

CHAINLINKS 2011 Issue 3, November

Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2011 ISSUE 3, November

CAN
cycling advocates network

Editorial: CAN and Active Citizenship

Graeme Lindup

Changes to CAN's administration structure were agreed upon at the 2009 AGM in New Plymouth. It was proposed that the former executive be broken into two groups: the "Board" and "Portfolio Groups". The goal was to separate the governance and delivery roles for those working at the national level and to reduce the workload for individuals.

Two years on, with this year's CAN Do and AGM to be held in Nelson in late October, it is worth reflecting on progress with these changes to date.

Unfortunately, for a number of reasons, the transition has not yet been completed. Setting up and maintaining Portfolio Groups has proved difficult, despite a workshop full of energy in Wellington during May 2010. The follow-up to this workshop tended to be dispiriting and the resignation of the Portfolio Co-ordinator in July made matters worse. So far, a replacement for this role has not been found. As a result, the committee has remained in the "old" role of trying to maintain systems and organise, with insufficient time and resources to focus on the governance role. This has meant not being able to undertake the high-level, strategic thinking required to ensure CAN remains as relevant as it was when first set up.

However, it has not been all bad news. In some areas, the concept of the Portfolio Groups has worked. This has happened because CAN has had either:

- › willing people who are paid to deliver a particular project and sufficient funds to pay them, or
- › a small number of people outside of the committee who have the time and see voluntary work on a regular basis as part of being an active citizen.

An honest appraisal of the workload carried by those on the committee since the 2009 AGM strongly suggests that the committee's workload is unsustainable. It includes:

- › undertaking the committee work to administer CAN
- › supporting volunteers doing portfolio work
- › undertaking the roles of employer and contractor management

As a result, there is a risk that more of the experienced members will need to take a break from those duties sooner rather than later. Ideally the new committee members will be willing to help complete the organisational transition. To balance the representation, they also would come from the upper half of the North Island (we seem to be under-represented there). However, new and enthusiastic committee members from anywhere would be welcomed. For the long term sustainability of having CAN run by volunteers, the transition set out in 2009 needs to be completed.

Two years on it is worth reflecting on progress

CAN advertises current vacancies for both paid work and for volunteers on our "Situations Vacant" page (accessed off the "Situations Vacant" tab on the homepage of our website). For those who have been involved in cycling advocacy in a different role, particularly at a local level, there are often opportunities put up there to apply your skills for the benefit of the wider group of everyday cyclists.

Adrian Croucher and Glen Koorey are longstanding members of the CAN committee who are stepping down this year. They have been a major part of CAN's journey and I would like, on behalf of all CAN members and our supporting organisations, to acknowledge their significant contributions to CAN. Their work and activism will continue to be an

example to those who aspire to make a difference. If you want to be part of a friendly, fun-loving team, take the time to read the Situations Vacant information and contact anyone on the current committee. ■

a friendly, fun-loving team

DATES TO REMEMBER

February 2012

National Walking & Cycling Conference

Hastings, 22–24 February 2012

Chainlinks Bike Month

Articles by **7 December**

Local group promotional by **7 December**

Email content to:

chainlinks@can.org.nz

Pictures: >500kb, 1024x768 pixels
>1mb preferred

Advertising: chainlinks@can.org.nz
by **7 December**.

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Nathan Denny, Brian Robinson, Steven Lamb, Kim van der Aa, Nick Forster with Alfie, Richard and Ella Hamer

Apanui School students hit the bike trails

Richard Hamer

A new initiative aims to have a set of 60 bikes and a network of fitness, skills and 'pump' cycling trails in the grounds of Apanui School in Whakatāne by the end of this year.

The project, 'Bikes in Schools,' is an initiative of Cycle Action Whakatāne (CAW), which is an informal network of community members working together to promote and improve cycling opportunities in the district. The group approached the Principal, Teachers and Board of Apanui School earlier this year about the project and met with resounding support. CAW spokesperson, Richard Hamer, said the group has been working hard to apply for funding to get the project off the ground.

Mr Hamer said, "Pump trails are a new craze sweeping the country and in places where they have been established, such as Motueka and Taupō, there has been a big increase in the number of people, especially kids, getting on bikes.

"What we understand is that if kids develop skills, experience and confidence on bikes when they are young, they are more likely to participate in cycling, whether as a healthy pastime or as a means of commuting, when they are older. Increased participation in cycling brings environmental, social and health benefits."

Mr Hamer said that the idea to put trails into the school grounds came from the BIKEON project in Hastings, which has

seen a fantastic increase in children's cycling skills, confidence and well-being. Mr Hamer was also involved in a research project where 700 primary school students and their families were surveyed to find out what they needed to make Whakatāne a better place to cycle. Safe places to cycle and practice skills were given the highest priority.

Mr Hamer said that CAW and Apanui School have been thrilled with the support that they have received so far from Toi Te Ora Public Health, Eastern Bay of Plenty Road Safety Committee, Whakatāne Mountain Bike Club and a

local network called 'Fathers & Sons Whakatāne'. We have also gained the support of local business Smith City and they put us directly in touch with their NZ Bike supplier, Adventure Brands. This help meant we have offered a great

discounted price on a new and ergonomically designed kids bicycle called Byk Bikes. The BYK bikes makers are so excited about the projects that their bikes are being used for in New Zealand, they have sent their Marketing and PR Manager Nathan Dennys over from Australia to pick up some ideas and tips and he met with CAW members and teachers at Apanui School on Monday 2nd May.

Utilising local resources of pumice and clay, the contoured trails are a simple construction and can be easily modified in the future. There will also be a skills area with obstacles, such as bollards and a see saw, for children to ride through. The trails are designed to enhance the use

a big increase in the number of people, especially kids, getting on bikes

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Join CAN on Facebook

Visit <http://tinyurl.com/CANfacebk> 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. ■

of the school grounds and provide a community facility to increase physical activity and cycling skills in young children. The trails will be available to the school during school hours and to the community outside of school hours.

Community working bees will begin at the end of Term three with the goal to having the trails up and running by Term four. In the meantime CAW are busily fundraising the \$64,000 for the project and have received \$18,000 from the Southern Trust, \$23,000 from the Bay of Plenty Regional Council and \$6,000 from the Schools PTA to date. ■

Government News

Two More Great Rides Opening

Sarah Berry

Plans are afoot for two more of the 18 Great Rides under Nga Haerenga, The New Zealand Cycle Trail, to be opened before Christmas.

A community biking and walking event has been confirmed for the opening of the Waikato River Trails on Saturday 5 November. The River Trails extend 100km along New Zealand's longest river, the 'Mighty Waikato'. The journey, which includes a series of trails, takes in five lakes, four hydro dams and a number of small towns and villages.

Plans are also underway to open the 43km Dun Mountain Trail near Nelson in late November. This trail is a copper mine epic which begins and ends in The Brook, a Nelson suburb. It follows the route of

New Zealand's first railway (1862) as it winds through forest before crossing an alpine mineral belt and descending past the Maitai Dam down the Maitai River and back into Nelson.

The first Great Ride, the St James Cycle Trail near Hanmer Springs, opened in November 2010. At least eleven further Great Rides have sections that are already open and in use. Check out the www.nzcycletrail.com for further information on what trails and sections of trails are ready to ride this summer. ■



The 100km Waikato River Trails: one of three Great Rides on track to be opened before Christmas.

