

# Chainlinks



CHAINLINKS 2009 Issue 3, October 2009

It is all happening  
in New Plymouth —

join us  
at the CAN Do  
the conference  
and on the road!



ISSUE 3, October 2009

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

# Editorial

## The Power of the Bunch

The Tour de France has rolled past again; and while people focus on the Contadors, Schlecks and Armstrongs, the riders themselves acknowledge the teams that work for them. Any road cyclist appreciates the power of the bunch, where riders take turns leading while others draft behind.

Cycling advocacy works the same way, because it's largely a volunteer effort. Although CAN is blessed with fantastic staff, they can do only so much. We need many people to work together, taking their turns on various tasks for the betterment of cycling. If we don't spread the load — and take occasional breaks — burnout results.

So, when compiling CAN's Annual Report, it was heartening to see the great work being done around the country. A notable feature of this year's report (p12) is the huge amount of activity among local groups, particularly compared with last year. CAN's networking efforts are paying off: we're empowering groups to talk to their local agencies, to make submissions, to run promotions and to raise the profile of cycling.

For this reason, we hope that many CAN supporters will get to this year's NZ Cycling Conference and CAN Do workshop in New Plymouth in November ( ). The conference theme is 'communities, connections and the economy'. Meeting people and attending the presentations will extend your connections so you can help your community and the economy even better. Similarly, if last year's CAN

Do is anything to go by, you'll be re-energised and better informed.

**That's the power of collaboration — working together to make the job easier for everyone**

And when you get home from the Conference, remember the 'Network' part of CAN. We're just a phone call, email or web-posting away. If you have a problem, chances are that someone in CAN has met a similar one and can point you towards an answer. Spend your time riding on wheels rather than reinventing them.

That's the power of collaboration — working together to make the job easier for everyone. A case in point: the CAN Executive wrote this editorial collaboratively, with input from our staff and office holders, using our website tools. Many hands make light work! ■

## Conference + CAN Do + cycling in Taranaki

Two local riders have described for us rides we can do before, during or after the Conference and CAN DO in New Plymouth in November.

Both Alan Chapman's road rides, below, and Graeme Lindup's MTB rides will be available as a [pdf we can print](#) and bring with us to New Plymouth.

### Road Bike Rides Taranaki

Alan Chapman

#### OUT EAST

**NP Inglewood SH3a Block — 40 km** Loop ride starting on SH3, past Egmont Village and the road up to North Egmont. SH3a takes you from Inglewood out to the coast, rejoining SH3 to return to New Plymouth via Bell Block.

**NP Inglewood Pukerangiora Hill, via Everett Road NP — 70 km** Ride from New Plymouth on SH3 to Inglewood, then a loop through some typical Taranaki countryside — flat, rolling and hilly. Part

of this circuit was used as the National Road championship course.

**NP Inglewood Tarata Waitara** (may include Bertrand Road Bridge). This ride features the gas & condensate fields Mckee & Mangahewa operated by Todd Energy, a tunnel and historic Kaimata and Tarata. There are no shops between Inglewood and Waitara. This is a favourite ride and highly recommended.

**NP Inglewood Tarata Purangi Saddle to end of seal and return via Waitara** — a wonderful ride in the the isolated and undulating terrain between Tarata and Purangi Saddles, an out and back route to the Purangi Saddle. I ride this starting from Inglewood and return to Inglewood, a thoroughly enjoyable distance of about 70km.

## Chainlinks 12 December

Chainlinks workers are going to the cycling conference and the CAN Do, so the next issue is being prepared in two bursts, and therefore with strange deadlines. But it will be a wonderful and interesting issue, so bear with us!

Taranaki road sign

Articles by **14 October**

Local group content : **14 October** with 'stop press' items: by **Sat, 21 Nov, 5pm.**

Conference articles: **Sat, 21 Nov, 5pm**

If you want to review and discuss any editing done on your submissions you need to be available **Sun 22 Nov, 1–5pm.**

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Registered Charity no.: CC36909

### Chainlinks

ISSN 1175-9364 (print)

ISSN 1174-3409 (online)

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### Next Quarterly Issue: December

Contributions articles 14 Oct,

Email content to:

[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

Pictures: 1024 x 768 pixels preferred

Advertising: [patrick@can.org.nz](mailto:patrick@can.org.nz)

### Webpage

[can.org.nz/chainlinks](http://can.org.nz/chainlinks)

The views expressed in Chainlinks are not necessarily those of CAN.

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# Great Urban Rides for Auckland: an imaginative proposal

A proposal to transform Auckland into a cycle-friendly city

Pippa Coom and Julian Hulls

Cycle Action Auckland and Nextbikes think so, and have developed a proposal to transform Auckland into a cycle-friendly city. Their idea would create an asset for tourists and Aucklanders, complementing the regional Great Rides that have captured the Kiwi imagination.

In the proposal, Auckland's Great Rides will provide ways to explore Auckland's culture, history and entertainment by riding from the central city. Kelly Tarlton's, the museum, the zoo and Ponsonby Road will welcome cycling visitors. Carefully chosen routes will introduce tourists gently to New Zealand cycling before they head off on other Great Rides.

The new rides will meet local needs too, taking advantage of Auckland's long gentle ridges and coastline. Three compact, circular Great Urban Rides are already part of the proposed Regional Cycle Network, connecting with schools, shops, universities, libraries, the CBD and the hospital. Many other routes can be developed, for example to the airport or around Project Twin Streams in Waitakere City.

Stage One of the proposal can be complete within six months. Logos and direction arrows will identify the routes, which will also be available online and as printed maps. Each ride will be named; for example 'Ponsonby Heritage Ride' or 'Waitemata Harbour Ride'. The most dangerous roads and intersections will have cycle lanes. A simple, cost-effective and flexible rollout will quickly attract many users without large capital cost.

As improvements like the Rugby World Cup walking corridor and the SH 16 Cycleway Central Auckland connection come to fruition, routes will become even safer. Riders will gain confidence as their positive experiences and numbers grow. Aucklanders will use the routes for events such as Music in the Parks, perhaps with 'riding buses' like walking school buses.



From Liveable Arterials Plan

Tourists will take tours or rent bikes to explore on their own.

With the maturing of the Auckland cycle network, upgrades and more cycle lanes will appear. Eventually, Great Urban Rides will have supporting infrastructure such as racks, lockers and public toilets.

## Can 'Great' and 'Ride' be linked with cycling in Auckland?

Cycle Action Auckland and Nextbikes have submitted the concept to the Ministry of Tourism, and are looking to Auckland City Council to develop it with some of the Ministry's \$50 million for Great Rides. Soon, Aucklanders could be using Great Urban Rides and recommending them to visitors. ■

## Bikes on public transport in Wellington

Wellington's public transport will only be bike-friendly to a degree, but the Regional Council has left the door open for improvements.

The region's public transport is excellent, but tricky to use in conjunction with cycling. Wellington buses can't take bikes, and the introduction of free bikes on trains has been a mixed blessing because guards enforce a limit of two bikes per unit.

Hope is on the horizon, in the shape of the new Matangi train units to be introduced in 2010. They'll have space for two bikes in a double unit, or six if operators allow use of wheelchair space. That's the good news.

The bad news is the probability that passengers will get priority over bikes, and that at peak hours the trains won't take bikes at all. Also, old trains will still be in use, so a cyclist won't know if she can get her bike aboard a particular service. And when train services stop to allow track maintenance, the buses that replace them can't carry bikes.

GWRC report on bicycles on trains and buses, and cyclist survey: <http://tr.im/gwrcreport> (pdf) <http://tr.im/gwrcsurvey> (pdf)

However, all trains (and buses?) will probably carry

folding bikes, so Wellington commuters will soon be poring over the Brompton and Birdy catalogues!

In July, Wellington Regional Council's Transport and Access Committee considered a report that recommended no bikes on buses (arguing that a survey showed no demand), but said that free carriage of bikes on trains should continue. Cycling Aware Wellington's Alastair Smith told the Committee that overseas transport services are less rigid about bikes, and that fears of danger are unfounded. He said San Francisco's BART service carries bikes in train carriages with no special provision, and that out of 500 million journeys over five years BART reported only six incidents involving bikes.

Councillor Paul Bruce argued for allowing bikes inside buses at off-peak times, and for a trial of bike racks on the Karori bus route. His fellow committee members were sympathetic, but decided to allow further investigation of bikes on buses only when NZTA changes the rules on vehicle dimensions to allow bike racks on buses (expected in 2010) ■

Bikes in a mock-up of a Matangi unit



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## National Cycleway Great Rides

© The Kennet brothers

In July it was announced that the initial focus of the National Cycleway project will be on developing a series of "Great Rides" and that seven projects had been identified as potential "Quick Start" projects.

Each project is subject to detailed technical investigations and robust feasibility studies before being confirmed as a Quick Start project. It is hoped that construction on these can start this summer. \$9 million of the \$50 million has been allocated for the quick start projects.

**Hokianga to Russell** This is a 90km trail from the Hokianga Harbour through to Opuā/Russell, through 11 towns and settlements, including historic sites from before the New Zealand land wars. The first section to be completed would be 12 km of an old rail corridor between Kaikohe and Okaihau.

