

A woman with a black patterned helmet and a floral dress is smiling and pointing towards the camera. She is standing next to a red bicycle with a large wicker basket on the front. The background is a plain, light-colored wall.

Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2013 ISSUE 1, February

Cycling in 2013

Stephen Wood

This issue of Chainlinks has been prepared to come out during February, which is Bike Wise month. It is a time of the year when cycling is even more in the public eye. The Bike Wise programme has been revised and broadened (see p4). There are also many positive cycling projects occurring in various places around the country, in the two regions funded as model communities, in our main centres and right around the country as part of the Nga Haerenga, the New Zealand cycle trail (p4).

This all seems encouraging, and yet there are still people that are killed on the roads while cycling, and people that do not take up cycling because of the perceived danger. It is perhaps appropriate that some of the work CAN and Bike NZ is currently funded to do is linked to road safety and the Safer Journeys programme of the Government, as the safety (or perceived safety) of cycling is one of the barriers to uptake of cycling.

It is important as cycling advocates that we keep pushing for cycling, promoting it as an enjoyable, healthy, low-cost and environment-friendly activity, and as a key part of an integrated, sustainable transport system. The things CAN has been doing at a national level towards this are outlined on p13. However, it is in CAN's constituent local groups, working with their local councils and business for cycling infrastructure and projects, where a lot of the real progress is made.

CAN is planning its next national gathering, the 2013 CAN Do in Auckland in mid-April (p14). This is an opportunity for us to network, learn what's been working well, and plan for the future. We hope to see you, or someone from your local group, there. ■

Rise of the cycling blog

Jenny Marshall

Cycling blogs are a growing phenomenon that arguably started with the rise of blogs such as Copenhagen Cycle Chic and Copenhagenize.



For those that have not come across blogs before, blogs are a type of website where 'bloggers' write regular articles or 'posts' on a particular subject of interest. The strength of blogs is that they enable anybody to: voice their opinions, thoughts, and concerns; start a conversation on any particular topic; and have their posts read and commented on by anyone around the world. Whereas in the past only 'official' channels and formal groups were the purveyors of information on a subject, the rise of blogs has meant a more democratic, balanced and 'on-the-street' perspective can be accessed by a wide audience.

 Read the full article online. <http://can.org.nz/chainlinks/cycleblog12>

Submissions for June Chainlinks

Articles by **24 April**

Local group content by **3 May**

Email content to:
chainlinks@can.org.nz

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

Advertising by 24 April:
chainlinks@can.org.nz

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Frocks on Bikes. Women who love to be stylish and ride bicycles together

Holly Hill

Frockers young and old are dusting off old bicycles or buying new ones to join their local Frocks on Bikes “flock”.

Women across New Zealand are embracing social activism on two wheels in ever growing numbers. Some don’t even know they are participating in a social movement, they just know they like riding a bike. In addition to being lots of fun, cycling in a group provides safety in numbers and a sense of belonging. Cycling also provides a greater awareness of the neighbourhoods we live in and is a sustainable mode of transportation.

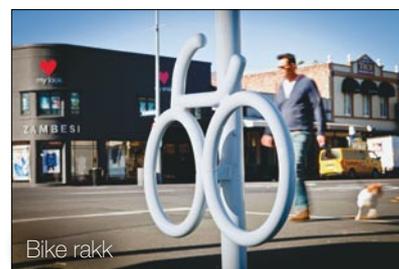
They don’t know they are participating in a social movement,
they just know they like riding a bike.

How did Frocks on Bikes get started? A group of female cyclists in Wellington, passionate about cycling and pretty frocks, decided cycling should be part of everyday life for women in their community. There are now ten flocks in New Zealand and two in Australia.

Frocks on Bikes arrived in Tauranga in 2011 when three local women (Holly Hill, Rosie Entwistle, and Charlotte Grant) decided to form a flock. I am proud to say that in less than two years we accomplished more than we envisioned. Not only in the number and type of events we help organize, lead, and host, but also in the way that we have shared the love of cycling with others. Our main objective is to introduce women to cycling and introduce women who like to cycle to one another. We do this by showing women where they can ride safely while teaching them street skills along the way. We end each ride with a coffee stop, a frocknic (a picnic in Frocks on Bikes speak), or food and drinks at a local restaurant.

What Frockers love about this is the simplicity of it all. No expensive technical gear is required to join one of our rides. All we ask is that women have a road-worthy bicycle and wear a helmet. A love of pretty frocks is a bonus but not required. We remind women that “everyday clothing is cycle clothing”. This translates to thinking of cycling as an everyday activity.

The first year we organised and led nine group rides with various themes, often in conjunction with local agencies such as Sport Bay of Plenty, Tauranga Environment Centre, and Tauranga City Council. In year two we hosted a women’s street skills clinic, a bicycle maintenance clinic, and our very first Wheel Fashion Show. Wellington had shown us the way and, knowing the success of these events, we wanted to bring the same opportunities to women in the Bay of Plenty. Last November’s Wheel Fashion Show was a delight. We partnered with a female-owned business called La de da Boutique. With the help of Tania Greenwood’s talented team, Frockers modelled locally designed Molly May frocks while riding bicycles. Our lovely models demonstrated that cycling can be stylish and fun. In my opinion, any woman who rides a bicycle with confidence is a beautiful sight. Frock on! ■



Good for Business

Pippa Coom

Dr Rodney Tolley, who was recently in Auckland for a “Good for Business” seminar aimed at business associations and their members, presents a compelling economic case for “walkability” and by extension cycle friendly street environments. Designing

a compelling economic case
for “walkability”

our streets for “walkability” also means healthy, efficient, and sustainable communities where people want to live.

The seminar concluded with details of the Waitemata Local Board’s “good for business” projects. These range from providing more bike parking to creating better walking connections and greenways. One of the Board’s major projects in the city centre is the redevelopment of Myers Park including a connection between Myers Park and Aotea Square. As we saw during the Rugby World Cup, Myers Park has the potential to be a major active transport corridor between K Road and Queen Street. ■

New Zealand Cycle Trail update

The Queenstown Trail, which has been in construction for the last two years, opened in October. New Zealand Cycle Trail Programme Manager John Dunn said the Queenstown Trails Trust has done an amazing job creating a world class trail to join Nga Haerenga, the New Zealand Cycle Trail.