First On-road Cycle Routes Opened

Sarah Berry

Some of the 'Big Wheels' of the cycling industry rode 180km from Taumarunui to New Plymouth in August to celebrate the opening of the first cycle touring routes under Nga Haerenga, The New Zealand Cycle Trail.

The cycle routes are the first in a series of new largely on-road cycle routes around New Zealand. About 30 cyclists, including Green Party MP Kevin Hague, Wellington Mayor Celia Wade-Brown, Bike NZ Chair Richard Leggat, Cycling advocates Network Manager Patrick Morgan and The Kennett Brothers, joined NZCT project team members on the ride.

NZCT Project Manager Jude Ellis says the new cycle touring routes are aimed at encouraging cyclists to use more enjoyable cycling routes and steering them away from busy state highways and arterial routes.

The first three cycle touring routes opened in August. They run from:

- Taumarunui to New Plymouth (including part of the Forgotten World Highway)
- Taumarunui to The Ruapehu-Whanganui Trails
- Taumarunui to Ongarue (linking to The Pureora Timber Trail).

"The Forgotten World Highway has for a long time been revered as one of New Zealand's best on-road cycling routes and it's great to have this legendary ride now included in New Zealand Cycle Trail network," Ms Ellis says.

Ministry of Economic Development is inviting submissions from local authorities and cycling interest groups around New Zealand, encouraging them to recommend the best cycle touring routes in their areas that could be added to the network. ■

Guidelines are available on the NZCT website at <http://www.nzcycletrail.com/big-idea/network-expansion-application-guidelines>.

Bike Wise Month New and Fresh for 2012

Amy England

We're getting prepared for the 10th anniversary of Bike Wise in February 2012 and will celebrate this milestone by launching a new approach and a few exciting changes. We'll be focusing on Safer Journeys for cyclists, so you'll notice a few changes to the usual Bike Wise events.

February Events

Go By Bike Day will be held on Wednesday 1 February and will launch Bike Wise Month and the 10th Anniversary.

The Bike Wise Challenge will take place from 1–29 February. We're developing some enhancements and new features for the website and a package of support materials for organisation coordinators next year.

Big Bike Fix Up

The first of two new safety initiatives is the 'Big Bike Fix Up' which follows on from the popularity of some locally-run events. We hope to encourage new and ex-bikeriders onto their saddles! Many people have an unused bike sitting in a garage or under the house which could be made safe and roadworthy with a quick maintenance check.

Bike Wise will target getting 5000 bikes fixed up through local events held this Spring and Summer. You can help by running a 'Big Bike Fix Up' event in your town, or by offering basic maintenance checks and simple fixes at your other events. More serious work will need to be referred to a local bike store. We are still in the planning stages of this campaign so will have more detail for you soon!

Lights on Bikes

The second is a 'Lights on Bikes' campaign. We all know how important it is to be visible to other road *Continues p18*



New Plymouth Mayor Harry Duynhoven and NZCT Ambassador Sarah Ulmer joined about 200 riders to celebrate the opening of New Zealand's first cycle touring route.

Creating Cycleways, Creating Change

Freda Wells and Laura Williamson

Spurred by the government's 2008 announcement to invest in national cycleways, Hikurangi bought together some of our best creative cycle minds to create a collective vision for a thriving national cycle network.

This process highlighted for us the huge benefits cycleways would bring to New Zealand's people, environment and economy. The result was Hikurangi's 'Creating Cycleways Action Programme' — supporting action to stimulate a positive shift for New Zealand's cycling experience and culture.



In fitting with its cultural heritage, The Hikurangi Foundation (Hikurangi) is young and agile. A national charity, Hikurangi supports innovative solutions for a sustainable future, and since its launch in 2008 has catalysed 25 smart and practical projects so Kiwis can experience a taste of a positive future, today.

Three years on, and one of our nation's most ambitious road cycle events has been announced: The Tour of New Zealand (www.tourofnewzealand.co.nz).

We can only imagine what the French response was when the inaugural Tour De France was announced on a chilly morning in January 1903. We do know the second Tour was named the 'Last Tour'. It was anything but. Instead, the Tour became legend, uniting impassioned rivals and fans across the country. Bicycle stage racing was born, and another strong thread was added to the fabric of French culture.

Back in our own backyard, (a very scenic one best enjoyed at cycling speed), planning for The Tour of New Zealand is well underway. The Tour is an eight-stage race, set to run from 14-21 April 2012. Teams will cycle the length of both islands simultaneously. Cyclists can enter just one stage, or all eight if they are super keen. The race will be good for mind, body and the environment. Entrants will see the country via zero-carbon transport, get into brilliant physical shape (depending on how many

pie carts are positioned en route) and raise awareness, and funds for cycling in New Zealand. All funds raised will go to either The Hikurangi Foundation, St Johns ambulance, or Westpac Helicopter.

The vision of a truly cycle-friendly nation where riding a bike is accessible, safe and enjoyable for anyone

Is New Zealand's cultural fabric ready for a strong and proud cycling thread to be woven into it yet? With the Rugby World Cup done and dusted (for better or for worse) by October 23rd this year, where will the nation's passion for sporting events be redirected? Could it be The Tour of New Zealand? Touching communities from Cape Reinga to Bluff, the Tour will focus the nation's eyes on two-wheeled transport. It seems perfectly timed to coincide with the coming of age of cycling in this country.

It is also an opportunity for us to take stock of the state of cycling in our country today, and to consider how we might achieve the vision of a truly cycle-friendly nation where riding a bike is accessible, safe and enjoyable for anyone.

It's a vision that feels at times so close, and at other times, so far away. Cycle commuting is a case in point. Over 30% of New Zealanders own bicycles, yet only 2.5% of commuters currently ride to work. It doesn't take a lengthy ride in any of our cities to determine that our urban streets are light on bike lanes and heavy on car parks. According to Simon Kennett, Active Transport and Road Safety Co-

ordinator for the Greater Wellington Regional Council, it's all about attitude. "The primary barriers to change are still cultural and political — New Zealand has yet to be convinced that spending, say, \$500 million on urban cycleways is a good idea, because most don't think of cycling as a sensible transport option for adults. I think we've made a lot of progress in the last decade, but we still have a ways to go."

Change is possible, however, and there is no doubt it will come. The government's 2008 Transport Strategy sets a goal of increasing active modes of transport, including cycling, to 30% over the next three decades. And in Christchurch, a city that has had change foisted upon it, the Draft Central City Plan's transport scheme calls for a slow city core with a network of cycle paths and cycle lanes. They're there because people asked for them. Christchurch City Council's Tony Moore says the public 'Share an Idea' initiatives, which formed the basis for much of the Draft Plan for the rebuild, revealed an overwhelming preference for "a more people-friendly city, including walking and cycling."

As for off the road, the New Zealand Cycle Trail project aims to create 18 'Great Rides', a pedal-centric version of the iconic 'Great Walks'. And the Heaphy Track has recently re-opened for seasonal cycling after 15 years of being off-limits. Yet, mountain biking hasn't quite cracked the mainstream. In places such as Wanaka, a South Island Mecca for fat-tire fanatics, all of the mountain bike-

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Land of the Free Wheelin'

Claire Pascoe

It's hard for me to go anywhere these days and not take note of the local bike infrastructure. Last month I set off on holiday to visit my best friend in the States. I swore I wasn't going to give a second's thought to bikes or transport networks for a whole month. As it turned out, I couldn't help myself.