**Hauraki Plains Trails** This involves two linked rail trails. The first is from Paeroa to Waihi via Karangahake Gorge and includes historical gold-mining areas. The other is Paeroa to Thames, on a disused railway line with access to areas of ecological significance, and historical sites. Development of an initial portion of this trail is suggested at this stage.

**Waikato River Trail** The trail will be 100km long and follow the Waikato River and five hydro-lakes from Atiamuri to Horahora. Thirty kilometres of trails are already open, 23km are built but yet to be opened and 6km are under construction. The remaining 41 km are sections from Waipapa Dam to Lake Karapiro and Whakamaru to Mangakino. These sections are rich in geological and cultural history.

### Central North Island Rail Trail

The proposed 60km cycleway runs from Pureora (off SH30), southwards toward Ongarue and Taumarunui (SH4), mostly on DoC land. The area has a rich historical, cultural and natural heritage. The route would incorporate the Ongarue tramway, including the Ongarue Spiral, and remnants of the historic logging industry.

### Mount Ruapehu to Whanganui

The route would cover 245km, starting on the slopes of Mount Ruapehu,

over the 294m Hapuawhenua Viaduct, through Whanganui National Park and cross the iconic Bridge to Nowhere. Users would then take a jet boat ride down the Whanganui River to Pipiriki and cycle to Whanganui along the Whanganui River Road. Most of the trail network is already in place. Completing it involves upgrading two track sections, the Mangapuru-Kaiwhakauka Track in Whanganui National Park and the Old Coach Road (Ohakune to Horopito) in Tongariro National Park.

**St James Trail** The proposal is to develop a 50 km "great trail" mountain bike experience, providing a mix of trails through beech forest and grassland valleys, in the upper Waiau Valley. Hanmer Springs is the major stepping off point for the trail. A well formed road links Hanmer to the start of the trail, and it links easily with the established Rainbow trail to St Arnaud, and through Molesworth Station to the Awatere Valley near Blenheim.

### Southland Around the Mountain Rail Trail

This is a 175km cycling trail. Participants would cross Lake Wakatipu from Queenstown on the TSS Earnslaw, cycle through Walter Peak and Mt Nicholas Stations, along the Von Valley to Lake Mavora, then follow the Oreti River and from Mossburn along the old railway line to Lumsden. Future cycle trails could be developed from Lake Mavora to Te Anau, from Lumsden to Invercargill/Bluff and from Lumsden to Gore/Catlins Coast. For further details, including maps: <http://tr.im/cyclewaynz>

## National Land Transport Programme keeps money tight for cycling

Over recent months many local groups will have been making submissions to their proposed Regional Land Transport Programmes (RLTPs) which outline funding for transport projects within their region for 2009–2012.

These regional programmes must fit into the National Land Transport Programme (NLTP) which is governed by the Government Policy Statement on Land transport priorities. The Government Policy Statement was revised in May 2009 to have a much stronger emphasis on things that are seen to contribute to productivity and economic stimulation. Consequently, the NLTP assigned extra funding on building new infrastructure in the State Highway network, and this has

squeezed national funding of many other areas of transport spending including cycling. Each region has had to accommodate this by altering their own priorities. Nationwide, there is still \$50 million over the three year term of the programme for cycling projects, but this is a lot less than had been hoped when regions first started drafting their RLTPs before the last general election.

Details of the National Land Transport Programme, as well as Regional Land Transport Programmes for all regions can be found at <http://tr.im/nztainfo>

## New Road safety strategy in the pipeline

The government released a discussion document which outlines key road safety issues, and proposed actions for addressing them. This document is available on [www.saferjourneys.govt.nz](http://www.saferjourneys.govt.nz). They sought public feedback with submissions closing on Friday 2nd October. The comments and views the Ministry receives will be used to develop the final strategy, Safer Journeys, to be released this December. This will be a guiding document, identifying a mix of interventions for improving road safety. See <http://tr.im/cansub> for CAN's submission

## The Road User Rule Amendment '09

There will be some changes to the Road User Rule coming into force on 1 November 2009. There are five that relate specifically to cyclists but, as road users, the others will affect us as well.

- Cyclists will be permitted to do a hook turn at an intersection unless a sign prohibits it.
- There will be an exemption from arm signalling for cyclists going right at a roundabout – where signalling is not practicable.
- Cycle lights must be visible for 100 metres rather than having to 'light up the road for 100 metres'.
- There has been a maximum distance of 50 metres set for vehicles using a special vehicle lane to turn left.
- Clarification on priorities for shared paths as some users were not sure of their obligations. Even though some users may have 'priority', no one can unreasonably impede the movement of other users.

More: <http://tr.im/canrules> | <http://tr.im/ltzrules>

# Riding the Forgotten World Highway

Cathy Sheehan

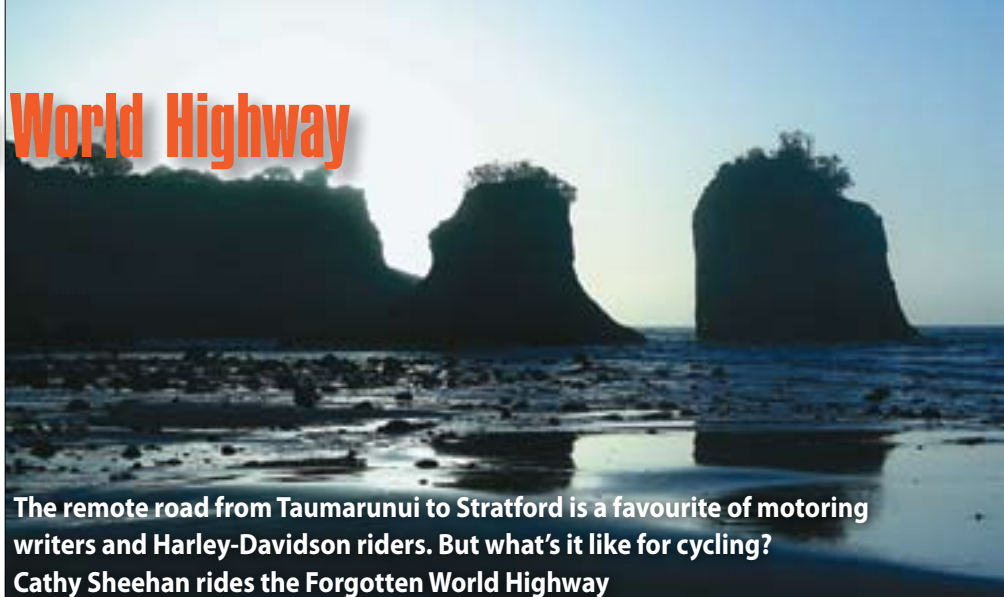
Riding into a misty valley with a row of pig hides drying on a fence, it's astonishing to plunge into the brooding countryside of the Vincent Ward movie, *Vigil*. For three days I shall see no shops or ATMs and few vehicles or people, but plenty of horses, sheep, cows, wild goats, turkeys and parakeets.

The bitumen runs out, but a steep section up the Waitaanga Saddle is sealed—I'd be walking otherwise. The worst gravel of the trip follows: a slurry of drifted stones and sand that has me crunching on foot on steeply-cambered bends. I look forward to a cool drink in Ohura, but not one shop remains in business there. The wide, deserted main street, the sagging verandas, boarded windows and peeled paintwork announce a town that's outlived its early twentieth century logging origins. The food market advertises pies, sandwiches and drinks, but it closed in 2005.

All the same, in the late afternoon sunlight, Ohura charms me with its neatly painted fire station, community hall, well-groomed bowling green and Cosmopolitan Club. The grid of streets has a mixture of tidy houses and gardens and sections with shacks and house-trucks. The relaxed, hippie feel makes the town seem populated by happy refugees from a too-busy world.

As I photograph the dereliction of the main street, a woman emerges from what was an auto repair shop, asks if I need anything and invites me in for a cup of tea. Her name is Lizzie, and she has a wonderland of second-hand perfume bottles, vintage clothes and fabrics, farm machinery, bakelite appliances, china and glassware. She suggests I try Woody, the artist across the bridge, for a place to stay. I've noticed his barn studio, bright flags, painted wood carvings and croquet pitch. Sure enough, he makes me welcome in one of his cabins from the former Ohura Prison.

I eat at the Cosmopolitan Club, where members of the Ulysses Motorcycle



**The remote road from Taumarunui to Stratford is a favourite of motoring writers and Harley-Davidson riders. But what's it like for cycling?**  
**Cathy Sheehan rides the Forgotten World Highway**

Club's Thames Chapter (motto: 'Growing Old Disgracefully') are dining. They've already raised and toasted their flag on the main street. On my return, Woody and a friend are celebrating Earth Hour with drinks by candlelight under a starry sky.

**the thrill  
of the  
road less  
travelled  
is hard to  
resist**

On the 58 kilometre journey to Whangamomona, the climb to the first of the day's two saddles soon appears. I steel myself for a Tour de France-style ascent, but am surprised to reach the Papatara Saddle quickly and descend into a gorge with hanging gardens on limestone bluffs. Compared with yesterday's slush and stones, the 16 kilometres of gravel are like the smoothest tarmac.

