



Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2012 ISSUE 3, October



Editorial

Graeme Lindup

In Chainlinks 3 2010 we reported on a significant milestone, finishing the Networking Project contract for the N.Z. Transport Agency (NZTA). We've now completed another major NZTA project, the Safer Cycling Programme.

For this we joined BikeNZ in a partnership that developed from the joint BikeNZ/CAN response to the tragic cyclist deaths of November 2010.

Glen Koorey (CAN), Richard Leggat (BikeNZ), Barbara Insull (BikeNZ) and I met regularly to oversee three sub-projects, reviewing progress and ensuring collaboration. Project funding allowed us to employ staff, supported by volunteers from both groups. Jena Western of Auckland ably led CAN's share of the work (\$155,000) and delivered it to a satisfied NZTA. The return from the project

should make our 2011–2012 financial statement show a profit.

CAN's report on the Safer Cycling Programme is at: <http://can.org.nz/article/report-for-nzta-on-the-safer-cycling-programme>

Central government is pushing the sector for a collaborative approach to cycling. An article in this issue from BikeNZ, our partners in the Safer Cycling Programme, outlines where they are heading. CAN and BikeNZ are now refining with NZTA a substantial joint application to the Road Safety Trust. The initial discussions will be on whether a broad coalition of cycling interests can work together to deliver sustained improvements in safety.

Our challenge will be to keep our advocacy voice while working with these organisations towards ensuring all road users share the road safely. ■

Graeme Lindup is Chair of CAN

The Three-seater Charity Ride

Richard Steane, Byrdie Johnston and Jimmy Giffiths

Be part of something fun, amazing and different! From 24 November to 14 December, we're cycling from Auckland to Christchurch. Our ride will help three great charities: youth mentoring programme Big Brothers Big Sisters; the Shortbread Trust, which supports a school in Nepal; and Gap filler, which uses vacant sites in Christchurch for creative projects.

This is a charity cycle ride with a difference. We have a three seater bike, but only two of us will ride at any time. Each

day we will auction the third seat, with proceeds going to the three charities.

If you win the auction, you can do what you want with the seat. You could join us for the day, give the seat to a friend or your Mum.... or you could even organise a group of your friends and take turns joining us on the bike. You could arrange for friends and family to sponsor your ride with us.

We'd love to have you join us on the bike for a whole day, but you don't have to. Perhaps you'd like to join us for a ride through your home town, or for a trip to a local café? We don't mind – it's your seat for the day! ■



Chainlinks Bike Month

Promote your group in our annual Bike Month issue of Chainlinks. Bring a local advertiser so we can have more colour pages.

All content in by **5 December**

Email content to:
chainlinks@can.org.nz
Pictures: >500kb, 1024x768 pixels
>1mb preferred
Advertising: chainlinks@can.org.nz
by 5 December.

CAN: Cycling Advocates Network

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

Tel 04 972 2552

secretary@can.org.nz

www.can.org.nz

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Miriam Richardson and Claire Pascoe

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Let's Go New Plymouth!

Nathaniel Benefield

Let's Get Going

'Power starts' and 'lifesaver looks' are now a part of New Plymouth primary school kids' vocabulary, thanks to a well established programme of cyclist skills training for years five through eight.

Soon after children take their first steps, they look for small wheels to tear about on. In recognition of this, Let's Go (New Plymouth's active travel programme), Sport Taranaki and Bike NZ have developed a pilot programme of preschool skills training, Let's Get Going, to get preschoolers' riding off to a good start. Sport Taranaki's Active Communities Advisor is facilitating the pilot, aiming to reach 3,000 North Taranaki under fives by June 2014.

Children bring their own bikes and helmets, which they check at the beginning of the session. Next come balance and eye-tracking exercises before they progress to on-bike skills like straight line riding, braking and cornering. A handout at the end of each session helps children

share their learning with parents, and encourages family participation in New Plymouth cycling clubs.

If this sounds like something you'd like to run in your preschool, you're in luck! The Let's Get Going team is preparing a How to toolkit in Te Reo and English, with session plans, activity cards and ways to support the philosophies of kindergartens, Kohanga Reo and play centres. The toolkit will be available online, and we're investigating a printed resource as well. To find out when it's available, see our newsletter at letsgo.org.nz.

If you let school kids direct road safety engineers...

Join us in March 2013 find out what happened.

**Workshops
Forums
Tours
meet the people on 'people first' streets**

March 2013

The Let's Go Experience
Have you ever wondered what would happen if you let school kids direct road safety engineers and urban designers? We did, and the results are fantastic! Join us in New Plymouth for the Let's Go Experience March 2013 (right before www.WOMAD.co.nz). Check. We'll show you around and discuss the lessons learned, the projects completed and contemplated. We will host a series

of workshops, speaker forums and opportunities for you to chat with children and homeowners who've taken charge of their 'people first' streets.

Registration details are at letsgo.org.nz (keyword search 'experience') or email letsgo@npdc.govt.nz. ■

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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. ■

DATES TO REMEMBER

The Let's Go Experience
March, New Plymouth

CANDo
Mar/Apr, North Island

3-seater Charity Ride
Nov/Dec



iWay opening on Havelock North new pathway

iWay update

Owen Mata

If you make the two kilometre journey between Hastings and Havelock North on a sunny day, you'll see kids on scooters, joggers, families going for ice-creams, people in mobility scooters and cyclists of all ages.

Already it's hard to believe that only a few months ago none of these people could be seen — the landscape was simply a stream of vehicles on a busy road with no footpaths on either side. Completion of the biggest project in the iWay programme has changed perceptions; it now seems silly that it never existed before!

It's been a big few months for iWay, with completion of the initial two year Model Communities programme including the Havelock North pathway and the 9 km pathway between Hastings and the coast. About 800 people turned up for the 'Tour de iWay' opening; we expected about 200. The day spectacularly proved what we believed when we started: that there's demand for these pathways and that people see them as worthwhile for their council to provide even in cash-strapped times. A video of the event is at www.iway.org.nz.

The most rural iWay route so far is the 9 km pathway linking Hastings with the coast at Clive via the industrial area around Whakatu. Most of its off-road, with a distinctive wooden suspension bridge. This is now a commuting route for many people, and it links Hastings to the National Cycle Trails on the coast. We're planning the opening, but it's already seeing plenty of use.

We want to continue to build on the iWay network in Hastings and so we've put forward a proposal to NZTA for a further 3 year programme, mostly concentrating on developing network connections such as across bridges and major roads. This is something that will be decided in September 2012. ■

it now seems silly that it never existed before

CAN needs members; you can help!

David Hawke

More members give an advocacy group like ours more lobbying power and more income. CAN is fortunate in having much willing expertise among its members, who add enormous weight to our advocacy; while our staff make sure tasks are done well and on time.

Our membership fees (individual \$35, family \$40, unwaged \$20) are much lower than those of most voluntary organisations, making it easier to join. Organisations committed to sustainability (see box) often take Supporter membership (\$85) and are listed in Chainlinks (p18).

Each Chainlinks updates members on CAN's local and national advocacy. Nationally, we regularly meet organisations such as the NZ Transport Agency and the Ministry of Transport. We undertake government funded projects to improve safety; for example bus and truck driver workshops, and 'share the road' and 'stop at red' campaigns. Our Bikeability programme helps employers to make

more lobbying power and more income

Addington Coffee Co-op signs on as a Supporting Member

What's your line of business in Christchurch?

