



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2012 ISSUE 1, February



More people cycling

Miriam Richardson, Editor

Everyone benefits when more people cycle

The roads are safer for cyclists when there are more cyclists on the roads. Fewer cars on the road makes it better for car drivers. Cyclists are kinder on the environment — reducing oil use and pollution. Roads last longer with fewer vehicles on them. And not least, people's health improves when they cycle and a healthier population reduces health costs ([see p6](#)).

Cycling advocacy groups are necessary to improve cycling conditions

We need safer on and off road cycle paths, we need every roading decision to take cyclists into account (read Cycle Action Auckland's visionary list, [p9](#)). This rarely happens unless there are cyclists involved in the planning. Sometimes the officials themselves are cyclists, but mostly it is advocacy groups who provide vision and on-the-ground experience to the process. The cycling groups profiled in this issue describe how they go about it with their local councils.

CAN works with government and national organisations: see [p13–14](#) for an overview of CAN's work and successes.

In the end it is ordinary people, ordinary cyclists taking time to write submissions and go to meetings that can get extraordinary results.

Cycling needs you

The Cycling advocates Network (CAN) and your local group needs you — noticing and reporting what you see and experience as a cyclist, being one of the people writing submissions and attending meetings (or supporting those people who do so), encouraging and supporting new cyclists.

If there is no local group in your area, read our article on how to get one going ([p18](#)). CAN has people who can help and support you while you do it. ■

Give this to someone else during Bike Month

This issue shares stories and information so that you and your local group can use it during Bike Month and later in the year to encourage people to cycle and to join an advocacy group.

Click on links in the PDF of this magazine, or go to <http://can.org.nz/chainlinks-index> to read articles from earlier issues mentioned in this issue.



Support the Tour of New Zealand to raise funds for cycling projects

Patrick Morgan

The Tour of New Zealand is a new 7-day ride taking in km after km of iconic NZ scenery, keeping to the quieter roads where possible. It will run from 14-21 April, with two routes converging on Wellington.

You can enter in a team or as an individual, choose the North Island or the South.

Hikurangi Foundation, one of three associated charities, has pledged to commit 100% of the funds raised to go to community cycling and community-led transport projects.

Full race details, including route maps are at tourofnewzealand.co.nz

14-21 April



creating cycleways
www.hikurangi.org.nz

Chainlinks June

Articles by **25 April**

Local group content by **2 May**

Email content to:

chainlinks@can.org.nz

Pictures: >500KB, >1MB preferred
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Opening of the NZ Cycle Trail Forgotten Highway, near New Plymouth August 2011

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REMEMBER

February 22–24

National Walking & Cycling Conference, Hastings

April 14–21

Tour of New Zealand

Biking 101—tips for commuters

Patrick Morgan

Got a new bike for summer? You cycled when you were a kid and want to get back into it? You want to ride to school or work? Or maybe you are an experienced cyclist and want to encourage a buddy to get biking. Follow these simple tips for safe and fun cycling.

Setting up your bike

A bike is like a pair of shoes—you need the right fit to be comfortable. Adjust your bike's seat, handlebars and pedals to fit your body. You will need allen keys or a spanner. Ask a biking friend or bike shop staff to help you.

Seat height

While sitting on the bike, with one heel on a pedal at its lowest point, your leg should be almost straight. This gives you an efficient riding position.

Seat Angle

A level seat suits most riders. If you find you are getting a numb bum, tilt the front of the seat down a little, or try a softer saddle. Saddles specifically designed for women are available.

Distance from seat to handlebars

You should be able to comfortably reach the handlebars. If you have to stretch, slide the seat forward on its rails, or buy a handlebar stem with a shorter reach (forward extension).

Handlebar height

Start with your handlebars at about the same height as your saddle. Higher handlebars are more comfortable for most riders, while low handlebars are more aerodynamic.

Pedals

Start off with standard pedals. When you get used to your bike, you may want to add toe clips or try clip-in pedals. These securely attach your feet to the pedals and help you pedal efficiently. Toe clips come in different sizes. Choose the size that positions the ball of your foot over the pedal axle.

On the road

Getting around by bike is convenient, quick and fun. Ride with an experienced cyclist to learn good riding habits and find quiet cycling routes.

Obeys the road rules

A bicycle is a vehicle, so you have the same rights and responsibilities as other road users. Learn and follow the road rules.

Stay alert

Scan the road ahead. Listen. Look out for vehicles, pedestrians, potholes, cars backing out of driveways, and parked cars opening doors.

Be visible day and night

Wear brightly coloured clothing. Use a headlight, taillight and reflectors at night.

Ride where traffic can see you

Ride assertively in the left lane. Keep about a metre to the right of parked cars. Signal clearly before you turn. Make eye contact with motorists to make sure they have seen you.

Off the road

Look after your bike

Check for worn tyres, wobbly wheels, and loose handlebars before every ride. Make sure your brakes are effective, lights are working, and any luggage is attached securely.

Lock your bike

Prevent theft by locking your bike, even in the garage at home. Use a D-lock, and lock your bike to a secure object. Take a

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Join CAN on Facebook

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

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

picture of your bike. Keep your receipt and write down your bike's serial number.

Improve your cycling skills

Join a cycling club, take a cycling skills course, and read **Richard's Bicycle Book** by Richard Ballantine or **Effective Cycling** by John Forester. ■

From the <http://can.org.nz/biking-tips-for-commuters>



Cycling in Japan

They 'think different' on speed limits, on-street parking, shared paths and helmets.

READ MORE: CHAINLINKS OCT 2010



Bicycle Origami

About six years ago I was exploring Oxford in England and noticed a lot of people hopping onto buses and trains with funny-looking, small-wheeled fold-up bikes. Little did I know that folding bikes were a century-old idea whose utility was well known in cities where public transport space is limited. READ MORE: CHAINLINKS AUGUST 2011

D-Day Bicycles: If you think foldable bicycles are

a relatively new innovation, think again. A BSA (Birmingham Small Arms) folding military bike was utilized by some of the British para-

troopers deployed in the D-Day invasion in 1944. <http://tinyurl.com/ddaybike>



Getting your children cycling

David Hawke

Many cyclists in coming years will be children of present adult riders, so family cycling is hugely significant to the future of cycling.

The way your family cycles is tied to the children's age. Many adult cyclists starting a family want to keep cycling as a way of staying fit and sane. Babies and very young children obviously can't ride their own bike, so need to be tied to mum or dad's in some way or other. When your child is really little, then a backpack does the job. Then it's time for a child seat clamped on the back of your bike; cost new is around \$150. You won't be using a child seat for long so maybe shop around for a second hand one. Some folk use a bike trailer: google "bike trailers new zealand".

The first bike

The first bike for your child will turn up at maybe 2½ years and will have 12 inch wheels and maybe trainer wheels. In our family, two learned without trainer wheels and one with. The two "no-trainers" were (and still are) extra-determined types. Take your little person out, with the little person riding on the path through the park or along the footpath (they're allowed to).

The second and third bike

Next, when they are about 5 years, get a bigger bike (16 inch wheels), take away the trainer wheels and go riding along off-road paths. Bike number three will turn up at around 7 or 8 years, will have gears (or be a BMX), and 20 inch wheels. They can go riding alongside or in front of you on the road, as well as starting to



Bikes in Schools

Bikes in Schools aims to give every primary school pupil access to a bicycle and track.

READ MORE: CHAINLINKS APR 2010

Getting children out of cars and onto their bikes

READ MORE: CHAINLINKS JUN 2008

collect scrapes at the local skate park or BMX track. With today's traffic density, don't expect your child to ride independently to school or sport until they are at least 10 or 11.

This countless list of bikes could be expensive! But don't default to buying new; team up with neighbours or your in-laws. For our three children, we bought only one bike brand-new—and it got passed on to a work colleague with still lots of life left in it.