The climb to the Tahora saddle is steep and hot, but manageable. From the top are views to Mts Tongariro, Ngauruhoe, Ruapehu and Taranaki, and of Maori pa sites. However, the steep driveway to the hilltop Kaieto Café and its owner's refusal to give EFTPOS cash are the cruelest



parts of my day.

A swooping descent brings pastoral countryside and the railway line to Whangamomona. The buildings here are older than Ohura's but in better condition; and the legendary Whangamomona Pub is the heart of the self-declared Whangamomona Republic. Instead of paying \$110 for dinner, bed and breakfast there, I take a \$20 cabin at the community-owned campground, where I'm the

only guest. Unfortunately I've brought too little cash and am too late for the EFTPOS or dinner at the pub, which shuts at 6 pm on Sundays. Mortified, I slink away, heat my emergency meal and go beerless to bed.

The next day brings in quick succession the Whangamomona and Pohokura Saddles: climbs through cool ferny podocarp forest with a peaty, peppery smell and bird song. From the top of Pohokura Saddle I strike out towards the coast rather than continuing on SH43 to Stratford. On the map, the first part of Junction Road looks tar-sealed; but in real life it's made of ground sandstone; and worse, it keeps going up. But the thrill of the road less travelled is hard to resist. A top-dressing pilot dumps fertiliser on the hillsides — I hope he isn't doing stunts to impress me.

The road to Makau and Puranui and past the McKee gas facility is traffic-free with interesting patches of bush (including one with egg-baited traps for kiwi predators); but by the time I reach Onaero Beach at 5.30 pm I feel as if I've been going uphill all day. The camp-ground manager's hens respond to my hunger plea with fresh eggs to go with my noodles. Sunset on the iron-sand beach is beautiful, and I've really earned the \$40 cabin with sheets and pillows.

The final day is a short hop, mainly flat—until Mt Messenger, the steepest hill of the lot. Nevertheless I'm soon back at the car, and the adventure is over apart from the drive back to Auckland via the Forgotten World Highway to pay the Whangamomona camp-ground fees! ■



# International snippets

## Bike Futures conference, Melbourne, 15-16 October

Bicycle Victoria will host the first annual Bike Futures conference this October. Bike Futures '09 is dedicated to the people who will transform our communities into bike-friendly, economically thriving and sustainable environments.



This conference is the first in an annual series designed to assist national and local leaders, planners, designers and builders respond to the critical demands brought on by the explosion in growth of bike transportation and recreation across Australia.

Keynote speaker is Niels Tørsløv, Director of the Traffic Department at the City of Copenhagen, where he has guided the massive and unprecedented development of their bike transportation environment. <http://tr.im/bikefutures>

## Over a million use UK national cycle network daily

386 million trips were made on the UK National Cycle Network in 2008, Sustrans has revealed on the first day of the UK Bike Week.

The sustainable transport charity said that it was the first time in the 14-year long history of the Network that it had seen more than one million journeys every day. Half were made by bike and half on foot, according to the charity.

Of the 386 million journeys: 17 million to school; 96 million to work. 134 million journeys were made by people that could have used a car, but instead chose to use the 12,000-mile long network.

"It is gratifying to see this increasing and sustained use of the National Cycle Network," enthused Sustrans CEO Malcolm Shepherd. <http://www.bikebiz.com>



**UK cycling levels at their highest point for 17 years**

## Safety in numbers hits the UK

Official UK government figures just out show an increase in the number of people cycling.

Cycling levels have reached their highest point for 17 years — coupled with a record low for road fatalities in the UK.

Department for Transport reports show that cycling increased by 12% (measured in total kilometres cycled) at the same time as a substantial fall in cycling deaths, down from 136 to 115, the second lowest level ever. <http://tr.im/safetyINnumbers>



## EC commits to 're-cycling cities'

The European Commission, the European Economic and Social Committee and several mayors from EU cities have signed the Charter of Brussels — a commitment to promoting and investing in infrastructure for cycling.

The pledge came at the end of the Belgium-based Velo City conference in May which focused on 're-cycling cities' — the role of the bicycle in urban transport. The Charter saw the creation of a parliamentary intergroup for cycling in the European parliament, and also confirmed that a European Bicycle Officer would be appointed in the EC.

<http://tr.im/recyclecitiesnews> ■

# Re-Cycling Cities

## Gerry Dance

'Re-Cycling Cities' was the theme of the World's Greatest Bicycle Conference, Velo-City 2009 in Brussels. The conference attracted to the capital of the E.U. more than 800 leaders from government, academia and the private sector, and from non-profit, community and advocacy groups from all over the world.

I arrived in Brussels shattered, late on a Saturday evening after travelling for 42 hours. My first impression was that it is just another big city with lots of buildings, people and cars. Belgium's Minister of Transport reinforced this at the conference by saying 'Brussels is the capital of the car'. However, Brussels is committed to transforming itself to a bike-dominated culture. I

found it unfriendly to walking and biking, but during the week I began to appreciate the efforts that the city is making. Five years ago it had virtually no facilities for cycling, whose modal share was only 1%. Now, cycle lanes, cycle symbols, sharrow (shared-lane markings), advanced stop lines, contra-flow cycling and bike parking are on most streets and intersections; many of these needed only paint. In a short time, cycling in Brussels has achieved a 5% modal share.

Each day of the conference had a theme. 'Re-cycling cities' looked at the characteristics of tomorrow's cities and the role of bikes in urban mobility. Key messages included allocation of road space for bikes, cycling as a return on investment, the importance of the journey as an experience, increasing safety for multi-modal mobility, the reliability and speed of cycling and the issue of bike parking.

'Benefits of cycling' was concerned with the advantages of city cycling. Messages included investment in urban cycle policies, cycling for health, reducing pollution and easing congestion.

'Communication and Marketing' was about using bikes for daily travel. Speakers pointed out that a city of cyclists is friendly, that cyclists respond to provided infrastructure, that cycling should be seen as cool and that cyclists and walkers visit cities and spend there.

We spent the morning of the fourth and final day at the European Parliament learning how Europe is promoting and facilitating cycling. The target is a 15% share of cycling in the modal split for 2020.

Conference delegates took a train to the flourishing, beautiful and lively city of Ghent to experience its many cycle tours. I chose the 'Green lungs of Ghent', a tour through the city's green spaces.

Ghent, with a population of 239,000, has the largest area of 30km/h speed zone in Europe (about 1400 streets) and allows contra-flow cycling in 95% of its one way streets. The city's modal split is car 46%, bicycle 20%, public transport 23%, foot 7% and motorcycle 3%.

Brussels and Ghent are similar to New Zealand cities. Their centres have narrower streets and higher density, but their suburban streetscapes are like ours and New Zealand. ■

Conference papers are available at [velo-city2009.com](http://velo-city2009.com)

Gerry Dance is a Principal Policy Advisor on Walking and Cycling in the NZTA.



## NZ Roundup



### New groups in the Queenstown–Lakes district

There is a newbie group on the block in the Queenstown–Lakes area, provisionally called the Walking and Cycling Alliance Wakatipu (WACAW). We welcome more people to be part of getting us up and running and wheeling. **Contact: Robin Rawson**

[miromiro@ihug.co.nz](mailto:miromiro@ihug.co.nz) | (03) 441 1200

Some Central Otago cyclists have started forming a local advocates' group with three keen members already. There's talk of putting a group of cyclists in the Blossom festival parade. If you have a passion to help make cycling happen in Central Otago and want to be kept in the loop:

**Contact: Stephen Wood,**  
[stephen@centralkennels.co.nz](mailto:stephen@centralkennels.co.nz) | (03) 447 3789

### BikeNZ launches 1.5m to survive challenge

BikeNZ is appealing to the New Zealand public for support and to sign the '1.5m to survive' petition at [ridestrong.org.nz](http://ridestrong.org.nz).

"Would you stand on the edge of a busy road with your back turned towards a 30 tonne articulated truck as it drives towards you at 100km/h, knowing it's going to pass within a metre of you?" they ask. This is what cyclists, who now number over one third of the population, face every single day. BikeNZ is asking for 1.5m when passing a cyclist to become law.

### FROCKSONBIKES

#### in Christchurch

Spokes Canterbury members are supporting the launch of the Christchurch Chapter of Frocks On Bikes as part of the 350.org international day of climate change action. **The launch is on Labour Weekend, Saturday 24th October (2–5pm) at Victoria Square.** There's a City cycle promenade leaving Victoria Square at 2.30pm, 'Catch that Train!', 'Catcycle' — think fashion parade, featuring fantastic newly imported 'Dutch style' bikes and Chalky Digits' clothing plus interesting fashion categories (such as rejigged skirts/dresses), entertainment, and spot prizes including clothing, baskets, and a lovely retro style recycled bike. There will be food stalls and coffee. The MC is social media guru and environmentalist, Kaila Colbin of Missing Link.

*Continues p18*

## Cyclists get serious about climate change

CAN joins the 350.org movement

350ppm is the safe upper limit of CO<sub>2</sub> in our atmosphere — we're at 387, and rising. 350 is the movement calling for a fair global climate treaty that gets us back to the safe zone. On Saturday October 24 Aotearoa is participating in an international event where a whole series of activities happen, as many as possible video streamed live to New York to tell the political leaders



meeting in Copenhagen in December what the acceptable CO<sub>2</sub> limit is to stop catastrophic Climate Change. Lots of people are doing events to mark this day e.g. Christchurch is launching Frocks on Bikes ([frocksnbikes.org.nz](http://frocksnbikes.org.nz)).

