

Report for Oct 2019

Richard Barter

	Totals all time		Totals for the 2018-2021 contract		Totals by date Range	
			01/07/2018	11/11/2019	01/10/2019	31/10/2019
Activities Delivered	Total # Activities to Date	# Participants	Total # Activities to Date	# Participants	Total # Activities	# Participants
Driver/Trainer Workshops	63	631	17	141	0	0
Toolbox Workshops	29	406	19	244	2	17
Cyclist Workshop	44	501	17	152	0	0
Blindzone Workshop	58	1049	33	636	2	19
VR Workshop	6	48	6	48	0	0
Total Workshops	200	2635	92	1221	4	36
Event Activities	36	4712	16	1985	5	520
Presentations to Stakeholders	200	2901	122	1361	10	38
Total #	436	10248	230	4567	19	594

Meeting Presentation	Graeme Wright Transport	3/10/2019	Thames
Meeting Presentation	NZTA	8/10/2019	Auckland
Meeting Presentation	Auckland Council	8/10/2019	Auckland
Meeting Presentation	Cycling NZ	8/10/2019	Cambridge
Meeting Presentation	Envirowaste	10/10/2019	Auckland
Meeting Presentation	NZTA	11/10/2019	Auckland
Blindzone Demo Event	Greater Wellington Regional Council	11/10/2019	Porirua
Blindzone Workshop	Windy Wheels Road Cycling Club	13/10/2019	Wellington
Meeting Presentation	Fulton Hogan	14/10/2019	Telephone
Meeting Presentation	Sport Hawke's Bay	15/10/2019	Napier
Blindzone Workshop	Cycle Gisborne Cycle Trainers BZW Training	18/10/2019	Gisborne
Blindzone Demo Event	Gisborne A&P Show	18/10/2019	Gisborne
Meeting Presentation	Tauranga City Council	22/10/2019	Tauranga
Driver Toolbox Workshop	Fulton Hogan	24/10/2019	Auckland
Driver Toolbox Workshop	Cambridge Travel Line	25/10/2019	Cambridge
Blindzone Demo Event	Wellington City Council	31/10/2019	Wellington

Highlights:

We have requests coming up to run Toolbox workshops for large numbers of drivers at once. For this reason, I have been studying up the script and delivering Toolbox Workshops under Julian's watchful eye. We will be training Kelvin to do the same so that we have the potential to run a workshop for up to 75 workshops at once. Kelvin and I can fit workshop delivery (economically) as we travel.

Updates since last report:

- **Profit and Loss for October 2018:** See attached report.
- **Share the Road Multimedia Resource update.** The VR Film continues to be in great demand. In the new year NZTA will be introducing us to the company that created the Drive.co.nz videos that are used by candidates preparing to sit their driver's licence. We are excited about having input from this source.
- **What's that Cyclist doing in a Stock Truck.** Another story has been published in the NZ Trucking Magazine after I spent a day in a Stock Truck on the Coromandel.
- **Tragedy in Christchurch.** I have been talking with stakeholders at the site of the tragedy in Christchurch where Fyfa Dawson, 19, who was on her way to her barber course when she was hit at a 30kmh roadworks site on Springs Rd, Halswell, about 8am on Wednesday by a left turning concrete truck.
- **Children sharing the road with motor vehicles.** I am also talking with another civil contractor after an incident where a child was cycling home from school in South Auckland and was involved in a collision with a car again in the middle of road works. This incident has prompted me to work on concepts supported by Dr Robert Isler from the University of Waikato that could provide support for parents and children where the children ride in areas where they are at risk from motor vehicles.
- **Share the Road Brand:** The Share the Road branding was created with the assistance of the Transport Agency to make it clear what the campaign was about. There has by and large been the CAN logo on everything we have put out to the public and stakeholders. At times this has created tension where CAN social media, and media posts and comments have been critical of the Transport Industry. An example was after the recent tragedy mentioned above in Christchurch. I have had a number of conversations with (and agreement from) Patrick, Debbie Laing (who I report to from the Transport Agency) and Rex about reducing the likelihood that the CAN logo will appear alongside Share the Road communications, website, and in the future collateral such as posters art etc. While I rely on a trust relationship with the trucking industry, and will not publicly criticise it, CAN must be free to do so when a legitimate reason arises. There will be no big announcement that there is to be any sort of separation, existing stakeholders will not be told there is any change. I will always make it clear if required that CAN is the contract holder of the NZTA contract when talking with people. The change will be as I mentioned, instances of co-branding on the Share the Road website and collateral will over time reduce. I am happy to discuss this further.