Starting young

Getting children onto bikes from a young age starts them on the road to independence. You don't REALLY want to be always driving them to the pool or the library. Unfortunately, the way our cities are laid out is intimidating for parents, who think that their precious offspring is going to get squashed by a lunatic in an SUV. So, Mum or Dad won't let them bike, insisting on driving them (thus becoming part of the problem). How do you fix this? Get involved with an advocacy group! Try both your local residents' association, and an active transport group such as CAN or Living Streets. ■



Supermarket Challenge: Car or bike?

Two children in tow, a week's worth of groceries to collect and it's pouring with rain. Is it better to take the car or go on the bike? Generally the bikes came out as the best option.

Who would believe it?

READ MORE: CHAINLINKS JUN 2007

Gisborne Cycling Advisory Group

Bev Muir

The Gisborne Cycling Advisory Group, formed in 2009, has 34 members representing organisations, groups and individuals with an interest in cycling.

Our vision is Tairāwhiti – leading the way: where people choose to cycle, where people come to cycle. We provide independent input into Gisborne District Council's cycling activities and services, and Council supports us administratively.

We have been involved in:

- submissions on Council plans and strategies;
- supporting the National Cycleway (Motu Trail) and Gisborne's bid to be a 'Model Community';
- hosting a walking and cycling conference;
- discussing highway re-marking and cyclist access over main bridges with NZTA;
- participating in Bike Wise Month planning and activities, and other community events;

- promoting the 'Share the Road' campaign with strategies which include a car sticker (issued with warrants of fitness) carrying the 1.5 metre message;
- reassessing roundabout design and trialling new road markings;
- identifying problem hot spots and priorities for fixing them;
- identifying cycle routes to be improved and promoted;
- surveying the community to assess factors that inhibit cycling;
- working with schools to encourage and support cycling;
- speaking to council about car parking and its effects on motor vehicle use in the central city;
- fostering recreational cycling by promoting safer cycle touring routes and
- informing and helping visiting cyclists.

CAG wants the Wainui, Waikanae and Riverside cycleway/walkways to be completed and other new cycle paths developed, particularly for commuters.

Our members have varied skills and plenty of ideas and enthusiasm. We represent a range of environmental, health, police, transport, education and cycling interests—a great basis for making our city and district good for transport and recreation. We're fortunate to have support from Council and good links to other organisations. The revolution is under way!

★ Gisborne CAG meets monthly at Sport Gisborne in Grey Street. Contacts are Kay Hansen kay@gdc.govt.nz (administration) and Bev Muir bev@insightgis.co.nz (chairperson). ■

Gisborne's 'Nice Ride', Bikewise month



A voice for cyclists on the Kapiti Coast

Lynn Sleath

Kapiti Cycling (Inc.) promotes cycling as an intelligent form of transport, encourages Kapiti residents to cycle and lobbies for cycle safety.

Its projects are a cycling link from Paekakariki to Otaki and adding Kapiti Coast cycling information to the on-line Greater Wellington Journey Planner.

The "elephant in the room" for many Kapiti residents continues to be the impact of the proposed Kapiti Expressway on our coastal community. Our members have been in discussions with the NZ Transport Agency designers about how the expressway will affect our existing walking and cycling facilities. At this stage we are quite confident about a positive outcome for both commuter, recreation, and visiting cyclists.

With the generous assistance of the Rotary Pathways Trust, the Kapiti Coast District Council has just completed a 400m extension of the coastal pathway at Paraparaumu



Beach township. This follows a recent upgrading of the local streets and the imposition at our request of a 30km/h speed limit. Supported by the growth of beachfront cafes and resurgence of a Saturday Market, these measures have effectively "handed back" the area to the community, and this is evidenced at weekends with families strolling and cycling the new boulevard. The local shopping street in Otaki is currently undergoing a similar upgrade, and our council is indicating that a third coastal township may also have a 30km/h speed limit imposed.

Our Council has reported a 10% increase in coastal cyclists in the past year. We think that this reinforces our efforts and those of the council in providing suitable facilities. ■

Hutt Cycle Network

Tom Halliburton

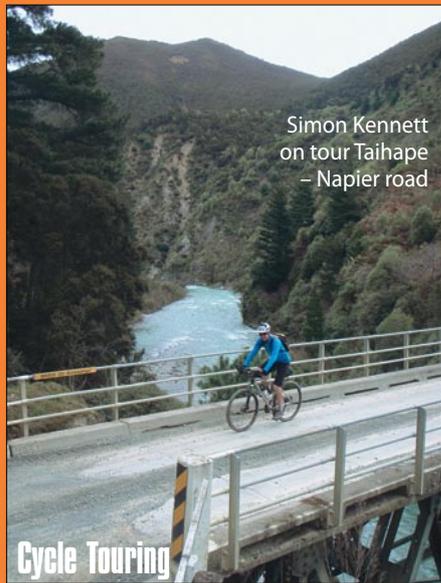
'The Hutt Valley is a great place to ride, with flat roads, the Hutt River Trail and good public transport links. We're working with our two city councils to make it even better, because there's heaps of potential,' says Hutt Cycle Network spokesman Tom Halliburton.

In 2010, the Hutt Cycle Network not only hosted the 2010 CAN Do, but also helped prepare the Upper Hutt City Council's first ever cycling strategy. This includes a planned walking and cycle path along the railway corridor to Silverstream. Tom says, 'The new path will have a big impact on Upper Hutt by linking residential areas with shops, businesses, and railway stations.'

Network members are now helping to plan a shared path around the eastern bays, and are working to protect the historic Rimutaka Rail Trail from a developer. They're also advocating for upgrades to the Hutt River trail and for linking it to the Lower Hutt CBD. Cycling is firmly on council agendas in the Hutt Valley!

★ The Network meets at 7 pm on the second Thursday of every month at the Fireman's Arms, Jackson Street, Petone. ■

Contact: tom.halliburton@paradise.net.nz, tel 04-972-9138, <http://can.org.nz/hutt>.



Simon Kennett
on tour Taihape
– Napier road

Cycle Touring

Cycle touring has followed a roller-coaster ride since it took off in the 1890s. Its popularity has now been in a trough for over a decade, but it's ready for a revival.

READ MORE: CHAINLINKS DECEMBER 2010



The Tipping Point

... the cycling tipping point is close, or has even arrived and we need to run with it.

READ MORE: CHAINLINKS JUNE 2010



Frocks on bikes

"Our aim is to celebrate both the glamorous and everyday use of bikes. Biking doesn't have to be about lycra and sweating.

Riding a bike in your everyday work clothes or in a pretty frock is an ideal, safe and stylish way to get around the central city." Jude Ball

READ MORE: CHAINLINKS FEB 2009

iWay walking and cycling link extends to Havelock North

Patrick Morgan

Construction will begin early in the New Year on the latest section of the iWay walking and cycling pathways around Hastings.

A three metre wide, offroad pathway is to be constructed on the northern side of Havelock Road, beginning between the outskirts of the city and the roundabout at St Georges Road. It will extend to the bridge over the Karamu Stream and features a 400 metre boardwalk above an open storm drain at the Havelock North end of the pathway, alongside Strawberry Patch.

The new concrete boardwalk and associated landscaping will provide a magnificent addition to the district's walking and cycling network and will also help relieve some of the pressure on this vital transport link between Hastings and Havelock North.

Currently around 18,000 vehicles travel along Havelock Road each day and that is expected to rise significantly over the

next 20 years. Research has also found that most vehicles travelling along the road only carry one person who is travelling less than five kilometers.

Hastings Deputy Mayor Cynthia Bowers says, "Havelock Road is the major transport link between Hastings and Havelock North and the new pathway is the first part of a long term project which aims to ensure that the road meets the needs of the community for many years to come."