CAN had stickers designed to support this movement — they are available free from CAN at <http://tr.im/350stickers>



Kashi Leuchs is serious about getting cyclists up and riding to support action on climate change. His website [350riders.org](http://350riders.org) helps co-ordinate cycling events for climate change. You can get a sticker to secure to the front of your bike with the number "350" on it.

Do you have a local cafe that would help distribute these? Email Kashi if you do. Also, a cafe may want to provide cyclists with some great bike parking facilities. Kashi has drafted a template letter the cafe can use.  
[350riders.org](http://350riders.org)

[www.350.org](http://www.350.org) is an international movement to raise awareness of climate change. As cyclists we can help by bringing this important number into the streets and onto the trails. ■



### Call for action in Otaki

Otaki cyclists are campaigning for a 50km/h speed limit on State Highway 1 where it crosses the Otaki River just south of the town.

Motorists tooted their approval for a decreased speed limit as thirty adults and children at the behest of OCEAN (Otaki Cycling Environment and Access Network) stood with signs at the north end of the bridge.

Otaki's Deputy Mayor Ann Chapman said, 'The community board has regularly contacted NZTA, only to be told reducing the speed limit on the bridge did not fit within national standards. It's totally barmy.'

Protest organisers Harry Hall and Elisabeth Mikkelsen say, 'We assume that NZTA's reply has to do with there being no houses or businesses near the bridge'. However, they say NZTA should consider that: the south end of the bridge has welcoming portals; the Otaki Gorge Road, used by children and adult cyclists, joins SH1 only 200m south of the bridge and could become part of the National Cycleway Project; Te Horo (about 4 km south) has an existing 80km/h speed limit that changes to 100 km/h only 1 km south of the bridge; and the existing 100 km/h limit may deter tired motorists from using the nearby rest area.

Harry and Elizabeth say the 80 km/h limit should extend from Te Horo to Otaki Gorge Road, where it should reduce to 50km/h. They also point out that Pukerua Bay, also on SH1, has a reduced speed limit although it is not built up.

They say, 'We want our children to cycle to school and adults to be safe to ride recreationally. Ideally, we'd like to be able to cycle off SH1 all the way to Paraparaumu. NZTA should look at the merits of the proposal and consider the cost of its inaction.'

## Communities, Connections and the Economy in focus at the 2009 cycling conference

Now, more than ever, cycling has the potential to play a key part in the economic development of New Zealand. The 7th New Zealand Cycling Conference aims to bring together a wide range of people who share this vision and can make it happen.

The conference will cover a number of themes.

**Communities** Cycling can enhance the viability of local communities, by providing sustainable access to key services. Communities can also tap into the social, environmental and economic benefits that cycle networks bring with them.

**Connections** There is a continuing need for completing physical cycle networks, be it a national cycleway or a local commuting route. At the same time, the many sectors that affect or are affected by cycling also need to better connect, including transport, health, tourism, education, environment, sport, recreation, and economic development.

Cycling conferences are hosted every two years at a different venue around New Zealand. The 2007 conference in Napier was attended by 150 people.

**The economy** Given the current financial climate, everything that we do should provide sustainable economic development. Cycling can demonstrate that in a variety of ways, in reduced oil dependence, better health balance sheets, economic revitalisation of small communities, and so on.

Through a combination of plenary sessions, presentations, and networking, participants will explore these themes.

The Conference will be held at the TSB Showplace, a spectacular venue located on New Plymouth's main street.

More than 40 speakers from New Zealand and overseas have been invited to speak.

Other events include the Advanced Planning and Design for Cycling course, the Cycle-Friendly Awards, an Exhibitors' welcome function, and a conference dinner, to be held at Puke Ariki Museum. ■

**New Plymouth**  
**12-13 Nov**  
**Register now**  
**[cyclingconf.org.nz](http://cyclingconf.org.nz)**  
Full programme details online

## Advanced Planning and Design for Cycling

The conference will be preceded by an Advanced Planning and Design for Cycling course on 11 November. ViaStrada Ltd is offering this course to follow on from their Fundamentals of Planning and Design for Cycling course. The course will focus on intersection design, including on-site visits and design exercises. ■

### TARANAKI RIDES continued

**NP Inglewood Midhurst Ratapiko Kaimata NP 90 km** (Starting in Inglewood 50km, about one and half hours) includes a ride through a peaceful valley and past a small Hydrocarbon production station.

**Lepperton Blocks — Access Lepperton from either SH3 or SH3A** This is one of the locations where the NP Cycling club holds race meetings. Any number of circuits can be ridden from here out and back, all on quiet country roads.

### NEW PLYMOUTH

Here are two lunch time ride, under 1 hour.

**From Spotswood** (South Road, New Plymouth) ride on SH45 through Omata village and turn left onto Hurford Rd, left onto Pheny Rd and left onto Barrett Rd to return to Spotswood (or you may wish to repeat the circuit).

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## CAN Cycle-Friendly Awards 2009

The Associate Minister of Transport, Hon Nathan Guy, on behalf of Minister of Transport Hon. Steven Joyce, will present the Cycle-Friendly Awards at the NZ Cycling Conference 2009.

The awards, celebrating achievements that promote cycling and create cycle-friendly environments in New Zealand, are for projects undertaken or completed in the 18 months ending in June 2009. Categories are:

■ Avanti award for best cycle facility project

■ NZ Transport Agency award for best cycling promotion

■ NZ Transport Agency award for cycle-friendly commitment by a business

■ ViaStrada award for cycle-friendly commitment by a public organisation

■ Taranaki Regional Council Award for cycling champion of the year.

Winners will receive uniquely designed bicycle bell trophies and certificates, and one lucky early nominator will get a \$150 Ground Effect gift voucher.

Last year's Cycle-Friendly Award winners included New Plymouth District Council for its Foreshore Coastal Pathway,

Tauranga City Council for its 'Kids Can Ride - For Life' programme, Bike Central for cyclist services and facilities at Britomart Transport Centre, Land Transport NZ and the Ministry of Health for Bike Wise Week and Robert Ibell for chairing the Cycling Advocates Network.

The awards ceremony will take place on 12 November from 5 to 6 pm, at the TSB Theatre, TSB Showplace, Devon Street, New Plymouth. For more information see [www.can.org.nz/awards](http://www.can.org.nz/awards) ■







Bikes rule: cycling advocates at CAN Do in Christchurch, 2008.

## Riding to New Plymouth

Stephen Wood

Are you cycling to the November Conference and CAN Do workshop in New Plymouth?

Distances from Wellington and Auckland are similar, but the ride from Auckland takes a little longer. Metro trains are a good option to exit the cities, while rail to Palmerston North or Hamilton will save a day's ride.

### How far/long to New Plymouth?

Start	Km	Days
Auckland	365	6
Wellington	352	5
Hamilton	241	4
Palmerston North	234	3
Rotorua	308	5
Taupo	305	5
Taumarunui	193	3
Whanganui	162	2

Look at ways to avoid State Highways and make your ride more interesting. For example, from Wellington you could take the Akatarawa road to Waikanae or detour through Wairarapa.

From Auckland, consider leaving SH 1 south of Pukekohe and rejoining it at Ngaruawahia. From Te Kuiti, you could follow SH 4 to Taumarunui and the 'Forgotten World Highway' (SH43). People coming from Northland, East Cape or the South Island have more options.

Happy planning!

## Cycling advocates coast into New Plymouth for the CAN Do

Fighting climate change, reducing traffic congestion, staying healthy, building superb cities and weaning ourselves off fossil fuels: issues are coming at cycling advocates faster than traffic on Ponsonby Rd.

CAN Networking Project Manager Patrick Morgan says cycling advocates from around New Zealand can learn much from each other, gain inspiration and ideas.

"That's the reason CAN invites all advocates together. Every year we gather to ride, share, celebrate, and face the challenges of being a cycling advocate."

On 14 and 15 November, New Plymouth hosts the CAN Do — Cycling Advocates' Network's annual workshop. CAN Do follows the biennial NZ Cycling Conference, also in New Plymouth.

CAN Do is a chance for CANNers to help shape the future of CAN, learn, celebrate our achievements, gossip, ride bikes, and generally have a good time.

CAN Do includes workshops and presentations on the UK and Australian cycling scenes. Local CAN groups will share their successes and challenges. Advocates will plan how to lower traffic speeds,

**14-15 Nov**

**Register now**

[can.org.nz/2009-can-do](http://can.org.nz/2009-can-do)

avoid burnout, set CAN's future goals, and of course ride bikes.

The CAN Executive will lead a workshop on future directions for CAN. With a new government, new transport priorities and more players in cycle advocacy, it's timely to refocus.

A lunchtime ride, led by North Taranaki Cycling Advocates, will showcase what New Plymouth has to offer for cyclists.

CAN is providing food and subsidising travel for CAN financial members. The cost is \$70 per member. Some local groups will sponsor their members to attend.