- ◆ We're a café selling fair trade coffee and locally made, environmentally friendly, ethically traded products.

What's your philosophy?

- ◆ To be part of a local community and contribute to the global movement toward fairness.

Do your staff cycle?

- ◆ Most come by bike, walking or public transport.

Why did you sign up?

- ◆ To be part of a city-wide endorsement of cycling. This is a crucial time for Christchurch, and the more grassroots voices the better.

Did it take much persuasion when a CAN member asked you to join?

- ◆ Very little!

cycle-friendly workplaces. We're a voice for cycling in the media. Finally, we advise and support local cycle advocacy groups.

If you're not a member, we'd love you to support our work by signing up at <http://can.org.nz/join-can> Get friends and even your employer to sign up too! Cycling is enjoying a huge boost in public support. If you work for a large organisation with an environment manager, ask! Or try your café! If every CAN member got one or two people or organisations to sign up, the difference to our effectiveness would be enormous.



© Jonathan Maus/BikePortland

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Spring-time cycling the Great Rides

The Queenstown Trail at Lake Hayes ©2012 New Zealand Cycle Trail

Suzanne Carter

The New Zealand Cycle Trail was created to generate economic, social and environmental community benefits and world-class cycling. 'Nga Haerenga — The New Zealand Cycle Trail' (NZCT) will be a draw-card for international and domestic visitors and an addition to regional tourism offerings.

Seven 'Great Rides' are open, including the Otago Central Rail Trail, which joined NZCT earlier this year. Remaining trails

will be open by the end of 2013; many can already be ridden in part. All trails offer different tastes of New Zealand. Some are easy, some are for more experienced riders, and all have surprises. And they're addictive, with people coming back for more.

The Queenstown Trail, under wraps till now, opens in October. This 90-plus kilometre trail in the Wakatipu Basin, connects Gibbston wineries and historic Arrowtown with Lake Hayes, Frankton and Queenstown. There's plenty of opportunity to soak up the scenery and enjoy hospitality along the way.

Three Hawke's Bay trails combine to make another NZCT Great Ride. The Water Ride, which opened earlier this year, has been well received. The Wineries Trail aims to open in November, with flat terrain making for easy riding and relaxed exploration. The Landscape Ride (43 km) explores the picturesque coastal communities bordering the coastline of the iconic Cape Kidnappers.

As summer arrives, the wonderful people building these trails for our enjoyment will have clear skies and warm days to create more great cycling experiences. ■

Women's Cycling Festival

Claire Pascoe

A five day explosion of all things biking — the inaugural Women's Cycling Festival (WCF) — brings together the stylish, the muddy and the fast in Wellington this Labour Weekend.

Revolve Cycling, Frocks on Bikes, the Wellington MTB Club, en Velo and Cycle Aware Wellington are collaborating to host the festival, which promises to be the most fun you've had with your bike(s) all year.

The programme kicks off with an opportunity to get glammed up for the Chic in



the Street fashion show. Then there's something for everyone: Women of Dirt (a six hour MTB event), a road cycling peaks challenge, skills sessions, bike polo, a movie night, bike WOF, yoga for cyclists, MTB shuttling and a bike bambino's crèche for those with young riders in tow. If all that's not reason enough to visit the Coolest Capital in the World, come for world-class coffee at the Frocknic on the last day before the closing ceremony.

The festival celebrates the renaissance of women on all types of bikes. Women are often referred to as the cycling world's 'indi-

cator species'. The WCF will show we're a healthy, diverse and vibrant species, rapidly evolving and having a jolly good time doing it.

While the WCF will be held for the first time in Wellington, it is a national festival and hopes to attract riders from all corners of the country. Billets may be available; contact Revolve Cycling (info@revolvecycling.co.nz). And for 2013, watch out; WCF might come to a town near you!

Whether you're a fashionista, a mud addict, a tar-baby or a Courtenay Place cruiser, come along and enjoy the camaraderie of the first ever New Zealand Women's Cycling Festival on October 18 – 22. ■

Join us in Wellington
Billets may be available;
contact Revolve Cycling
info@revolvecycling.co.nz.

Velo-City Global 2012 – Vancouver, Canada

Marilyn Northcote

It was easy for me to REALLY want to attend this June conference about cycling, in the North American summer and the New Zealand winter. It was exciting to return to my Canadian homeland, if not to my east coast home... Canada is still Canada!

Velo-city Global is the world's premier annual international cycling conference. At this four day event, delegates from around the world share ways to make cities cycle-friendly. They come for inspiration, celebration, and to hear what's going on in one another's back-yards. The conference affirms the power of cycling in society, and shows successes that we can apply in our own communities. This year, it highlighted cycling's impact on quality of life while enhancing economies. The conference offered strategy, policy, and research to increase city cycling and facilities. Infrastructure was a feature — if you build it they will come! Cities like Sydney, Portland, and Vancouver itself, have made big gains.

Infrastructure development can be glacial, so it was good to hear about programmes that 'get on with what you've got'. Other

presentations were about commuter cycling campaigns, workplace challenges, public bike sharing schemes, active journeys and initiatives to get children riding to school.

Gil Penalosa presented his '8 to 80' concept of making cities user-friendly for everyone from 8 to 80 years old. His 'must haves' are lower speed limits and segregated cycle lanes. Gabriel Lagos from Mexico described private sector housing developments built around connectivity and active journeys, with no cars.

The low point for me was lack of gender equity among keynote speakers (few women) and in presentation messages. This was despite much dialogue about safe cycling for women and children, who should have been asked to contribute. Others also voiced concern about the paternalistic attitude that prevailed. The conference missed an opportunity to address women and their contributions to cycling. In the midst of a women's cycling revolution (which seems to be happening off the radar), this was a dis-



Bixi bikes — Vancouver's bike sharing scheme

connect between planning and strategy on the one hand, and what's actually happening on the other.

The conference ran well and was great for networking. Food, proximity to the city and transportation were excellent. Vancouver is a fabulous host city, with admirable urban cycle lanes and an extensive recreation network.

I'm keen to attend another Velo-City conference (Vienna 2013, Adelaide 2014). The exposure to and experience of issues from all over the world is invaluable. Perhaps I'll see more women speakers, and more ideas and experiences from a woman's perspective!

I thank CAN for its support. ■

Bike NZ news

Richard Leggat

BikeNZ is a national sporting organisation (NSO) with a vision of New Zealand being a nation embracing cycling. Unlike other sports, ours is also a form of transport, recreation and tourism. We're working hard along with many other cycling organisations toward a culture change that will see more people cycling more often.

**a culture change
that will see more
people cycling
more often**

Children's cycling numbers have been declining, so they're an area of focus for us. Our Learn to Ride programmes provide skills, confidence and fun so children want to ride more. We also need role models to inspire children and their parents to cycle. Our high performance programme helps by producing medal-winning, inspiring athletes; the success of Britain's elite cyclists has massively lifted its cycling numbers.

As the cycling NSO, our task is to develop pathways to help cyclists, coaches and officials achieve to the level of their ability and endeavour. We're producing programmes for each category and building a network of regional coordinators to deliver the programmes through community groups.

We support our member organisations in running their sport, be it road, track, BMX or MTB.