"This is one of four key routes that have been identified in the iWay walking and cycling strategy for Hastings and when completed, promises to be a great boost for the large and growing number of walkers and cyclists around the district. Many people choose to cycle between Hastings and Havelock North each day for work and pleasure and the new cycleway will ensure that this can be done in a safe and easy way," Cynthia Bowers says.

iWay is an initiative of the Hastings District Council which aims to make walking and cycling easy, safe and fun. ■

The risks and benefits of cycling

Alistair Woodward, Graeme Lindsay, Alex Macmillan

After learning about the research that had been done overseas, we asked ourselves the question, what would happen in New Zealand if we were able to convert a small proportion of short car trips in the city to bicycle trips? What would be the balance of health gains and losses? We have tried to estimate also the environmental effects.

We included urban centres (10,000 inhabitants or more), and travel for all purposes except work business. Short trips were defined as 7 km or less and we looked at the effect of a 5% shift from cars to bikes. (Note that this would not be particularly radical— such a move would simply return the number of bikes on the road in New Zealand to the levels seen in the 1980s.)

Environmental savings

Each year, this scenario would cut vehicle travel by approximately 223 million kilo-

metres and save about 22 million litres of fuel and around \$40 million in fuel bills.

We estimated the savings in greenhouse emissions would amount to about 50,000 tonnes of CO₂ per year.

What would be the gains and losses health-wise?

We projected that this increase in cycling would lead to an additional five cyclist fatalities a year from crashes with motor vehicles. However, these additional fatalities would be balanced by about six fewer deaths caused by air pollution from vehicles, and there also would be about 116 fewer deaths each year, due to increased physical activity.

Dollar value

We estimated a dollar value of these health effects and found that the net health effect of shifting 5% of short trips from cars to bikes would be a saving of about \$193 million per year. ■

Original presentation: "Put Me back on my Bike" <http://tinyurl.com/AWpmbomb>. This is an excerpt from a summary and update of the presentation: <http://tinyurl.com/HRaBoCNZ>. The authors work at the School of Population Health, University of Auckland.

If 5% of short car trips shifted to bicycle:

save \$193m + \$40m + 50,000 tonne CO₂

Spokes Dunedin

Erika Búky

Aim: Making Dunedin a better place for cyclists

★ Meetings: Normally every third Tuesday of the month

Dunedin is blessed with what Lonely Planet has called one of the ten best bicycle routes in the world: the Otago Peninsula route along the harbour and back over the hills, with breathtaking views of Otago Harbour and the Southern Ocean (or windswept rain clouds — it all depends).

And there's more: single-track routes in the local hills, quiet roads leading to pristine beaches, and a lovely (if all too short) new multi-use path extending around the harbour to the north. Our streets are home to mountain bikes, road bikes, cargo bikes,

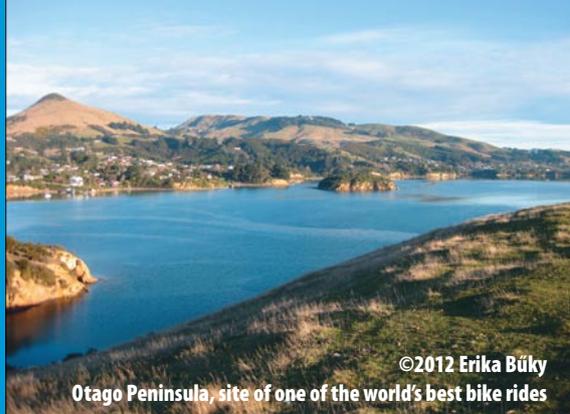


e-bikes, fixies, folders, and the occasional penny-farthing.

But for everyday cyclists in the city, the dream rides can have nightmarish qualities. Our world-class Peninsula bike route is marred by close encounters with fast-moving motorized traffic and substandard, discontinuous, debris-filled cycle lanes. A few days before the deadline for this article, one cyclist was killed and another injured in separate collisions with heavy trucks near the central city. The resulting public comment has confirmed what Spokers already know: many more people would cycle in Dunedin if our streets were safer and more bike-friendly.

Our central city is flat and could be ideal for short trips by bicycle. Why isn't it? The Dunedin City Council recently announced its plans for a Strategic Cycling Network, which will establish designated bike routes connecting key areas of the city and, hopefully, reopen two disused railway tunnels to cyclists and walkers (creating a much easier connection to Mosgiel and points south than the current gruelling climb over the hills). The catch? The drip-feed funding plan, which won't see the network completed until 2030 at the earliest. Spokers are pushing to see it finished while most of us can still ride a bike.

We meet regularly with transportation planners at the Dunedin City Council and the local office of the NZTA to share ideas on improving cycling conditions and keep abreast of current projects. We've



©2012 Erika Búky
Otago Peninsula, site of one of the world's best bike rides

advised on the selection and placement of more and better cycle racks. We want our city councillors to understand both the joys and the terrors of local cycling, so we're inviting them to join us for a ride. We're working with the Otago Regional Council, which oversees Dunedin's bus system, to accelerate the installation of bike racks on all city buses — a boon for residents of the hill suburbs. And we're urging local authorities to sponsor CAN-led workshops to educate both heavy vehicle drivers and cyclists about peaceful coexistence on the road.

In fact, we've got more going on than our current active members can keep up with, so we're also looking for ways to boost our membership, with more outreach through social media and face-to-face events. Look for us online, out on our bikes, and at Bike Wise events in February. ■

For more information: e-mail spokesdunedin@gmail.com, visit spokesdunedin.wordpress.com, and check out Spokes Dunedin on Facebook.

North Taranaki Cycling Advocates (NTCA)

Graeme Lindup

NTCA wants everyone in North Taranaki to enjoy cycling.

In 2011, we supported New Plymouth District Council's 'Wild West Bike Fest' activities including bike fix-ups in New Plymouth, Waitara and Marfell. In addition we provided volunteer cyclists for a CAN bus driver/cyclist road user workshop. Our submissions to Council on their Long Term Plan backed the continuing spend on cycle-related activities and infrastructure. Many of us turned out to support the 'Glow Light Your Bike' night near the shortest day — see the article in November's Chainlinks. We also worked with Council's roading team to place signs on rural roads warning motorists about cyclists. Finally, one of our members

participated in a Council 'Let's Go' planning workshop.

In 2012, we intend working with the 'Let's Go' team, roading staff and design contractors to improve cycling infrastructure; support 'Wild West Bike Fest' again; and continue our contribution to 'Let's Go'. Plus we'll do some rides!

★ NTCA meets on the first Wednesday of the month (look on the website for its location as it varies!). ■

Contact Graeme Lindup:
06 759 6419 day
06 757 2062 evenings
north-taranaki-cycle-advocates@hotmail.com
www.ntca.org.nz



How to Live Well Without Owning a Car: Save Money, Breathe Easier and Get More Mileage Out of Life

Chris Balish

Some cycling advocates can already

testify to the benefits of going car-free. For those of us still challenged by the idea of life without a car, this book does a fantastic job of presenting the real costs of vehicle ownership. Chris Balish sets out to

persuade the reader that big personal financial wins will come from getting rid of the car, or at least using it as little as possible, and — surprise — we might even find ourselves enjoying better health and a better quality of life too.

The book takes readers through the financial and quality-of-life benefits of life without a car, and has simple, direct advice and encouragement for leaving a car behind, plus stories to inspire your choice to live well without a vehicle.

Although his statistics are based on US car and fuel costs, the author's arguments will be just as meaningful to Kiwi readers.

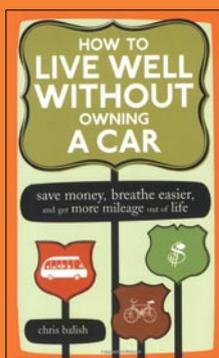
Of course he doesn't neglect to point out that the personal benefits of minimising car use will have global environmental benefits too, but this book is really about choices at the personal level and how to make a big difference in your own life by getting rid of your car, or at least using it as little as possible.