After CAN Do there is an optional two or three-day ride along the Forgotten Highway 43 (p5), through Whangamomona and ending at Taumarunui.

For further information contact Patrick Morgan, CAN Networking Project Manager. ■

### TARANAKI RIDES continued

**From NP ride up Carrington Street** (urban route 4) and at roundabout right onto Carrington Road. The circuit commences at Hurworth Hall and is formed by Hurworth, Frankley and Carrington Roads. It is usually ridden across Hurworth Rd, up Frankly Rd to the Pouakai Wildlife reserve and return on Carrington Rd.

### OUT WEST

**NP Oakura return — 30 km** SH45 south from New Plymouth through Omata, Tapuae Hill (at the bottom of the hill on the seaward side is the site of old flax mill which is worth a look — see the remains of the weir under the bridge over main road).

**NP Okato return — 54 km** Ride further from Oakura on SH45 to Okata, passing through Tataraimaka with its old dairy factory, a common sight in Taranaki.

**NP to Okato, Pukeiti Carrington Road return to NP** From Oakura an excellent ride up Oxford Rd to Carrington Rd between Kaitake and Pouakai mountain ranges. On Carrington Rd you'll find Pukeiti gardens, famous for their collection of Rhododendron. Carrington Rd finally leaves the bush line with a magnificent panorama of New Plymouth and North Taranaki, returning to New Plymouth. Many of the roads off SH45 lead up to Carrington Rd to make shorter loops.

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## Biking the talk: introducing conservationist Hugh Wilson

Steven Muir and Fiona Whero

Hugh Wilson is one of a rare breed of CAN members who use neither the Internet nor a computer. He manages the 1250-hectare Hinewai Reserve on Banks Peninsula, where native bush is regenerating. Much effort goes into pest control, track building and maintenance and 'border control' (keeping Hinewai gorse off neighbouring boundaries).



The recently-released DVD movie 'Earth Whisperers — Papatuanuku' is about ten visionary New Zealanders whose shifts in consciousness are healing our environment. One of them is Hugh Wilson. The disc label shows Hugh with his famous white beard (though not his equally famous smile) and also a photo of him cycling on Banks Peninsula. It calls him a tree farmer, but that's an understatement considering Hugh's love of native plants and animals, the number of books he's written and illustrated and the many awards recognising his work in botany and conservation.

Hugh has been riding a bike since he was five, and loves it. He enjoys the simplicity and challenge of cycling, and appreciates its environmental and health benefits. As a youngster — before helmets — he

crashed a tricycle into a whaling pot at Timaru's Caroline Bay and was badly concussed. He began wearing a helmet before it was compulsory, after a cycling colleague's helmet protected her in an accident.

Now in his mid sixties, Hugh rides weekly from home 180 vertical metres up, then 630 metres down to Akaroa. The return journey with 20–25 kg of groceries is slower but enjoyable, he says. He also commutes the 100 km to Christchurch, using the Little River Rail Trail to avoid traffic and take him closer to the birds on Lake Ellesmere.

He's had a few run-ins with drivers. One squeezed him badly on an over-bridge, and Hugh tried to engage him in conversation at the next lights. The motorist ignored him, so he tapped on the window. At this, the driver jumped out and tried to strangle Hugh in the middle of the road, swearing profusely about touching his precious car. Hugh escaped when the light turned green and drivers started tooting.

Undaunted, he tried the same ploy another time, when a driver dangerously invaded his space. When he politely asked her how many other cyclists she'd tried to kill that day, she jovially admitted to around 20!

Hugh avoids riding in cars. An exception was when he was clearing pines from the reserve and a rock pinned him by the legs for two hours. After being helicoptered to hospital with crushed legs and a cracked rib, he begrudgingly accepted a ride home. Another time his bike rim split, shredding the tube.

He was debating what to do when a neighbour ar-

*Continues p13*

**Peer role modelling**  
Returning home from the car-infested Swamp in May, Hugh was pulled over below Hilltop by the freshly appointed Little River police Officer, and interrogated; why was Hugh's helmet on his carrier instead of on his head? Hugh carefully explained; on long uphill it was necessary to remove one's helmet from one's head to prevent one's sweat blinding one's eyes, otherwise one could no longer see homicidal motorists approaching one at absurd and dangerous speeds.

Constable Fiona listened politely, but considered that Hugh would be setting a bad example to passing children. Hugh noted that he hadn't passed even one child on a bicycle all day, even though he had been in the saddle for 5 hours. Fiona said, no, she meant the children in passing cars; Hugh said it was too late for them, clearly they were already corrupted.

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# CAN Networking Project marks another successful year

After a year of changes — the Government, the state of the economy, CAN personnel — CAN Co-Chairs Axel Wilke and Glen Koorey see a positive shift in the mood of the country towards cycling, and a significant growth in the culture of cycling in New Zealand.

Key achievements of the Networking Project include contributions to:

- Developing a national cycleway network, initially through planning under the auspices of the Hikurangi Foundation and more recently as a result of the Government's announcement of a NZ Cycleway programme.
- Helping to develop a national cycling culture through public discussion of cycleway networks, Auckland Harbour Bridge crossings, shared pathways and cycling safety.
- Running the CAN Do 2008 in Christchurch brought groups together from around the country to share experience, ideas and resources.

**a positive shift towards cycling**

CAN's Networking Project, which funds CAN's staff in Auckland, Wellington and Christchurch, aims to strengthen the capacity of national and local groups to participate in transport planning and decision-making. The project is funded by the NZ Transport Agency. Each year CAN reports on Project achievements.

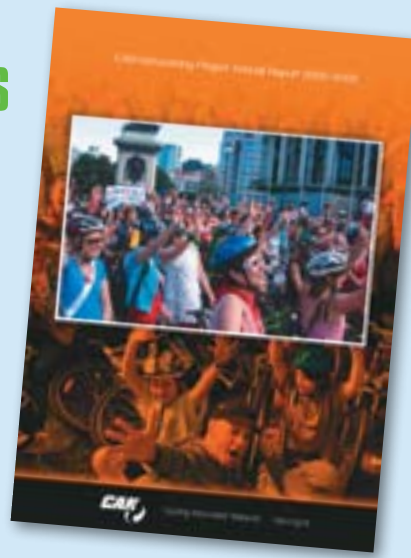
## Donations deductible on your tax return

Cycling Advocates Network (CAN) is now a Registered Charity (number CC36909).

It took a long time, but we got there. There are many things we would like to be able to do around the country to help especially new groups to spread the word about cycling. Every year we allocate an amount for local groups to apply for funds towards something they are especially good at: map making, doing short films or events or campaigns. This amount has necessarily been small, but with your help we can do more and do it better.

Thank you to all who support us with your membership dollar.

Elisabeth Mikkelsen, Treasurer ■



- Promoting the Gemini Cycle Friendly Awards which set a benchmark of excellence in provision for cycling.
- Contributing to growth in the number of local bodies with cycling or combined walking/cycling strategies, many of which have been developed with input from CAN members.
- Local groups have reported many significant achievements over the year which demonstrate the power of networking and the value of group resources including a 3,500-signature cycle safety petition presented to the (former) Ministers of Transport, Police and Road Safety, a successful campaign to reverse cuts in the Wellington City Council cycling budget, Frocks on Bikes and many others that have featured in this magazine over the last 12 months. ■

## Being Cycle Aware: Workshop and resource kit

Being Cycle Aware is a half-day road safety workshop about issues that face cyclists every day. It involves practical cycling in real road conditions, guided by experienced cyclists, with facilitated discussion and feedback to review the experience.

The resource kit for Being Cycle Aware, developed from the experience of Cycle Aware Wellington in running a workshop for traffic police, makes it simple for any group to do the same. While the original workshop was for police officers, the resources will suit local authority staff, councillors or bus drivers with minimal adaptation. Mixed audiences are possible too.

The resource kit is at <http://tr.im/cancycleaware>. For more information or for help in organising a workshop, contact Patrick (details p13). ■

## Executive Activities

**Planning & Development** 2009/10 NZTA Networking Project planning/budget/contracts; ChainLinks process review; developing CAN Fundraising staff position; commissioning CAN website upgrade contract; CAN strategic planning workshop; commercialisation workshop with Living Streets Aotearoa.

**Event Organisation** 2009 NZ Cycling Conference; 2009 "CAN Do" workshop; 2009 Cycle-Friendly Awards.

**Local Group Support** NZTA Networking Project Annual Report; LTCCP submissions and presentations; bikes on buses trials.

**Promotion/Campaigns/Media** Marketing of new CAN vests; Glass campaign development; CAN interviews on Radio NZ, Radio Rhema regarding national cycleway, new Road Rules, etc.

**CAN Policy Development** Compulsory 3rd Party Insurance for Motorists; Fuel Taxes; Health & Fitness; Speed Limit Tolerances.

**Meetings/Representation** Darien Fenton and Darren Hughes (Labour MPs); Kevin Hague (Green MP); Angus Davidson (Min of Tourism national cycleway project manager); Colin Crampton, Ian Gordon, Ernst Zollner (NZTA Group Managers); Supt Paula Rose (NZ Police HQ); monthly with NZTA walking/cycling staff; bi-monthly with Ministry of Transport staff; Cycle Training Advisory Group; Bike NZ staff/CEO.