We also partner advocacy groups who have expertise in areas such as infrastructure and road design.

In conjunction with CAN and NZTA, we've completed a programme of cycle instructor courses, bus/truck and bike workshops, and a Share the Road pilot to improve road user attitudes. BikeNZ and CAN combined their strengths to deliver a good outcome for NZTA and cyclists. Thanks to this, more joint projects are likely.

BikeNZ is developing a simpler, more effective membership structure which will



BikeNZ coaching and officials coordinator Kyle Rika offers advice to schoolboy Thomas Webb at a Learn to Ride course in Auckland. ©2012 Steve King

offer more benefits and encourage more people to join. With more members we'll achieve more influence and increase the chances of bringing about culture change.

To succeed we must be financially sound; as with most sports this is a challenge. High Performance Sport NZ funds our high performance programme, but a lack of ongoing funding limits our development work. We need more commercial partners and members so we can develop and deliver a full range of programmes and make our network truly national.

The next major development will be a move in late 2013 to the new Cycling Centre of Excellence in Cambridge. Seed-funded by government, the Centre will house all our staff—and a state of the art velodrome. Centralising our team in a 'home of cycling' will bring major benefits to all aspects of our organisation. ■

New Zealand Auckland

Grafton Gully Cycleway

Max Robitzsch

The Grafton Gully cycleway was mooted years ago to connect the Northwestern Cycleway through Spaghetti Junction to the Auckland CBD. The present cycleway stops at a bridge at the edge of the CBD, where cyclists must join heavy traffic to get further, which discourages many novice cyclists.

After upgrading the Northwestern Cycleway in Kingsland in 2010, NZTA proposed to continue the off-road cycleway down Grafton Gully to the university. I represented Cycle Action Auckland (CAA) in several design workshops before the project ran out of steam through lack of funding.

However, late last year Barbara Cuthbert and I brought NZTA in contact with Council teams working on future plans for the city centre and waterfront.

Barbara is our CAA chairperson and a skilled planner who can charm concessions even out of anti-cycling folks — but Council was quite receptive to our proposals.

We re-envisioned the project as a link between the two busiest cycleways in Auckland — the Northwestern Cycleway and Tamaki Drive. In early 2012, we produced a sketch plan promoting 'Everything meets at the Waterfront'.

The new cycleway will close a key gap in the Regional Cycle Network, allowing both cross-region rides and local trips. Riders will also get vistas down the gully, and of Grafton Bridge soaring overhead.

Some months ago, about \$6 million were approved for the NZTA cycleway (at a BCR of 4) and Auckland Transport also agreed to build the last missing link from the end of the NZTA works along Beach Road to the Quay Street / Tamaki Drive cycleway.

NZTA's team is currently preparing the design for a late 2012 construction start, and dealing with issues like how to smooth out the gradients, and cross several busy streets and the motorway.

We re-envisioned the project as a link between the two busiest cycleways in Auckland

Funding for cycling infrastructure remains constrained. CAA has achieved most of our recent successes by advocating facilities that are bundled with urban renewal or other transport projects. But the Grafton Gully Cycleway is a rare 'pure cycle funding' project, and we are very pleased to see it proceed.

Auckland cycling infrastructure snippets

Max Robitzsch

Waterfront Auckland has approved \$6 million for a walkway and cycleway along the western CBD waterfront.

The Waterfront Boulevard will link the harbour bridge area with the new Wynyard Quarter by 2014, making the harbour an even better recreational space for cyclists.

It will also be a good commuter route for novice cyclists to reach harbour-side offices. When the walkway / cycleway across the harbour bridge is built, the Waterfront Boulevard will be a key link to the city from the North Shore.

Tamaki Drive (Auckland's busiest cycle route with over 1,500 cyclists a day) has received numerous safety upgrades, mostly based on a safety audit after the 2010 Jane Bishop fatality. The causes of Jane's death remain in dispute after a coroner's hearing, but likelihood of further tragedies has been reduced.

More safety works are planned.

Planning is proceeding for the **Waterview Cycleway**, a rare non-car improvement related to massive motorway investment here. Funding is approved as part of the motorway works, the route is selected and resource consent will soon be sought. The cycleway should be ready for use

in one or two years, several years ahead of the completion of the Waterview motorway tunnel.

Max Robitzsch is the Infrastructure Liaison person for CAA.

Cycle counters at nine locations now show trends as they develop; July saw an increase of 12.8% cyclists riding past the counters compared with the same month in 2011. Auckland cycling is growing strongly.

Christchurch

School bike track opens in Christchurch

David Hawke

Kendal School had its new bike track opened by the local MP (Hon. Gerry Brownlee) one sunny Saturday at the end of March, with the help of 35 eager young cyclists and junior mountain bike champion Anton Cooper.

Learn-to-ride programmes are great; but there's nothing like an off-road track to build confidence and competence in a young cyclist.

David Hawke from CAN talked with Keith Turner, Kendal School Principal and former Chairperson of Spokes Canterbury, about building the track.

Continues p8



DH: How long did the project take?

KT: Three years from when our Board of Trustees approved it.

DH: Has anyone else done it?

KT: Yes, St Mary's School in Hastings. Paul McArdle's role there was a huge encouragement to us.

DH: What was your vision, aside from the obvious one of the value of a track?

KT: We believe that no child should miss out, so the school must provide bikes and storage.

DH: Did you build the track on the cheap?

KT: No; we were thorough and careful. Engineer and bike track designer John Armowicz provided the specification, design and cost estimates, and supervised the project.

DH: What about fund-raising?

KT: We began in 2010 and eventually raised over \$45,000.

DH: That's a lot! Who came on board?

KT: Christchurch City Council (via the local Community Board), Bishopdale-Burnside Rotary Club, Christchurch North Lions Club, Christchurch City Breakfast Lions Club, the Transpower Community Care Fund and the Ground Effect Slush Fund.

DH: Any hitches?

KT: Yes, the February 2011 earthquake; but fortunately City Care Ltd's Landscape Division had spare capacity at the critical time.

DH: Other than landscaping, what had to happen?

KT: Holes had to be dug, challenge sections built, bike storage arranged, electricity laid on, alarm systems built and so on. We used lots of volunteer and subcontractor work as well as the main contractor.

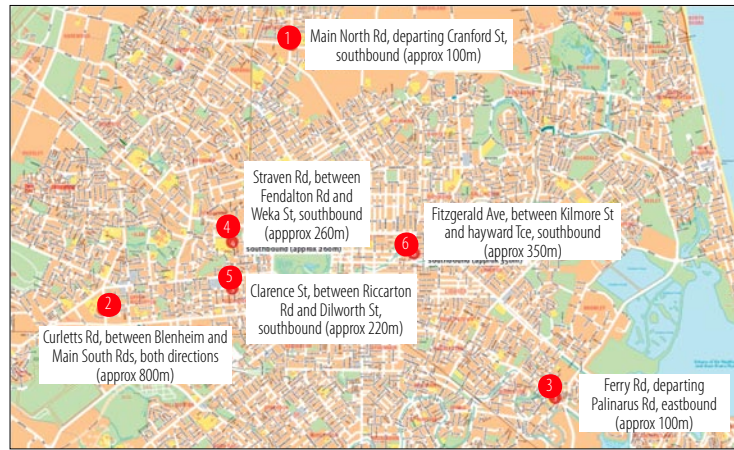
DH: And what about the bikes?