An inspirational resource to introduce the benefits of reducing car use to car-dependent friends and family, and provide a little extra motivation to those of us who already love to ride our bikes and would like to make a clean break from our vehicle addiction.

Pedaling Revolution: How Cyclists are Changing American Cities

All passionate NZ cycling advocates who want to understand what works and why and which battles are worth fighting must get hold of this very readable 'can't put it down' book by Jeff Mapes, an Oregon journalist, and cyclist of course!

READ MORE: CHAINLINKS DEC 2009



Cycle training: a skill for life

Patrick Morgan

Do you remember learning to ride? Perhaps your dad pushed you down the drive and suddenly you realised he'd let go; or perhaps you taught yourself so that you could keep up with your mates.

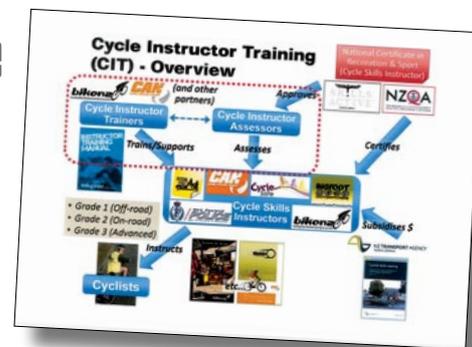
I remember riding around my Granny's house in Whanganui, determined to make 50 circuits. I got into trouble for carving a groove in the lawn, but what was that compared with the achievement of riding a bike?

Learning to ride a bike is a major life event. But after mastering balancing and steering, why bother with cycle skills training? Isn't riding a bike as easy as — well — riding a bike?

The basics of riding are easily learned in a backyard or park, but a new rider needs other skills to make setting off on the road more pleasant and safer. That's why CAN, Bike NZ and other organisations offer cycle training programmes. We aim to make cycle skills training available to every New Zealander who wishes to ride safely and with confidence. NZTA supports this with its New Zealand Cyclist Skills Training Guide for children and adults.

CAN offers Bikeability cycle skills training through a network of instructors, one of whom, Marilyn Northcote, works with Police and the City Council to train Wellington school children. Marilyn is also accredited by NZQA to assess and train new instructors.

Starting with a bike check, each skill learned builds on previous ones. Trainees



make left turns before they learn to make right turns or to negotiate multi-lane intersections, and receive feedback as they progress.

Like most things in life, cycling has its hazards. However, perception of hazard can be a deterrent; so instructors use encouraging language. Instead of talking about dangers or safety — implying that cycling is unsafe — they teach riders to think ahead. 'Thinking cyclists' plan their journeys, judge traffic conditions and negotiate with other road users. They see, are seen and communicate with other road users. In more detail:

See: position yourself on the road where you can see traffic and anticipate what you might need to do.

Be seen: position yourself so others can see you. Use lights at night.

Communicate: use eye contact, clear hand signals and lane position to let others know what you are planning to do.

Trained riders are more confident and make more trips by bike. One says that his training saved him from injury by helping him avoid being 'doored'. ■

More at <http://can.org.nz/bikeability>
<http://www.nzta.govt.nz/resources/cyclist-skills-training-guide/>

Airport pickup

The most impressive limousine is a large suitcase-carrying trailer which can be towed behind a tandem bike with up to three folding bikes in the trailer. Visitors to Christchurch can ride on the back of the tandem or

one of the unfolded folding bikes to their destination within Christchurch. Up to three large suitcases (or four smaller backpacks/suitcases) can be easily placed into the plastic bins on the trailer. One local person can thereby pick up three or four visitors depending on the amount of luggage.



One person can pick up three or four visitors and their luggage



Stephen Wood, Barbara Cuthbert

One of CAN's most active local Groups is Cycle Action Auckland (CAA).

CAA aims to make Auckland a great place to cycle, with many Aucklanders cycling for daily transport, fun and fitness. We are lucky to have a great band of cyclists, roadies, commuters, everyday and occasional cyclists, helping us change Auckland and donating up to 300 voluntary hours per week.

Cycling has an important part in Auckland's transport. It's fast for short trips (two thirds of NZ car trips are less than 6km) and is cheap and energy-efficient. Cycling combats congestion, pollution, and health problems caused by physical inactivity.

Since the advent of the Supercity, CAA has expanded its involvement across the transport sector in Auckland. We collaborate closely with Auckland Council, Auckland Transport, Waterfront Auckland, Fullers Ferries, NZ Bus and the NZTA.

These bodies see us as a stakeholder in roading, sustainable transport, health and related areas. We encourage planners

Stephen Wood doesn't live anywhere near Auckland but adapted this CAA article. Barbara Cuthbert is a CAA committee member.

and engineers to cater for cyclists' needs. We advocate for adequate budgets for cycling infrastructure and for fostering a climate of care on our roads.

CAA's vision for the new Auckland council

Important improvements needed are:

Community road safety Promoting traffic calming, landscaping and "shared space" concepts with all new civic and community initiatives across the city.

Walking & cycling unit We advocate 'big picture' initiatives to Auckland Council and Auckland Transport's Community Transport staff, to ensure that cycling is promoted and catered for all of in the city's road maintenance, corridor operations and design/investigation projects.

More cycling facilities On arterials or rural roads, cycling facilities should be improved, with wide shoulders, cycle lanes or off-road paths.

More cycle parking We are promoting reduced parking standards and requirements for cycle parking for all new buildings in the new unitary plan.

Priority for network gaps Numerous intimidating gaps in Auckland's cycle network must be remedied.

Every road project is a cycling project Road design and maintenance must ensure that cyclists can use the roads safely.

Support flagship projects Auckland should support high-profile projects such as Auckland routes in the New Zealand Cycle Trail scheme, NZTA motorway cycle routes and the Pathways Harbour Bridge walkway and cycleway.

Greater network efficiency We need more dedicated bus and cycle lanes and measures to reduce single occupancy transport use, to help move people and goods around the city efficiently.

Road rule enforcement, education and promotion Our focus is on new messages on behaviour change, respect for road rules and road courtesy. We have developed a new pilot programme with road cyclist bunch groups for a voluntary code of conduct (see p15), and have work underway to extend this to the AA and the city's motorists.

Multi-modal transport It should be easy to mix cycling with other modes, especially public transport.

Work with stakeholders Cycle Action Auckland already has had great success in co-operating with stakeholders across the transport sector. We hope to expand this to trucking companies working from Ports of Auckland and to motorists, via the AA.

These initiatives will help to revive cycling as a vibrant mode of transport in Auckland. ■

★ Learn more about CAA and join: <http://caa.org.nz>

Cycle Action Waikato

Robbie Price

We represent all Waikato cyclists, and commuting cyclists in Hamilton City. Some of our members advocate for cycling in other centres such as Cambridge and Raglan.

In 2011 our membership has grown, with more active members and better gender balance. Julie Roe, who joined us late in the year, has joined the CAN Committee. As Hamilton gains more cycle-friendly infrastructure, we shall promote its use and advocate in other areas.

Our advocacy, and our education of the staff of Hamilton City Council (HCC) and NZ Transport Agency Highways and Network Operations (NZTA-HNO), have delivered a backbone of cycling and walking facilities.

Our two Fleet Bikes (bought with an HCC Envirofund grant and managed by C.A. Waikato) have finished their term with the Waikato Regional Council and we are negotiating with a new lessee. Many agencies

involved in this successful programme have bought the bikes at the end of their lease.

We have made many submissions and several presentations this year. The Home of Cycling has been a divisive issue, as has Hamilton's nearly \$400 M debt. The V8 racing and Claudelands Events Centre construction are scapegoats, but massive spending on the ring road and subdivisions also contributes to our debt. These factors, and NZTA's removal of funding for walking and cycling, have pressured HCC to spend less. We keep reminding Council of the economic, environmental, and social benefits of active transport.