**Feedback/Submissions** Draft Land Transport Rule (Vehicle Dimensions and Mass Amendment); Driving Rules regarding cycle lanes in Road Code; Kahurangi National Park Management Plan Partial Review; Draft Traffic Control Devices manual (Direction, service and general guidance signs); Pedal cycle safety standards; 2020 Road Safety Strategy preliminary feedback; Bikewise funding support; NZTA Proposed Key Research Areas; CAN submissions development process.

**Presentations** CAN Networking Project to NZTA staff, Wellington. ■

## Contact CAN

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• **Secretary**, Adrian Croucher, [secretary@can.org.nz](mailto:secretary@can.org.nz)

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• **Model Communities**: vacant

• **Research**: Andrew Macbeth

• **Media/Communications/Marketing**:  
Stephen McKernon

• **Information Centre**: Thomas Schwarz

### MORE

For the full list of CAN roles:  
[can.org.nz/can-roles](http://can.org.nz/can-roles)

Contact CAN: [can.org.nz/contact](http://can.org.nz/contact)

## Cycle Skills Training Update

Anne FitzSimon

Anne FitzSimon is the CAN CTAG Rep

Many are wondering what's happening with Cycle Skills Training. The Cycle Training Advisory Group (CTAG) has initiated the NZTA Cyclist Skills Training Instructor Project to establish a nationally recognised qualification, training and Quality Management System which will support Cyclist Skills Training providers to deliver safe and effective programmes, focusing on three areas of instructor competency: managing safety, cycling proficiency and teaching.

The project outcomes include:

- A clear specification of the competencies required to qualify to provide Cyclist Skills Training.
- A qualification that is achievable and supported by stakeholders.
- Training and credentialing processes for instructors which are recognised, understood and can be effectively implemented by providers of Cyclist Skills Training.

The project aims to be complete by June 2010: the project plan and Technical Advisory Group begin in September. ■

## Andre Cymbalista departs

Andre Cymbalista has resigned from the CAN Executive. He and his family have decided not to return to New Zealand from their native Brazil. Andre was the main energy behind the upgrading of CAN's website as the project manager for our Department of Internal Affairs-funded Digital Strategy Initiative. That project was delivered successfully on time and within budget — a rarity in the world of IT!

Under Andre's direction the CAN website acquired significant new features, with lots of potential for collaborative working. The new website has proved to be a wonderful resource, though naturally it is a work in progress, with improvements to its appearance and usability in the pipeline.

Andre's energy, ideas and enthusiasm will be much missed in CAN. Andre, Carine and Lina have settled back happily in Brazil, with baby number two on the way. We wish them all the best, and hope to see them back in New Zealand some time in the future. ■

Hugh Wilson continues from p11

rived with a bike rack on his car, and pragmatism ruled. Two or three car journeys in the last ten years is good going!

Hugh uses a mountain bike for its low gears and stability on gravel, but in the Reserve and in national parks he prefers to walk. He explains that Hinewai is not a recreation area but a conservation reserve, with tracks primarily for management; and maintenance is higher when bikes use the tracks. But parks that are set up for mountain bikes are fine, Hugh says.

Hugh wishes that more resources were put into cycling infrastructure. He cites the struggle to fund

the Little River Rail Trail, when vastly more funding goes to roads for cars. We must correct the imbalance if cycling numbers are to increase. ■

Hinewai has many volunteering opportunities for anyone who'd like to get their hands dirty on track maintenance or you may like to offset some carbon. Arriving on bike is not mandatory but you earn you lots of extra brownie points. For \$5 annually you can subscribe

to **Pipipi**, which will keep you abreast of happenings at Hinewai and has lovely sketches of fauna and flora by NZ's leading botanist.

Contact **Hugh at (03) 304 8501** or write to **Hinewai Reserve, Long Bay Road, RD3, Akaroa.**

## Hinewai and carbon credits

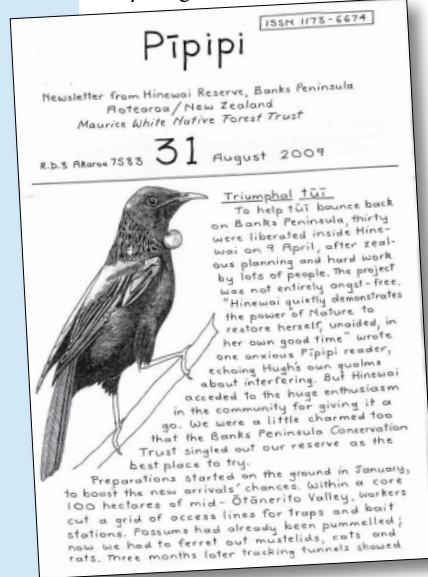
Hugh Wilson


As governments lurch ponderously to confront the terrifying threat of human-induced climate change, brought about by rampant abuse of fossil fuels, Hinewai Reserve finds herself in a curious situation.

Carbon sequestration by growing forests offsets carbon-dioxide emissions from transport, energy generation, agriculture and industry. Alas, if we carry on as usual, reforesting the entire land surface of the planet would not alone save us from rising atmospheric carbon dioxide levels produced by burning carbon sequestered over millions of years. And planting a few trees can be an easy salve on guilty consciences, perhaps inhibiting lifestyle changes we need to make.

On the other hand it is potentially part of a solution. It can also provide a monetary

*Continues p15*



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## TARANAKI RIDES continued

### DOWN SOUTH

#### Stratford to Whangamomona SH43 THE FORGOTTEN WORLD HIGHWAY 126 km return

Go South from New Plymouth on SH3 some 46 km to Stratford. Turn onto SH43 passing through Toko, Douglas, Strathmore, Te Wera and Pohokura. At Whangamomona you will find food and drink at the pub; view their historic photos and chat to locals. Whangamomona has its next Republic Day on January 22, 2011. It also has an interesting mountain bike circuit, see details on The Bridge to Somewhere.

**Hawera to NP via SURF HIGHWAY SH45 — 100 km** Make your way to Hawera, a moderate sized township in the south of Taranaki. From here ride the Surf Highway SH45 along the coast through Manaia (the home of Yarrows the bakers), Opunake, Oaonui (the Maui Gas and Condensate production station, with a visitors centre), Okato, and lovely Oakura with its popular beach and New Plymouth. Many rugged surf beaches and small towns to pass through.

### CENTRAL

Many will have ridden the round the mountain circuit (Egmont National Park) over the years. It can be ridden in either direction, but it is traditionally ridden anti-clockwise via SH45 through Okato. Three routes are most popular.

#### Round the Mtn upper road Wiremu Road

**120 km** A popular shorter ride, and very beautiful views being quite close to the mountain.

#### Round the Mtn via Opunake Eltham 150 km

This is the traditional route for the annual race and fun rides. From NP ride SH45 to Opunake, then just South of Opunake turn onto Eltham Road to Eltham through Te Kiri and Kaponga. There are views of the Kapuni Gas and Condensate production station. From Eltham, return to New Plymouth on SH3 passing through Stratford and Inglewood.

#### Round the Mtn via Opunake Hawera 180 km

An extension of the round the mountain route. Rather than turn at Opunake, remain on SH45 riding through Manaia (the home of Yarrows the bakers) to Hawera. Return on SH3 to New Plymouth passing through Normanby, Eltham, Stratford and Inglewood.

**Triple Peaks Mountain Climb** A challenging ride for the road cyclist is the ride to and ascent of the three main roads into the National Park, thoroughly enjoyable. They could also be ridden separately.



**Dawson Falls** is accessed from Stratford on SH3, Opunake Road and Upper Manaia Road, and is well signposted. A very interesting lodge along Swiss lines provides food and drinks and accommodation. Also check out the small hydro electric scheme.

**Access to the Stratford Mountain house** is from Stratford via Pembroke Road where you may purchase food and drinks and accommodation. This is also the access to the mountain's main ski field, a walk of approximately 30 minutes from the top car park.

**North Egmont mountain house** is accessed from Egmont Village via Egmont Road. At the top there is a DoC visitors centre with café. Great views (on a fine day) of the North Taranaki coastline

and the summit of Mt Taranaki. ■  
Download the pdf from CAN <http://can.org.nz/article/taranaki-rides-09>  
Alan Chapman is a member of NTCA.

## New Plymouth District Council and cycle promotion

The council is active in getting more people cycling more often.

Within our council we have a Workplace Travel Team who meet regularly to improve conditions for all sustainable transport users. National and local cycling initiatives are encouraged with significant participation by our staff. Council facilities are monitored and upgraded as required, we have increased bicycle storage, a new drying room for wet gear and towels and we have recently implemented new slow speed signs around the council car parks.

In 2007 the New Plymouth District Cycle Strategy was adopted by council with three main objectives:

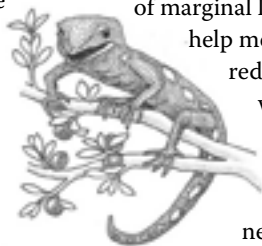
- To improve cycle safety through network improvements and education.
- To increase the role of cycling as a viable mode of transport.