KT: Paul Dahl of BikeNZ and Craig Shakespeare of Sheppard Industries supplied 45 beautiful red bikes and a helmet for every learner. Paul Cooper and Susan and Lennie Fortune assembled the bikes.

DH: Could other schools build their own tracks?

KT: Certainly, and we're happy to support them!

Temporary Removal of cycle lanes to reduce traffic congestion



Cycling and renewal of Christchurch

Simon Kingham

Christchurch will look very different in the future. 70% of the city centre is to be demolished, 15,000–20,000 residential properties are to be rebuilt, over 100,000 properties are to be repaired and 45% of the roads (895 km) need rebuilding. However, we have a unique opportunity to build a city resilient to climate change and peak oil. Furthermore, we can fight the obesity epidemic by making an 'active' city where people want to cycle.

Recent research[†] identified perceived danger as the main barrier to cycling in Christchurch. People want an environment where they feel safe, with cycling routes separated from traffic.

However, it's not simple! The City Council's (CCC) six week 'Share an Idea' programme generated 106,000 ideas, many favouring a cycling city. CCC turned these into a Draft Central City Plan on which it consulted before passing it to the Canterbury Earthquake Recovery Authority (CERA) for more consultation. The plan then went to Minister for Earthquake Recovery Gerry Brownlee, who handed it to the Christchurch Central Development Unit (CCDU), a branch of CERA. CERA entrusted it to consultants to develop into the more detailed, recently

[†]Kingham S, Koorey G and Taylor K, 2011, Assessment of the type of cycle infrastructure required to attract new cyclists. NZTA Research Report 449.

great plans and ideas, but how to pay for them?

released Christchurch Central Recovery Plan. This directs CCC to change its District Plan to meet the objectives of the Recovery Plan, which has many initiatives encouraging to cycling.

CCC has also released a totally separate Christchurch Transport Plan 2012–2042 which it drew up in ignorance of the Christchurch Central Recovery Plan, although both were made simultaneously and released within days of each other!

The Transport Plan provides strongly for cycling, but only after road improvements are done. This is old-fashioned thinking, and a problem of prioritisation. If we shift from motor vehicles to bicycles we don't need vast spending on new roads; we need to invest in alternatives to the motor vehicle.

So what's happening on the ground? Early signs are not promising.

- ◆ Cycle lanes removed soon after February 22 to accommodate more cars have mostly not been restored;
- ◆ roads are being repaired with little or no provision for cycling;
- ◆ recent local plan consultation documents for Selwyn St. and Linwood Village include little provision for cyclists;
- ◆ it's unclear how the Recovery Plan and the Christchurch Transport Plan relate to each other;
- ◆ there's no indication of crucial links from central city to suburbs.

Finally, how do we pay? The key document — the government's Policy Statement for Land Transport Funding (GPS 2012/13-21/22) — offers little encouragement, budgeting billions of dollars for 'Roads of National Significance' (RONs) and virtually nothing for cycling. The Christchurch Transport Plan honestly states, 'this means the funding available for public transport, cycling and walking networks as outlined in this Plan will be heavily constrained for much of the early recovery period.' This is an understatement.

Bottom line: great plans and ideas, but no evidence of how to pay for them. ■

Simon Kingham is Professor of Geography and Director of the GeoHealth Laboratory University of Canterbury — Te Whare Wananga O Waitaha

More: bikeon.co.nz

Cycle touring: getting started

Stephen Wood

From my first trip, in a group of teenagers tackling Banks Peninsula back roads with 10-speeds and backpacks, I've developed a love of cycle touring. Travelling under my own steam on back country routes, state highways and anything in between is therapeutic. I love it, be it a couple of

days getting from A to B or a two week epic. Some of my trips are written up in Chainlinks.

Summer is a great time to get out cycle touring. Build up in stages, getting used to full day rides, then an overnight trip or two before tackling a bigger trip.

Here's a checklist of things you might pack for tours of different lengths.

Length of trip	Every ride	Day rides	Overnight trips	longer trips
clothes	shorts, top, shoes, gloves, helmet, light jacket	extra warm top, rain jacket, knee-warmers or longs?	thermal top or jersey (or 2) long-johns, warm hat, gloves spare socks	more clothes for wet & cold, casual clothes for off the bike, spare footwear
to carry gear	backpack or saddlebag	handlebar bag or saddlebag	add rear carrier and panniers	add front panniers as well?
tools	pump, puncture kit, tyre levers, multi-tool or allen keys	tyre boot, spare tube, adjustable spanner, chain tool, spoke tool	spare bolts, chain oil, duct or electrical tape	spare spokes, chain links, cables, extra tools
food	water	food, more water, energy food	more food, stove, fuel, pot, spoon, bowl, pocket knife	containers/ bags for food, Frisbee, wooden spoon
sleeping			sleeping bag & liner, sleeping mat, tent/bivvy	
extras	a bike mirror is a great thing for any road riding	money, camera, cellphone, map sunglasses, sun-block, bike lights	first aid, toilet paper, toiletries, pack towel, torch, lighter/matches	small radio, water filter? cord, clothes pegs, compass?

This is just a guide to get started, so don't think you've got to take everything suggested. Every trip is different. Is it back-country or on roads? Will there be shops, cafés, campgrounds, or hostels on the way? Is there cell phone coverage? What's the best and the worst weather you can expect? Are you travelling alone, or in a group where you can share gear?

The more remote the area is the more you should tell friends where you're going and what to do if they don't hear from you, and the more you should prepare for bad weather and emergencies.

Build up to longer trips, with shorter ones as shakedown for yourself, your bike and your gear. Get a feel for how the loaded bike handles. If full touring seems daunting, you can have an enjoyable holiday using hostels or hotels, or basing yourself somewhere for day rides.

A great thing about a longer trip with camping gear is that you can adapt it as you go. If the weather is bad or your legs or bike aren't working well, you can shorten days to suit. Know where you can free camp and where commercial camp grounds are.

Upgrade if you need a dry place and hot shower. On a longer trip you might take a rest day.

Enjoy! ■



Getting into cycle touring – our way

David & Joan Hawke

Years ago people travelled near and far by bike, because it was the only option apart from walking. Biking to work is easy: just get your bike out, get on and go. By comparison, cycle touring looks complicated. There are many ways of getting into it and many ways of doing it.

Here's our journey.

We started in 2004 with two \$700 entry-level mountain bikes. After a while, we were drawn to something more than Sunday rides on country roads around Christchurch. Our first step, six years ago, was to fit cheap \$30 carriers and bungee our day packs to them. Apart from the cost of staying in a B & B, our first overnight 75 km round trip south from Christchurch was wonderful, but

we realised that cheap carriers were a false economy. Enter \$75 pannier racks, \$185 panniers and a \$115 handlebar bag. A key decision was to keep things simple with basic hard-tail MTBs and to travel light with no front panniers. Many others use this lightweight approach (see Pedalling Patagonia at <http://www.groundeffect.co.nz/UGnews/UGnews.pdf> (2.4 mb)).

As confidence and experience increased, we upgraded components for more reliability. We added a women's saddle to Joan's bike and replaced both steering stems (shorter and more upright for Joan; longer and flatter for David). Comfort handgrips are worthwhile for both of us. Consequences of failure on tour are extreme, so we upgraded our seat-posts to stronger ones that are easier to adjust. Our bike shop built more robust wheels for us after repeated spoke breakages.