SHARE THE ROAD

What's that cyclist doing in a stock truck?

Story by Richard Barter



My transport modes to Graeme Wright Transport in Puriri, Waikato, began with the letter 'e'. The first leg was on an e-bicycle to get to Thrifty Car Rental at Auckland Airport where I picked up an e-car. There is a slightly disconcerting feeling when getting an e-car in motion; it's a bit like the handbrake letting go when parked on a hill. Once under way the only real difference seems to be what is on the dash: conspicuous is the indication of the number of kilometres you can drive before a recharge is needed. I noticed 3km were added to the total while coasting down the Waikato side of the Bombay Hills as the regenerative charging was taking place.

The reason for the journey was to spend time as a passenger

in one of Graeme 'Gunner' Wright's stock trucks. The clean Kenworth K108 powered by a 620hp Cummins ISX motor was very impressive in its trademark green livery. Driver for the day was Bryan Lang, who readily agreed to 'the cyclist' being his passenger; always a good sign for someone who has been driving trucks for 27 years.

The first thing I noticed was the passenger seat was hard up against the door, positioning you over the left-hand steer wheel. This meant that once under way on the very narrow roads, you feel like you are hanging outside the white line. Fine when there is a shoulder, interesting when on the coast road north of Thames where there is nothing outside the white line but fresh air dropping down to the sea. The left front tyre kept to within an inch of that fog line with unswerving accuracy as we wound our way up the 'easy side' of the road. The return journey of course was on the 'hard side' with the bank so close it could graze an unsuspecting elbow resting on the window ledge.

Precision driving was the order of the day on roads Bryan has been traversing since he was a boy growing up in Coromandel, in his dad's FR700 Mack. Taking over the family trucking business was inevitable, involving him in everything from changing tyres to developing lasting relationships with the farmers whose stock he carries today.

While keeping in his lane, Bryan was always mindful of the townies coming the other way, 'forgetting' that the boat they were towing was well over the centre line on the tight turns. Making the right decisions to manage poor driving behaviour of others is a daily occurrence on this road. We did see one cyclist looking more like a snail with a large pack and assorted belongings on his back. More problematic are the riders using the coast road training for the K2 Race [which happened on 2 November]. Even those who are considerate struggle to find any room to let him pass.

Bryan knew all the spots at the foot and brows of hills where he could pull aside and enable following traffic to get safely past his 21m rig before climbing or descending smoothly using the 18-speed Roadranger gearbox to restrain or propel



Driver Bryan Lang, stock truck driver extraordinaire.

us at exactly the right revs. Not keen on autos, he doesn't like a truck telling him how to drive. In places mirrors warning of oncoming cars provided the only way to know if he can pull out to get around the tight left-handers. The truck drivers on the road stayed in regular CB contact so they passed us where there was room.

Relationships with the CVST are good. The local officer, who knows Graeme Wright Transport does the right thing by the rules, is a regular visitor to the office. Bryan gets a heads-up when the out-of-towners are around looking for trouble, as he can see their cars parked up at the roadside hotels.

Rules around carrying animals can be a challenge at times. The small NAIT tags are hard to see buried in a large hairy bull's ear as it is charging up the ramp with his buddies. Years of practice allows Bryan to see any issues the animals might present before they become his problem when they are spotted by the inspector at the other end. I am sure he will support the appeal by the Road Transport Forum to the regulators, challenging the rules that place the onus on the drivers instead of the farmers for ensuring only healthy, tagged animals are allowed on the truck.

Having not seen stock being loaded before, I was impressed at Bryan's agility, leaping around the inside of the crate while encouraging his passengers to move into their pen, then slamming the gates closed and ramps back in place. While he has been injury-free, there seemed to be plenty of opportunity to slip up – or down as is most likely to happen. Intriguing was

how he could remember where the successive loads of animals were. Relocation was needed at times to aid traction on steep hills. The tight farm roads with insufficient turning space required the trailer to be parked up occasionally.

All too quickly the journey was over. The e-car being charged over dinner in Thames was ready for the trip back to Auckland.

Thanks to Eddie the dispatcher for organising the ride and to Graeme for enabling it to happen, and for providing trucks for Share the Road cyclists' Blindzone Workshops. □

For more information about the Share the Road campaign, contact manager Richard Barter on 021 277 1213 or richard@can.org.nz.