*Continues p18*

*Hinewai carbon credits, from p13*  
incentive for landowners to allow marginal lands to regenerate naturally into native forest, providing large spin-off gains for conservation and biodiversity.

For the last few years the Maurice White Native Forest Trust, which owns and manages the nearly 1300 hectares of Hinewai Reserve, has drawn useful funds from carbon sequestration payments contributed by businesses aiming voluntarily to reduce their "carbon footprint", and brokered by Manaaki Whenua/Landcare Research. The payments have been based on careful mapping and measurement of carbon dioxide uptake by Hinewai's extensive regenerating native forest.

Now that the Kyoto Protocol is in force, Landcare Research is assisting us to register for the Government's "Permanent Forest Sink Initiative", allowing our Trust to sell annual fully-accounted carbon credits on a national, and possibly international, carbon market.



Apart from the financial help this gives to the reserve, we have another reason for going along with the arrangements. There is much talk in New Zealand of planting thousands of hectares of exotic trees, mostly *Pinus radiata*, across wide swathes of marginal land to absorb carbon and help meet New Zealand's emission reduction targets. This is may well do, but only at enormous cost to conservation and native biodiversity—a striking reminder, if one were needed, that *Homo sapiens* is the arch blunderer when it comes to attempts to "manage" its natural habitat, Planet Earth. In registering for the Permanent Forest Sink Initiative, we hope to put natural regeneration of native forest at the forefront of the agenda. Hinewai is a significantly sized and (dare I say it?) magnificent example of the process.

Meanwhile we continue to move about on our own two legs and well-maintained bicycles, with occasional long forays by public transport. ■

# Regional groups

## Spokes Canterbury

Longer days and warmer weather herald the approach of spring and with it Spokes Canterbury members begin to awake from their winter hibernation. Shaking off the disappointment of the city council's failure to increase the woefully inadequate funding for cycling in the just completed LTCCP, we once more begin to look to the future.

First up is a strategic meeting later this month to plot the direction we intend to take over the coming years. One decision already implemented is devolving responsibilities to several sub-committees. These are Cycling Improvements; Major Submissions; and Promotion and Information. This will leave more time for other topics at the monthly Core meetings.

Up-coming events we are supporting include Car Free Day on 22nd September, Frocks on Bikes on 24th October, a screening of the cycling orientated film "Triplets of Belleville" and the series of Spokes slow Sunday bike rides.

In August a meeting was arranged between Spokes and Chch City Council transport planners to discuss the proposed CCC Transport Plan, which will incorporate several strategies, including the existing cycle strategy. Hopefully this is a serious attempt to improve conditions for cyclists and pedestrians, rather than just another exercise in time wasting.

Several Spokes members recently heard a presentation by Simon Davenport (Timaru District Council Engineer) on lowering speed through road narrowing in Timaru, using narrower lanes to increase "side friction". For more information on Simon's work: <http://tr.im/catforum>.

Nigel Rushton

## Cycle Aware Wellington

As well as bikes on public transport (p13) speed limits have been a focus of CAW's submissions: Julian Boorman prepared submissions supporting Wellington City Council's proposal to set speed limits as low as 10km/h, and to introduce 30 km/h speed limits in the Aro Valley and Tinakori Road. The 10km/h limit may be used in lower Cuba Street, when this is turned into a shared pedestrian, motorist, and bicycle space. Aro Street and Tinakori Streets are narrow and busy, with parked

cars. Although speeds in these areas are already low, a 30 km/h limit will make cyclists more comfortable.

Preparations for the 24 October day of action to promote reducing atmospheric CO<sub>2</sub> to 350 ppm are going ahead: on 22 August several hundred Wellington cyclists gathered on the waterfront in a big 350 formation (photo, p5) then celebrated with a ride around the Basin Reserve. The plan for 24 October is a ride around the (approximately) 350 degree circuit of Wellington Harbour: the Great Harbour Way.

NZTA has implemented some interim measures to make cycling between Wellington and Petone safer. These include green surfaces alerting motorists to the routes that cyclists will take along SH2, and an innovative system of warning signs that are activated when cyclists ride on the SH2 shoulder.

Alastair Smith

## Spokes Dunedin

We are in a rebuilding phase at the moment. Last year, Fiona Whero got in touch with several of us who had been putting in the odd submission or contributing to the spokes email list to encourage us to get involved. Since then we have put together a small group of keen people and are getting some projects up and running.

We were very busy in April and May writing and presenting submissions to the DCC, the Otago Regional Council and NZTA. With SH 1 going right through the city and the cycleway planned along SH88 not yet finished, we have a lot to talk to NZTA about. We held an AGM with approximately 30 people attending. Adrienne Mulqueen was elected secretary and Anna Star, Treasurer. Our guest speaker, Nikki Bould talked about the Harbour Cycle Network's efforts to try and get a safe cycling route from Dunedin to Port Chalmers. At present anyone wanting to ride from Dunedin to Port Chalmers has to ride on the State Highway which has a large number of trucks, and several corners with limited visibility and no shoulders.

We have been having regular meetings with the DCC to talk about cycling in the city and to try and encourage them to fast-track the revision of the city's cycling strategy. This needs to be updated before we can hope to see much progress on the many issues that Dunedin cyclists face. Adrienne Mulqueen has been going on



Wellington, 22 August

regular bike rides with a DCC traffic engineer to show him some of the trouble spots. These rides are proving to be very useful. It is much easier to convince someone that a situation is dangerous if they are experiencing it themselves. We also have a ride with NZTA planned in a couple of weeks.

Spokes Dunedin has a relatively small membership at present. We would love to have more members. Monthly meetings are at 5:30pm on the third Monday of the month, email us for details —we are still finding a regular meeting place.

## A BLIP in Golden Bay Bike Lanes in Paradise

After years of advocating for safer cycling in Golden Bay, we finally had a response from NZTA on a winding, hilly section of SH60 just north of Takaka. We had requested a multiple message sign that could be activated by the cyclist or other slow road user, setting off an illuminated flashing sign for the duration of the transit through the cutting. This idea came from another advocate in Nelson and we thought it was a great low cost solution to a very frightening bit of road for vulnerable road users.



More on this issue p19

Well, we did get the signs but many complaints have come forward saying that the duration of the illumination is way too short, it does not flash, there was no sign warning road users of what this new system was all about. They have put a sign with two dots on it right next to the button that is meant to be pushed — so far no one knows what that means... There is no sign saying to press the button, and it would easily be overlooked by first time user, as it is at the start of a hill and a very busy turn off to the popular Waikoropupu Springs.

After speaking with Mark Edwards, road safety engineer in Wellington, he told me we could not have the other images that we requested (walkers and horse riders),



because those images were not on the approved list of allowable images. Can you believe that? These are legitimate road users and yet NZTA will not allow those images on the illuminated signs.

So we have spent \$30,000 for a facility that is not doing the job it could do. Of course no consultation of the stakeholders took place before this device was constructed, and now there is not much interest in listening to the considerable number of people who are saying that the system is giving a false sense of security because the duration is not adequate.

Victoria Davis

## KCI gets active

Kapiti Cycling Incorporated (KCI) is both encouraging cycling and promoting safety.

In May, the group hosted an evening in Paraparaumu to screen DVDs about the

Otago Rail Trail and the Banks Peninsula Little River Trail. They distributed material from PureTrails New Zealand and told guests about off-road cycle routes in the Kapiti area. Patrick Morgan spoke about his work as CAN Project Manager. The evening gained three new members for KCI.

KCI has also submitted on its council's Long Term Council Community Plan.

Members are supporting Otaki residents and cyclists who want a reduced speed limit on the Otaki main road bridge. KCI suggests that clip-ons for cycling and walking would improve safety and traffic flow. The Government has identified State Highway I from Wellington to Levin as one of seven nationally significant roads that need improvement, making this an opportune time for action.

*Regional groups continues p18*

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## Contact the local group nearest you

### Bike! Whangarei

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

### Cycle Action Auckland

caa.org.nz chair@caa.org.nz  
Barbara Insull 0274 731 831  
www.caa.org.nz

### Cycle Action Waiheke

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

### Hamilton Cycle Action Waikato

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

### Rotorua Cycle Action

Mark Dyer mdyer@canmaphawley.co.nz

### Bike Taupo

Richard Balm 021 919 851  
bike@biketaupo.org.nz www.biketaupo.org.nz

### Cycle Action Tauranga

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

### Cycle Aware Hawke's Bay

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

### New Plymouth North Taranaki Cycling Advocates

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

### Whanganui Bicycle User Group

Hadi Gurton 06 345 5048  
radiohadi@hotmail.com

### Palmerston North Cycle Aware Manawatu

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

### Kapiti Cycling

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

### Cycle Aware Wellington

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

### Nelson Tasman Bicycle Nelson Bays

Richard Butler 03 539 0355  
bnbnelson@gmail.com

### Bicycle Lanes in Paradise Golden Bay

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

### BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

### Bike West Coast (SI)

Fiona Whero 03 366 2645 027 449 1845  
bikewestcoast@yahoo.com

### Christchurch Spokes Canterbury

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

### South Canterbury Squeaky Wheel

Jon Harris 03 614 8777  
jon.jan@xnet.co.nz

### Spokes Dunedin

Adrienne Mulqueen 03 478 0315  
spokesdunedin@gmail.com

# Supporting Organisations

Abley Transportation Engineers  
Adventure Media Group  
Adventure South Ltd  
ARTA  
Auckland Cycle Touring Association  
Canterbury District Health Board  
Central Otago District Council  
Crank It Cycles  
Cycle Touring Company Ltd  
Cycle Tour Operators NZ  
Dunedin City Council  
Ecoassist Sustainable Solutions  
Engineering Outcomes  
Environment Canterbury  
Francis & Cambridge  
Greater Wellington Regional Council  
Ground Effect  
Hamilton City Council  
Harbour Cycle Network  
Living Streets Aotearoa  
Marlborough District Council  
Massey University  
Mountainbiking Otago  
MWH NZ Ltd  
Natural High  
Nelson City Council  
North Shore City Council  
Pacific Cycle Tours  
OCEAN  
Palmerston North City Council  
Pedaltours  
Rotorua District Council  
Rotorua MTB Club  
Sport Waikato  
Tasman District Council  
University of Canterbury  
University of Waikato  
ViaStrada  
Waimakariri District Council  
Wellington City Council  
Women on Wheels Te Puke

