of cycle lane that isn't quite a good as it could be

the Waikanae Community Board rejected Council's recommendation despite KCI presenting a petition in support from over 130 cyclists. Apparently residents right to park their vehicles on the road is more important than our safety or even our lives! We are hoping that a meeting

with the Mayor, letters to the local paper and a newspaper expose` on the collusion between key citizens of Waikanae and the Chair of the Board will eventually result in this important initiative proceeding. The first win is always the hardest! Our objective is for the creation of cycle lanes along all arterial routes in Kapiti having annual average daily totals of 8000 vehicles or more.

A lot of heated debate in the Kapiti district regarding the Government's proposed expressway RONS which is now being planned from just North of Paekakariki to Levin. There seems to be a growing number of people who think this is not the right thing for Kapiti – for more detail visit the following sites... <http://www.nzta.govt.nz/network/projects/search.html?q=Kapiti&go=Go> and www.savekapiti.co.nz

The Kapiti Coast District Council once again ran a "Lighten Up" campaign at the beginning of winter and some of our members participated in this. When you hear motorists talking about near misses with cyclists and see for yourself how difficult it can be to see cyclists sometimes at night, there is unfortunately still a need to get the message across.

Our relationship with Council is strong and we continue to meet regularly with Council's Cycleways, Walkways & Bridleways Implementation Coordinator to ensure the needs and safety requirements of cyclists are to the forefront of Council's thinking.

Spokes Canterbury

Nigel Rushton

With the cold, wet winter slowly drawing to an end, our thoughts turn to warmer times when cycling becomes a more pleasant activity.

Things ticked over quietly during the coolest, dampest months with a couple of events. In June was the 3rd Te Whare Roimata Bike Maintenance Workshop supported by some Spokes Canterbury members, CDHB, and the local com-

involved. Email spokesdunedin@gmail.com for details or visit www.can.org.nz/Dunedin to join. Monthly meetings are at 5:30pm on the third Tuesday of the month, email spokesdunedin@gmail.com for details.

Kapiti Coast update

Janet MacDonald and John Baldwin

A watchful eye is being kept on the unfolding of Council's final design for the Otaki Beach Retail Upgrade to ensure our recommendation for conveniently located cycle parking facilities translates into reality. Previous hard work spent on achieving a 30km/h speed limit in the Paraparaumu Beach retail upgrade has flowed on to the Otaki project... without the need for even one email! It will be good to be able to pedal through this straight stretch of road at a leisurely speed and not worry about holding traffic up.

Another positive was that we managed to get the cycle touring blurb on Tourism NZ's website changed from "Our well-maintained, uncrowded roads can take you anywhere in the country" to "Our well maintained roads can take you....". And yes "Well maintained" is over the top too in some places but we decided to leave this exaggerated claim for another day!

Our back office project aimed at providing helpful information for cycle tourists coming to NZ is to transfer NZTA's AADT figures onto a map of NZ. High level information in map format is already available from NZTA's web site but the data is aimed at motorists and steps too few for cyclists so we are adding more. If anyone else is working on a similar project or knows someone who is we'd be delighted to hear from you. We don't think it is right for Tourism NZ and others in the Travel Industry to be luring unsuspecting cyclists to godzone when the cycling experience on some stretches of busy roads is so awful and dangerous.

Disappointingly, 12 months work in pushing for the reinstatement of cycle lanes along a major Kapiti arterial route went down the drain recently when

Spokes Canterbury continues

munity. Several volunteers attend and help with repairs and general fixing of bikes. A big thank you to Al and the team for provision of sustenance, washing up, and general support on the day.

Considering the success, plans are in place for a 4th event during the 10.10.10/350 Save the Planet Actions on 10th October.

Christchurch Frocks on Bikes main event for Frocktober, Swing into Spring” is 1–4pm Saturday 16th October at Hagley Community College. There are free swing dance lessons; dance demonstrations; spot prizes; a frocks market, food and coffee, & vintage & retro bicycles to test ride.

The Rolleston BUG have plans to promote cycling through farmers markets and is something Spokes could consider in future.

With local body elections coming up in October we need to turn our attention to the people we elect to represent us. After making some progress in recent years things have recently taken a turn for the worst. CCC has been reducing budgets for cycling/walking infrastructure and most recently none of our Annual Plan requests were accepted.