The overwhelming impression I get every time I touch down in the USA is how everything seems to be designed around cars, mostly super-sized ones. There are drive-through banks, 16-lane highways, and, inside the cars, multiple cup-holders, air conditioning and a range of other luxuries that make getting out of the car something you avoid. There also seems to be a noticeable shortage of footpaths.

During my visit this time, I even experienced 'Carmageddon,' where they shut down the busiest highway in the whole country in order to — you guessed it, — widen it! The whole world stopped to see whether Los Angeles and the global stock market would collapse, but apparently it survived. I'm not convinced those 15th and 16th lanes are going to solve the congestion issue though.

But America is a land of contrasts. While cars seem to reign supreme, on the other hand, some of the bike infrastructure and culture is pretty damn cool. After Portland, Oregon, I think Boulder, Colorado is the most bike-friendly city I have visited in the States. It's a beautiful and pretty funky place.

It has its own bike hire scheme 'B-Cycle' which has a very convenient Smart Phone app that lets you know all the other drop-off stations around town. The scheme is helped by not having to deal with the curly question of helmets. From this user's perspective (granted, a user who skips over all the fine print and just pushes 'ok' to everything on the computer screen) the whole process was a delight.

Driving through Boulder in a car, I noticed the perfectly functional shared cycle/walking paths, but at times all the bikes would disappear completely from sight. Riding around on a bike, I soon discovered why. There's a whole alternative network of paths that go under the roads, through parks and generally in nicer places than alongside the road. Where they do come in contact with roads, they're either on a wide shared path, a separate path or a slow-speed sharrow.



Apparently bike mode share in Boulder is 8%.

In Atlanta I saw nothing that remotely resembled bike facilities, but we weren't in the city so maybe I got the wrong impression. When my friend and I set off on the 200 metre walk to the lake, our hosts recommended that we take the golf cart. I deduced from this that anything other than motorised transport is considered, well, a bit odd in that neck of the woods.

St Petersburg and Santa Monica were surprisingly bike-friendly with loads of sun-soaked bodies casually riding by on cruisers. While there wasn't always a dedicated path, there was a slower and more relaxed vibe with lots of people on bikes around and cars that seemed accustomed to driving among them.

I especially enjoyed reading the Florida "Bicycling Street Smarts" brochure. Here's a sample:

"Going through the red isn't against the law, because the light is defective. If you ever have a crash or get a traffic ticket because a traffic light won't turn green, it's the fault of whoever installed the detector."

"Dealing with Rude Drivers: Giving in to this bullying will slow you down and leave your self esteem in shambles. Stand up for your rights. Don't let rude drivers spoil your trip. Outbluff them."

Overall, it was a wonderful month. I had a diverse range of biking experiences from mountain biking on slick rock in Moab, Utah, to riding a triple bike along a 30 mile rail trail in

Continues p19



Mike Mellor

Transport in New Zealand needs to be much smarter — that was the message from Dr Paul Mees of RMIT university in Melbourne, keynote speaker at the Smart Transport conference held at Parliament in August.

The conference was co-hosted by Green MP Gareth Hughes and Labour MPs Phil Twyford and Jacinda Ardern, who all echoed the same theme. The National Party was invited to take part, but transport minister Steven Joyce responded that the Government's transport policies were already pretty smart. From the tone of the contributions at the conference, it's unlikely that many of the delegates would agree.

The first day was the opportunity to hear from speakers including Paul Mees, parking expert Julie Genter and urbanist Dr Chris Harris on building sustainable cities. Panel discussions covered the views of local government, as expressed by Wellington Mayor Celia Wade-Brown, Local Government NZ president Lawrence Yule, and the economics of transport, with academic and trade union input. Naturally, the politicians had their say too. The sentiment of the day was that the Government's obsession with Roads of National Significance (RONs), to the detriment of other modes of transport and investment, is at best delusional, and at worst destructive.

What should be done about it was the theme of the second day. It started with a lively and inspiring video presentation from Stephen Joseph of the UK's Campaign for Better Transport, an organisation that has established a firm and influential niche in Britain. This led in to a series of equally inspiring presentations from NZ-based advocacy groups, with cyclists very well represented by Cycle Action Auckland (Barbara Cuthbert), the Cycling Advocates' Network (Jane Dawson), 5x5 (Tim Gummer), Get Across (Bevan Woodward) and Cr Paul Bruce, talking about Wellington's Great Harbour Way walking and cycleway. Other groups included those advocating for road safety, tram trains, better pedestrian facilities; and those against rail clo-

Continues p19

New Zealand

Our original proposal involved the creation of four key arterials, all meeting in the centre of Hastings. Year One has seen the completion of two of these arterials, both to Flaxmere.

Highlights

- The opening of a 1.8 km off-road cycleway leading from Flaxmere, which is already seeing some good use.
- The addition of a railway crossing outside two schools, the lack of which had been a source of community contention for decades.
- 25 km of highly visible cycle lanes, painted in luminous green. These have far exceeded our expectations in terms of people's response to them. Many people have reported that they feel safer cycling on them because their "space" is more prominently defined. Interestingly, where we added the paint scheme to lanes that already existed, some people noticed the lanes for the first time.
- Local community surveys have shown significant changes in the perception of safety on the cycling network.

This was identified early on as one of the major obstacles to cycling in the area, so it's great to have some first encouraging signs that iWay is making a difference.

Watch our "first birthday" video summary: <http://tinyurl.com/3qo8og6>

Challenges

There have been some "not-such-highlights" too — most especially finding out first-hand just how much some people dislike seeing car parking spaces disappear. We've learnt lessons and moved on.

Changes such as the ongoing policy of narrowing and calming some local roads have also provoked much public debate — not a bad thing because the debate has been long overdue in Hastings especially.

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Tom Evans pulls some sweet moves

New Plymouth's GLOW night

Nathaniel Benefield

On Friday 17 June, New Plymouth lit up with GLOW, a midwinter event designed to put bike riders together with local retailers and discount night riding merchandise.

The event was led by the North Taranaki Cycling Advocates (NTCA) and New Plymouth District Council's Let's Go project.

Encouraging an increase in cycling while simultaneously achieving a crash reduction is the goal of the New Zealand Transport Agency's (NZTA) Safer Journeys Strategy. Cyclists in the New Plymouth district are identified as being at high risk by the NZTA, and GLOW also meets the Let's Go objectives of normalising cycling.

The GLOW event ran from 5.30pm–7.00pm and in that time an estimated 150 people passed through. Some came to watch the trials bike riding, others were lured by the discounted bike lights and hi-vis riding gear, purchasing an estimated \$1200 worth of bike lights. Most notable however were the many families keen to get out on their bikes and enjoy an evening of bright lights and fun despite the inclement weather.

Bike lighting has come a long way since dynamo powered incandescent front and rear lights. Local bike retailers Raceway Cycles, Cycle Inn and O2 Project all turned out under the canopy of the Huatoki Plaza on the main street of New Plymouth to guide the public through the particulars of LEDs, lumens, halogen and the difference between the "to see" and "to be seen" lights for your bike.

While the trials riders entertained the crowd with gravity- and sanity-defying

bike antics, kids were getting glow sticks attached to their bikes, helmets checked, and learning how to "be bright be seen" from the Let's Go team and volunteers.

