



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

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Encouraging at a time when it's hard to imagine the successful endpoint of cycling advocacy.



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Tracking Urban Cycleway Projects

Will Andrews

Some years ago CAN presented PM John Key with an award for services to cycling through the National Cycle Trail, Nga Haeranga. We've told Transport Minister Simon Bridges, 'If you can deliver the Urban Cycleways Programme (UCP) projects in just four years, you'll be the best Minister of Transport cycling has ever had'.

UCP, established by previous Minister Brownlee last August, is a big step forward and is creating potential for real growth in New Zealand cycling. Nine million dollars are allocated to schemes in Auckland, Hamilton, Palmerston North, Wellington, Christchurch and Dunedin in the first year; with another \$91 million to be spent before 2018 on projects recently announced.

However, construction times are tight; and when financial, political or staffing issues threaten UCP projects, councils sometimes lose heart. NZTA advises anyone who believes in cycling to keep the pressure on councils. Find out if your local council has had projects approved for funding, who's responsible for design, and which councillors will back projects when the going gets tough. Convince your local body of officers, engineers and councillors that Kiwis want more transport choice, that many of their voters are cyclists



and that cycling facilities return about \$8 for every dollar put in. Ask for the designs, and give positive feedback during public consultation. Councils can get \$2 of National Land Transport Fund money for every ratepayer dollar they spend on cycleways.

Facts and figures that support cycleway investment are available [here](#).

National expenditure profile (\$m)

2014/15	10.0
2015/16	35.0
2016/17	30.0
2017/18	25.0
Total	100.0

As well as benefitting local people, the new urban cycleways will demonstrate the shift in New Zealanders' attitudes to transport. NZTA have announced the list of projects that will be funded in 2015/16 and 2016/17 and details are available on the [NZTA website](#) ■

Will Andrews is CAN's interim project manager



it's faster, my bike stays cleaner, it is a more varied and interesting ride

Otago Peninsula

The largest cycle route network in the country

Stephen Wood

While cycling groups are upbeat about the opportunities provided by the urban cycleway project and the NZ Cycle Trail, it's worth remembering the other cycling network — our roads.

The goal of the NZ Cycle Trail and urban cycleway projects is ultimately to form connected networks, but it's unlikely that they will ever come close to matching the density and connectedness of the existing road network.

Nearly every road is one we have a right to cycle on. That doesn't mean that all roads are good cycling routes, but many are. The calls for

separated cycle facilities are an indication that many of our roads don't cater for the expectations of people who cycle, or who want to cycle.

Wherever cycling routes are developed there seems to be an expectation — in both urban and rural settings — that fewer cyclists will use the nearby roads. People ask why I use the State Highway to cycle to work from my rural home when I could be on the Otago Central Rail Trail. I use the road because it's faster, my bike stays cleaner, it has fewer places where I have to give way, and it provides a more varied and interesting ride. However, I frequently use the rail trail for recreational rides.

We should not give up on using roads. If separated facilities exist and are useful that's fine; but there are

still places they don't get you to, and they may not let you travel as fast as you want. A mix of roads and separated paths may work best and offer the least conflict.

If we want to make cycling an everyday part of New Zealanders' lives we should encourage them to cycle on roads, being visible, following the rules and respecting other road users. Yes there are hazards, but they may not be as large as they seem; and with the right skills and attitudes they are manageable. No matter how much cycling infrastructure is built, cycling will still need roads. ■

Stephen Wood is a CAN committee member living in Central Otago

Nelson's Retro Fun Ride

Will Andrews

The Get Moving Retro Fun Ride on 10 May showcased Nelson's creativity and passion for cycling with excellent costumes and amazing bikes. About 150 people registered — a good result for this postponed celebration of our local bikeways, clashing with Mothers' Day and a fun run.

As a community-building exercise, McCashin's Brewery in Stoke opened its Railway Reserve gate to hungry cyclists, while Pic's Peanuts gave every participant a free 'slug' of peanut butter. Next year we'll target another Stoke food manufacturer, Proper Crisps.

Volunteer marshals from Nelson College for Girls and the Community Patrol covered the 10km course. After the ride, the Honest Lawyer country pub provided the venue for a mini-festival with a sausage sizzle, bouncy castle and free bike tune-ups courtesy of Get Moving. Businesses such as Hirepool and Can-Plan helped too. All this effort gathered a good sum to help Nelson's hard-working Inclusive Sports Trust get kids of all abilities enjoying soccer and basketball.

Boutique bike shop Alton Street Cycles displayed their exquisite Retro Bikes from Velorbis and Cream, and donated a lovely Raleigh town bike, a stylish pannier and more. The bike went to Anne Harvey for finishing the course closest to the 'mystery time' (set to encourage unhurried cycling). She has since joined Bicycle Nelson Bays. Village Cycles and Avanti in Richmond donated spot prize vouchers. World of Wearable Art donated a family voucher, won by the 'Fabulous Family', Gill and Bill Rowe. 'Dashing Dame' Joyce Ballance and 'Dapper Chap' Dylan Filbee won prizes too.

The best thing was the wide spread of ages, from barely one to nearly ninety. And that went for the bikes too! It's clear that Kiwis of all ages can easily head out on bike trips as long as 10km and come back smiling. The Retro Ride reminded us that for several decades bikes were used as daily transport, and can be used that way again. ■

The best thing was the wide spread of ages, from barely one to nearly ninety. And that went for the bikes too!



Will Andrews is CAN's interim project manager

Road User Workshop, Whangarei, May 2015

Richard Barter, CAN RUW Project Manager

The cyclists arrived first, some in lycra with their road bikes on a rack, one on a fixie, all wondering what they were in for. The transport guys turned up, loud, in black polo t-shirts, probably even more nervous. Lastly the truck showed; a huge puffing, wheezing logger.