Tyres deserve careful thought; we use semi-slick Continental Top Contacts.

Some people ride phenomenal distances, but we average 30–50 km per day for a typical 3–10 day trip with never more than 75 km on a single day. If a hill is too big, there's no shame in walking. At first we stayed in camping ground cabins, but now we use a tent and sleeping pads for summer trips. For a gear list, see the article above.

As well as touring in Canterbury, we put our bikes on the train for trips on the West Coast or in Marlborough. Touring is a wonderful, low cost way to see the finer grain of the countryside. We encourage others to have go! ■



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What would it take?

Commuter cycling in Auckland

Alex MacMillan

When adults in cities swap cars for bikes, they contribute to health, social and environmental benefits.

What policies will encourage this while minimising harm, especially in car-dependent New Zealand cities? My research aimed to answer this, to show the benefits and costs of realistic policies and to improve policy decisions by using a systems approach.

I brought together a range of Auckland policy, community and health people who identified obvious feedback loops (diagram) that drive trends in bicycling. Understanding how these feedbacks work is vital to increase commuter cycling.

better returns than big transport projects and most health interventions

At the moment, a strong central balancing loop is dominant. More people commuting by bike means more injuries and deaths — the greatest deterrent to cycling (B1). External factors such as fuel price increase commuter cycling temporarily, but then traffic and cycling injuries deter people. Low but oscillating cycling levels result.

On the other hand, more people biking to work can drive demand for safer infrastructure, reinforcing bicycle commuting in a virtuous cycle (R1). As more people bike in everyday clothes and visible to drivers stuck in traffic, a 'normality' loop creates a further shift towards cycling (R2).

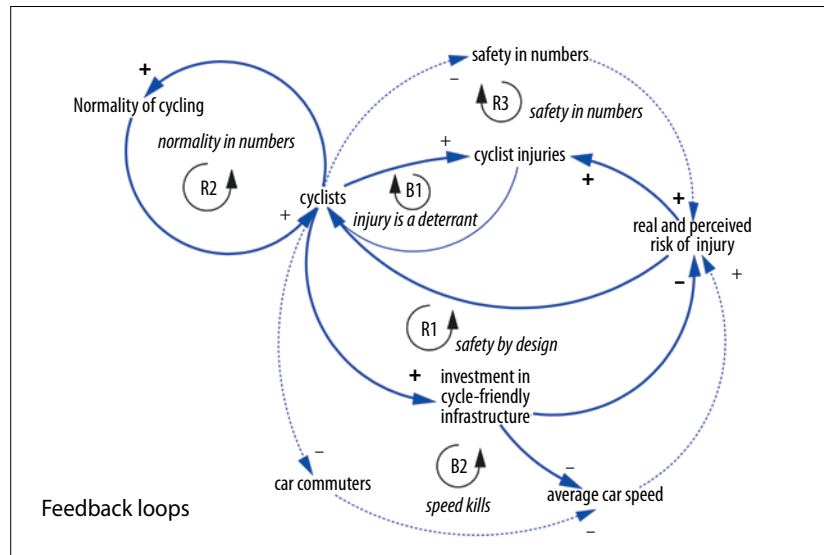
Higher cycling levels than Auckland sees can activate other feedbacks. At these levels, each new cyclist may make cycling a bit safer (R3). But a larger shift to bikes might allow remaining vehicles to travel faster, increasing the risk to cyclists. This unintended balancing loop (B2) makes reallocating existing road space crucial.

When we understand the feedbacks in the system, it also becomes clear that issues outside these feedbacks (such as weather, hills and the helmet law) are a distraction. They might affect bicycling numbers, but they're not what we need to focus on if we want to change cycling decline into sustained growth.



Alex Macmillan is a public health doctor and senior lecturer in environmental health at the School of Population Health, University of Auckland. This article summarises part of her doctoral research about commuting and public health, funded by the HRC, the NZTA and the MoH.

Continues p12



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CAN to launch Workplace Bikeability project

Patrick Morgan

CAN is developing a Workplace Bikeability programme to help New Zealand businesses become more bike-friendly.

Workplace Bikeability products that encourage employees and employers to cycle include:

- ◆ Gearing-Up, a 60 minute in-house seminar.
- ◆ Making the Move, a 90 minute on-road workshop.
- ◆ Becoming a Bike Friendly Employer, a consultation and advice service for employers covering cycle parking, Bicycle User Groups, events, resources, tools and fleet bikes.

CAN is working with Massey University design students to develop a brand and marketing material.

See the Cycle-friendly Employers' Guide at can.org.nz/library/cycle-friendly-employer-guide ■

"Bikeability is a product CAN will be marketing to businesses to improve the way in which they cater for cyclists, and is intended to improve both the lot of cyclists who bike to work and CAN's bottom line.

If you or your organisation are interested, please contact Patrick Morgan at patrick@can.org.nz." David Hawke, CAN Acting Secretary

Lobbying is a numbers game:

Increasing CAN's membership

Increasing our membership (both individual Members and Supporting Members) is important for two reasons.

Obviously, more members means more income; but more importantly, lobbying is a numbers game so that every member counts.

Something every member could do

Ask at least one other person or organisation to join. I approached my em-

ployer (CPIT) and a café that I frequent (Addington Coffee Co-op); both were keen and eager, and are now Supporting Members.

Renew your own membership!

And, if you haven't renewed your membership, then do it now! If you are not a member, then go to can.org.nz/join — it's quite painless!

David Hawke, CAN Acting Secretary

What would it take? continues

Our simulation model compares the effects of policies. Actual and perceived safety is central; so we focus on the effects of infrastructure investment, comparing costs and benefits of the Regional Cycle Network, arterial separated bicycle lanes with intersection treatments, and local bike-friendly traffic calming.

The Regional Cycle Network proposes more on-road painted lanes and off-road shared paths. Our simulations suggest these may make cycling a little more attractive than no infrastructure at all, but also a little more dangerous — especially the way they are currently built.

To achieve a significant shift to commuter cycling, Auckland needs a region-wide, approach. Physical segregation (with intersection treatments) on arterial roads keeps cyclists visible to other road users while increasing safety and providing better personal security than

off-road paths. This alone is not enough; we also need region-wide bike-friendly traffic calming on local streets.

Together, these approaches will activate virtuous feedbacks and help avoid negative consequences. They are extremely cost-effective, with ten-fold pay-back — an order of magnitude better than returns from proposed big transport projects and from most health interventions. Spending \$3 billion on Auckland's cycling infrastructure over the next 40 years would likely save tens of billions by 2050.

Any adult shift from cars to bikes has benefits that outweigh risks at a population level; but this is hard to sell when the risk of injury is immediately felt by individuals. Achieving greater benefits with less pain means making a more ambitious and consistent demand for the right infrastructure. ■

CAN committee and portfolio activities

■ Completed the NZTA-funded Safer Cycling project and finalised the report to NZTA. Thanks to Graeme Lindup and Glen Koorey as well as project manager Jena Western (see article on next page).

■ Working on ways of improving CAN's financial sustainability alongside its core business of advocating at a national level.

■ Beginning a membership drive (see article on left and p4).

■ Promoting Bikeability (see article on left).