“Queenstown’s focus on growing economic benefits for the area has ensured the integration of local business opportunities in the creation of the trails. Accommodation and local food and wine experiences are in easy reach, as is spectacular scenery.”

The Hawke’s Bay Wineries Ride is also now fully opened. The 27km Wineries Ride, designed for people to saunter along at their own pace travelling from vineyard to vineyard, opened in

November. “This is a fun and easy ride for people out to relaxed and enjoy themselves”, says John.

Below: Hawke’s Bay Trail launch.
© Hawke’s Bay Trails / Tim Whittaker.



This summer, several New Zealand Cycle Trails are welcoming cyclists. A 37km section of Thermal by Bike, Te Ara Ahi opened in advance of summer. Cyclists can now travel off road from downtown Rotorua via the New Zealand Māori Arts and Crafts Institute, Te Puia, through Te Whakarewarewa Valley to Rainbow Mountain. This Trail which will be completed this year will finish at Orakei Korako. The first section of the Pureora Timber Trail opened in December. The full trail is expected to be opened in early 2013. ■

New look for Bike Wise

Estelle Reid

Bike Wise Month is here again, but with a new look!

Bike Wise Month and Go By Bike Day are still cornerstone events for Bike Wise with exciting new campaigns, including the Big Bike Tune Up (BBTU), Be Bright, our fantastic visibility promotion, and a Summer of Cycling campaign. See www.bikewise.co.nz for the events calendar.

Summer of Cycling People said they wanted cycling to be celebrated, and what better time to celebrate than summer? The Summer of Cycling campaign is designed to get families and communities participating, safely, in cycling more often during summer.

Big Bike Tune Up A number of BBTU events were held over spring and summer offering people the opportunity to have a free maintenance check on their bike and minor repairs completed on the spot.

Be Bright Be Bright raises awareness about the importance of being visible, especially in low-light and poor weather. Last year, Bike Wise piloted the Be Bright campaign in six regions. Revamped Be Bright resources will be rolled out in 12 areas in 2013, coinciding with the end of Daylight Saving on 7 April.

Workplace package As part of the refresh, the Bike Wise Challenge has been discontinued. A range of organisations are trialling a new



workplace package encouraging staff to cycle. The package has resources such as a facilities checklist, cycle plan template, in-house event and competition ideas, and a selection of case studies about workplaces that have successfully incorporated cycling as part of their ethos.

Regional and local support from coordinators and participants means that Bike Wise continues to achieve the goal of getting people cycling both safely and more often. It is hoped that the new seasonal campaign approach will be effective in driving longer-term behaviour change, and that cycling becomes a year-round celebration! ■

www.bikewise.org.nz

Cycling's the Go in Auckland

Debbie Lang

Cycling's the Go in Auckland with Auckland Transport ready to roll out a full programme of cycling activities this summer. The 'Cycling's the Go' summer programme will build on the spring campaign which saw 44 events delivered across the region, ranging from the traditional beginner bike training for adults and family fun cycle safety days, to new initiatives such as valet bike parking and 'Ride n Repair' stations.

The Ride n Repair stations are set up beside popular off-road cycleways on Sunday mornings. Each station has a bike mechanic on hand to provide free cycle safety checks and to show people how to keep their bikes in safe working order. A lot of the bikes coming through so far have needed a quick fix, with brakes and bolts the most common issues. Another important aspect of the stations is the fitting of bike bells for cyclists sharing the path with pedestrians. The bells are provided by Auckland Transport to help improve safety in these increasingly popular shared environments. When a bell is fitted to a bike, a quick lesson is given on when to ring the bell, and pedestrians are also given tips on how to react when they hear a bell. The stations are set to continue throughout the region on Sunday mornings through to the end of March.

The spring programme of cycle safety skills training and maintenance workshops were popular yet again, with the majority of the 20 sessions being fully booked. The sessions resulted in many very excited adults learning to ride for the first time. Excellent feedback was received with one participant saying "thank you for the enjoyable practical session... I will be buying a bike and getting fit".

With so many people attending the training sessions, Auckland Transport saw a need to provide



Joe Viqasi from Auckland Transport talks to a cyclist while a mechanic checks over her bike at a Ride n repair station at Mangere Bridge.

bells are provided by Auckland Transport to help improve safety in increasingly popular shared environments

beginners with an opportunity to put their new or improved skills into practice. Therefore, the spring campaign incorporated a series of five guided rides that were open to anybody who had attended a beginner bike session. As well as practising their new skills, the rides also provided an opportunity for beginners to receive more advice and training, and to keep them engaged with cycling in a comfortable supportive environment beyond the initial course. All of the participants said that the rides increased their likelihood to cycle in Auckland again. The rides will continue to be part of the summer cycle training programme in February and March.

Valet bike parking is something that will become more common at events in Auckland this summer. It was successfully trialled at the Sustainable Cities Expo in November with one cyclist saying that he felt like he had just arrived at the event by limousine. A bike mechanic serviced bikes while their owners explored the expo. Waitemata Local Board Member Pippa Coom was the very first customer on her well-known Velorbis bicycle. ■

For more information on the Auckland Transport Cycling's the Go summer programme, visit www.cyclingsthego.co.nz

London goes Dutch

Patrick Morgan

London cyclists launched a major campaign this year: Love London, Go Dutch.

Their goal is to persuade the Mayor to make London streets more liveable for everyone by making them as safe and inviting for cycling as they are in Holland.

In cycling advocacy, we talk about the 4 Es: engineering, education, encouragement and enforcement.

After more than a decade in cycling advocacy, I am convinced that engineering is the most important factor. We need quality cycling infrastructure if we are to succeed in our mission to get more people on bikes, more often.