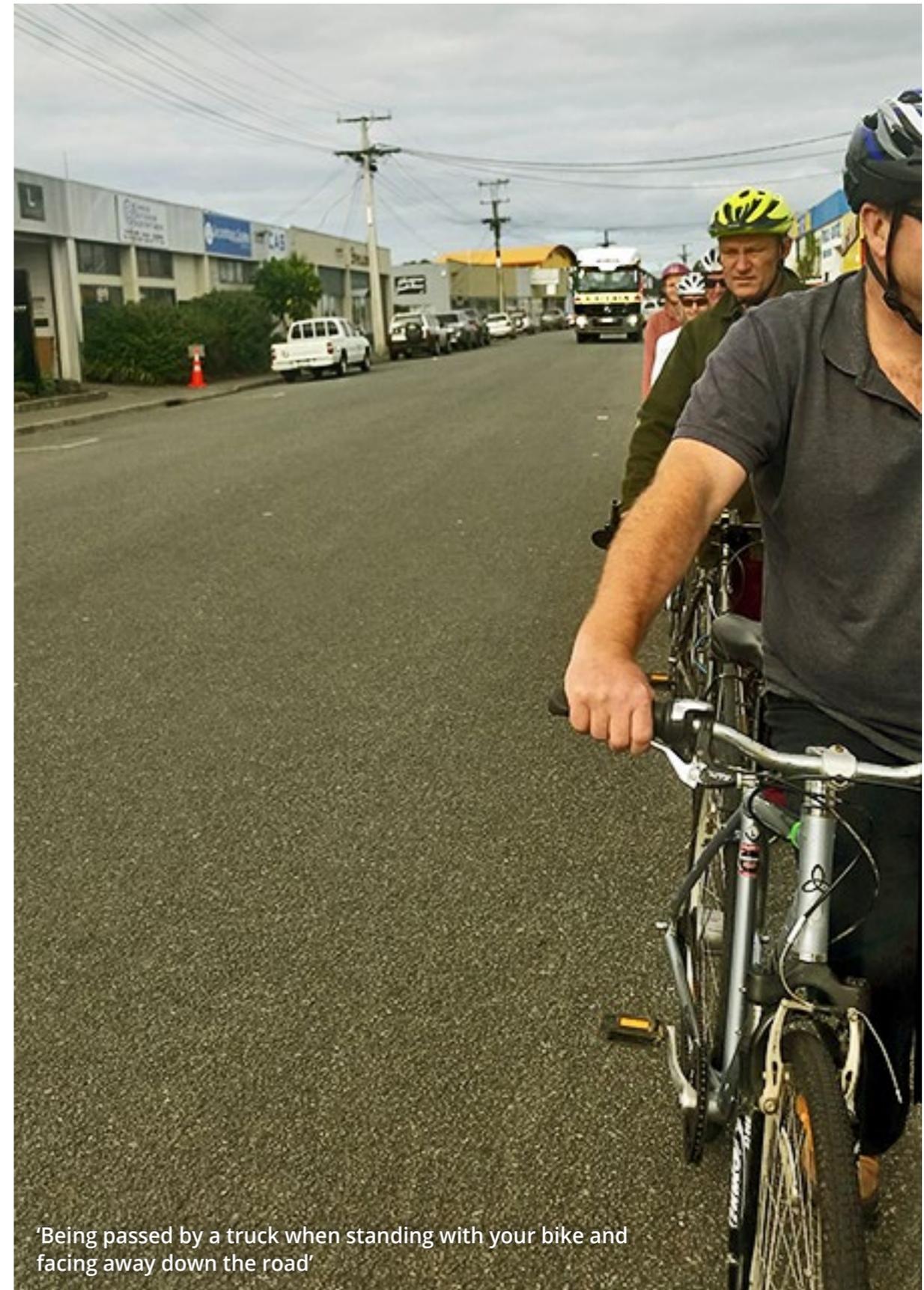
The intros broke down barriers. 'What do you do?' 'Where are you from?' 'What's your most treasured memory of cycling?' Responses included riding in exotic countries; learning to ride a first bike; first rides ending up in rose bushes; and riding in the days when everyone did and bikes were just bikes — not mountain bikes, road bikes or BMX bikes. Predictably, a few niggles surfaced about scary encounters with 'the other side'.

Then we fitted everyone out with a bike and helmet; and grown men who hadn't ridden for years reverted to 10-year-olds, doing wheelies, racing around the car park and ignoring instructions. We restored order by getting them to ride around the cones one at a time in a straight line and a zig zag. Basics about signalling and where to ride on the road followed, showing us they were ready for the road.

We buddied up and headed along the path to the downtown Basin, then over the bridge to the Hatea Loop (Pathway of Opportunity). Well done Whangarei! What a lovely ride, with lots of cool public art en route and stacks of people walking and riding this pleasant course.

The path in Hihau Park does a circle, which was ideal for the 'following' exercise. We started by walking around it in pairs to work out how far back the follower needed to be for the person in front to feel comfortable. We repeated this riding; and again with a smaller person running with a bigger person riding behind. The 'feeling safe' distance increased each time, illustrating the on-road scenario of a cyclist followed by a heavy vehicle. A cyclist who feels safe with a reasonable gap is more likely to look for somewhere to let the truck or bus pass.

Cyclists got another fright when they took turns in the truck cab checking what could be seen (and not seen) in mirrors and windows



'Being passed by a truck when standing with your bike and facing away down the road'

Continues next page



Road User Workshop, Whangarei continues

Next we went on the road to answer the question drivers ask, 'Why is that cyclist in my way?' Without mentioning the road code recommendation (1 m out from kerb or parked cars), we noted that participants rode about 1.5 m from parked cars. This was spot on, because we measured how far out car doors would open and found there would have only been a few inches clearance.

The highlight of the workshop was 'Being passed by a truck when standing with your bike and facing away down the road'. Although I'd done this before, it still scared the bejesus out of me! Crosses chalked on the road helped us work out how close the passing truck went. The Road Code recommends 1.5m, and everyone agreed this was the minimum.

The cyclists got another fright when they took turns in the truck cab checking what could be seen (and not seen) in mirrors and windows. On the way back to

The Hatea Loop. Well done Whangarei! What a lovely ride, with lots of cool public art en route and stacks of people walking and riding.

afternoon tea they quietly pondered the message 'Don't ride up the left side of a heavy vehicle, particularly if it's stopped at an intersection, because the driver won't know you're there!'

When it was time to finish we couldn't get them out the door. Truckies and cyclists wanted to talk, ask questions and tell more stories. New friends were made, new attitudes formed and old habits broken. ■



Walking around in pairs to work out how far back the follower needed to be for the person in front to feel comfortable.



Participants rode about 1.5m from parked cars. This was spot on: we measured how far out car doors would open.