■ Made a joint application with BikeNZ for government funding (via the Road Safety Trust) which has been declined, but with an invitation for further dialogue.

■ Continue to seek additional funding opportunities.

■ A Special General Meeting was held by teleconference (see below).

■ Planning the next CAN-Do for March or April 2013. (Because of the change to our financial year, there will be no CAN-Do this year.) ■

Contact a Committee member for more information about any of these items.

CAN Special General Meeting

A Special General Meeting was held by teleconference on 15 May 2012.

The purpose:

- ◆ to examine the Annual Accounts
- ◆ to consider a series of Rule Changes for CAN.

The result of the SGM was the Annual Accounts were passed and the Rule Changes approved.

Our thanks to those who took part.

Minutes are available to CAN members at can.org.nz/candocument/special-general-meeting-15-may-2012-minutes. ■



Contact CAN

• **Chair**, Graeme Lindup
chair@can.org.nz

• **Acting secretary**, David Hawke,
secretary@can.org.nz

• **Treasurer**, Elaine Richardson,
treasurer@can.org.nz

• **National committee members**, Jane Dawson, Clare Simpson, Stephen Wood.

STAFF

• **Project Manager**,
Patrick Morgan, patrick@can.org.nz
04 210 4967 : 027 563 4733

SOME CAN ROLES

• **Membership secretary**,
Adrian Croucher, membership@can.org.nz

• **Media contacts**,
Glen Koorey, glen@can.org.nz
Patrick Morgan patrick@can.org.nz

• **Communications coordinator**,
Stephen Wood, stephenw@can.org.nz

• **IT/Website coordinator**,
Stephen Wood, stephenw@can.org.nz

• **Email & DNS Server Admin**,
Thomas Schwarz, thomas@can.org.nz

• **e.CAN newsletter editor**,
Adrian Croucher, secretary@can.org.nz

• **Chainlinks editors**,
Miriam Richardson & Claire Pascoe
chainlinks@can.org.nz

• **Mailouts co-ordinator**,
Ruth Lewis, mailouts@can.org.nz

• **Merchandise co-ordinator**
Bryce Lyall, shop@can.org.nz

MORE

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

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

Safer Cycling programme completed

Jena Niquidet Western

In late 2011, the New Zealand Transport Agency (NZTA) asked CAN and BikeNZ for a joint project proposal. This resulted in our organisations collaborating to deliver three sub-projects for the Safer Cycling Programme:

- ◆ cycle instructor training
- ◆ Road User Workshop (RUW)
- ◆ 'Share the Road' campaign

BikeNZ led the instructor training while CAN led the other two programmes.

The half day RUW is 'to bring professional drivers and cyclists together to increase awareness and empathy for road safety issues that face cyclists in the city'.

We're still working to adapt the workshop format to the trucking industry. Although we didn't reach targets for truck/bike workshops (completing only two), we refocused on building relationships within the trucking industry. Thirteen workshops with bus drivers were completed and opportunities for more workshops are developing. We also have an interest in adapting the program for taxi drivers and driving instructors in high-risk areas.

The RUW programme helped us find new 'Share the Road' messages and ways to change behaviour; and showed that personal engagement, predictable cycling behaviour and courtesy are important.

This parallels a pilot program developed with Cycle Action Auckland and Auckland Transport. "Good Bunch" is about road cycling etiquette: limiting bunch size, communication, courtesy and adherence to road rules. A very visible group, road cyclists often leave a lasting impression on motorist. In survey's motorists consistently named courtesy as having the greatest influence on their willingness to share the road with others. Therefore we hope that consistent courteous and safe on road behaviour will have a positive influence on motorist behaviour.

"CAN's contribution to the Safer Cycling project included Road User Workshops for bus and truck drivers, and the "Share the Road" campaign aimed at improving the understanding between cyclists and drivers.

Finalising the Report has been an important exercise over the last month or two, particularly involving Graeme Lindup (CAN Chair) and former CAN Committee member Glen Koorey. The Committee is hugely grateful to both people, and to Jena Western who was employed to run the project.

CAN intends to keep marketing the Road User Workshops to transport companies, as a way of improving mutual understanding."

David Hawke, CAN Acting Secretary

The Good Bunch project engaged bunch cyclists who use Auckland's Tamaki Drive, a key commuting and road race training route that's also a cycling black spot. Cyclist buy-in is growing, and the police, Automobile Association and transport industry are positive.

Road cycling leadership is vital, but individuals are responsible. Peer networks encourage riders to train for and take on ride leader roles.

We'd like to develop the 'Good Bunch' and extend it from Tamaki Drive to the wider Auckland area and Waikato, a busy training area for cyclists. As summer approaches and more cyclists are out training, we hope to use social media as well. ■

CAN DO 2013

The next CAN Do will be in March or April 2013. Probably in Auckland.

Keep an eye on this web page so you can add it to your diary and book your travel early and cheap.

can.org.nz/CANDO-2013 ■



Broke Bike Alley business card



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Effective advocacy: influencing social change – Part Two



Spokes Core members out 'Riding with Roger' around the CBD

Clare is a Spokes Canterbury Chairperson and CAN committee member

local EECA and NZTA staff and with people working in related areas.

Seizing the moment

Seizing moments has borne fruit, but not always immediately. We must keep building relationships and nurturing allies in the media. And we must acknowledge that we're mere mortals, by being resilient and celebrating small victories. ■

Clare Simpson

In the last issue I wrote about affecting social change by building good working relationships, by seizing the moment and by acting when the moment arrives.

If the Core Group of Spokes Canterbury were less than a decent bunch, they'd laugh into their cycling gloves at my idealism and naivety. Old hands at advocacy, they're patient, expect little and hope for small but meaningful victories. On the other hand, I joined Spokes Canterbury actually expecting things to happen!

Since the last Chainlinks issue appeared, Spokes has developed another strategic plan with SMART goals. Humbly, I ask myself not what our small forays into social intercourse have changed, but what they've helped us to understand and how to capitalise on these insights.

Keep doing what we've begun

First, we must keep doing what we've begun. We must keep meeting City Council and Community Board representatives, because dialogue builds working relationships. Although the Draft Transport Plan and Central Christchurch 'Blueprint' have temporarily diverted our attention, we must stick with the plan. Talking helps us to learn who the influential people are and how they exercise influence. It helps us to understand processes at work in the city

council, earthquake authorities, community boards and parliamentary electorates; and to identify relationships and lines of communication between them.

Business community 'movers and shakers'

I also mentioned our need to meet business community 'movers and shakers'.

We've had luck here, thanks to our AGM guest speaker (Roger Sutton, CERA) who dropped names. We contacted some of them and things happened — not necessarily what we envisaged, but useful.

We got to know the Canterbury Business Leaders' Group, who'd never heard of us. However, their spokesperson (Don Elder, CEO of Solid Energy) is a cyclist and discovered strong support for cycling among his group.

Media

We've been interviewed twice on CTV news, about the Ministry of Awesome's bike rack design competition and The Blueprint. The Christchurch Press accompanied us on a Sutton-led bike tour of The Blueprint's cycling potential, into the Red-Red Zone of Cathedral Square.