Cycle skills training, road safety campaigns, Go By Bike events, and bike-friendly laws have only marginal benefits unless our streets are designed to make cycling convenient and comfortable.



Segregation from other traffic makes riding a bike in the Netherlands a comfortable experience

How can we afford quality cycling infrastructure?

The good news is that investing in cycling is cheaper than not doing so.

By investing in cycling, we reduce the public health and sick leave costs associated with sedentary life styles and motor vehicle crashes. Car parking infrastructure costs also come down, and we lower our fuel and greenhouse gas bills. Time savings accrue from reduced congestion. These savings far outweigh the cost of bike paths.

We all win when more people ride bikes, more often.

If they can do it in the Netherlands and London, we can do it here. ■

More at www.lcc.org.uk

Pedal Ready

Marilyn Northcote

Cycle skills training for school children in the Wellington region

Pedal Ready is involving more children in cycle skills training, increasing their participation in cycling events and clubs, encouraging clubs and instructors to meet the NZTA training guidelines and training more instructors.

Early in 2012 my company, en Velo — Urban Cycling Consultants, was awarded a Regional Partnership Fund with Sport Wellington Region / Kiwisport. En Velo is partnered and supported

www.pedalready.org.nz

by Greater Wellington, CAN and BikeNZ to deliver a cycle skills training programme for school children in the Wellington region through to 2015.

During our first 6 months we have appointed a half-time coordinator and support staff, run 4 'train the trainer' sessions, trained children in 14 schools, engaged and supported 14 trainers, got a logo, Facebook account and a website, and developed our policies.

We've been involved in various activities that support cycling, including SafeKids, Weetbix Kiwi Kids Tryathlon. We've worked with people interested in cycle skills training including school travel planners and the Police.

We are in discussion with or have bookings for 12 schools in 2013, including some colleges, mainly schools new to Pedal Ready, so the word is getting around. We are planning further professional development and training sessions for our trainers so that we continue to develop and grow our skill base.

We are looking forward to next year! In the meantime however, we hope to be doing a good deal of riding ourselves. ■



Let's Go RIDE

Nathaniel Benefield

'Let's Go RIDE' is the phrase that New Plymouth District Council's Let's Go Team uses to promote active travel. RIDE includes people on bikes, skateboards, scooters, skates and rollerblades. The aim is to promote respect for all who ride and all those that we share the path or street with.



One of the challenges of getting more kids out of the car, onto the street, and off to school on a bike is convincing mum or dad that they will get there and back safely.

Parents seem to be more relaxed about their kids rolling along the footpath to school on a scooter. A quick bike shed count confirms this: scooters regularly outnumber bikes by three to one in New Plymouth's urban primary schools. We need to roll with this as many of the skills learned on a scooter will also be useful for missions taken by bike.

In response to the rapid rise in kids wheeling to school on scooters, Let's Go RIDE has kicked off a programme of scooter skills training in primary schools. By the end of term four nearly 3,500 (approximately 70% of primary school-aged children in the district) will have completed the training.

The scooter skills training programme is popular with schools too. Training sessions are 90 minutes long and involve the whole class. The training is viewed as a fun break from the regular school day, rather than as a disruption. It is possible for most kids to participate: no prior scooter experience is required and the trainers bring a set of 10 scooters and helmets too, ensuring that everyone gets to have a go (including the teachers!). There is a noticeable reduction in traffic outside the school gate at peak times — in fact parking away from school and scooting in is now commonplace in many New Plymouth schools. Sometimes mum or dad is allowed to ride the scooter to school for the afternoon pick up and trip back home.

To support the children walking and riding many schools have embarked on a 'take it to the street' letterbox flyer campaign reminding residents of the stream of young riders and walkers passing their driveways each school day. Let's Go letterbox stickers accompany the flyer for supportive residents to display on their letterbox. ■

Bikes on buses in Hawkes Bay

Owen Mata

Bike racks are now available on most of the buses on the goBay public transport network across Napier and Hastings.

Each bike rack can carry two bikes at one time. The bikes are carried free of charge, with passengers/cyclists responsible for loading/unloading their own bikes. Each bike is insured for a maximum of \$1500 while on the bike rack.



Hawke's Bay Regional Council Transport Coordinator Megan Welsby said, "We have been very pleasantly surprised by the number of bikes being carried on the bike racks. With the busy summer period fast approaching, the bike racks are a great way for recreational cyclists to combine public transport and cycling to enjoy a scenic bike ride on the wonderful cycle trails and iWay pathways throughout Napier and Hastings". ■

Let's Go likes to share, so mail us if you want to know more at letsgo@npdc.govt.nz.

Art by Cycle

Julian Hulls

Art Week Auckland is a fun and funky showcase of the many small art galleries and public art pieces that are spread around Auckland's central suburbs. With over 100 events and 60 venues packed into 10 days, you are sure to find something to love. How better to get around than by bicycle?



This year Auckland Transport provided free bikes and a series of five guided rides to help locals see as much as possible. What a great way to learn some clever routes around town and pick up a few cycle safety tips along the way.

free bikes and a series of five guided rides

The tours were managed and promoted by Nextbike and proved very popular, with 106 riders. Many of the participants picked up a free bike for their first ride in years. Well over half of the riders were female, with the vast majority saying how safe they felt. Perhaps the most pleasing outcome of the event was that a whopping 94% of participants thought that they were more likely to cycle in Auckland as a result of the tours. For some it seems that just getting back on a bike with a guide is a great way to re-awaken the freedom and joy of cycling that so many remember from childhood.

How simple to ride straight to the front door of the galleries and walk inside — no parking charges. Or walk down a side street to see new public art — no need to worry about one-way streets. Many of the galleries we visited serve refreshments, and all made us very welcome. One or two galleries even offered the chance to create your own piece of art. Well-known local artists were also invited on the tours to give their point of view. Most of these artists were regular Auckland cyclists, including fashion curator Doris De Pont, blogger Russell Brown, and contemporary painter Matthew Browne.