Selected International Advocacy Resources

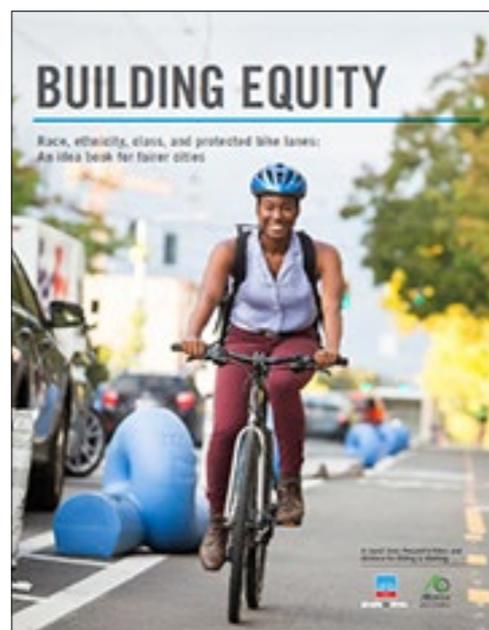
David Hawke

The e-CAN newsletter compiled by Adrian Croucher includes links to a wide range of resources. Here are three recently published resources that members might find useful.

Building equity: race, ethnicity, class, and protected bike lanes: an idea book for fairer cities

[PeopleForBikes; Alliance for Biking and Walking \(USA\)](#). Available here

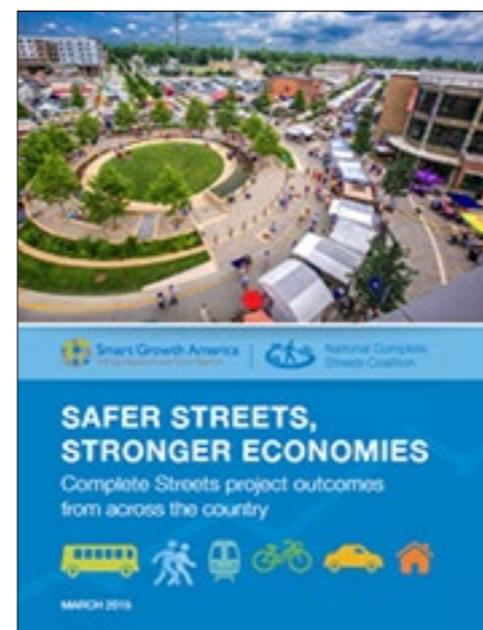
This 35-page report provides a series of case studies where equity issues have been confronted using the tool of protected bike lanes. The case studies are mostly from the USA (9 examples), but 3 come from outside the US (China, Colombia, and Denmark). We all know that active transport increases connect-edness within neighbourhoods, but a real challenge has been that riding a bike (or walking) has been perceived as a middle-class white person's activity. However, research data actually show that many people of colour do ride bikes, and would like to ride bikes more. While this book obviously has an American focus, the issue is equally real in New Zealand — how many Maori or Pasifika folk do you see walking or biking?



Safer streets, stronger economies — Complete Streets project outcomes from across the country

[Smart Growth America; National Complete Streets Coalition \(USA\)](#). Available here

Complete Streets is a transportation design approach that seeks to provide equitable access to all people regardless of age, mobility and transport mode. Although CAN has previously advocated for this approach to be introduced in New Zealand, it has failed to gain any real traction with policy makers or politicians. This 40-page report outlines the benefits from 37 Complete Streets projects in the USA. These projects varied widely in their scale, from just one intersection to 11 city blocks. Common themes were benefits ranging from employment to personal safety to increased use of active transport modes — and a high benefit: cost ratio.



Cycling to work 2005–2025; past, present, future

[cyclescheme.co.uk](#) Available here (1.3mb pdf).

In 1999, the British government initiated a scheme whereby employers could loan their employees a bike and associated equipment, as a tax-free benefit to use to get to work. This 15-page report comes from one of the scheme's major providers, Cyclescheme. The Report's particular significance lies in its summary of an impressive range of statistics, covering from why people choose to bike to work, why people choose not to (especially women), the dollar-value benefits for both employers and employees, and where improvements in bike-to-work culture need to occur. The Report should be especially helpful to people trying to get their workplaces on-board with cycling. ■





Ron Beernink of CAW speaks at the Get On With It Rally (Photo: Patrick Morgan)

we're seeing progress in the central city. A short section of protected cycle lane is being added to busy Victoria Street and opened on 14 July. This trial includes talking the cycle lane around a bus stop.

As in other centres, electric bikes are becoming increasingly common in Wellington. In March the Council put up signs at the popular Polhill Gully mountain biking area, prohibiting eBikes from Council Reserves. This appears to be based on

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Cycle Aware Wellington Update, June 2015

Alistair Smith

The Island Bay Cycleway saga continues.

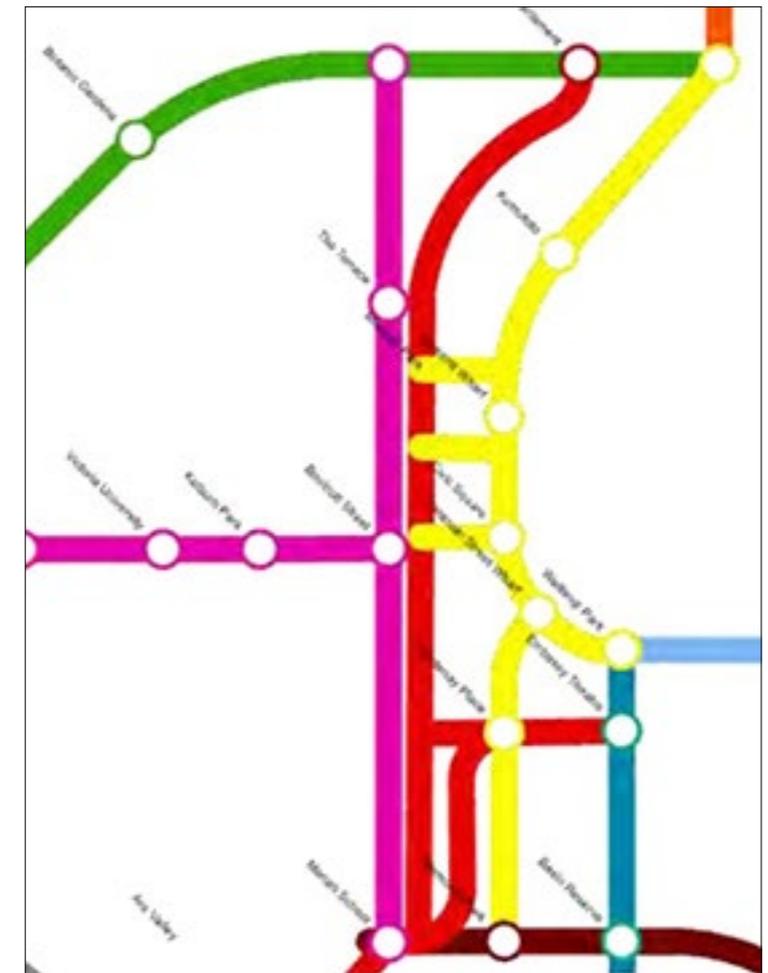
The initial stage, installing parking-protected cycle lanes on the Island Bay Esplanade, was stalled by a group of councillors, who questioned the need for the project, and wanted to see a "master plan" for the development of cycling.