It was envisioned that the predominant interest group would be those already commuting by bike, but it was encouraging to see them outnumbered by families with young children.

Bike culture is blossoming and it seems that there is an appetite for this type of event with riders, retailers and the public keen for another dose next year.

Due to deteriorating weather the GLOW

ride through town was cancelled, but future iterations will see the event move to autumn — having the additional benefits of getting people geared up for winter riding earlier and giving us a greater chance of fair weather.

families with young children outnumbered commuters

significant changes in the perception of safety on the cycling network

Hastings Model Community Update

Owen Mata

Walk it, bike it, love it

It's been a hectic year with iWay in Hastings. There's hardly been the time to reflect on how much becoming one of NZ's two "model communities" has changed the area.



Hastings Girls High enjoying the cycle lanes

What next in Year Two?

We have two more arterials to construct, and still more “collector” routes. The first of the arterials – the road between Havelock North and Hastings — is probably the flagship of the iWay project, and probably the most eagerly anticipated, simply because of the current traffic profile. It’s one of the area’s busiest roads, and 75% of cars travelling on it are making a trip of less than 8km. We expect that the innovative plans for a really attractive, off-road shared walkway/cycleway will have a major impact on these figures.

Our aim is to make cycling “easy, safe and fun”, and it’s been encouraging that so many people in the community have joined us to help reach that goal. Never before has cycling been the focus of so much attention in the Hastings area. We aim to keep it that way through the second year of the programme.

Meals on Wheels – with a difference!

Nigel Rushton

As we now know all too well, the devastating Christchurch earthquake in February caused great disruption with collapsed buildings, broken infrastructure and tragic loss of life. Many roads were closed due to liquefaction, damaged sewerage and burst water pipes. As a consequence, the regular delivery of Meals on Wheels was suspended.

When a limited service resumed about a week later, congested roads and traffic jams hampered the delivery of the meals. One volunteer found an obvious solution: -instead of sitting frustrated in the traffic jams — do it by bike! After finding a chilly bin that was the perfect size and a couple of bungy cords to attach it to the bike rack, he was in business.

Meals on Wheels volunteer, Red Zone resident and cycling advocate, Nigel Rushton, found it a breeze to cycle round the broken streets. Traffic jams? No problem — just cruise along the footpath!



Need to go round three sides of a square to get from A to B? Nah, cut across the park!

In fact it was so successful that six months later, meal deliveries by bike are continuing. As the demand has grown, investigations are underway into building a cycle trailer specially for the purpose.

One positive thing Nigel noticed during the post-quake period was young children out and about, playing and riding their bikes up and down the streets that were closed to cars. It was really refreshing to see, and a nostalgic reminder of how things used to be.

As we look to the future, we have a rare and wonderful opportunity to create something special — a cycle-friendly Christchurch. Let us hope we don’t blow it. ■

The latest from biketastic New Plymouth

Nathaniel Benefield

LET’S GO riding is the catch phrase about New Plymouth this spring

and summer. Let’s Go is the brand name under which New Plymouth District Council is rolling out its many and varied walking, cycling and bus initiatives. It has been an exciting year to date for the Let’s Go project and the momentum is building all the time. What have we been up to then?

Let’s Go painting! Our fair city’s arterial roads are resplendent in Chartreuse coloured cycle lanes — 7.8km down and approximately the same amount to go over the summer! The highly durable (not to mention bright) epoxy resin has really grabbed the attention of road users and the media alike — visually a big hit, but we still have some way to go in keeping some drivers out of the cycle lanes.

But what are beautiful cycle lanes without people (on bikes) in them? The skills trainers are working to the NZTA guidelines and so far delivered training to more than 1,300 kids throughout the district. It is very satisfying, when out and about on a bike, to see a new crop of kids riding the streets with all the right moves.

Big Bike Fix-Ups continue to be a success in New Plymouth in so many ways. Getting bikes back in the cycle lanes is reward in itself, however sitting side-by-



side with mums, dads, aunties and their offspring as they share tyre levers, tools and tips was just fantastic!

So kids on bikes, bikes in lanes, bikes brought to life, lights on bikes, frocks on bikes, bikes on buses (not yet) are all very wonderful, but what do we do with them when we are not riding them? Answer: We park them in bike pods!

This November, the New Plymouth CBD will see the arrival of the first of four bright orange Perspex and angular steel bike pods. These will offer all-day secure storage and lockers for bike commuters. Each bike pod will be partnered with a local business, with the business providing showers and changing facilities in return for potential increased patronage.

Local innovation of design, construction and cost proved an unbeatable combination in the hunt for a high-quality product that would raise the profile of bicycle commuting while maintaining a good aesthetic fit with the cultural amenity.

Raising the profile of cycling for fun and commuting takes time. However, we have been making great progress, thanks to practical and fun events, and by improving or installing useful cycling facilities.

Step by step, New Plymouth District is becoming more cycle-oriented. Both children and adults are becoming more willing – even eager – to jump on a bike, and that’s the best result we could hope for! ■

Creating Cycleways, Creating Change continues from p5

specific single track is the product of volunteer labour and charitable donations — not the case with our rugby grounds.

The upshot? Cycling, in all its forms, is looking healthier in Aotearoa. But it’s not fully fit. With the Creating Cycleways Action Programme, Hikurangi hopes to bring together all of the voices of New Zealand cycling. All participants who choose Hikurangi as the recipient of funds they raise, will be directly supporting projects aimed at improving the cycle experience and culture in NZ, so we can get more bums on seats! ■

www.hikurangi.org.nz
or follow us on
Facebook!

The Revolution has begun!

Ashley Burgess and Marjolein Ros

Cycling is a way of life. The bicycle connects people of all walks and 'rides' of life. Whether we are commuting to work, taking our littlies to the local park, tackling the descents of Makara mountain bike park, or completing our first time around Taupo, we are all cyclists who enjoy the freedom of two wheels. Two wheels and endless possibilities...

Revolve was born in May 2009, starting out with women's Saturday morning road group rides. The first morning, 22 women of all shapes and abilities showed up to ride their bikes. We thought it was 'beginners' luck', but sure enough week after week women just kept coming. Soon the



on a ride, helps us shape what Revolve is at present and what it will evolve into in the future. Currently there are plenty of activities going on throughout the entire year:

■ Weekly Group Rides

These are fun free rides catering for all levels of ability. Newbies are welcome; no-one gets left behind! The group splits up into smaller groups of different abilities, so there is always someone to ride with. Each group has a volunteer Ride Leader. The rides are all about encouraging one another, having

fun and improving riding skills.

■ Seminars and Clinics

There are regular women-only clinics throughout the year: anything from nutrition seminars with Emily from Em's Power Cookies, to maintenance courses with local bike mechanics, and bike skills courses.

■ Women-only MTB Events

These have been

heaps of fun and encourage women to be as competitive or social as they like. Baked goodies, homemade prizes, dressing up, and riding bikes... what more could a woman ask for? In addition to the annual Revolve Women's MTB Series and the Women of Dirt 6 Hour race, we're also looking at branching out into cycle tours and a mountain bike festival.

■ Trail Karma

Revolve is contributing girl power to some of the local trails in Wellington. Over the 2010 summer, Revolve has been digging weekly on the new Transient track in Polhill reserve. This amazing trail was finished just in time to be included in the final round of the 2011 Revolve

Women's MTB Series. Everyone had a blast!