Major new facilities are completed. The Wairere Drive extension, part of the ring road project, is a three metre wide pedestrian and cycle path. We are encouraging engineers to join it to destinations at both ends. Council has built a similar path in the west alongside the Te Rapa section of the Waikato Expressway, but it's only half as long as we need.

Significant gaps in our cycling infrastructure remain. Our bike paths do not yet connect well enough to where they are going, but they are getting closer. Our wonderful Ham-

ilton Gardens are still virtually inaccessible by walking and cycling, and the best solution is expensive.

The number of on-road cycle lanes is slowly increasing through the road resealing programme. Council has implemented 40 km/h Safe Speed zones around some schools, and plans more.

In our wider region, sections of the Te Awa River Ride (Waikato River Trails) have opened, with extension of the Hauraki Rail Trail as another national cycle trail initiative. Although we have not been involved in their design, we strongly support these projects and want them to be well used.

For the next 12 months we shall promote cycling and shall work with HCC and NZTA-HNO to fill gaps in our ring road cycling infrastructure.

★ We meet on the last Thursday of each month (except December) on Level One of the Waikato Environment Centre (25 Ward Street, Hamilton) from 5 pm till 7 (-ish), with light refreshments. We also have impromptu meetings at Velo-Espresso. ■

Chairperson: Robbie Price (07) 850 1217
Email: cawaikato@can.org.nz

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Spokes Canterbury

David Hawke

Life for Spokes members, as for other Cantabrians, is defined by the earthquakes of the past year. Alongside the tragedy and loss at all levels of society, we now have an opportunity to build a better place.

Christchurch (and Canterbury generally) is a great place to ride a bike, compromised somewhat by official indifference to the individual and societal benefits of fostering cycling. Spokes has about 1500 members, including a core of 40 who meet monthly. We're a diverse bunch committed to realistic transport choices for all. One of us, Nigel Rushton, cycled through Japan in support of earthquake and tsunami victims.



The best of Christchurch cycling

Many Cantabrians seized opportunities for input into the many plans and strategies for the rebuild. Christchurch City Council ran a successful public consultation about the CBD rebuild, called 'Share an Idea.' More than 100,000 ideas were written on post-it notes, contributed at community workshops and written in submissions — not bad for a city of 400,000! Remarkably, about 20% of submitters want a better place for cycling, providing impetus towards a cycle-friendly central city. The Draft CBD Plan

Cycle Aware Wellington

Alastair Smith

On the first Tuesday of the month parked bikes line the end of Wellington's Courtenay Place bar strip. What's on? — the CAW meeting, when cyclists gather in the convivial Library Bar to plot the next stage of turning Wellington into Aotearoa's most cycle-friendly city.



Each February, CAW organises the Go by Bike Breakfast when hundreds of cyclists gather under the Queen's Wharf sails for coffee and bagels. We also support other organisations such as Frocks on Bikes, the Great Harbour Way/ Te Aranui o Pōneke, and the eclectic Cycling in Wellington blog (<http://cycling-wellington.co.nz>). We aim to have most Wellington people cycling for transport on some trips each month. Because Wellington has more and more everyday

Even the Duke of Wellington is an everyday cyclist

shows cyclists and walkers in people-friendly spaces, so we hope the final Plan remains people-focused.

City councillors received Spokes Core members

Shirley Wilson and Clare Simpson enthusiastically when they presented our submission. This helped us feel better after the post-earthquake painting-over of key cycle lanes on feeder roads, in the futile name of automotive mobility. Many groups want cycling to have a place in a people-friendly city, including architects who gave lectures outlining their vision.

A looming issue is the rush to approve new subdivisions to replace land declared uninhabitable after the earthquake. Many of these include provision for walking and cycling within their boundaries, but the subdivisions themselves are islands in a sea of cars. The chance of a 12-year old on her bike (or an 80-year old on his mobility scooter) accessing their local library are zilch. Subdivision plans cater only for drivers, despite a stack of council policies about social equity. These issues are not new and not limited to Christchurch, but will keep us busy in coming months and years.

★ We welcome new members. Visit our web page (spokes.org.nz) and join us! ■



The future: Avon River Ōtakaro
©Christchurch City Council Central City Plan



Thwarted!

cyclists, infrastructure must keep pace. After great gains in the last few years, we're now working for a bike-friendly route to the CBD from the southern suburbs; a better route to the Hutt than the abysmal Hutt Road cycle path and S.H.2; and more cycle lanes and advance stop boxes.

★ To get involved, check out CAW online or join us at 6pm on the first Tuesday of the month at The Library, Level 1, 53 Courtenay Place (above Burger King). ■

Contact: info@caw.org.nz, 04 463 5785, <http://WWW.caw.org.nz>



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A brief history of cycle commuting

Part 1: The crisis

In a city a person's opportunities are defined by the distance they can walk in an hour or less — the commuting trip. In the popular imagination of the early 1800s, fast, cheap, personal transport promises a much better life for everybody. But to the 1880s, all of this is just a fantastic dream.

READ MORE: CHAINLINKS SEPT 2008



Part 2: The opportunity

The 'Scorcher' cycling club, proud representatives of a thoroughly modern phenomenon — the mass produced bicycle. Cycles had appeared in NZ in the late 1860s and the first cycle factory opened in 1876. The car really didn't feature till the first decade of the next century — two decades away.

READ MORE: CHAINLINKS FEB 2009



Part 3: The first golden age of cycling

Alexander, Mary and George Darrow, 1910. Cycling has finally realised the dream — about 50 years in the making — of personal transport for the masses.

READ MORE: CHAINLINKS MAY 2009

Part 4: The second golden age of cycling

The first golden age of cycling died in the 1950s when the motor car took over. The second golden age grew from the dreams of children, and they weren't dreaming about getting from A to B. They were dreaming about fun.

READ MORE: CHAINLINKS DEC 2009



CAN now and in the future 2011-12 report

Graeme Lindup, CAN Chair

At this time last year it looked like a difficult year ahead, but CAN kept going strongly through 2011. A substantial donation funded the salary of Patrick Morgan, our Project Manager, and kept our Wellington office open — a great outcome!

Several tragic cycling deaths in November 2010 caused us to develop our relationship with BikeNZ, agreeing on common media messages, and to make submissions to coroner's inquests.

In late 2010, the New Zealand Transport Agency asked CAN and BikeNZ for a joint project proposal. The result was a contract for the Safer Cycling Programme, signed in March with BikeNZ as the head contractor. BikeNZ is delivering cycle instructor training, while CAN has provided a road user group workshop and a 'Share the Road' campaign, enthusiastically managed by Jena Niquidet in Auckland. NZTA's feedback is positive.

Other significant achievements

- › 50 NZ cycling advocates networked and received training at the October 2010 CAN Do in Petone.
- › Wellington Mayor Celia Wade-Brown presented the annual CAN Cycle Friendly Awards.
- › We achieved a high profile with media releases and CAN members on radio, TV, Internet and in major newspapers.
- › We continued publication of Chainlinks in hard copy (the subject of vigorous debate at CAN Do), but reduced it to three issues per year. Miriam Richardson, Claire Pascoe and Stephen Wood are producing an interesting, attractive magazine.
- › The Road Safety Trust funded a 'Stop at Red' campaign to send messages about gracious cycling and respect between road users; see www.stopatred.org.nz
- › We delivered a 'Being Cycle Aware' workshop to Nelson bus drivers and cyclists.
- › We started transferring our finances to the Xero on-line accounting system for more flexibility.
- › We helped Patrick Morgan with his Churchill Fellowship to study cycle skills training overseas.
- › We helped plan for the February 2012 Walking and Cycling Conference in Hastings.