Frustrated Wellingtonians held a "Get on With It" rally, attracting 350 people on bikes to Civic Square to urge the council not to delay in implementing cycling projects.

A positive result has been the development of the Draft Cycling Framework <http://wellington.govt.nz/have-your-say/public-inputs/>

feedback/closed/cycling-framework which sets out the kinds of cycleways that are to be developed, and a process for implementing them. If a proposed cycleway meets certain standards, it can proceed with minimal delay. The framework suggests four kinds of cycle routes: quiet routes, shared vehicle/bike zones, protected bike lanes, and alternative bike paths (e.g. through reserves). The framework includes a fairly general network plan. The Council has also signed off an increased budget to complete the highest-priority routes within the next three years, partly in order to maximise the benefit of the Government's Urban Cycleways Programme.

At the time of writing, the Framework and the first stage of the Island Bay Cycleway were due to be debated by a Council Meeting on 24 June. Wellington cyclists are keeping their toeclips crossed, and hoping that soon actual bike facilities will be built. Already



Part of the network map proposed in Wellington's draft cycling framework



Sign prohibiting eBikes from the Polhill Gully tracks

Cycle Aware Wellington continues

existing rules banning motorised vehicles. CAW suggested in its submission on the Cycling Framework that eBikes should be permitted on parts of the cycling network that go through reserves.

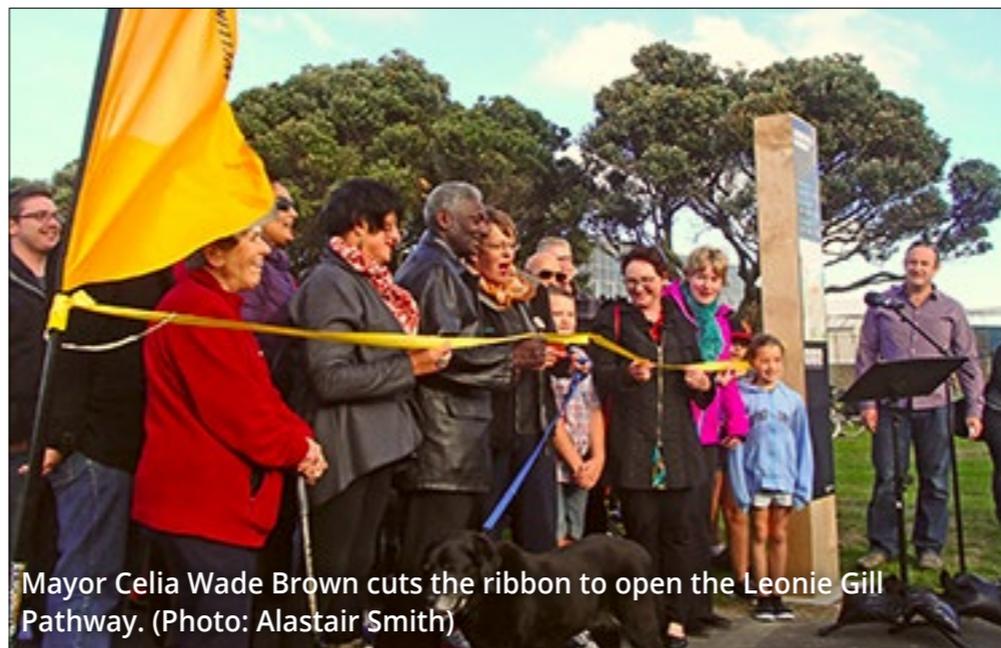
Less controversially, the Leonie Gill shared pathway opened in Kilbirnie. Sprucing up a rather unattractive drainage reserve, the pathway links the Airport, Rongotai College and the Kilbirnie shopping centre.

Out in the Hutt Valley, people who cycle have long been concerned about the Dowse Interchange on SH2, designed to

allow motor vehicles to hurtle up the valley at 100 km/hr, which even confident cyclists find daunting to ride through. Dowse was designed back in the bad old days, when NZTA thought roads were just for cars. Surely things have moved on since then?

So Hutt cyclists were shocked by plans for a new interchange at Haywards Hill, where SH58 to Porirua meets SH2 heading up the Hutt Valley. The proposal was essentially for a “FrankenChange” — a clone of the Dowse interchange, with no visible provision for cycling. Lobbying by Hutt Cycle Network has resulted in a modified proposal to include underpasses to allow cyclists to safely negotiate the intersection. If accepted, this will be a significant win for cycling.

Back in Wellington City, Memorial Park opened in time for ANZAC day celebrations. As well as being a heritage site, Memorial Park is the nexus of several commonly used bike routes, and has been designed as a shared space for pedestrians, cyclists, and some motor vehicles accessing Massey University. Soon after the opening, a number of cyclists had nasty falls while riding at a shallow angle across almost invisible low kerbs intended to separate motor traffic from cyclists and pedestrians. This achieved some media coverage, and the designers are experimenting with ways to address the problem. ■



Mayor Celia Wade Brown cuts the ribbon to open the Leonie Gill Pathway. (Photo: Alastair Smith)

Hutt Cycle Network Update, June 2015

Tom Halliburton

Good progress is being made on several fronts in the Hutt Valley.