At regional level our elected ECan councillors were sacked earlier this year by central government who seem to consider we are incapable of deciding who is best to represent us. Not only does this legislation undermine democracy itself, it is made worse by removing the environmental protection of water to ease the path to widespread big business industrial farming through irrigation. These issues are important to many of our members.

The overall impression is politically we are still going backwards.

We continue to make submissions on roading projects but CCC hierarchy is impenetrable and uncooperative. Our submissions are polite, professional, articulate, coherent but we've had bad experience with recent developments. Communication problems with some staff haven't helped.

One success is the bike racks on buses which continue to be rolled out across the city.

Following changes to the Constitution at our AGM we are in the process of making further changes and developing a strategy plan. ■

Life on the Roads continues

'somewhat courteous.' However, one said: "It only takes one idiot to make it a dangerous day's trip."

Some described strategies for coping with problematic driver behaviour, such as riding on the footpath, claiming the middle of a lane or avoiding certain routes or riding at certain times of the day. ■

The rest of this article, which looks at Driver psychology and possible solutions with be printed in the next issue

Letters to the Editor continue

is a privilege, and that only people who are well trained, in a fit state, and willing to treat it as a serious responsibility should be allowed behind the wheel. We need to change the view that breaches of the law aren't really bad, and that the use of normal policing tactics to catch people who are breaking the law is unfair and just a way to collect revenue. In my view, there should instead be a no tolerance policy for all road rule breaches by cars and trucks. All breaches should attract demerit points. Once a certain number of such points was collected, the person should be required to re-train. Reach the next limit, and you are clearly untrainable and not fit to be on the road licence gone. And I definitely agree that in that, the onus should be on the bigger vehicle as Sridhar proposes.

Paula Warren, Wellington (abridged) ■

Book review *Bike Snob* continue

insightful and always ironic, tongue-in-cheek fashion.

Now in book form, BikeSnob (aka Eben Weiss) shifts his focus from acerbic gibes on bicycle commuters to welcoming newcomers to the world of cycling, in all its forms. Weiss guides the reader on a journey through the history of the bicycle and cycling, literally taking a ride through New York City to visit old haunts of historic bicycle-related interest (or what's left of them). From his tentative childhood forays into BMX to his current amateur road racing and utility cycling, he candidly reveals his passion for bikes and is refreshingly unguarded about their influence on his life and the large part they play in it. The book balances its introduction to the world of bikes and their riders with the gritty scepticism, refined nit-picking and hilarity that BikeSnobNYC blog readers are accustomed to. ■

Alex works in CAN's Wellington office

On the web



CAN Our own website has regular cycling news items, discussions on topics of interest, and resources and advice for cycling and cycle groups. If you sign up, you can contribute too. If you want help using the website, find someone that is using it and ask them. <http://www.can.org.nz>



Cycling in Auckland A grass roots collaborative website, written by a diverse bunch of people with different opinions and ideas about cycling from their experiences of riding in Auckland. The website aims to strengthen the bicycling community by sharing knowledge. <http://cyclin-gauckland.co.nz/>



Auckland Cycle Chic Cycle chic is the culture of cycling in fashionable clothes, rather than cycling clothes. This is a blog about urban cycling with street style in Auckland, with occasional posts about advocacy <http://aucklandcyclechic.blogspot.com/>

Commute by Bike Tips, news, reviews, and safety for bike commuters. Their "Beginner Tips" and "Commuting 101" series covers just about every question you could think to ask, plus a few you probably wouldn't have. <http://commutebybike.com/>

Momentum Magazine A print magazine "for self-propelled people", focusing on transportation cycling and bike culture in North America. The magazine's website features a blog that covers everything from advocacy to culture. <http://www.momentumplanet.com/>



League of American Bicyclists Represents the interests of the USA's 57 million cyclists and promotes bicycling for fun, fitness and transportation. The league works through advocacy and education for a bicycle-friendly America. <http://www.bikeleague.org/>

Cycle Touring Club CTC, the UK's National Cyclists' Organisation, has been protecting and promoting the rights of cyclists since 1878. It is a not-for-profit organisation, funded through its membership and donations. <http://www.ctc.org.uk> ■



Gap Creek, Dunedin



Matukohi



Craters of the Moon, Tolpo



Makara Peak, Wellington



Mt Stromie, Canberra



Port Hills, Christchurch



Benboworth MTB Park, Victoria



Bermahui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy... with back



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