› We submitted on:

- › The Government's Policy Statement on Land Transport 2012/13 to 2021/22;
- › a High Risk Rural Roads Guide;
- › Christchurch City Council's Draft Central City Plan.
- › We submitted an expression of interest, with Cycle Action Auckland, in running NZTA's 2012 BikeWise Programme.
- › We met regularly with the Ministry of Transport, New Zealand Transport Agency and Living Streets Aotearoa.
- › We provided our members and stakeholders with networking, training and resources.

CAN's priorities for 2011-2012

The Safer Cycling Programme project for NZTA is to be completed by the end of June 2012. We're exploring ways of extending it into 2013.

We'll complete the transfer to the Xero accounting system, work out how staff will use it and set the budget for 2012.

The new committee will consider how to continue the project manager's role and maintain the Wellington office. We shall continue the restructuring agreed to at CAN's 2009 AGM to ensure good governance and avoid over-burdening volunteers. Recruitment, retention of members and regular contact with external stakeholders will be a focus.

We're looking at the style and usability of the CAN website. We hope to put a searchable version of Chainlinks online, and improve links with social media.

Thanks

I especially acknowledge Jane Dawson for taking over the treasurer's role at short notice; also our wonderful staff, Patrick Morgan, Alex Revell and Jena Niquidet.

I thank the Committee for their work. Three members are retiring: Gaz Sanvicens, Glen Koorey and Adrian Croucher. Glen and Adrian have made substantial contributions to CAN's management over a long period. They made committee work a pleasure, and their presence will be missed.

Lastly, I thank CAN members at the front line of cycling advocacy around New Zealand. Your commitment, efforts and financial support make New Zealand a better place and inspire us all. We couldn't do it without you! ■

Thanks & Welcome



CAN's Achievements

Patrick Morgan

We've come a long way in 14 years. Sometimes progress seems slow, so let's remember some of CAN's significant achievements since it was formed in 1997.

Contact CAN

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- **Deputy Chair**, to be appointed by the committee.
- **Acting secretary**, David Hawke,
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- **Treasurer**, Elaine Richardson,
treasurer@can.org.nz

STAFF

- **Project Manager**,
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04 210 4967 : 027 563 4733

SOME CAN ROLES

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Glen Koorey, glen@can.org.nz
Patrick Morgan, patrick@can.org.nz
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- **Communications coordinator**,
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- **e.CAN newsletter editor**,
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- **Chainlinks editors**,
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- **Mailouts co-ordinator**,
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- **Merchandise co-ordinator**
Vacant shop@can.org.nz

MORE

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

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

Thanks to continuing committee members: Graeme Lindup, Jane Dawson, Anne Fitzsimon, Stephen Wood.

Welcome to new members: Elaine Richardson, David Hawke, Julie Roe.

Spread the word

- Made a major contribution to the establishment and success of NZ Cycling Conferences.
- Developed CAN's magazine Chainlinks (first issued in July 1997) into a widely read and respected source of cycling-related information.
- Established a frequently-visited website and regular e.CAN electronic newsletters which provide invaluable information and resources.
- Delivered papers and presentations at national and international conferences.

Created resources and training

- Developed the Cycle Friendly Employer Guide for SPARC.
- Delivered the Bikeability cycle training programme, including a 'train the instructors' course.
- Developed and delivered the Being Cycle Aware course for bus and truck drivers.
- Produced a wide range of resources for cyclists and advocates.
- Made a major contribution to the development of in-service training on cycling issues for transport professionals (the Fundamentals course).
- Nurtured cycling culture and projects such as Frocks on Bikes, Bikes in Schools and Cycle Style events.

Brought cycling into mainstream transport planning

- Raised awareness of cycling in the NZ Road Code.
- Lobbied successfully for and contributed to NZ Supplement to Austroads 14, the standard design guide for cycle facilities in NZ.
- Partnered with Living Streets Aotearoa, Bike NZ and others to make our voice heard.
- Cycling representation on key bodies, including the NZ Transport Agency Research Reference Group.

Patrick is based in Wellington and works for CAN as our project manager

Built a national cycling organization

- Built a comprehensive national cycling advocacy network through individual members, local cycling groups and supporting organisations.

Represented cyclists

- Credible voice on cycling and transport issues in the news media.
- Regular representation of cyclists at meetings with Government Ministers, MPs, Ministry of Transport, NZ Transport Agency, NZ Police, Ministry for the Environment, Ministry of Health and other agencies.
- Made quality submissions on legislation, strategies and policies affecting cyclists. These have led to many victories for cyclists.

Won funding

- Made a crucial contribution to the establishment of Getting There, NZ's first Walking and Cycling Strategy, and helped shape its implementation.
- Successfully lobbied for creation of the NZ Transport Agency dedicated Walking and Cycling Fund.
- Successfully lobbied for the consideration of health benefits in the funding of cycling projects.
- Helped secure increased funding for Bike Wise. CAN continues to play an active role in Bike Wise as a member of the Bike Wise Advisory Group.

Celebrated cycling

- Set up the CAN Cycle-Friendly Awards which recognise business, NGO, individual, and government agency support for cycling.
- Won the Bike Wise Challenge in 2008, 2009 and 2010 in the relevant category.

CAN policy process 2011-12

Graeme Lindup, CAN Chair

In theory, CAN has a collaborative process of policy development and review; it is described at <http://can.org.nz/candocument/the-policy-development-process>. However, in practice, individual Technical/Policy Portfolio Group members have responded to issues by creating new policies in a reactive rather than proactive manner.

The 2011 CAN Do in Nelson held a short, lively discussion about revitalising the policy development process. We re-prioritised the list of policies in development (<http://can.org.nz/can-policies>).

Through 2012 we shall ask local groups to help us develop a 'policy of the month', using a process like the original one. Meanwhile, over summer we shall update the resources on the Technical/Policy portfolio page.

Look out for an announcement by email and on the CAN website about which policies have been chosen for development. We look forward to your contribution! ■



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Quality infrastructure is the key to more cycling

Patrick Morgan

I studied cycle training programmes and advocacy in the UK, Denmark, Netherlands and USA in September 2011. I met cycle skills trainers, planners, media and advocates.

Here's what I learned.

1. We all win when more people ride bikes, more often

Places with lots of people cycling enjoy multiple benefits: healthy people, clean air, more disposable income, less traffic congestion, safer and more attractive streets. New Zealand is missing out on these benefits due to relatively low levels of cycling.

2. Infrastructure is more important than cycle training

While cycle training is helpful, the most important factor is how attractive and convenient streets are for cycling. Parents are unlikely to permit their children to cycle if the roads are perceived as unsafe. To quote cycling advocate Gil Penalosa, the test for cycling infrastructure is, "Would you let your 8-year old ride there?"

3. The Danes and Dutch aren't more skilled cyclists than New Zealanders: their infrastructure is so good that it tolerates human error.

Quality infrastructure, supported by education programmes, and a biker-friendly legal framework are effective in getting more people cycling, more often.

4. There's safety in numbers.

The safest cycling countries are those with a high modal share. Cycling is increasing in New Zealand, but not nearly as much or as fast as other places. Simply put, successful cycling places have fewer barriers to cycling.

5. You get the infrastructure you pay for.

There's not much to learn from the UK and USA, where cycling mode share is about 1–3%. The best lessons come from Denmark and Netherlands, where in many cities cycling mode share is 20–40%. The Dutch invest NZ\$40 per person per year in new cycling infrastructure.

Dutch advocate David Hembrow says, "To reach these levels and reap the benefits, cycling has to be not just safe, but



Children riding home from school, Assen, the Netherlands

comfortable. That means reallocating road space, slower traffic speeds, a mix of off and on-road cycling facilities, quality parking, training, education and bike-friendly laws. How is this possible? The good news is that it's cheaper to do all this than not do it. You save the health costs of sedentary lifestyles (heart disease, cancer, depression); you save on fuel bills; congestion is eased, air and water is cleaner; lower road bills; and people are happier and less stressed."

I'll be presenting further lessons learned at 2 Walk and Cycle Conference in Hastings in February.