The Wainuomata Hill shared path is under construction with the bridge at the top of the hill well under way. In the coming year, the linking path from Gracefield (Lower Hutt side) will be constructed and in the following year the Wainuomata side will be built. The latter two stages have been brought forward several years thanks to the Urban Cycleway Fund (UCF).

Upgrading and sealing of the Hutt River Trail northwards from the Kennedy-Good Bridge is almost complete. It's three metres wide with curvature designed to a 30 km/h standard. While this speed won't be common on a shared path, it provides sweeping curves which are comfortable on wet days and give good visibility.

Applications have been made for UCF subsidy to complete the Hutt River Trail to Stokes Valley, and to provide a two-way separated bike path beside the railway from Taita to Woburn. A shared path in the rail corridor will continue past the railway workshops into Gracefield, providing a major cycling artery.

Hutt City Council approved a revised Walking and Cycling Strategy late last year and — guided by interested groups including ourselves — is preparing an implementation plan.

The Council's Strategy document includes a high level cycle network plan, and states “Achieving this aim requires a paradigm shift in thinking about and resourcing walking and cycling in order to create a network...”

Continues next page

Contact the local group nearest you

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Hutt Cycle Network Update continues

This remarkable statement is challenging the implementation committee.

NZTA will involve the Hutt Cycle Network in a review of the SH2 corridor through the valley, a major commuter route with serious cycling problems.

A new interchange is to be built at the junction of SH58 and SH2 (the 2-58 Project). Unfortunately we were advised of this just before design and construction tenders were called. Although the interchange is on the regional cycling network and on a major commuter route, the specification required no reasonable cycling facilities. Our three local MPs helped us to engage with NZTA; and as a result the Agency brought together its National Cycling Team with safety engineers and city and regional council staff to develop a solution. This group recommended a highly innovative facility, which if it eventuates will be very attractive. We hope it's a precedent for other grade-separated interchanges, which presently have no effective, standard provision for cyclists. ■

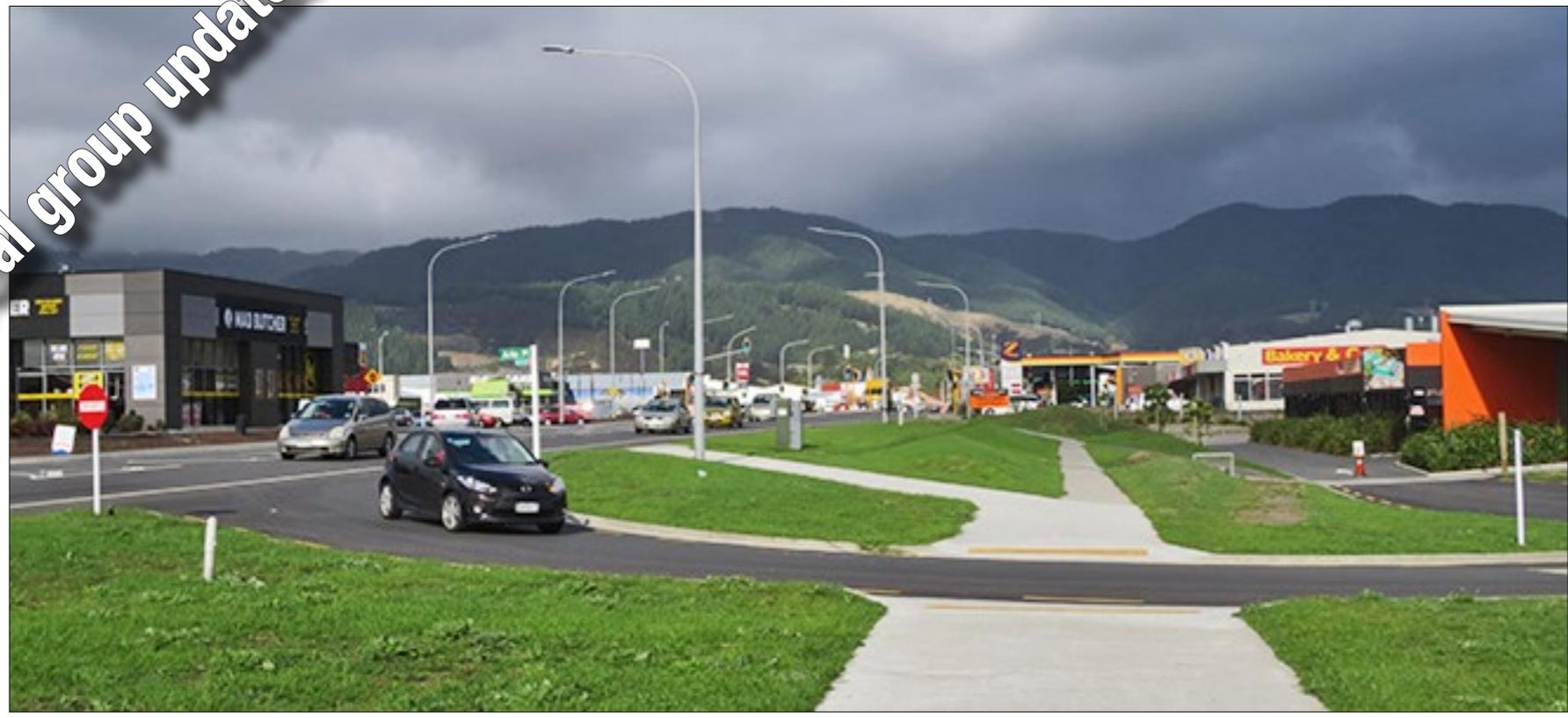
Join CAN
can.org.nz/join

Annual membership fees

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



Local group updates



Poor design standards on Kapiti Road

The group is also having difficulties with a stubborn community board. 'The Waikanae Community Board declined our request for cycle lanes along Te Moana Road, an important link between the town centre and beach. It refused to consider a petition unless it was signed by residents rather than road users'. Mr Sleath reports Board members as saying there are already 'too many cyclists' in the town centre.