It is interesting to note that the focus was on seeing and experiencing the art around Auckland, and that cycling just happened to be the mode of transport. So often events with bicycles become 'sport' rather than 'transport'. So it is particularly exciting to get comments like "I have lived in Auckland my whole life, and never much liked the city. I have just fallen in love with it for the first time. Thank you". Another participant borrowed a Nextbike, and afterwards said "I often go to work on my road bike... but I want a bike with a basket! I totally get it now".

Maybe there are similar events in your city that a guided ride would be suitable for. How about guided bike rides to a film festival, cricket games, or weekend markets? ■

Ongoing enhancements of Nelson & Tasman District cycleways

David Hawke

When I was growing up in Richmond during the 1960s, State Highway 6 ran through the main street bringing trucks from the rapidly growing wood products industry as well as burgeoning car use. Cycling in town, or anywhere else for that matter, was a **fraught business**.

visionary leadership from key councillors, and effective citizen advocacy

Returning now to visit my family, the contrast is enormous. The bypass taking trucks out of Richmond has an adjacent separated cycle path along the edge of Nelson Haven. A leafy shared-use cycle path runs along the railway reserve toward Richmond. These cycling enhancements came about through visionary leadership from key councillors, and effective citizen advocacy.

Unlike other many other towns in New Zealand, where cycling improvements seem to have been the first to suffer in the face of local government austerity, developments have continued across the province. The latest is the bridging of the Waimea River



with purpose-built crossings as part of the Great Taste ride. These bridges bypass the narrow, dangerous highway bridges at Brightwater and Appleby. Construction of these bridges required a substantial contribution from the Tasman District Council, and encouragingly the Council continued funding for them despite economic pressures.

Beyond Richmond, the Great Taste ride continues as an off road cycle path south toward Wakefield and west toward Mapua. The two arms of the ride can be linked on-road along back country roads. Although cycling along quiet country roads is lovely, there is nothing like an off road path for bringing you up close to the fine grain of the countryside. Vineyards, market gardens, contractor's yards, small communities, open space, slowness, places to stop. I keep an old bike in Nelson for exploring these places, places I was often only dimly aware of while growing up.

If you're interested in finding out more before you visit this beautiful region, have a look at the Kennett Brothers' "Classic New Zealand Cycle Trails", reviewed in the October Chainlinks. ■

Santa comes to town ... on a bike

Frocks on Bikes and Spokes Canterbury once again rode in the Christchurch Santa Parade.

Pictured, Steven Muir, pushing a tadpole and pulling an armchair trailer with another 3 trailers behind (9m in total).

Cycling in Christchurch

Meg Christie

Two years on from the earthquakes, Spokes Canterbury is still busy advocating for cycling in a city that is, in parts, barely recognisable.

Several members participated in meetings that agreed on logical, convenient and safe cycle routes into the (currently non-existent) CBD, and another route orbiting the city connecting key destinations. We feel positive that this will be well received.

The Stronger Christchurch Infrastructure Rebuild Team is still repairing sewerage and levelling roads, with 'Road Closed' signs appearing on up to 250 jobs at once. However, cyclists and walkers can get through nearly all the time, and one of our members is meeting with CERA about signs to help them. These will also show drivers that cycling is more convenient!

a 1000-day Cycling Plan for tangible and innovative changes

Plans for the new CBD, suburbs and a city-wide 30-year vision for transport are complete. All appear cycle-friendly. Spokes' two main concerns are that cycling improvements will happen only in the medium to long term, and that the budget is (same old story) far too small. We have called for a 1000-day Cycling Plan that will see tangible and innovative changes and more people cycling within three years.

What could realistically and economically be achieved in this time are:

- ◆ a demonstration separated cycleway in a route with potential to attract more cyclists, such as Ilam Road near the university;
- ◆ 30 km/h speed limits in suburban shopping areas and downtown;
- ◆ 'way finding' to show the cycle-friendly routes we already have;
- ◆ 'PPP' (paint, planters, posts) infrastructure to separate cycling quickly and easily from cars;
- ◆ more quality bike parking at key destinations;
- ◆ limited on-road parking;
- ◆ a 'quick wins' programme in which anyone can suggest improvements to facilitate cycling (e.g. adding kerb ramps or intersection markings, fixing storm covers, removing barrier posts or badly located car parks);
- ◆ events like the 'Season of Cycling' programme, 'Park-to-Pier', 'Sunday Parkways' and ciclovias (streets freed from motorised traffic for a few hours at weekends). ■





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Europe by bus, train and folding bike

Liz Mikkelsen

Our trip through America (San Francisco and Boston), the Czech Republic, Denmark, France, Germany and Italy lasted three and a half months. We took bikes as an alternative to using buses and taxis to get around at each of our destinations.

Being in our 70s, we knew that sightseeing would tire us out in no time if we had to walk everywhere.

It quickly became clear that we would need to purchase folding bikes, as ordinary bikes could not always be accommodated on trains and buses.



CAN Read the full article online. <http://can.org.nz/chainlinks/europe12>

Cycle trails in South Korea

Alastair Smith

On the Pacific Rim there is a country where a government initiative has resulted in a network of off-road cycle paths spanning the country. New Zealand's Nga Haerenga? Well maybe some time in the future, but now this describes South Korea.

When you think of South Korea, you're more likely to think of hi-tech industries and the bustling Asian Tiger cities, rather than cycling facilities. So it was something of a revelation to me

'makes Nga Haerenga look somewhat unambitious'



on a recent cycle touring trip to South Korea to discover a network of off-road cycle paths spreading across the country that makes Nga Haerenga look somewhat unambitious.

CAN Read the full article online. <http://can.org.nz/chainlinks/korea12>

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Notice of CAN Annual General Meeting

Notice of Annual General Meeting of the Cycling Advocates' Network Incorporated. As per its rules, the Cycling Advocates' Network Incorporated (CAN) will be having its Annual General Meeting at the CAN Do, April 2013.