Richard Barter, manager of the Cycling Action Network's Share the Road campaign

Share the road
Heavy vehicle drivers and cyclists

MAHA

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Report Kelvin Aris

Share the Road October/November

The last few months have been very much on the road with my moving from Wellington to Auckland and a great time to make good connections!

Moving to Kumeu from Wellington

This has been a great challenge - It's been a bit of blur actually with a number of trips up and down country which has provided a wonderful opportunity for covering a lot of the north island by road - experiencing the road first hand and seeing the volume and variety of heavy vehicles and what the drivers experience and in many cases meeting and talking with drivers - it's a cool way to experience the country and a real eye opener - allowed me to connect with some great people working on road safety and encouraging people onto bikes.

I've recently contacted bike Kumeunity - Kumeu's bike burb group and met with Christine Rose who runs the group and am looking at opportunities to do a blindzone workshop out here in early 2020. Christine is a dedicated cyclist and is knowledgeable about all transport related stuff going on out here. After a busy period of movement, I'm looking forward to putting some more focus on Auckland, particularly the west.

Gisborne

During the Gisborne A&P Show I delivered a training session on delivering the BZW with a group of 4 local instructors. Katrina Duncan, who is a local advocate, I also had a chance to talk with the public and delivered the blind zone demo with the public over the 2 days we were at the show.



I'm very confident that Katrina and her team will be able to deliver a BZW this coming year - is that something STR could support with costs. Katrina is keen and experienced, great ability to communicate with people face to face. I'd like to support Katrina and her instructors to run a workshop with local riders over the coming summer if possible. They already have all the skills and connections with transport companies. Katrina was going out for a ride in a logging truck in the week following the show.

Work with High School Road Teams

The school road team blind zone work has ended for the year although there is still steady interest in by some of the school age riding and tri clubs around the country. It's a good orientation activity for kids returning to school and realistically the full BZW is a once every 2 years activity - I'd like to do some forward planning based on a 2-year cycle.



Some schools are keen to do it annually, and offering it to the wider school is something a few teachers have expressed interest in. I have found integrating the workshop into a regular training ride is a good format with Villa Maria Estate and Tamaki Yacht Club in Auckland, and Evans Bay Marina and Shelly Bay great spots to run a short BZW that the kids can then ride on afterwards and potentially put the fresh learnings into practise.

There is a great cross over between the schools and the clubs, with great potential for networking with parents from different schools at the same time - also with a range of skills, interests and experience with bikes, as well as being drivers on the busy roads in peak times - there is a huge amount of personal experience out there WRT sharing the road. It was nice to see some of the parents and teachers who had participated in school blindzone workshops at the Nationals last month and word has spread about the value of the workshops for young riders.

Groups who have expressed interest in BZ events in the first term

- Baradene College
- EGGS
- NPBHS
- Cambridge High School with St Peters Cambridge
- Christchurch BHS

Wellington

Go by bike breakfast was well attended, tightly organised and the weather was perfect. all the usual suspects plus hundreds of new faces had a great morning eating drinking and chatting about all things bicycle - I ran a blind zone demo with Mike Yates from Yates Trucking who is a top character and a charmer talking away with all who got up in the cab with him.



Great chance to talk with lots of people, GW transport team all very keen to work together on share the road around the welly regions. This is in discussion - GW keen to support a blind zone event in Masterton. It was great to follow up with a visit with Richard in the Hutt to the depot.

I've met with Adrian from the Kapiti coast who is part of multiple cycling groups and seems to know lots of people he thinks would be keen on the blind zone workshop. I've suggested this for early 2020 and he suggested approaching one of the local earthworks/road construction companies as they are who local riders most share the road with.

Media, Communications

A few attempts to create a story for Road mainstream TV seemed thru Wrights didn't quite get there which has made me curious about what the best way to get stories out there. I'd like to work on developing some ideas for narratives that people could resonate with and possibly investigate which media might be best suited to our messaging. Over the months I've met some interesting people, and some would make good stories for radio, blog or podcast.

Hawkes Bay

A visit to Napier where Lyndal Johanssen from Sport HB pulled together a great group of keen people. She got along 11 people spanning the full spectrum of people with an interest in riding and directly working on road safety. There was one city councillor, officers from city and regional council, roading and traffic engineers, people involved in road cycling and leisure/retiree/ bike groups as well as a representative from USO who have strong connections with Maori and pacific island community's WRT cycling for health and fitness and community. The USO workshops look like they'll be for early 2020. USO group work in Porirua and the Hawkes bay and have connections in Auckland. There were others unable to attend the meeting but a real keenness to work together over the summer period.