Thanks go to CAN, donors, and the Winston Churchill Memorial Trust for supporting the study trip. ■

For the full report and photos visit <http://can.org.nz/churchill>

Auckland road cyclists take the lead

Barbara Cuthbert

Motorists, walkers and cyclists love Auckland's Tamaki Drive for its beaches, cafes, harbour views and central location. With nearly 1,200 cycle trips a day, this may be the country's busiest route.

However, intersections along Tamaki Drive account for five of Auckland's ten cycling black spots. Eighty-three per cent of cycle crashes here in the past decade were caused by motorists 'not looking' or 'not seeing' cyclists. And not surprisingly, some motorists and pedestrians are intimidated by the number, size and speed of bunches numbering up to 100.

In the last 18 months, a flashing 'cycle alert' sign at the worst black spot, and new parking restrictions, cycle lanes and clearways have improved conditions; and a publicity campaign has targeted bunches running red lights. However, public tension about cyclists remains.

Mark Taylor, owner of Mt Eden Cycles and leader of one of the biggest bunches, is leading the way to improve relationships between cyclists and other road users. With other leading bike shop owners he developed a voluntary code on bunch riding (The Good Bunch) and asked Cycle Action Auckland (CAA) to help bring it into effect. Mark and CAA formed a working group with Auckland Police and Auckland Transport, which has met fortnightly for the past four months. Good Bunch cards are on many bike shop counters and a website is planned. Media stories



now focus on courtesy and co-operation between road users, rather than discontent.

Auckland Transport funding will help bike shops train more ride leaders and provide consistent instructions. Auckland Police staff cyclists have agreed to ride Tamaki Drive with bunches to advise on safe riding and hand out Good Bunch cards. Auckland Transport's call centre has Tamaki Drive as a priority area for cycling safety, and is responding rapidly to issues.

The working group held a pilot course for bunch riding skills before last month's Taupo Cycle Challenge. Participants say the defensive skills that they learned are not only helping them to ride more safely in bunches and in everyday cycling, but have also made them more aware as drivers. Auckland Transport is offering more courses this summer.

Mark Taylor's lead on Tamaki Drive has improved relationships between cyclists and other road users, and triggered new collaboration among Auckland's cycling and road safety organisations. Meanwhile, other centres are watching and learning! ■



Auckland Harbour Bridge Pathway – from Dream to Reality

Kirsten Shouler

The public are being asked what they think of the concept designs for a cycle and pedestrian Pathway on the Auckland Harbour Bridge. Go to getacross.org.nz to check out the great fly-through animation of the concept and give your feedback online. Public support is critical in getting further action and support from Auckland Council, Auckland Transport and NZTA.

The concept design features a walkway and cycleway up to four metres wide which has a preliminary costing of between \$23m and \$31m. The final cost depends on whether or not additional facilities are included such as night lighting and observation platforms.

The cost of the Pathway’s construction, maintenance and operation can be funded by a toll. Hopper Developments has provided a proposal for a Public Private Partnership (PPP) with Auckland Council to deliver the Pathway. Mayor Len Brown, MP Nikki Kaye and Hopper Developments CEO Leigh Hopper spoke in support of the concept when they unveiled the concept designs for the proposed pathway. Mayor Len Brown said, “I congratulate the Pathway Working Group for putting the designs together. Auckland Council has encouraged the development of the concept and we are working on progressing it in partnership with the developers. I support workable options for walking and cycling across our harbour. This project could become one of Auckland’s iconic attractions and be of huge benefit to people on both sides of the bridge.”

AHB Pathway Project Director Bevan Woodward says getting to the design stage has been “a huge effort” that goes back to around 2004. “But there is new goodwill from both the Auckland Council and the New Zealand Transport Agency. We are pretty confident Aucklanders will

be walking and cycling across their bridge in 2013.”

The group’s designs have been professionally prepared by Copeland Associates Architects and structural engineers Airey Consultants and Holmes Consulting Group. They feature a covered walkway that is co-cooned under the southbound Harbour Bridge clip-on with a perforated aluminium screen enabling views of the city, harbour and Hauraki Gulf.

Hopper’s Leigh Hopper says it has been a complex process because the project has social and commercial elements which need to be taken into account.

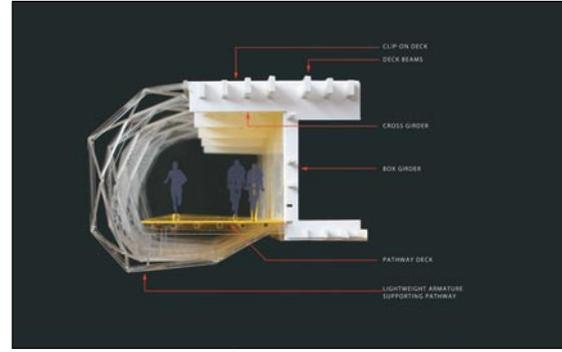
“The numbers stack up,” Mr Hopper says. “Our research — which is based on deliberately conservative financial modelling — shows a PPP is quite capable of achieving the required level of funding which can be supported by the toll and the sale of naming rights.”

Architect Barry Copeland says the design challenges have been both technical and in how to meet the brief. “With so many stakeholders — users, NZTA and its engineers, the promoters — there have been lots of people involved,” he says. “Then there is the challenge of how you put the whole thing together at the same time ensuring every piece is marine treated to withstand the harsh environment in which the bridge exists.”

Engineer Roger Twiname from Airey Consultants Ltd says, “The primary challenge has been to understand the unique attributes of the bridge as a transport lifeline to the north, and to agree on an engineering solution that meets all the various loading and traffic capacity requirements for the bridge, now and into the future. We’re pleased to have agreed upon a viable solution with NZTA.”

Bevan Woodward says the design ensures all pedestrians and cyclists on the facility are within a controlled and monitored environment at all times. “It is architect-designed and provides a safe and pleasant experience for cyclists and pedestrians. Numbers on the bridge will be controlled by toll gates at each end to ensure NZ

Transport Agency safety standards are adhered to. There is an option for including three observation platforms which will provide



a place to stop and take in the view. The observation platforms could include a coffee stand, art, and information displays.” Security

will be provided by CCTV, intercom / alarms, security staff on-site and police surveillance from the traffic control station on Northcote Point. On the Auckland City side the Pathway connects directly to Westhaven Drive and provides access to the CBD via Westhaven and the Wynyard Quarter development. Connection into Ponsonby is provided by an existing walking and cycling path along Curran Street or via Shelley Beach Road. On the northern side, it is proposed the Pathway will connect to the local street network providing access to Northcote, AUT University, Glenfield, Birkenhead, Takapuna and other North Shore suburbs and facilities.

Toll barriers will monitor and control the number of Pathway users and work continues with NZTA to finalise user numbers and to gain its official approval for such a control system, Bevan says. “The proposed \$2 toll compares favourably with the minimum bus fare of \$3.40 from Fanshawe St to Onewa Rd or a Northcote ferry ticket price of \$4.90. A survey among 11,000 supporters shows 85% in support of a toll if NZTA was unable or unwilling to fund the Pathway.” Alex Swney from the Auckland Heart of the City CBD business group welcomes progress on the Pathway. “This is great news for Auckland — every great city has its cycle-friendly facilities and a harbour crossing is exactly what Auckland needs to confirm its position in that club. We very much welcome the progress that has been made with the assistance of the council and NZTA.”

Architect’s impression showing a cross section of the proposed Auckland Harbour Bridge Pathway for cyclists and pedestrians, and a night time view (below). Images courtesy Copeland Associates Architects

getacross.org.nz

Full footage of the launch event:

<http://www.sportzvibes.com/vibes/>



Contact the local group nearest you

Bike! Whangarei

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Cycle Action Waiheke

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Cycle Action Waikato (Hamilton)

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Rotorua Cycle Action

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Cycle Aware Hawke's Bay

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BikeWalk Marlborough

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Bike West Coast (SI)

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South Canterbury Squeaky Wheel

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200 frocked bikers rode through
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How to jumpstart and maintain a lively cycling advocacy group

Kristen Steele

Working daily with budding bicycle and pedestrian advocacy leaders throughout the US and Canada, I've seen many organizations spark and fizzle while others develop into a lasting flame.