Writing submissions

'Core business' — writing submissions — continues. Relating with influential people has helped. CCC staff invited us to discuss the draft Christchurch Transport Plan and to meet other stakeholders about it; they've also sought our individual expertise. The stakeholder meeting forged new relationships with

Cycling with dolphins

Dean Scanlen

I was recently cast in a musical play called *The Thing about Men*, a comedy about a philandering executive. Cycling to rehearsals keeps me fit and is a perfect warm-up for musicals, which have lots of movement, costume changes, scrambling about and shifting sets.

One night while riding home beside Whangarei Harbour, I heard swishing, blowing and splashing sounds on the calm, moonlit water. I stopped and saw a ripple from a fast-moving front disturbing the surface. A dolphin jumped and landed with a loud splash; then another, and another. Others breached the surface to breathe. The pod was moving fast, parallel to the shore and about 50 metres out. Wondering where they were heading, I pedalled hard and kept up at 25 to 30 kilometres per hour.

About a kilometre from where I first saw them is a wharf. I reached it first and moved onto it in time to see a score of dolphins zoom underneath, then race out of sight towards an unknown destination.

I was to have been part of the New Zealand premiere of *The Thing about Men*, but unfortunately we never performed it in public. Even so, I'm grateful for the opportunity it afforded me to experience an exhilarating moonlit race with a pod of dolphins. If I'd been in a car, I would not have known they were there. ■

Old hands at advocacy, they're patient, expect little and hope for small but meaningful victories.

an exhilarating moonlit race with a pod of dolphins



iWay bridge, Hastings

Cycle Aware Hawkes Bay update

Bernie Kelly

Dr. Amy Symonds of Napier made an impressive presentation to the Hastings District Council (HCD) in June, about the hazards of cycling to work. A film, taken from her helmet camera as she crossed the Chesterhope Bridge, showed dangers that cyclists face every day even with double yellow lines. Driver education still has a long way to go!

Hawke's Bay councils and NZTA are doing much good work, including replacing flashing lights stolen from the narrow Tutaekuri bridge. Protracted negotiations and Jeremy Dunningham's perseverance are at last producing bike racks on buses.

Our expanding Rotary / Iway pathway network now offers many off-road options. HDC has just opened the \$1.5 million Havelock North — Hastings cycleway and walkway, easing road congestion. The newly-completed Clive to Hastings track uses a combination of surfaces, depending on the terrain. See www.iway.org.nz for a map.

I'm delighted to be part of the BikeNZ learn to ride programme, which benefited more than 1000 school kids around the Bay in the last year. Mentoring by Bike NZ Regional Development Coordinator Vicki Butterworth has helped me to gain a Level One instructor qualification.

showed dangers that cyclists face every day even with double yellow lines

Cycle Aware Wellington update

Alastair Smith

CAW recently morphed into the 'Society for the Promotion of Bicycling Etiquette' for the launch of the Friendly Cyclist internet video series. Narrated by actor Stephen Fry, the videos follow Wellington cyclist Mrs Penny Farthing demonstrating decorous and seemly ways to ride safely. Wellington Mayor Celia Wade-Brown makes a cameo appearance in full mayoral regalia rather than her more normal cy-

cling gear. Made by Little Fighter Films and funded by Wellington City Council, the website also features an examination for aspiring friendly cyclists. Although oriented to Wellington, the videos are excellent resources for any city. The website has attracted over 20,000 views from around the world, including from the home of urban cycling, Amsterdam.

To view the videos (a tweed suit and a gin and tonic will put you in the right mood), summon thefriendlycyclist.co.nz/ to your internet device.

Progress is slow on the notorious Wellington to Petone 'Gap', where an incomplete, narrow rubble-strewn path is

the only alternative to SH2. Submissions to Greater Wellington Regional Council's Land Transport Plan resulted in promotion from ninth to second priority. NZTA is investigating an interim solution with flexible poles separating part of the shoulder from the expressway. Cyclists are concerned that this would create danger and delay a long term solution.

Thanks to social media maven Isobel Cairns, CAW now has a twitter feed (@CycleAwareWgtn) about the capital's cycling issues. Tweets include traffic information, transport report releases and CAW meeting reminders.

This winter, Wellington cyclists have been brighter than ever thanks to the Regional Council's cycle light testing information (gw.govt.nz/be-safe-be-seen/). CAW members also joined police and City Council staff for the annual start-of-winter blitz on poorly lit cyclists, handing out lights, reflectors and information.

CAW has convivial monthly meetings at 6 pm on the first Tuesday of each month, at the Library Bar in Courtenay Place. caw.org.nz

the 'Society for the Promotion of Bicycling Etiquette'

The Friendly Cyclist



Kapiti Cycling Inc update

Lynn Sleath

A Voice for Cyclists on the Kapiti Coast.

1. KCI has made a submission to the Mackays to Peka Peka Expressway Board of Inquiry with input from CAN's Patrick Morgan. We have cited what we see are the deficiencies in the project from a cycling viewpoint. Hopefully once the work

is completed we will have a much awaited off-road cycle route linking Kapiti's coastal towns.

2. Our Mayor opened a lovely new wooden bridge at Otaki at Atkinson Avenue. It will mean that there is a loop for cyclists and walkers to access the beach area or do a round cycle trip. The structure was blessed by Maori elders and the ceremony was attended by about 60 people.

Contact the local group nearest you

Bike! Whangarei

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

Cycle Action Auckland

Barbara Cuthbert, Chair, 09 445 2223
chair@caa.org.nz caa.org.nz

Cycle Action Waiheke

Tony King Turner, 09 372 7821
tkturner@slingshot.co.nz

Cycle Action North Rodney

Bevan Woodward, 09 425 1928
bevan@betterworldnz.com

Cycle Action Waikato

Peter Bos, 07 850 8835
cawaikato@can.org.nz

Cycle Action Whakatane

Pip Wonacott, pip@wonacott.com

Rotorua Cycle Action

Mark Dyer, 06 347 9482
mdyer@canmaphawley.co.nz

Bike Taupo

bike@biketapo.org.nz biketaupo.org.nz

Cycle Action Tauranga

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

Critical Mass Gisborne

Manu Caddie, 027 420 2957
manu@ahi.co.nz can.org.nz/gisborne

Cycle Aware Hawke's Bay

Bernie Kelly, 06 870 0837
berniekelly47@gmail.com

North Taranaki Cycling Advocates

New Plymouth
Graeme Lindup, 06 757 2062
ntca@can.org.nz ntca.org.nz

Whanganui Bicycle User Group

Hadi Gurton, 06 347 2494
radiahadi@hotmail.com

Cycle Aware Manawatu

Palmerston North
Christine Cheyne, cmcheyne@gmail.com
can.org.nz/manawatu

Kapiti Cycling

Paraparaumu, Waikanae, Otaki
Lynn Sleath, 04 905 2230
lynnval@paradise.net.nz kapiticycling.org.nz

Mana Cycle Group

Robin Edgely, robin.edgely@ccdhb.org.nz
can.org.nz/mana

Cycle Aware Wellington

Alastair Smith, 04 463 5785
info@caw.org.nz caw.org.nz

Hutt Cycle Action

Tom Halliburton, 04 972 9138
tom.halliburton@paradise.net.nz
can.org.nz/hutt

Tasman Bicycle Nelson Bays

Nelson
Anne FitzSimon, 03 539 0527, 021 1123 890
bnbnelson@gmail.com can.org.nz/nelson

Bicycle Lanes in Paradise

Golden Bay
Victoria Davis, 03 525 9298
moonbow@goldenbay.net.nz

BikeWalk Marlborough

Blenheim
Robin Dunn
Robin.Dunn@marlborough.govt.nz

Bike West Coast (SI)

can.org.nz/westcoast

Spokes Canterbury

Christchurch
Clare Simpson
spokes_chch@can.org.nz spokes.org.nz

Squeaky Wheel

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

Spokes Dunedin

spokesdunedin@gmail.com
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Kapiti Coast District Council
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Pacific Cycle Tours
Pedaltours
Rotorua Association of Triathletes
Rotorua District Council
Rotorua MTB Club
Tasman District Council
Timaru District Council
ViaStrada
Waimakariri District Council

3. Despite winter weather good progress has been made by our Council on two new pathways in Paraparaumu. One will link Guildford Drive with Mazengarb Park providing a safe alternative route for school cyclists. The second runs north beside the rail line from Waterstone Park to Camelot sub-division, providing a link between the townships of Paraparaumu and Waikanae.