■ Social activities

Talk the talk and bike the bike. Most weekly group rides end with coffee stops and the occasional picnic. Events have baked goodies, and trail karma always treats the diggers to chocolate! There are also weekend bike trips like the Spring Fling Cycle Tour in the Wairarapa, potluck dinners, wine & cheese nights, movie nights and Christmas parties (even the boys are welcome to some).

■ Weekly Revolver

Women stay in the loop by signing up to the 'Weekly Revolver', a fun and inspiring weekly newsletter, including details of the weekly group rides, upcoming social activities, and all other things cycling in Wellington. The first Revolver was sent to 30 women; currently there are almost 800 women (and the occasional man) on the email list!

Evolve

Revolve has evolved rapidly since 2009, and was granted Charitable Trust status earlier this year. One of the latest developments is the BikeNZ 'Ride Leader' programme. Revolve is piloting this new course to get more women involved in leading group rides. Topics covered include leadership styles, communication, route planning, bike maintenance, and risk management.

All Revolve activities and events are open to all women, though there's the option to join the Revolution by becoming a Revolve member. Members receive sweet discounts on all the Revolve activities, merchandise items, and products at local sponsor locations.

World domination...?

Revolve is a simple concept. All it takes is a few passionate and enthusiastic people to organise fun, social rides, activities and workshops that inspire and encourage more women to ride their bikes. If you're keen to start Revolve in your city or town, give us a ring and let the fun begin!

So ladies, what are you waiting for? Get out there and experience the freedom of two wheels! ■



weekly road ride developed into Revolve.

The concept of Revolve is simple: encouraging women to enjoy and participate in cycling through accessible rides, social activities, fun workshops, and creative events.

Revolve makes it a point to make cycling fun for all women. It is not just 'a beginners group', there is room to evolve. So whether you want to push yourself with the quick girls, chat while you pedal, or learn the ropes, there are always options and someone to ride with.

Involve

Revolve Cycling Club is run for women by women. The feedback we receive through surveys, emails, or just chatting

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2012 CAN Cycle Hastings, 22-24

Dirk De Lu

Get your nominations in early!

Win something for your efforts — all Early Bird nominations received by 31 October go in a draw to win one of two Cactus Witness Bags (worth \$99).

These awards recognize best efforts on behalf of cycling nationwide. They are about thanking organisations and people doing great things for cycling — and it encourages them to do more and better.

Cycle Friendly Awards Categories:

- ◆ MWH Best Cycle Facility Project
- ◆ NZTA Best Cycling Promotion Project
- ◆ Dunedin City Council Cycle Friendly Commitment by a Business
- ◆ Auckland Transport Cycle Friendly Commitment by a Public Organisation
- ◆ iWay Cycling Champion of the Year

Bike Month issue of Chainlinks: Promote your group with Chainlinks

Each group can have a page in the next Chainlinks to describe what you do, why someone would join and how to go about joining your group.

This issue will be available for Bike Month. Extra copies will be printed for you to give away, during Bike Month and later in the year.

The issue will also have special interest pages with information.

- ◆ CAN: the advocacy work, current projects, how and why to join CAN.
- ◆ Practical information for new cyclists such as
 - how to become a commuter,
 - how to cycle as a family,
 - cycling to school,
 - cycle touring,
 - overseas cycle touring.
- ◆ Creating and managing cycling groups.

Current for a year

This issue will remain current for the year, so that you can use it later in the year as well as in Bike Month. Our regular content with news and updates will resume in the second issue of the year.

Friendly Awards

February 2012

Attendees at the awards ceremony are eligible to win spot prizes from Earth Sea Sky. The ceremony will be held in conjunction with the Living Streets Golden Foot Awards and is part of the 2 Walk and Cycle Conference Dinner.

Our generous Cactus & Earth Sea Sky sponsor worked hard staying viable through the year with your support. Check their websites for great gear made in Christchurch.



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Advertisers are needed

We are looking for advertisers to support this issue — local advertisers to go on the local group page, and advertisers whose products or services match the special interest pages.

See <http://can.org.nz/chainlinks-bikemonth> for the advertising rates for this special issue.

December 7th deadline

Content needs to be in by 7 December so we can go to print in January.

Each item should include a photo. Photos: minimum of 1024x768 pixels (medium size from a digital camera) and not less than 500kb in file size, preferably about 1mb (i.e. don't compress those images too much!).

Help

There will be a planning session at the CAN Do, as well as updates on the CAN website, in order to make this happen.

<http://can.org.nz/chainlinks-bikemonth>

December 7th

- Your group information and a photo, in to us ready for the Bike month issue.
- Tell us how many copies you want to give away.
- Bring a local advertiser to cover the cost of colour on your page.
- See the website for suggestions on what to include on your group page.

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2012 Conference 2 Walk and Cycle

Hastings

22-24 February 2012



Glen Koorey

In February 2012 the first ever **2 Walk and Cycle Conference** will be held in Hastings, at the Hawke's Bay Opera House in the Opera House Theatre.

Home to one of the country's Model Walking and Cycling Communities, Hastings and the greater Hawke's Bay area provide outstanding examples of walking and cycling opportunities for you to enjoy and learn from.

The focus of this Conference is on everyday walking and cycling for transport, recreation and tourism. It encompasses all aspects of trips made by these "active modes" (including promotion, infrastructure, safety, policy and training) and their integration with each other, other travel options (e.g. public transport), and our lifestyles in general.

This joint Conference provides a great opportunity to bring together a larger number of delegates and speakers, creating a wider audience and leverage for "active transport". It also enables both of the respective walking

and cycling sectors to address issues within a broader context of transport and mobility planning, creating opportunities to tackle shared barriers and opportunities.

"Creating smarter connections" is the key to unlocking multiple gains and improvements for our towns and cities throughout New Zealand. Be it transport, tourism, health, the economy, the environment, sport and recreation, or simply a better quality of life, **2 Walk and Cycle 2012** will bring together a wide range of people and ideas to demonstrate how walking and cycling are central to unlocking these gains.

An exciting programme is currently being finalised. Through a combination of plenary sessions, short presentations, workshops and other interactive networking sessions, this Conference will inform, challenge and equip participants about walking and cycling related actions required for creating smarter connections and thereby greatly improving our communities and country. ■

For draft programme, sponsorship opportunities and registrations, and more visit www.2walkandcycle.org.nz

CAN committee and portfolio activities

Glen Koorey

Planning & Development: Ongoing admin for NZTA "Safer Cycling" programme; Transfer records to new accounting software.

Activities/Event Organisation: Planning/running of bus/truck road-user workshops; 2011/12 Cycle Friendly Awards planning; 2011 CAN Do and AGM planning; Organisation of next NZ Walking/Cycling Conference 2012.

Local Group/Member Support: Meetings/contacts with local groups; Advice on Coroner's inquiry, Police investigation of crashes, Auckland cycle crash patterns, helmet regulations, cycle training.

Promotion/Campaigns/Media: "Stop at Red" behaviour campaign; Media responses (papers, TV, radio) to Coroner's inquiry, Govt Policy Statement transport priorities, Auckland cycle crashes, NZ Cycle Trails; Updating of CAN/BikeNZ joint media guide.

Website/IT: Email system changeover; Reviewing website roles/permissions; Website to-do list management

Policy Development: High-visibility cycle clothing.