So what separates the groups whose fire is short-lived from those that go on for decades and go on to win big victories for biking and walking rights?

Here are five tips that healthy, lively, and long-lasting advocacy groups almost always follow.



with identity, persistence and consistency are key!

3. Have three winnable campaigns on the burner

Host a planning meeting with your group's leaders and stakeholders to determine which activities should be your priorities. Ideally you will always have three campaigns to work on. Two should be achievable in the near-term and make real changes on the ground (a new bike lane or trail for example) and the other can be a longer-term initiative (a legislative campaign or a bike and walk to school program.) Choose campaigns that are winnable, will unite your organization, and will attract new members and supporters. Think of each effort as feeding your growing organization. As you grow bigger and stronger, you will be able to take on even bigger campaigns and make more of an impact.

4. Tell your story

Communicate, communicate, communicate. Keeping your organization's leaders, members and donors informed of your work is one of the most important elements of success. You might be doing great things, but if no one else knows about it, you won't get the support you need for lasting success. Collect email addresses and contact information at every opportunity. Try and send an e-newsletter or email update at least once a month to invite your supporters to your events, and ask them to take action on your campaigns and/or for donations to support your work.

5. Reach higher, hire

As passionate as your volunteer leaders may be, burnout is inevitable for an all-volunteer run organization. After all, managing campaigns, memberships, organization finances and communications is a full-time job. Hiring a staff person can catapult your organization to the next level. Your first staff person should be an executive director. Only an ED will have the capacity to lead your organization and fundraise for its continued existence. Base the salary on the local pay scale for non-profit executives. Worried about not having enough money? You only need 4–6 months' salary in the bank to hire someone. The new ED will be tasked with working with board members to ensure continued funding. ■

1. Build a dream team

Advocacy is all about relationship building. And a successful advocacy organization starts with a dream team: the board and staff that lead it. Even if you're starting out alone, there are likely many other people in your community working solo on your issue. Pick your board members with caution however; one self-serving individual can be debilitating. Choose leaders with non-profit and business management experience who are passionate about the cause and have something to contribute. Remember the four D's: board members are doers, door-openers, donors, or dead weight.

2. Brand your organization

Who are you and what are you about? Every organization starts with a name, a mission and vision. These form the foundation of your group's identity. Use them to build other identity elements: a logo, a website and print materials. Your mission statement should be short and memorable so that your leaders can easily recite it. Every new introduction should start with your organization's full name and mission statement. Along

Source: Momentum magazine. Kristen Steele works for the Alliance for Biking and Walking, the North-American coalition of over 140 bicycle and pedestrian advocacy organizations, where she gives advice, develops resources, and leads training for advocacy leaders.



Roll On Wellington Awards reward the best

(and worst) of cycling

Isobel Cairns and Patrick Morgan

Volunteer trail builders are the heroes of the Wellington cycling community, winning the award for the best piece of cycling infrastructure.

Cycle Aware Wellington presented the first Roll On Wellington Awards on 6 December, 2011. CAW Chairperson Claire Pascoe says the awards showcase the best and brightest of cycling in Wellington.

"They're a great opportunity for the cycling community to show their support for the things they love in Wellington. There were lots of winners on the night... as well as a few who lost out."

Volunteer trail builders' hard work pays off not just for mountain bikers, but are a favourite with commuters. Wellington City Council shared the award, for providing materials and access to tracks in Miramar, Mt Victoria, Aro Valley, Brooklyn, Karori and elsewhere.

The winner of Most Cycle-Friendly Shop was Commonsense Organics, for their big bike rack outside.

"Cyclists love to shop at places that make it easy," says Claire. Other nominees were On Yer Bike, Burkes Cycles, Moore Wilson's and Celsius Coffee in Petone. Celsius not only have a bike rack, but a puncture kit too.

The Best Improvement category was taken out by the Cycling in Wellington blog (cyclingwellington.co.nz). The tone is always positive and it's great at creating a happy buzz amongst cyclists.

The NZ Transport Agency was runner-up in two categories. The good: Karo Drive, runner up for Best Piece of Cycling Infrastructure. The only separated cycle path in the central city was called "an oasis of relaxation for those getting across town".

NZTA also came second for the Worst Piece of Cycling Infrastructure, a.k.a. the Hall of Shame. The lack of a proper route from Wellington to the Hutt is a definite disappointment, but the Hall of Shame winner was WCC, for Adelaide Rd and the southern route to Island Bay. The lack of any infrastructure on what could be a great cycling road earned it the raspberry award.

Mayor Celia Wade-Brown was there to graciously accept the award, saying that big improvements to the route are on the way.

Happily for the Mayor, she was also able to accept another award: Most Courteous Road User. She has made a habit of helping out cyclists who she sees lacking lights by donating some of her own, so that they can carry on home safely.

"Cheers to the Mayor for helping us out and for her optimistic attitude towards the future of cycling in Wellington," says Claire Pascoe. ■



The problem was how to get the 70kg fridge home without admitting car-free defeat by borrowing a friend's car and trailer, and without paying for delivery. The solution is my home-built three-wheel bike trailer. READ MORE: CHAINLINKS DEC 2009



Belles on Bikes

Frocks on Bikes took on a new twist at Napier in February 2010 when 85 riders donned 1930s garb and pedalled in style. READ MORE: CHAINLINKS MAR 2010



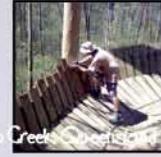
It was a brisk morning in May when Steven Muir set off from Central Christchurch to the airport on his bike, with an extra bike bolted onto his bike trailer. READ MORE: CHAINLINKS JUN 2008



33kg of aluminium tubes on my new kayak trailer, with the front of the tubes strapped to my pannier rack. The straps gave enough flex for turning.

Photo: Dave Mitchell

Groundeffect



Gap Creek, Canterbury



Whakamata



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromboli, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



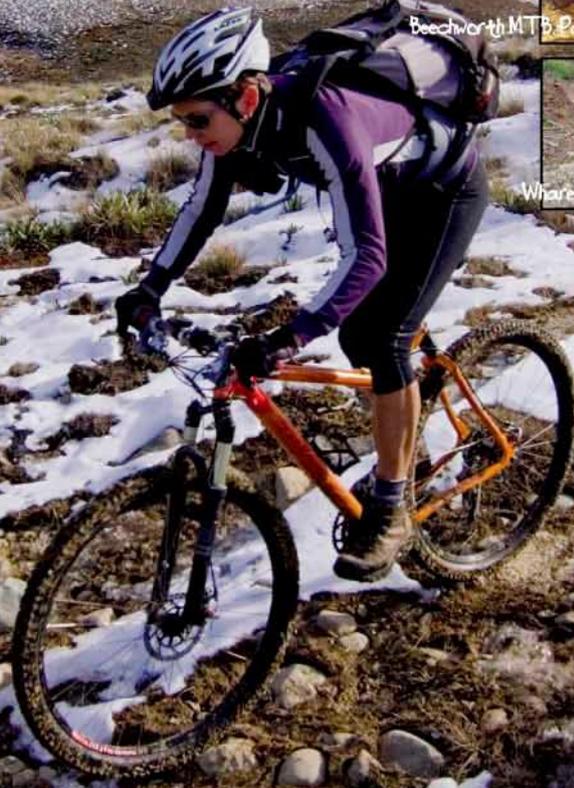
Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with back



Trails for your Treads

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

gear for the cycling revolution

Only available directly from Ground Effect. Call free on 0800 655 733.

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