Last year, Kapiti Cycling—supported by KCDC engineers — asked the Waikanae Community Board for cycle lane markings across key road intersections. 'But they refused — they seem indifferent to cycle safety despite the use of similar markings in other parts of the Kapiti Coast. We've asked Council's Regulatory Management Committee if a community board has the power to veto standard road safety markings', says Lynn Sleath. ■

Kapiti Cyclists battle Council & Board

Lynn Sleath

Advocacy group Kapiti Cycling is pushing messages about road design and safety. Secretary Lynn Sleath says, 'We've told our Council (again!) that design standards for the development of Kapiti Road West are appalling.

They're building a hotchpotch of US-style ribbon development with unconnected footpaths and access lanes beside a new business park'

Lynn says Kapiti Coast District Council (KCDC) has allowed businesses to build immediately behind the road reserve, prejudicing its widening for traffic increase and off-road pathways. The road carries 27,000 vehicles a day, and this will grow substantially when the

nearby expressway interchange is completed. We hear that other developers are licking their lips at the opportunity to locate beside the new road link.'

Kapiti Cycling has asked its council to use proper design standards with service lanes linking to off-road retail areas, and to protect margins behind the road reserve from further encroachment.

Encroachment onto future road reserve on Kapiti Road



CAN Do Christchurch 2015: a change in direction for cycling advocacy

David Hawke

This year's CAN Do demonstrated how much can change in 12 months. For the first time, the emphasis for advocates has switched from persuading central and local government to release funding for cycling infrastructure.

For the immediate future, advocates will now need to focus on supporting local politicians to stand by their commitments to deliver cycleways. This will involve advocates working with local communities to win their hearts and minds — and convince them that they will be better off having lost some car parks in exchange for a cycleway.

In a panel discussion on Sunday morning, Dougal List (National Cycling Manager, NZTA) pointed out that "we've never had this amount [of money] before for cycling ... the focus is not on the money, it's on the delivery [at local council level]". He went on to list three threats to delivery:

- ◆ Political will and council officer capability within local councils.
- ◆ Project complexity, especially where reallocating road space is involved.
- ◆ Projects "falling over" during community consultation.

Simon Kingham, in his keynote address (available at <http://can.org.nz/article/can-do-2015-keynote-speech>)

also described three barriers to success: lack of money, lack of role models, and lack of political will.

This all adds up to the need for a hearts and minds focus for ad-

**focus
on supporting local
politicians to stand by their
commitments to deliver
cycleways**

vocacy. Emphasising this issue, Pippa Coom (Auckland) described opposition by residents to a separated cycleway along Franklin Road in central Auckland. Similar community opposition to a cycleway in Island Bay (Wellington) has highlighted that the key challenge is to broaden the base of public support for each and every project. In

the new environment provided by the Urban Cycleway Fund, the money aspect is about persuading local councils to provide their one-third contribution, compared with 40–50% previously.

Getting the full range of cycling groups involved in hearts-and-minds advocacy is an important first step; Robert Thompson (Dunedin) described their bringing together of road cycling clubs, mountain bike clubs, and other

Continues next page





CAN Do Christchurch 2015 continues

groups alongside the traditional everyday cycling focus of Spokes Dunedin. Organising the writing of letters and supportive submissions from sources other than cycling interest groups is absolutely essential. Arguably even more important is collection of evidence about local benefits arising from cycleway construction, and council policy groundwork around non-cycling issues such as access to parking citywide.

CAN Do was opened by Christchurch City Councillor Phil Clearwater, who drew attention to the planned network of separated cycleways radiating out from the centre of Christchurch. Glen Koorey guided a lunchtime ride around the first of these planned cycleways, highlighting issues ranging from route planning to intersection design and effects on car parking street by street. The interface with public transport was explored by having a bus available for people to practise putting their bike on the bike rack that all Christchurch buses are equipped with. The same session included a display from RAD Bikes, a local bike recycling and maintenance initiative.

Kevin Hague MP looked at the interface between urban cycleways and Nga Haerenga New Zealand Cycle Trails and described the effective use of social media in campaigning.



This year's CAN Do took place in CPIT's new Whareora Sport & Wellbeing facility, generously provided free of charge. Next year's CAN Do will be in Hamilton. ■



Old and new paths – A ride to Little River

Stephen Wood

I had a couple of days set aside for a ride before the CAN Do and thought I'd investigate the Little River Rail Trail. I didn't fancy a there-and-back trip on the same route so I set out up Dyers Pass from Christchurch. I had ridden it many times, but recalled that the first trip I'd done that could be called a bicycle tour had started many years ago on the same road.

That early trip had taken a group of first year university students on 10-speeds on the steep back roads connecting inlets on the north side of Banks Peninsula and then over to Akaroa, returning on the main road.

It was sad to see the Sign of the Kiwi closed at the top of the pass, no chance of an ice cream or snack there! As I dropped into Lyttelton Harbour, I briefly wondered about following part of route of my earlier trip (there's a road connecting Port Levy and Little River) but the weather didn't look very settled and I opted for an easier option. From Teddington I crossed over Gebbies Pass, noticing that some heavy trucks were being sent that way due to Evans Pass being closed since the earthquake. I had a quick snack at the cafe now called the Blue Duck, remembered as the Black Tulip in earlier rides. From there I carried on around to Little River, finding a way to get onto the rail trail for most of it.

Little River has development to cater for tourist buses stopping on the way to Akaroa and a variety of accommodation, but since I had my camping gear I headed up Okuti Valley road to the local campground set in native bush. The next day dawned cool and foggy, and again I mixed and matched the rail trail and the road in getting back to Christchurch. I followed the trail as far as Motukarara, then decided to join State Highway 75 to get back to town a little faster.

The rail trail adds a very useful alternative to riding on the road. I enjoyed being completely away from road traffic for some of my ride, and learning a little about the natural and human history of the area from information panels provided along the way. ■



Kaituna Quarry — From the Rail Trail looking across Te Waihora/Lake Ellesmere

For information on the Little River trail see littleriverrailtrail.co.nz.
Photo littlerivertrail.co.nz.

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MORE

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

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



Will Andrews Interim Project Manager

Patrick Morgan has taken a sabbatical to cycle the Silk Road.