Meetings/Representation: Presentations to Coroner's inquiries; Presentation at Smart Transport conference; Regular meetings with NZTA and Ministry of Transport; "Safer Cycling" project Joint Steering Group meetings with BikeNZ; Bikewise Advisory Group meeting; Discussions with road safety charity BRAKE.

Feedback/Submissions: Analysis of cycle fatalities for Coroner's inquiry. Request to Coroner for South Island hearing into cycle fatalities.

Contract/project work: NZTA Bikewise proposal development; NZTA Safer Cycling Road User workshops and "Share the Road" programme development; Cycle instructor training (Nelson). ■

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



Safer Cycling Team

Glen Koorey

Members of the Safer Cycling programme team from CAN, BikeNZ and NZTA get together in Auckland for a progress meeting in July.

From L to R: Jennie Gianotti (NZTA), Glen Koorey (CAN), Gerry Dance (NZTA), Jena Niquidet (CAN), Graeme Lindup (CAN), Barb Insull (BikeNZ), Kyle Rika (BikeNZ), Richard Leggat (BikeNZ).



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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

Obituary: Cathy Sheehan

Adrian Croucher

Many CAN members were saddened to hear that long-time CAN member Cathy Sheehan was killed by a truck while cycling in Kuala Lumpur in early September.

Cathy had spent the last year cycle touring in China, living her dream of seeing the world by bike. In her blog entry from the start of the trip (12 October 2010), she said, 'At 55, I'm a year older than Anne Mustoe was when she set off for France on her first round the world cycle tour... If I don't go now — when will the timing be perfect? My parents died at 49 and 59, so I have never expected to live very long — there mightn't be many years left.' Sadly, this presentiment turned out to be justified.

Cathy was a CAN stalwart from the early days, as well as being active in Cycle Action Auckland and a keen member of the Auckland Cycle Touring Association. But a lot of her most influential work was done by getting cycling on the agenda of other organisations like EECA. She served as editor of various magazines including EECA's Energy Wise News, NZ Architecture and the Town Planning Quarterly. She will be greatly missed.

You can read Cathy's China tour blog here:
<http://goo.gl/qcUu1> ■

Cycling Inquests

Stephen Wood

Waikato Coroner Gordon Matenga is travelling to regions throughout the country to hear evidence relating to at least nine cycling deaths to try and identify any common trends or information that could prevent a recurrence of such tragedies.

The first hearings were held in Palmerston North on 21 July and Hamilton on 25 August and subsequent hearings will be held in Auckland and Wellington. Coroner Matenga said his travelling to different regions will mean family members and witnesses can attend the Inquest relevant to them, but also allows for greater input from the cycling community and any other interested parties. "These deaths are an absolute



Cathy on a tour of Rainbow/Molesworth, Feb 2004

©2004 Jaap de Jong

tragedy and we must do everything we can to uncover any lessons or measures that can help avoid them in the future," Coroner Matenga said.

The deaths referred to are those of the following people: Antony Chapman, Mary-Jane Bishop, Kay Wolfe, Mark Ferguson, Wilhelm Muller, Patricia Fraser, Rex Dalzell and Benjamin Lawless. Thomas Briggs has also been subsequently added. It has since been confirmed that the Coroner will be hearing three additional South Island files, but a date and venue are yet to be set. It may be some time away as one of the cases involves a pending prosecution. It is the Coroner's intention to wait for prosecutions to be heard before proceeding to an Inquest. There are no dates for Auckland and Wellington as yet. One Auckland case is also the subject of a prosecution that might not commence until January. The Inquest for Wellington is likely to take place before Auckland but again, a date is yet to be set.

To keep up with news on the hearings, go to the CAN website and search for "coronial" or "coroner".

In August, Coroner Ian Smith held an inquest into the June 2008 death of Police Superintendent Steve Fitzgerald. The former National Road Policing Manager was hit by the trailer unit of a truck as it entered a major roundabout at Petone and died at the scene. Coroner Ian Smith expressed concern that cyclists can still go through the same manoeuvre which led to Mr Fitzgerald's death and expressed doubts the roundabout could ever be made safe for cyclists, even though some safety improvements have been made. Representatives from the Hutt City Council and the New Zealand Transport Agency both told Mr Smith that cyclists could not be stopped from using the roundabout. The Coroner also noted CAN's request for changes in road user training and behaviour. ■



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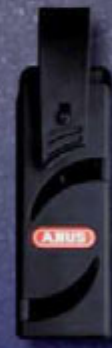
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A ride up the mainland

Stephen Wood

I often build cycle touring trips around events that I attend. For example, I biked to the 2010 CAN Do from Central Otago last October.

Danseys Pass took me from Naseby to



the Waitaki Valley. This classic back road is gravel and winding, and snow lay on the verges at the top. Down at S.H. 83, a nor'wester helped me to Highway One at the coast. A freezing worker and two artificial insemination technicians chatted as I cooked dinner at a campground near the Waitaki.

My first day on S.H. 1 went well, with a keen tail wind. Traffic was busy but not frightening, as there was usually a good shoulder. My mirror showed the passing distances that cars and trucks were giving; most were reasonable. In mid-afternoon I turned inland from Timaru to reach Geraldine and a campground near the Orari River bridge.

The southerly died and the air was clear. I followed inland scenic route 72, detouring to Methven for a cafe stop; then crossed Rakaia Gorge. The road near Glentunnel had just been reinstated after the Can-

terbury earthquake. After visiting family near Darfield I cruised to Christchurch on S.H.73 and called at the post-earthquake concert in Hagley Park. Next day I headed out on the main north road and made good progress to Cheviot. A night here placed me well for the Hundalee Hills and winding Kaikoura coast road with its bays, tunnelled headlands and evidence of 'truck strike' on road signs. I called it a day in Kaikoura.

The road re-joined the coast, where restricted visibility gave motor vehicles little passing room. Patient drivers waited; but others overtook, even crossing no-passing lines. I was pleased that a rumble strip on the centre line warned of their approach.

Still favoured by good weather, I reached a small campground in Seddon that caters for orchard workers and tourists. My first head wind now slowed me, but fortunately the last day's ride to Picton was short. After a night there, an early ferry took me to Wellington.

I'd had eight days riding with no rain. How lucky is that? Cycling on main roads doesn't suit everyone because traffic is noisy and you must stay alert. But if you ride predictably, courteously and defensively, it's less dangerous than it seems. ■



This ghostbike on Tamaki Drive, erected for Jane Bishop, is seen by thousands of motorists and cyclists every day.

Let the Ghostbikes Ride

Daniel Mahon

A white-painted bicycle stands silent sentinel at the corner where cyclist Jane Bishop was killed by a truck in November 2010.

This small memorial is one of three ghostbikes that have appeared in New Zealand, and one of hundreds worldwide, as mourning friends and families remember their lost loved ones and take direct action to create safer roads.

Ghostbikes are a potent way to bring cycle safety to the attention of cyclists and motorists alike. Since the first ghostbike was placed in 2003, a global social movement has grown to include organisations, websites, documentary films, memorial rides and ghostbikes in over 22 countries.