*Regional groups continues from p17*

**Help needed!** Waikanae residents who want to keep their roadside parking oppose Kapiti Coast District Council's plan to create cycle lanes on both sides of a Waikanae arterial route. KCI is preparing a petition in support of the lanes, and seeks advice from anyone experienced in such petitions. Please send suggestions to [assist@paradise.net.nz](mailto:assist@paradise.net.nz)

## What's happening in Hamilton

Cycle Action Waikato made a huge effort in writing submissions on the Long Term Council Community Plans of local councils and Environment Waikato, encouraging councils to map potential walking and cycling networks in urban areas and to provide for cyclists throughout the region. In response, Hamilton City Council has allocated money to study 'pinch points' highlighted by our members in 2009–10 and to fix them in subsequent years of the plan. This is a great outcome for Hamilton cyclists.

*NP Cycle Promotion, from p15*

- To promote cycling as a healthy and fun recreational activity. Since the adoption of the cycle strategy there have been many benefits to cycling including:
  - Improvements to our on and off road cycle network.
  - An extension of our coastal walkway.
  - A closer liaison with council's parks and planning departments that has resulted in a more permeable cycling network and in securing more cycling routes.

Council officers meet monthly with the North Taranaki Cycling Advocates to monitor the implementation process of the cycle strategy.

A sustainable transport coordination role was created and filled in 2008, responsible for encouraging walking, cycling and all other modes of self propulsion and passenger transport throughout the New Plymouth district. ■

**FROCKSONBIKES** *from p7*

Spokes Canterbury will have a presence helping at the event. It's hoped the event will encourage more women to think about cycle commuting as the obvious transport option in our beautiful Christchurch FLAT urban landscape. Men are invited to wear stylish, everyday clothing. Frocks on Bikes aims to raise

A new short section of river path on the east bank of the Waikato River now provides a wonderful alternative to competing with cars on River Road. Politics and finances have delayed repair of a washout on the riverpath near the city centre, but an engineer's report is to be commissioned and the repair may be funded this year.

Cycle Action Waikato was consulted about the fast-tracked Kopu Bridge project near Thames. The design incorporates a bi-directional walk/cycle path with access under the ramparts for safe crossing of the highway.

Two National Cycleway projects are to be funded in Waikato. The Hauraki Rail Trail project from Thames to Waihi will get a push, and the Waikato River Trail from Whakamaru to Taupo (parts of which already exist) will gain a path linking the Waikato hydro lakes. We hope that this will continue from Lake Karapiro through Cambridge, Hamilton and Ngaruawahia to Huntly or Mercer, making a superb cycle ride. ■

## GETACROSS Auckland Harbour Bridge

After the May 24 Demonstration of Support we received many offers of support. One of them was the strengthening solution for the clip-on lanes currently being considered by the Transport Agency.

This not only enables the walkway and cycleway to be provided on the Bridge, but also defers the need for a harbour road tunnel, saving taxpayers tens of millions of dollars. The Transport Agency has agreed to work with us in order to see how any barriers to the walkway and cycleway can be resolved. We haven't seen any significant progress yet, but remain optimistic our agreement will bear fruit.

Our supporters' survey revealed 88% in favour of another Demonstration of Support if we don't see significant progress from the Transport Agency. ■  
Bevan Woodward

awareness that cycling can be done in NORMAL and beautiful clothing and to debunk the perception that in order to cycle commute you need specialized clothing.

For more information email [frocksonbikes-christchurch@gmail.com](mailto:frocksonbikes-christchurch@gmail.com) or visit [frocksonbikes.org](http://frocksonbikes.org) for other events around New Zealand. ■

# 2009 dates

**New Plymouth**  
**November 11–15th 2009**

**Australian Bicycle Council**  
**Nov 11**

**Advanced Planning and Design**  
**for Cycling**  
**Nov 11**

Following on from the award winning Fundamentals course, the Advanced course was developed in conjunction with the NZTA to meet the needs of the NZ transportation industry. Attendee numbers are limited to 25.

<http://Viastrada.co.nz/cycling-advanced>

**The 7th NZ Cycling Conference**  
**12–13 November**

**Communities, connections**  
**and the economy**

[can.org.nz/conference/2009](http://can.org.nz/conference/2009)

**CAN Do**  
**Nov 14–15**

**New Plymouth**  
**the cycle-mad city**

The proud hub for the Taranaki region. New Plymouth was named "New Zealand's Top Town" by North & South magazine in 2008, and was the top large "Cycle-Mad City" in the 2009 Bikewise Mayoral Challenge. Over recent years New Plymouth has built a solid network of cyclists and over 50km of on- and off-road cycleways. The most visible of these is a 7km waterfront pathway that connects New Plymouth with the coast and provides a spectacular focal point for the city.

## Flashing signs to protect cyclists

New Zealand has begun to introduce new flashing warning signs advising of the presence of cyclists in places where there are no better safety options, such as on narrow bridges, tunnels or windy roads.

Tailored to the needs of local road users, these signs are unquestionably a fantastic asset to improve the safety of cyclists.

They have been used overseas for some time, but our new NZ signs are unique in that they flash. Peter Kortegast will be presenting a paper on these at the NZ Cycling Conference in November.

Four regions have these signs now — Golden Bay, Lower Hutt, Blenheim, and Nelson. The proactive stakeholders in the upper South Island can be thanked for leading the way — both advocates, who have been lobbying for these for years, and engineers and council staff who have seen the value of these and implemented them.

In Lower Hutt they work really well. Gerry Dance, NZTA Acting Principal Policy Advisor — Walking & Cycling, has noticed a visible change in the behaviour of motorists around him on his ride into Wellington.

In her article (see previous page), long-term Golden Bay advocate Victoria Davis of Bicycle Lanes in Paradise raises issues about how the signs were installed, and concern that they did not cater for all the local road users.

The Golden Bay signs were installed as part of a trial, and because the trial involved road signs there was no local consultation. After much discussion in Golden Bay it has been decided to increase the timing phase for cyclists, and install a sign to let people know in words to push the button. The old horse rider signs will also be resurrected. The problem for pedestrians remains under discussion as the phase for cyclists is not long enough to allow their safe passage.

Victoria's experience reminds us of the value of advocacy and consultation to reach good solutions built on local knowledge, to potentially get it right first time. This is particularly important if these signs are to be rolled out without further consultation.

It's great that NZTA is installing the signs and we hope that more are rolled out around NZ, building on the lessons learned from the trial installations to ensure good "strategic fit" and making the roads safer for all road users. ■

Fiona Whero

## On the web



**Lightlane** is a unique new concept for safe cycling. Mounted

under your bike seat, the LightLane system projects a crisply defined virtual bike lane onto pavement using a laser, thus providing the driver with a familiar boundary to avoid. [lightlanebike.com](http://lightlanebike.com)



### D-Day Bicycles

If you think foldable bicycles are a relatively new innovation, think again. A BSA (Birmingham Small Arms) folding military bike was utilized by some of the British paratroopers deployed in the D-Day invasion on the coast of Normandy on June 6, 1944. <http://tr.im/ddaybike>



**Cycling with sharks** As cycling isn't a dangerous activity, cycle instructor Jo Brooksbank wanted to introduce an element of danger into her ride, so she

donned a wetsuit and took a cycle ride with sharks. Story and video.

<http://tr.im/cyclewithsharks>

**Soaping up** Just Soap is a hand-crafted, all natural soap — blended by bicycle! Why the bicycle? Traditional soap making demands hours of stirring. So, founder Frederick Breeden, a biking enthusiast and environmentalist, shared his vision with a bicycle builder, and the result is a one-of-a-kind bicycle-powered soap blender.

[justsoap.com](http://justsoap.com) ■



[can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)



Gap Creek



Wallops Creek



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt. Stromboli, California



Point Hill, Christchurch



Leithworth MTB Park, Victoria



Berrisford MTB Park, NSW



Worles Peak, Devon



The Heaphy... with a bit



### 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, bring a note to [slushfund@groundeffect.co.nz](mailto:slushfund@groundeffect.co.nz)**

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