The purpose of the meeting will be to:

- ◆ Review the minutes of the previous AGM and the May 2012 SGM and the actions arising.
- ◆ Receive the chairperson's report.
- ◆ Receive the treasurer's report and confirm the audited accounts for the financial year ending 30th June 2012.
- ◆ Elect Officers as per Rule 7.1.
- ◆ Elect members of the management Committee.
- ◆ Appoint an auditor.
- ◆ Discuss any notices of motion.

Regards,

David Hawke (Acting Secretary), Graeme Lindup (Chair)
Cycling Advocates' Network ■

Safer Journeys submission

Dr Christine Cheyne (Massey University) and Dr Glen Koorey (University of Canterbury) prepared a submission for CAN on the government's Safer Journeys road safety strategy.

Particular topics canvassed included the permissible blood alcohol content, safer speeds, speed enforcement, unsafe intersections, compulsory 3rd party motor vehicle insurance, and safety in numbers. The full submission can be found at <http://can.org.nz/article/safer-journeys-conversation-paper-2012-can-submission>. ■



Myers Park, Auckland, Redevelopment visualisation. 'Good for Business,' p3.

Recent CAN committee activity

David Hawke

Road Safety Trust: We have been working with BikeNZ, revising our joint application to the Trust. CAN hopes to extend the road user workshops to other centres.

enabling more advocacy,
more regional representation

Submissions: Safer Journeys road safety strategy, Dr Christine Cheyne & Dr Glen Koorey (see article at left); Land Transport Management Amendment Bill, Dr Christine Cheyne, presented by Jane Dawson.

Contacts: See article p15 for more from and about the Automobile Association.

Appeal: The 2012 Winter Appeal was successful, raising \$2300 so far. Thanks to all who contributed. Donations can be made at any time of the year, at <http://can.org.nz/donate>

The next CAN-Do will be in Auckland, 14 April 2013 (p13).

Committee: At the next CAN-Do we will be seeking more committee members. As well as enabling more advocacy, a larger committee can increase the regional representation at national level. Our current members come from just two cities (Christchurch and Wellington) and two provincial areas (Central Otago and Taranaki). We are also re-structuring the Treasurer role, into a non-committee Financial Administrator and a Treasurer reporting to the committee. ■



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MORE

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

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

Inspiring Change CAN DO 2013

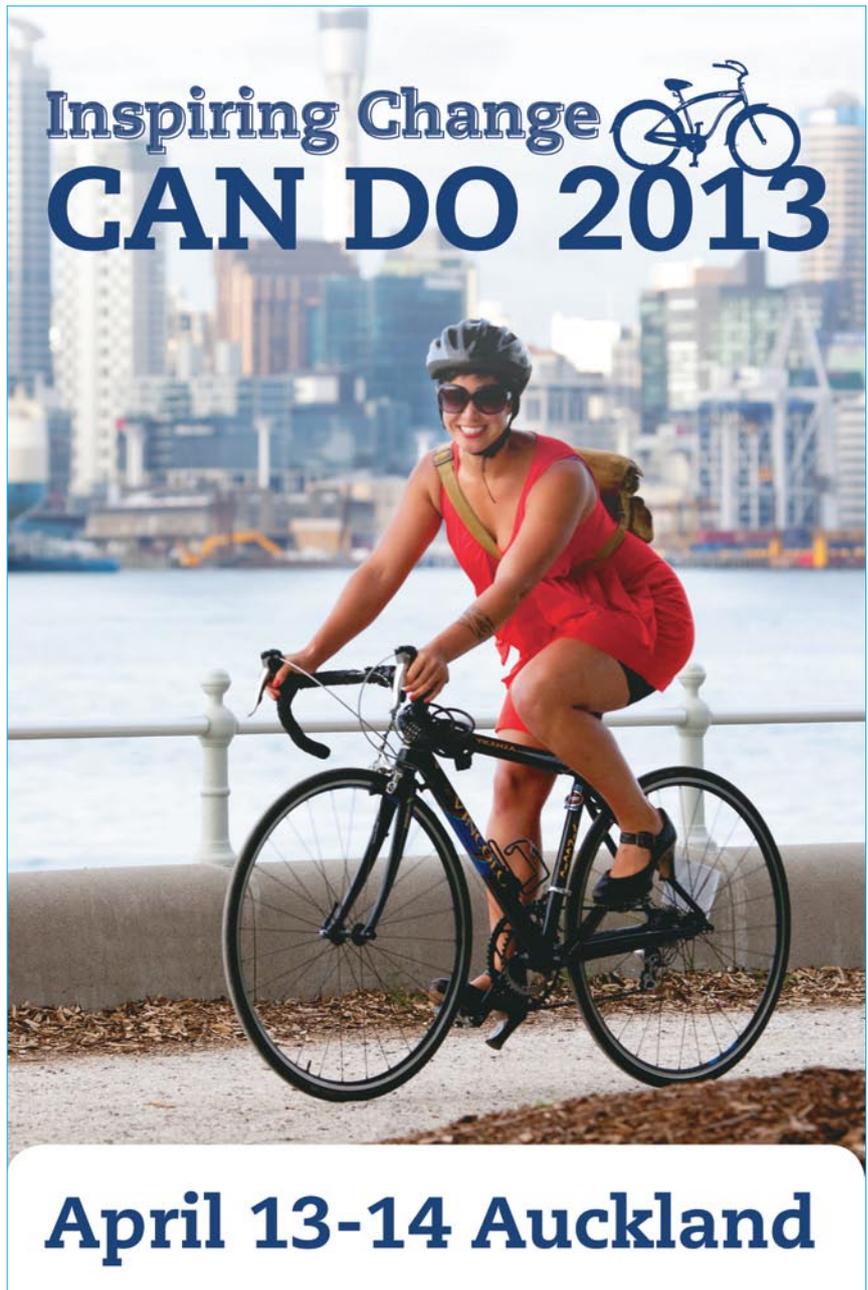


Photo: Bruce Jarvis

All those passionate about cycling are invited to join us in the heart of Auckland 13–14 April 2013 for CAN's National Cycling Summit.

Celebrate cycling.
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discover today's most
effective tools for change.