In February 2011, a plan to install ghostbikes for the victims of cycling fatalities in Christchurch was supported by the bereaved families. Despite acceptance by the NZ Transportation Agency, Spokes Canterbury failed to support the plan and ghostbikes were rejected by the Christchurch City Council. This lost opportunity led to the formation of ghostbikes.org.nz to provide information

and generate support for ghostbikes in New Zealand. [Ghostbikes.org.nz](http://ghostbikes.org.nz) is using facebook as an online petition. 'Like' ghostbikes.org.nz on facebook to demonstrate your support. To help or get more information check out our website, email contact@ghostbikes.org.nz or install a ghostbike in your own neighbourhood. ■

Burley Travoy review

Lisa Black

Recently I became the lucky recipient of a Burley Travoy bike trailer. It arrived neatly packed into a tote bag.



Once unfolded (easy as!), the trailer was larger than I'd anticipated, though not inconveniently huge. The tote bag can be attached to the trailer and used as a basic cargo bag.

I was planning to use the trailer with my commuter bike, but I had trouble hitching it onto that bike's low saddle. So I attached it to my road bike instead and set off on a trip to the supermarket.

After a minute or two I pretty much forgot about the trailer. It was empty at that stage so fairly light. I actually checked at one point to make sure it was still there! On the smooth sections of road there was virtually no noise from it.

Once at the supermarket, I unhitched the trailer (so easy!), folded the arm down, and set off towing the trailer behind me. It was great! It handled well, was easy to pull and steer, was very stable standing upright by itself, and was generally a pleasure to use.

On the way home I could definitely feel the weight behind me, but it was very smooth and less like towing a trailer on a car than I'd expected. I felt a small amount of pull when first accelerating, but starting (on the flat) was no problem at all and there were no issues with braking. The empty tote bag had rubbed against the wheels at first, but a quick pull of the outside drawstring fixed that, and there were no problems once it was full.

At one point I leaned the bike against a tree and the bike fell over, but, interestingly, the trailer didn't go sideways with it. It pivoted at the hitch and lowered itself with the back facing down. It stayed completely off the ground (and off the bike) just as you would want it to.

All in all, it was a great first trip out. I'm very pleased with it so far, and I'm looking forward to using it again. ■

REGIONAL GROUPS

The Brave New World of Auckland

Barb Cuthbert

As I write this I'm under siege from endless news reports as Murray McCully, Steven Joyce and various other Auckland notables score points about who is responsible for poor planning for Friday night's RWC opening events on the waterfront and the failure of train transport to the Eden Park cup launch.

My take on the mayhem is that it showed that:

› we are in catch-up mode in Auckland after years of under-investment in public transport (thanks, Central Government).

› officials and politicians are out of touch with the Auckland public's mood and interest in using public transport.

› anyone who walked or cycled for the opening festivities had heaps of fun and no delays.

› both visitors and Aucklanders themselves have fallen deeply in love with all the new public spaces opened around the city in the past month.

The Wynyard Quarter on the waterfront is one example. It is packed every weekend with young families and others leisurely cycling around the cafes and public spaces. The stunning new art gallery is another. The new shared spaces in the central city

At last we have a reason to invite all our cycling friends to come along and enjoy the Auckland buzz!



and the Cloud on Queen's Wharf are great fun. Even before all these goodies arrived, more people had been cycling the new off-road cycle routes along SH 16, 20 and the Manukau Harbour Bridge motorways and singing their praises. At last we have a reason to invite all our cycling friends to come along and enjoy the Auckland buzz!

The mood is also buoyant in Cycle Action Auckland. Our AGM reflected this with 70 people present to lay waste to the wine and nibbles, and to enjoy our guest speaker, Stephen Town, the new-ish NZTA Regional Director for Auckland/Northland. He praised Cycle Action's work and stressed he was committed to work in partnership with us. He is a wonderful breath of fresh air, giving us open access to the NZTA's classy meeting rooms in downtown Auckland and promoting easy and casual liaison between NZTA staff and Cycle Action. He is also available to help and advise. He told the audience that, as long as we continue to promote an inclusive approach to achieving integrated transport, we are

the council has doubled the cycling budget

in a good position to influence transport policy in Auckland.

Our annual report featured:

› details of the huge workload being tackled by our infrastructure team, led by Max Robitzsch.

› progress in relationship-building with the 21 new Local Boards who determine local cycling projects and with Auckland Transport who control all of Auckland's roads.

› the delights of having a mayor who is a champion for walking, cycling and public transport, backed by suburbs of residents who are telling their local boards that easy walking and cycling is a top priority to place-making and healthy communities.

We are more dedicated than ever to 'make hay while the sun shines' – or as cyclists would say, 'getting on our bikes while the wind is behind us'!

Cycle Aware Wellington

Alastair Smith

The Basin Reserve flyover project is being closely examined by Wellington cyclists.

NZTA representatives have attended CAW meetings to explain the project which includes the duplication of the Mount Victoria tunnel and, in the more immediate future, a flyover connecting the tunnel to the existing motorway bypass. While this project makes it easier to use cars to get to and from Wellington airport, it does little for public transport, and puts the iconic cricket ground next to the flyover.

CAW argues that a more long term view should be taken, acknowledging that cars are not the best method of transport



to the airport, but if the project goes ahead, the proposed pedestrian and cycle facilities should be included. These include a clip-on cycle lane on the flyover, a separated pedestrian/cycle way in the tunnel, and a separate cycle friendly route on Ruahine Street on the Eastern side of the route. However, many local groups believe the NZTA proposal is not a done

deal, and are campaigning against it. Watch this space.

The good news is that Wellington City Council has doubled the cycling budget to half a million — getting close to \$5 per person. So CAW is putting its collective thinking caps on to find ways to spend the money. Benefits of the extra funding include acceleration of the Tawa Stream shared path, *Continued overleaf*

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BikeWalk Marlborough

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Bike West Coast (SI)

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www.spokes.org.nz

South Canterbury Squeaky Wheel

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can.org.nz/southcanterbury

Spokes Dunedin

Adrienne Mulqueen 03 478 0315
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Tasman District Council
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University of Canterbury
ViaStrada
Waimakariri District Council
Wellington City Council

increased use of advance stop boxes at intersections, and improvements to the Hutt Road cycle path.

In July, submissions were heard on the Hutt Corridor Plan. An important feature of this is an upgrade to the cycling and walking track between Petone and Ngauranga, and signs are positive that this will go ahead, at last providing a comfortable alternative to cycling the shoulder of the busy SH2 expressway.

CAW members have also been involved in the production by Little Fighters Movies of CAN's "Stop at Red" video, promoting respect for traffic lights.

CAW also organised rides as part of the Moving Planet event on 24 September — at the time of writing a number of groups were planning to bike from the suburbs to converge on the event venue in the central city.

An interesting Wellington development is the Wellington Trails Alliance. This aims to promote and develop Wellington's ubiquitous mountain bike routes as commuting routes. As a result at least one CAW member is turning up late to work, having included the Brooklyn Wind Turbine and the Botanic gardens in his commute.

CAW is supporting the Cycling in Wellington blog, with frequent updates and views from local cyclists. So if you want to keep up virtually with cycling in the windy city, point your browser at <http://cyclingwellington.co.nz/>

Spokes Canterbury

Nigel Rushton

As spring slowly warms up the city, the speed of building demolition quickens. Estimates are that more than half of all central city buildings are to be removed. Uncertainty remains, confidence wanes. If finance takes flight, we may end up with a donut city ...

On the other hand, Spokes continue to hold the usual monthly gatherings. In addition, a strategy meeting was held in August to try to generate some forward movement. Support for the popular Frocks on Bikes rides continues, one of which was around the perimeter of the central city Red Zone. Looking to the future, Christchurch moves into recovery mode with the release for public comment of the Draft Central City Plan and CERA's Recovery Strategy for Greater Chch. This is the point where our

city either rises to become the envy of the world or steps back to the future of last century.