We have a blindzone demo book in with the Hawkes Bay walking and cycling conference in March 2020 and a day booked training bike skills trainers on delivering the BZW in Jan 2020 which I'm planning on delivering at least one BZW.

Thought would a Facebook group for example STR Napier/Hastings be a useful tool for communicating directly with regional groups?

Central point to share info, links, Ideas, develop events and marketing workshops I create more opportunities for local people to get involved.

November/December

With the summer season coming on now it feels like an appropriate time to reflect on the recent year and do some much-needed forward planning for the coming year.

I'm happy for the opportunity to take on some tool box talks with Transport companies and keen to prioritise getting out in some heavy vehicles and talking to drivers as the contact I have had this year has been really beneficial and I've gained some great perspectives on the reality of driving day to day.

Profit & Loss
Cycling Action Network (Inc)
For the month ended 31 October 2019

	Actual	Budget	Var NZD	Var %	YTD Actual	YTD Budget	Var NZD	Var %	YTD Actual July 2018 to Oct-19	Overall Budget July 2018 to Jun-21	Budget Remaining
Income											
STR - Income from NZTA	\$29,415.22	\$27,356.00	\$2,059.22	7.5275%	\$109,170.13	\$114,322.00	\$5,151.87	-4.5065%			
Total Income	\$29,415.22	\$27,356.00	\$2,059.22	7.5%	\$109,170.13	\$114,322.00	\$5,151.87	-4.5%	\$437,232.73	\$999,000.00	\$561,767.27
Gross Profit	\$29,415.22	\$27,356.00	\$2,059.22	7.5275%	\$109,170.13	\$114,322.00	\$5,151.87	-4.5065%			
Less Operating Expenses											
1-STR- Workshops	\$5,790.31	\$3,792.00	\$1,998.31	52.698%	\$23,292.00	\$15,168.00	\$8,124.00	53.5601%	\$98,122.00	\$136,515.00	\$38,393.00
2-STR- Presentations	\$802.12	\$99.00	\$703.12	710.2222%	\$3,508.15	\$5,749.00	\$2,240.85	38.9781%	\$24,291.89	\$39,665.00	\$15,373.11
3-STR-Events (Blind Zone Demo)	\$1,575.45	\$593.00	\$982.45	165.6745%	\$2,721.87	\$2,370.00	\$351.87	14.8468%	\$8,305.80	\$21,314.00	\$13,008.20
4-STR-Stakeholder Engagement	\$1,354.16	\$811.00	\$543.16	66.9741%	\$2,558.69	\$3,241.00	-\$682.31	21.0525%	\$10,699.63	\$29,170.00	\$18,470.37
5-STR-Tool Box of Workshops Resource Materials	\$2,060.00	\$557.00	\$1,503.00	269.8384%	\$3,732.25	\$3,257.00	\$475.25	14.5916%	\$20,031.02	\$25,874.00	\$5,842.98
6-STR-Monitoring and Evaluation	\$1,870.83	\$2,626.00	-\$755.17	-28.7574%	\$8,270.10	\$10,501.00	\$2,230.90	21.2446%	\$33,606.94	\$96,465.00	\$62,858.06
7-STR-Office and Workshop Misc Costs	\$627.35	\$1,649.00	\$1,021.65	-61.9557%	\$3,747.07	\$5,120.00	\$1,372.93	-26.815%	\$12,735.73	\$29,273.00	\$16,537.27
8-STR-Contractor Services	\$13,235.00	\$15,129.00	\$1,894.00	-12.519%	\$52,940.00	\$60,516.00	\$7,576.00	-12.519%	\$197,039.72	\$544,641.00	\$347,601.28
9-STR-CAN Contract Monitoring and Management	\$2,100.00	\$2,100.00	\$0.00	0.0%	\$8,400.00	\$8,400.00	\$0.00	0.0%	\$32,400.00	\$76,083.00	\$43,683.00
Total Operating Expenses	\$29,415.22	\$27,356.00	\$2,059.22	7.5%	\$109,170.13	\$114,322.00	\$5,151.87	-4.5%	\$437,232.73	\$999,000.00	\$561,767.27
Net Profit	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		