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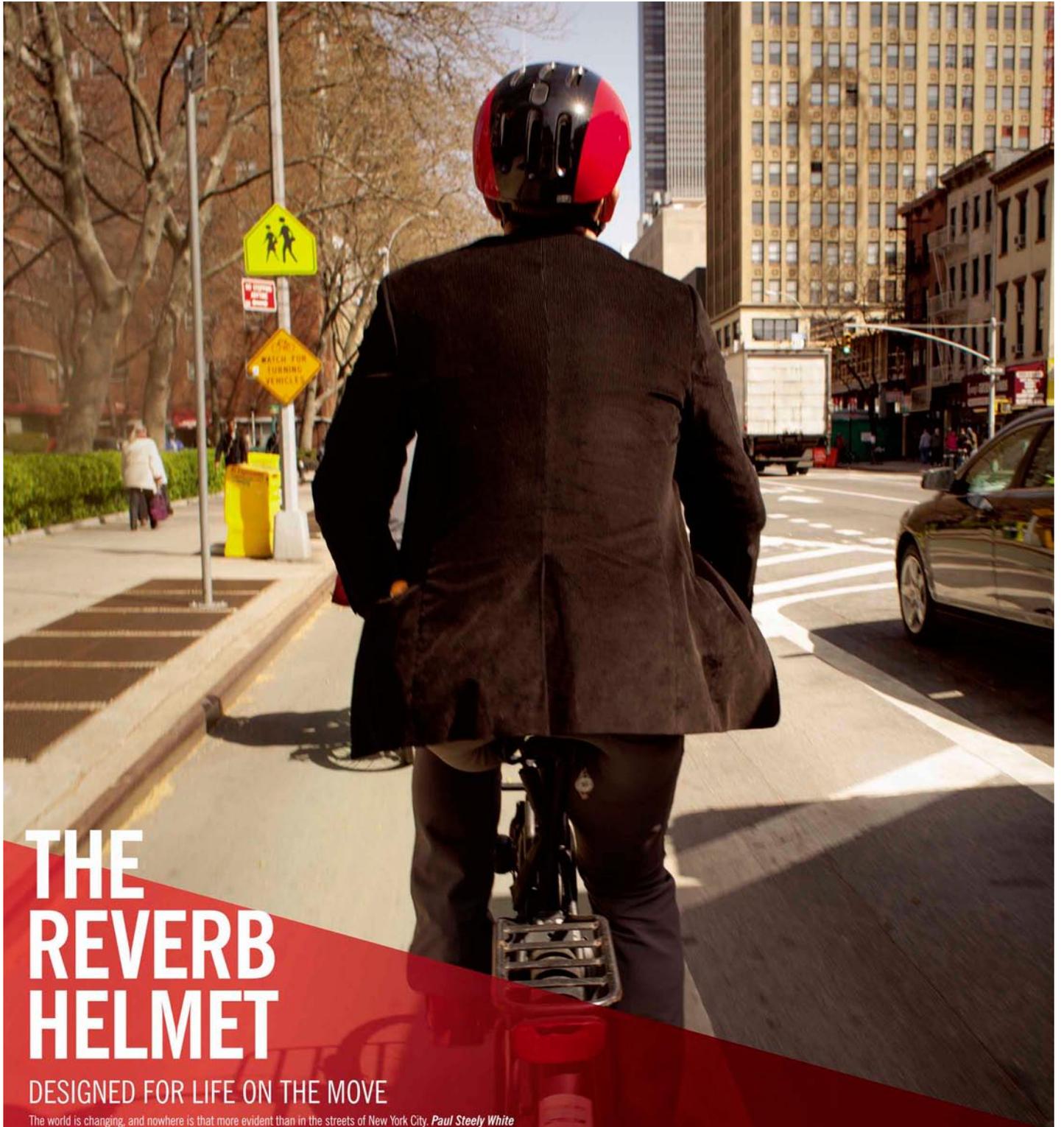
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 **GIRO**

The Automobile Association on cycling

Peter King

After a recent issue of the Automobile Association's Directions magazine focused on cycling, we asked AA Policy Research Manager Peter King to explain his Association's views about people on bikes.

The Automobile Association has long advocated sharing the road responsibly with cyclists and is well aware — from its many cycling members and staff — that 'motorists' and 'cyclists' are often the same people.

The Automobile Association is not a car club; it's a mobility club. Cars provide the best mobility solution for most New Zealanders, which is why most of us own one. But a car is not the only mobility solution, or even the best solution in all circumstances. In many situations the bicycle is a better solution, for reasons Chainlinks readers already know about.

Cycling is the cheapest way to deal with marginal increases in urban transport demand. Its energy costs are tiny, its infrastructure costs modest and its mode share potential significant. It is far cheaper and more responsive than public transport. Motorised vehicles can carry the bicycle to extend its range. The bike is not the best solution for everyone, but for relatively little investment it could make a much bigger contribution to urban mobility than many urban plans allow. You have only to look at cities in car manufacturing nations like France or Germany to see the potential for both human-powered and electric bikes in our own cities.

The AA sees a natural overlap in interest between cycling and motoring mobility. A driver who carries a bike to a cycling route, or to get within commuting range, is the same person whether riding or behind the wheel; all that changes is their vulnerability. Mistakes that in a car may result only in paintwork damage become matters of life and death on a bike.

For the AA, safety is paramount. We do not endorse cycling without a helmet any more than we endorse driving without a seat-belt. Some may not like that; but some aren't keen on seat-belts either, and appear disproportionately in road fatality statistics as a result. Neither does the AA

We must find solutions for people,
not for interest groups

endorse using vulnerable road users as speed control devices by confusing the functions of arterial roads or highways. Some road controlling authorities are creating slow zones on arterial roads by encouraging pedestrians and cyclists onto them. The AA believes this is dangerous. We advocate increasing separation of the vulnerable and motorised segments of the traffic stream with increasing speed of the motorised segment. Some people seem happy to risk vulnerable road users' lives by putting them on expressways or arterials to reduce emissions from vehicles, but we should not compromise on safety. In a safe system, cycles are nowhere near fast-moving cars or trucks. The AA sees cycling as one of many solutions to climate change, not the only solution.