The draft CCP is generally a magnificent document, especially considering the time restraints placed on CCC by the CER minister. We congratulate the Council for such a great effort, even in the absence of any feasibility studies on the viability of the projects, especially light rail. But while it is big on rhetoric for a much improved cycling and walking environment, it appears light on commitment and funding. Only \$22 million is earmarked for cycling out of the \$823 million proposed transport budget. That and CCC's record in recent years of slashing budgets for cycling and removing or closing cycling infrastructure does not inspire confidence that what is promised is what we will get.

Cycle Action Whakatane update

Richard Hamer

Bikes in Schools Pilot

The Apanui School 'Bikes In Schools' Pilot Project is well underway. We have secured \$23,000 from the Bay of Plenty Regional Council for the track costs. In addition, the Southern Trust have just confirmed a grant of \$18,000 for bikes and initial training for all of the children. However, Bay Trust recently declined our application for approximately \$17,000 for the bike storage shed so we are busy putting another application together. Hopefully this won't hold us up for too long!

Whakatane Bike Park

The Whakatane bike park is on track, with our submission to Whakatane Council being accepted. We recently held a community consultation workshop in town where around forty cyclists put forward their ideas. We followed this up by setting up a Facebook page which is providing great support and additional ideas. OPUS consultants are preparing detailed plans from the information we have provided them with. They have even offered to close their office for a day to assist with a working bee without charge when the park starts to be built. CAW is meeting at the end of this month to view the plans before taking them back to council for sign off. They will then look for a sponsor for materials.

Continued next page

Cycle Training

In addition to this, Kim and I (CAW members) are now delivering Fundamental Skills cycle training in primary schools through Sport Bay of Plenty. Along with a local Police Education Officer, we are about to be trained as NZTA Level 1 instructors.

I have also recently secured a contract through the Eastern Bay Road Safety Committee to support local schools to develop Travel Safety Plans. These will include Walking and Cycling Education packages based on the awesome work taking place in Tauranga through their Kids On Feet and Kids On Bikes projects. ■

Bike Wise Month — New and Fresh for 2012, continues

users. Wearing high visibility or bright clothing and using lights are simple ways to stay safe on your bike and help reduce injuries and fatalities. This campaign will aim to increase awareness of using lights, specifically during the hours of dusk to dawn, and in poor light conditions (rain, fog).

Bike Wise will run a national media and PR campaign on this issue from 14–26 May 2012. We hope to link in with local campaigns, helping to create a higher level of awareness nationwide. ■

www.bikewise.co.nz

Smart Transport continues

sures and various RONS. The key action that came out of the conference was the establishment of a working group to fight RONS, which was clearly of the highest priority as expressed by delegates. ■

Presentations and inspiration:
<http://goo.gl/aiFE6>.

Land of the free continues

Florida. My friend and I even perfected the technique of riding an aged mountain bike whilst exercising two very excited puppies, making sure neither of them got bitten by a rattlesnake along the way. I love so many things about the States but, all the same, I hope New Zealand doesn't follow in its footsteps when it comes to roads and cars. Once you've discovered that your new 16-lane highway hasn't solved the congestion problem, it's too late to turn back and then before you know it walking places is weird. ■

What's new at the Kennett Brothers

Simon Kennett

The Kennett Brothers (and friends) have been busy over the last decade producing a series of cycling history books. Their motivating hope was that a greater appreciation of New Zealand's rich cycling past will contribute to a bolder biking culture in the present. The first book — 'RIDE — the story of cycling in New Zealand' — was supported by CAN, CAA and CAW, and sold out in 2008. That was followed by a six-book Cycling Legend series, ranging from the cautionary tale of professional racer, Tino Tabak, to the remarkable cycle tourist, Louise Sutherland. Last year they broadened their catalogue by publishing guides to the best road rides throughout Aotearoa, adventures in the Tararua Forest Park, and native forest carbon farming.

This year sees two new titles added to their catalogue. The first, 'Round the Mountain' by Ian Gray, is a history of the 100 year-old Taranaki road racing classic. The second, 'Classic New Zealand Mountain Bike Rides — 8th edition' is a major revision of the Kennett Brothers' very first book. Changes include the addition of dozens of new rides; the abbreviation of 'B-grade' rides to keep the size and weight of the book down; and a move to a larger, A5 format to make better use of the stunning photos and maps.

The 8th edition of Classic Rides now includes 310 rides — 138 in the North Island and 172 in the South. Several of the government's New Zealand Cycle Trails' new rides are described in detail. In the three years since the 7th edition, the trend towards developing purpose-built mountain biking tracks has continued, with greater emphasis placed on catering for beginners and family groups. ■

More: www.kennett.co.nz

Why don't you fly?

Patrick Morgan

Backdoor to Beijing by Bicycle

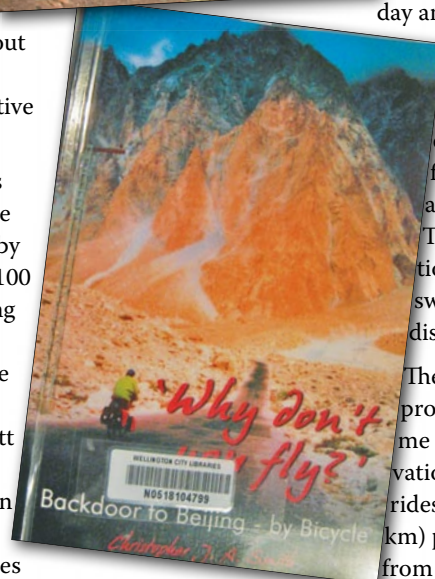
by Christopher J. A. Smith

Pen Press Publishers, 2005

Soft cover, 290 pages, \$30

Reviewed by Patrick Morgan

Former truck-driver Chris Smith ped-



alled away from the United Kingdom in May 2000 and arrived in Beijing 13 months later.

How does it feel to trade comfort and security for life as a nomad? To pare one's life down to bare necessities? What's it like to push the frontiers of one's physical and mental endurance? What's the effect on the human spirit of struggling against hurricanes in the Gobi Desert by day and shivering alone

in culverts at night? How does an agnostic westerner react to the fatalism of Islam and Hinduism?

These are big questions, but the answers in this book disappointed me.

The author's need to prove himself makes me doubt his observations. His long daily rides (as much as 140 km) prevented him from really seeing his surroundings or engaging with people.

Great travel books often include large doses of suffering, but this account of loneliness, tummy troubles, mechanical ineptitude, anger and rare moments of peace left me cold. Tim Mulliner's account of a similar trip, from London to Christchurch (A Long Ride for a Pie) is a much better read. ■

See Chris Smith's website for a sample chapter: <http://www.cycleuktochina.com/>

Photo: Dave Mitchell

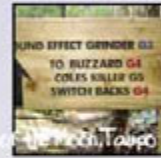
 Groundeffect



Gap Creek, Canterbury



Waihoehoe



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromboli, Canterbury



Port Hills, Otago



Beechworth M.T.B. Park, Victoria



Bermagui M.T.B. Park, NSW



Whare Peak, Dunedin



The Heaphy...with back



Trails for your Treads

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

 gear for the cycling revolution

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

www.groundeffect.co.nz