Of course it's not remotely possible to replace Patrick; but CAN's team, including committee member Will Andrews, will tackle the main tasks. Will — when not enviously poring over Patrick's travel blog — will gather stories about NZ's cycling evolution and engage with national policy makers. He hails from Dublin, where he chaired the Dublin Cycling Campaign and helped cycling to as good an uptake as in his new home (and wife's home town), Nelson. We expect Patrick back with silk and stories in early September—his last report was from from Dushanbe, Tajikistan. Meanwhile, please send suggestions & comments on any aspect of CAN's work to will@can.org.nz. ■



June Face-To-Face CAN Committee Meeting

David Hawke, CAN Secretary

Each year, the CAN Committee has a post-AGM meeting to set the scene for the upcoming year. Our meeting this year was in Auckland, and also involved Dougal List (NZTA), Cycle Action Auckland and Spokes Dunedin.

We will be looking at our organisational structure, so that we can make best use of the widespread public support for riding a bike. We will report back to regional groups and in the next Chainlinks. ■

Buy from CAN

Lyneke Onderwater

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

Hi-vis backpack cover

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

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

Freedom t-shirts

Our 'Freedom' tee shirt features a 'Freedom' road sign, a coastal image and the CAN logo on the sleeve. It comes in bright orange, blue or red in sizes S, M, L and XL. Female sizes range from 8 to 16; and youth sizes are Youth L (YL) and Youth XL (YXL).

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

High-visibility safety vest

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

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

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

Spacemaker flag

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

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



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

Supporting Organisations

- Abley Transportation Consultants
- Addington Coffee Co-Op
- Adventure South Ltd
- Auckland Cycle Touring Association
- Bicycle Junction
- Bike Taupo
- Black Seal Imports
- Blend (Urban Bike Ltd)
- Christchurch City Council
- Cycletech NZ
- Cycle Tour Operators NZ
- Engineering Outcomes
- Gisborne District Council
- Greater Wellington Regional Council
- Green Jersey Cycle Tour Company
- Ground Effect
- Kapiti Coast District Council
- Lincoln University
- Marlborough District Council
- MWH NZ Ltd
- Rotorua District Council
- Rotorua MTB Club
- Savanna Group Ltd
- Tasman District Council
- Timaru District Council
- ViaStrada
- Waimakariri District Council





Draft Road & Cycleway User Policy

A nationwide expansion in separated cycling infrastructure is underway. People riding their bikes on these facilities will interact with each other and with people walking; people using their bikes for everyday cycling will almost inevitably continue to share the road space with motor vehicle drivers.

People cycling, walking and driving need to see each other as individual people and consider each others' viewpoints. Any substantive improvement in the safety of people driving, cycling or walking requires attitudinal change on the part of all involved, by following road rules and acting courteously.

CAN therefore proposes a Road and Cycleway User Code of Conduct. This

People cycling, walking and driving need to see each other as individual people and consider each others' viewpoints

Code of Conduct would require prior research that aims to identify:

- ◆ The best way for people walking and people on bikes to share cycleways and shared use paths;
- ◆ Psychological motivators that will effect attitudinal change among all road and cycleway users, alongside barriers to attitudinal change. CAN suspects that these motivators could well differ between users of motor vehicles, people who ride bicycles and people who walk;

The Code of Conduct would include reference to:

- ◆ Encouraging all users to see each other as individual people;
- ◆ Encouraging people driving vehicles to become more aware of people on bikes;
- ◆ The enactment of minimum passing distances involving all vulnerable road users, linked to speed limits;

Continues next page

This article is a lightly edited version of the preamble to the Draft Road & Cycleway User draft Policy. The full draft policy is [here](#) (you must log in to view it). Comments are welcome, and can be sent to secretary@can.org.nz. The CAN Committee sees this policy as an important guide to our advocacy, because it identifies a key component of the Government's Urban Cycleway Programme that is not being addressed.

David Hawke, Secretary



Draft Road & Cycleway User Policy continues

- ◆ Encouraging people riding bikes in groups to make sure that people driving vehicles can overtake easily without undue delay;
 - ◆ Publicising behaviours encouraging a constructive relationship between people walking and people cycling;
 - ◆ Encouraging people on bikes to take account of varying levels of driver skill combined with motor vehicle size;
 - ◆ Encouraging people on bikes to wear hi-vis clothing in low visibility environments, but with no mandatory requirement;
 - ◆ Encouraging all people, whether walking, on bikes, or driving, to respect road rules, so long as these cater for everyone (not just vehicle drivers);
 - ◆ The necessity for local authorities and government agencies to design and implement signalling and signage that respects the needs and rights of everyone, whether walking, on bikes, or driving;
 - ◆ Encouraging people on bikes to only ride two abreast when road and traffic conditions allow, and encouraging vehicle drivers to appreciate that the space taken up by motor vehicles is often substantial in relation to their occupancy;
 - ◆ An FAQ section "what people riding bikes would like people driving cars to know", "what people driving cars would like people riding bikes to know" (etc.).
- As part of this process:
- ◆ To encourage courteous and respectful behaviour, CAN supports ongoing publicity and educational campaigns aimed at (1) people driving cars and heavy vehicles, and (2) people riding bikes;
 - ◆ CAN supports cycle skills training in schools and of adults;
 - ◆ CAN supports implementation of a 40 km/h speed limit on local urban roads;
 - ◆ CAN supports the Safe System approach promoted by the Cycling Safety Panel (2014). ■

Ebikes – a policy challenge for CAN?

Alistair Smith

If you haven't noticed them you soon will: people — generally of a certain age — who glide past you on their bikes without apparent effort. Before they disappear over the horizon you may notice the solid mass of a battery pack, and a fat hub or bottom bracket hiding an electric motor. You've just glimpsed an ebike.

Electric bikes (ebikes), also known as Pedelecs, are quietly taking off; one Wellington retailer reports 4–5 sales a week. Ebikes open cycling to people who might not consider a standard bike because of health, wind, hills or the need to arrive at meetings without breaking into a sweat. Ebikes are a realistic alternative to cars for some longer journeys or for load-carrying. Their uptake fulfils CAN's aim of 'more people on bikes, more often'.

What is an ebike exactly? In New Zealand law, an ebike is a 'power assisted cycle', defined by NZTA as primarily propelled by the rider but with assistance from an auxiliary electric motor with maximum power of 300W. Ebikes fitting this definition are treated the same as standard bicycles.

There are some issues with the use of ebikes; for example that they may travel too fast on shared paths (as racing cyclists may also do). In Europe, ebike riders have a relatively high accident rate, possibly caused by unfamiliarity with the handling characteristics of their mounts. It may be undesirable for young people to ride ebikes.