We must find solutions for people, not for interest groups. One example of a win-win solution is a cycle lane inside car parking on the roadway. Such lanes protect cyclists, eliminate drivers' uncertainty about them and create an environment that encourages cycling and reduces friction. Surveys show that both cyclists and motorists favour this approach.

Individual cyclists and drivers will probably always come into conflict because they have different perspectives on safety, time and space. One person switching between modes may even hold contradictory views on the same day. However, we must not confuse cyclist-driver conflicts with a community's search for better mobility. The best solution is one that provides safe choices for everyone. ■



CAN has been talking with the Automobile Association at both local and national level for some time. Many CAN members commented on the attention given to cycling in the November issue of the AA magazine "Directions". The articles and opinion pieces emphasised the role of cycling as an important contributor to a modern transport system, and need for infrastructure reflecting this. CAN has sent a copy to all MPs; we are grateful to the AA for providing the copies free, and to a CAN member for funding the printing of the accompanying letter and envelopes. ■



Wetlands pathway, Kapiti

Kapiti Cycling Inc

Lynn Sleath

Our Council is making great progress on new pathways in the district.

We now have a new link between the townships of Paraparaumu and Waikanae via Waterstone Park, Camelot, and the Waikane River. It's a great ride on a fine day. Another pathway provides a safe alternative route for school cyclists at Paraparaumu Beach School, and a third passes beside a new wetlands area.

Many Kapiti residents are now donkey deep in the Board of Inquiry hearing about the proposed Mackays to Peka Peka Expressway, which will cut a swathe through the community. It is an interesting process involving much formality, and clearly a good income for the lawyers. Already we have noted that the NZTA has made some concessions about the impact of the new road upon walking and cycling tracks.

Marilyn Northcote ran a second Cycle Skills Course in Raumati, and another is planned for Otaki sometime soon. ■

Cycle Aware Wellington

Alastair Smith

The annual Roll On Wellington Awards have become a feature of the Wellington cycling calendar.

These were presented at CAW's December meeting at the Paramount Cinema (we tried for the Embassy, but there seemed to be some film about hobbits booked in ahead of us).

The award for the most cycle friendly cafe or shop was keenly contested, as cafes are a big part of the Wellington cycling scene. The award went to La Boca Loca, who provide bike parking as well as free hot drinks to patrons arriving by bike.

The cafe theme continued into the best bike shop category, where iRide won out with its in-store cafe and tolerant attitude to cleated shoes.

Although progress on cycle facilities in central Wellington has been slow, Wellington City Council won the Best New Cycling Infrastructure Award for Ara Tawa, the Tawa Valley Pathway. This

attractive, largely off road route links schools and recreation areas, encouraging residents to make more use of cycling. WCC did however also "win" the Most Room for Improvement category for the state of the Island Bay to City route, where as yet little has been done to address the problems of negotiating narrow streets and parked cars. In addition, the reconstruction of the Adelaide/John Street intersection to accommodate a new supermarket has done little to benefit cyclists.

Bikes on trains has been a controversial issue in the past, so it was gratifying that the Favourite Public Transport Personality Award went to train guard Carl Sayer, who fast tracks bikes onto commuter trains. Carl and his KiwiRail boss turned up to accept the award, Carl resplendent in his signature bow tie.



Carl Sayer from KiwiRail collects his 'Favourite Public Transport Personality' award

Transpower NZ Ltd took out the Cycle Friendly Employer Award, thanks to its secure cycle parks, changing facilities, pool bikes, and free cycle training.

Best Anything You Like... Bike Award was shared between Friendly Cyclist video producers Little Fighter Films, and community bike workshop Mechanical Tempest.

Contact the local group nearest you

Bike! Whangarei

Paul Doherty, 09 436 0033
paul@cycletoours.c o.nz

Cycle Action Auckland

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

Cycle Action Waiheke

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

Cycle Action North Rodney

Bevan Woodward, 09 425 1928
bevan@betterworldnz.com

Cycle Action Waikato

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

Cycle Action Whakatane

Pip Wonacott, pip@wonacott.com

Rotorua Cycle Action

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

Bike Taupo

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

Cycle Action Tauranga

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philip@ksl.net.nz

Critical Mass Gisborne

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

Cycle Aware Hawke's Bay

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North Taranaki Cycling Advocates

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ntca@can.org.nz ntca.org.nz

Whanganui Bicycle User Group

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Cycle Aware Manawatu

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Kapiti Cycling

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Cycle Aware Wellington

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info@caw.org.nz caw.org.nz

Hutt Cycle Action

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can.org.nz/hutt

Tasman Bicycle Nelson Bays

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bnbnelson@gmail.com can.org.nz/nelson

Bicycle Lanes in Paradise

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

BikeWalk Marlborough

Robin Dunn
Robin.Dunn@marlborough.govt.nz

Bike West Coast (SI)

can.org.nz/westcoast

Spokes Canterbury

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

Squeaky Wheel

Ron Paulin, 03 688 6408
paulindr@orcon.net.nz
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Fixing the Gap

NZTA have taken another step to address the notorious Petone-Ngauranga "gap" in the Great Harbour Way, the cycling and walking route around Wellington Harbour. A study that included an online survey and focus groups found that 76% of respondents thought that the ability to use a dedicated, off-road cycleway would make them more likely to cycle. As a result NZTA will be calling for tenders for project investigation in early 2013.

For more information about CAW, including details of our convivial monthly meetings (held at 6pm on the first Tuesday of the month at the Library Bar in Courtenay Pl) go to www.caw.org.nz.