4. Marilyn Northcote and Patrick Morgan ran a Cycle Skills Course in Waikanae sponsored by Greater Wellington Regional Council. We trust that this will lead to a pool of trainers for school students.

kapiticycling.org.nz ■

Winter family biking

Janet Miller

"This is soo coooool!" yells six-year-old Douglas, as we zoom along. I look at Douglas and can't help but grin as we zoom along on our bikes in the winter sunshine on the newly opened Hauraki Rail Trail.

The trail is flat and easily wide enough for two, so we chat when the pace settles down a bit. We don't have to think about cars because we are off-road. The only sounds are birds singing and cows mooing as we cycle along heading from Kopu (south of Thames) towards... well... wherever we get to!

Douglas and I ended up cycling about 14km that day. There were cool wooden bridges to ride across, bike gates to negotiate each time we reached a road and even a homemade cordial stand. The track was busy with groups of kids with their grandparents enjoying the school holidays. When we got to Hikutaia we found a cafe so Douglas and I elected to stay and eat icecreams while Dad went for a quick burn on the trail towards Paeroa.

Each morning we tackled a different bit of the track. We started the day with some Tour de France action on TV and then made sure two-year-old Charlie had a good run around so that he would sleep in his bike trailer when we hit the trail. The trail was mostly gravel, smooth enough for Charlie to sleep soundly with a couple of jerseys stuffed in to act as a pillow. We had planned for one of us to cycle along with the trailer attached to



our bike, but in the end Grandma chose to walk him along the trail in his trailer.

One day we drove to Waikino and cycled along the Karangahake Gorge section of the track. This section of the track meanders along the river through the bush, and we stopped from time to time to check out gold mining history boards along the way. We got to the 1100m long rail tunnel and cycled it with only the lights in the tunnel to guide us. Out the other side we ate our sandwiches in the sunshine and then retraced our steps back to the car.

For the other two days of riding we didn't need to double back as Grandma would come and pick us up in the car once she'd finished walking with Charlie. We really enjoyed the flexibility of being able to stop when we wanted to or go on further if we wanted. On the last day of cycling we set out from Te Aroha aiming for Paeroa, a distant 21 km away. More farmland and more zooming, but after a couple of kilometres it became apparent that Douglas just wasn't in the zone. With frequent lolly stops we managed 10km then texted for a pick up. Once Douglas was in the car and headed to a playground in Paeroa, Dad and I sped off down the last 10kms of trail through farmland to Paeroa. ■

Zooming along on our bikes in the winter sunshine on the newly opened Hauraki Rail Trail



Te Rewa Rewa bridge, Taranaki

New guidebook shows the way

Patrick Morgan

Classic New Zealand Cycle Trails, by Jonathan, Simon and Paul Kennett

The best way to explore New Zealand is by bike, engaging with the environment, meeting people, getting fit and eating what we want. So how do we figure out where to ride? Avoiding busy roads has been a problem for decades, causing a decline in cycle touring. Yet incredibly it is now almost solved, thanks to the New Zealand Cycle Trail.

Since 2009, more than \$100 million has been spent transforming cycling in New Zealand. Half came from the government, \$30 million from local government and DOC, and \$20 million from trusts and other organisations. The result is the subject of the Kennett Brothers' new book.

Classic New Zealand Cycle Trails describes a network of rides stretching from Cape Reinga to Bluff and from Taranaki across to East Cape. The book's foundation is the New Zealand Cycle Trail, which consists of 20 Great Rides connected by quiet back country roads. And the Kennetts haven't stopped there; they've added a few of their favourites, making a compendium of New Zealand's best cycling holidays.

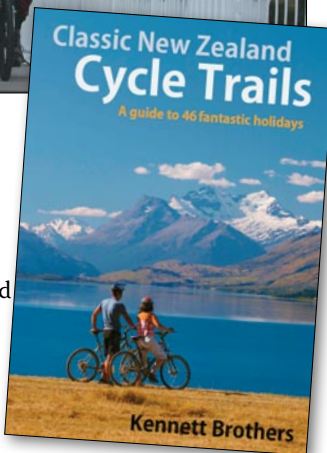
The Great Rides are mostly off-road, ranging from easy paths (Hawke's Bay Trails, Otago Rail Trail) to wilderness trails (Mountains to the Sea, Old Ghost Road). As well, the book describes 24 Heartland Rides with classics like

Taranaki's Forgotten World Highway and Westland's Pioneer Heritage Trail. Great Rides and Heartland Rides range from one to six days, and most have accommodation so you don't need to lug camping gear.

Until recently, New Zealand sadly lacked multi-day rides that anyone could do regardless of fitness or type of bike. Often people would ride the Otago Rail Trail and then look to Europe for their next cycling holiday; but that's no longer the case.

Cyclists looking for a longer holiday will like the Connector Rides which complete the network, enabling you to cycle throughout the country. Most take only an hour or two, linking Great Rides to nearby towns or Heartland Rides. If they are not safe even for an experienced cyclist, the authors suggest public transport links.

No matter how much cycling you've done, the possibilities in Classic New Zealand Cycle Trails will surprise and excite you. It certainly whetted my appetite. ■



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On the web



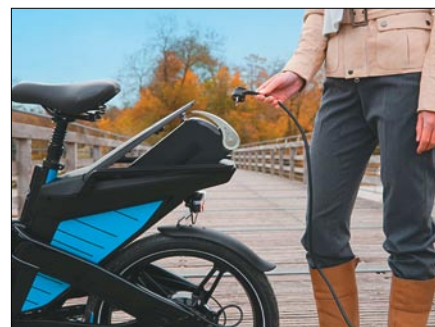
The FLIZ pedal-less bike concept
<http://fliz-concept.blogspot.ca> (in German)



Trisled Flatbed truck bike
A high-bulk load carrier.
<http://www.trisled.com.au/flatbed-truck.asp>



The Fietshangar
The Fietshangar (bike hangar) fits well inside one car parking space and is designed to hold 5 bicycles, protecting them from theft and damage.
<http://tinyurl.com/fietshangar>



Build Your Own DIY Electric Bike and Extend Your Range
Souping up your old steel frame to add a little extra speed and power in the form of an eBike isn't as difficult as you might think.
<http://tinyurl.com/diy-electric-bike> ■

Photo: Dave Mitchell

Groundeffect



Gap Creek, Canterbury



Whakamata



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with 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

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