It has been proposed that the EU standard for ebikes be adopted here, but first it should be evaluated for New Zealand conditions. The EU standard limits an ebike to 25 km/h, above which the motor must cut out. This may not yet be appropriate

here, because our lack of cycle paths often obliges ebike riders to mix with motor traffic. Also, police may find it difficult to establish whether an ebike motor is of 300W or less, and thus whether it fits the definition of 'power assisted cycle'.

Many ebikes on the market are styled as mountain bikes, but their use may increase wear and tear on MTB tracks. In natural environments such as national parks, ebikes may compromise the experience for other users and endanger access for standard bikes.

CAN is developing an ebike policy to address these issues. To avoid regulating this developing technology too closely, we suggest two codes of practice: one for suppliers and one for users.

Draft Code of Practice for ebike suppliers

- ◆ The industry should develop a standard identifier (e.g. a sticker) for eBikes that meet the NZTA definition of a power assisted cycle.
- ◆ Suppliers should tell customers about requirements such as registration for electrically powered bikes that exceed the 300W limit.
- ◆ Suppliers should explain the differences in power, speed and handling; and encourage purchasers to undertake training.

Draft Code of Practice for ebike users

- ◆ New ebike purchasers should seek training, or at least learn how the power, speed and handling of the ebike differs from a standard bike.
- ◆ Ebike users on shared paths should control their speed and, except in the absence of pedestrians or other cyclists, travel no faster than a standard bike.
- ◆ Children younger than 12 should not use ebikes
- ◆ Unless specifically allowed, ebikes should not be ridden on single track routes or in natural environments.



- ◆ An ebike should not be modified to deliver average power greater than 300W unless it is registered as a moped.

CAN is consulting on the ebike policy and your input is welcomed.

Email your comments to Alastair Smith
agsmith37@gmail.com. ■

The draft policy with references is at <http://can.org.nz/canpolicy/can-policy-on-ebikes>

**CAN is consulting on the eBike policy —
your input is welcome**

West Coast Wilderness Trail, March 2015

Richard Barter and Lyneke Onderwater

The West Coast has weather; how does one plan for it? But God was with us and the sun shone as we headed out of Hokitika after a picnic lunch.

A tail wind helped us over the disappointingly tar-sealed first 10 km of the 'Wilderness' Trail. We'd settled in to a rhythm when we came to the first of the water races that power small hydro generators in this area. At Lake Kaniere, flowering rata welcomed us to foothills clothed in brooding dark cloud and primeval forest. The trail led to the Arahura valley, where cast iron gates and unidentifiable machinery remain from gold mining days.



The trail is Grade 2 and therefore almost flat, so it took much winding back and forth on switchbacks to gain altitude. In drizzle and fading light we reached Cowboy Paradise, a re-created mining town that's home to the Trailblazers Gun Club. Three young German fräuleins, employed by owner Mike to look after guests, greeted us at the saloon across the street from the shooting ranges. A great dinner was followed by a good night's sleep in new, clean-as-a-whistle bunk rooms.

Sun shone through morning mist at the start of day two. We entered the forest, crossed swing bridges, stopped to look at flora and fauna (including blue toadstools) and picked up the large Waimea Raceway, part of the Dillmans Hydro Scheme. Having made good time we stopped at Route 73 Motels in Kumara to say hello to our hosts before carrying on up the coast to Greymouth where they would collect us later.

The coastal trail was a breezy but pleasant ride. The appearance of the sun in the late afternoon provided a dramatic entrance into Greymouth as the trail took us along the Grey River past fishing boats that brave the turbulent river mouth. I was glad to have done a bit of homework checking out eating options in Greymouth, as little that was open



catered for our vegetarian preferences. The Priya Indian Restaurant provided a lovely meal to finish the day before we were taken back to Kumara.

The drive to and from Christchurch is easy and we recommend stopping at Arthur's Pass to check out some of the trails. It's not every day that you can see abundant alpine flora up close.

The Wilderness Trail is a great ride for those who have done the Otago Rail Trail, and we look forward to other, similar adventures. ■

Book review: The Dutch and their bikes — scenes from a nation of cyclists

David Hawke

By Shirley Agudo
Xpat Scriptum Publishers, 352p;
price \$40 (internet; hardback)

As riding bikes for everyday purposes becomes more mainstream in New Zealand, it is good to see what our cities might look like if this enthusiasm continues to build. The Dutch (and the Danes) have long been the "gold standard", and this book shows why.

The first 30 pages consist of short essays by different contributors about the uniqueness of Dutch cycling culture, its history, and the activism required in the 1960s and 1970s to reverse the rising tide of cars. The rest of the book is mostly photos of ordinary people on their bikes in everyday settings, interspersed with carefully-chosen 50–100 word quotes from authors, commentators and political figures. The book focusses on cities with sections covering themes such as families on bikes, riding a bike in the countryside, oddballs riding bikes, carrying large loads on a bike, flowers on bikes and so on.

Contrary to my pre-conception, the bikes in the photos are much more diverse than the boring black bike stereotype. Something that stood out to me was the number of bikes with

tremendously encouraging at a time when it is hard to imagine what the endpoint of successful cycling advocacy might be



dynamo hubs, while mudguards were on almost every bike.

Sometimes photographic books with people as their primary subject matter say as much about an author's prejudices as the stated topic. A good place to start is gender balance, given the inclinations of modern marketing; 21 women and 18 men were the primary focus of photos from 10 randomly selected pages. Then, 12 obviously young as opposed to 13 middle-aged or elderly. Judging ethnicity from photos is rather fraught, but folk from all sorts of backgrounds appear throughout the book.

Overall, the book therefore shows a wide range of ordinary people doing ordinary things on bikes — indeed, behaving normally. I found the book tremendously encouraging at a time

when it is hard to imagine what the endpoint of successful cycling advocacy might be. Here in Christchurch, the rebuild of the central city is supposed to yield an "accessible city". If the result here (or anywhere else) is half as successful as shown in this book, then we will have achieved well.



Importantly for a photographic book, the photos are of high quality and well printed. The book has the feel of a labour of love, with an attractive layout and a rather innovative and imaginative dust cover. (You will need to have a copy in hand to appreciate the latter!) Highly recommended for anyone with an interest in bikes or liveable cities. ■