Basin Reserve flyover

NZTA have announced plans for the flyover at Wellington's Basin reserve, and CAW has had meetings with NZTA and Opus to discuss the implications for cyclists. The proposed cycle and walking bridge will offer some advantages to cyclists travelling east-west, but there are concerns about the gradients and widths of cycle routes between Cambridge Terrace and the Memorial Park. ■

Taupo Cycling Summit '12

Julie Norris

Held in September, The Taupo Cycling Summit was a chance for organisations with an interest in cycling in the Taupo district to get to know each other.

Initiated by the Taupo District Council and Bike Taupo, it included representatives from the Taupo District Council, Destination Great Lake Taupo, the New Zealand Cycle Trail, Bike Taupo Advocacy Group, Department of Conservation, Contact Lake Taupo Cycle Challenge, Dirt Jump Bike Club, Bike On New Zealand Charitable Trust, and the Taupo Cycling Club.

CAN Read the full article online. <http://can/chainlinks/taupo12>

The presentations were followed by an open discussion with a panel of speakers and Sarah Ulmer. Key points from the discussion included the need to cater for the 60+ age group, the fact that getting children back on bikes will take time, the value of volunteers in keeping down the costs of track maintenance, the importance of safety, and the need for a network of cycle lanes throughout the district.

Common themes and issues uncovered by a forum survey were road safety, funding for trail maintenance and development, marketing, the need for collaboration amongst district agencies and the cycling fraternity, events and destination management, and the economic benefits that cycling brings to the district. A Cycling Project Team was formed to respond to the survey.

There have been some solid outcomes from the Summit, which will lead to improvements and promotion of the Taupo district as an exciting cycling destination. The organisers would like to make the forum an annual event and build on the success of this Summit. The cohesion and collaboration of our diverse cycling community has shown that the whole is greater than the sum of its parts. ■

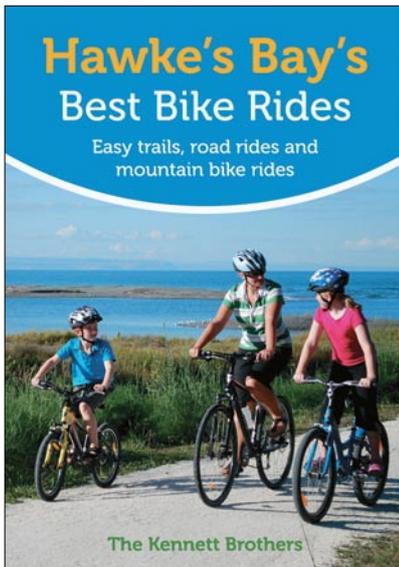
Supporting Organisations

Abley Transportation Consultants
 Addington Coffee Co-op
 Adventure South Ltd
 Auckland Cycle Touring Association
 AvantiPlus Whangarei
 Bike Taupo
 Black Seal Imports
 Canterbury District Health Board
 Christchurch City Council
 Christchurch Polytechnic Institute of Technology
 Crank It Cycles
 Cycletech NZ
 Cycle Touring Company Ltd
 Cycle Tour Operators NZ
 Cycling Rotorua
 Engineering Outcomes
 Environment Canterbury
 Greater Wellington Regional Council
 Ground Effect
 Kapiti Coast District Council
 Lincoln University
 Marlborough District Council
 Massey University
 MWH NZ Ltd
 New Plymouth District Council
 On Yer Bike
 Pedaltours
 Rotorua Association of Triathletes
 Rotorua District Council
 Rotorua MTB Club
 Tasman District Council
 Timaru District Council
 ViaStrada
 Waimakariri District Council

3M sculpture by Marcel Zwezerijnen



Taupo is a cycling town.
 be aware of cyclists on our roads.



Paul McArdle, reviewer

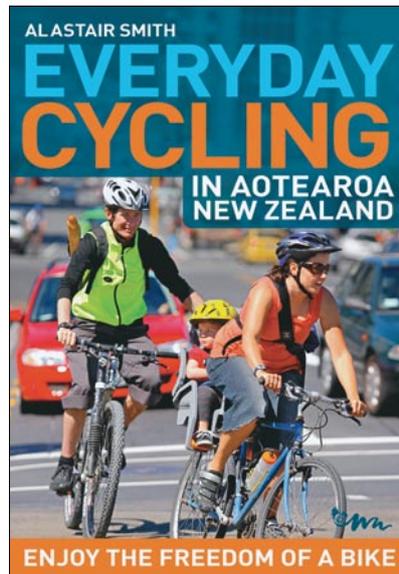
As readers of Chainlinks magazine will be well aware of, in recent years Hawke's Bay has received a massive amount of investment into its local cycling infrastructure via the New Zealand Cycle Trail and the NZTA Model Communities projects.

With so much biking now to choose from, the Kennett Brothers decided to produce a handy Hawke's Bay guide book covering the region's best leisure trails, road rides and mountain bike tracks.

All sixteen recommended rides are written in such an enticing and informative way that you just can't help but start planning a trip to the region. And as the book states, and confirms with its many wonderful photos, "Hawke's Bay is the closest you can get to a European cycling holiday without traveling to Europe".

The Kennetts have made this book suitable for everyone from beginner rider through to seasoned veteran, so with its size (52 pages) and price (\$12), it makes a perfect gift for all. ■

Hawke's Bay's Best Bike Rides by The Kennett Brothers, www.kennett.co.nz



Glen Koorey, reviewer

Over the years I have collected a variety of books on cycling for transport and urban cycle commuting. Invariably they have been written for overseas audiences; the only "NZ edition" biking book I ever got was basically a British book with a sticker about our helmet laws slapped on it. So it is pleasing to see the recent attention to utility cycling by local publishers, including this latest offering from Awa Press.

Alastair Smith has been a stalwart of cycling advocacy in Wellington for many years, so he is well placed to write on how to get around your town by bike. This compact guidebook is an easy read that covers all of the essentials, from choosing a bike and gear and safe riding skills, to basic bike maintenance. There's also useful advice on little details like dealing with crashes, cycling with children, and using public transport with your bike.

Lots of good photos and diagrams help to illustrate the points mentioned; there are some particularly useful ones to explain on-road cycling skills. If you're not yet convinced, Alastair also provides a comprehensive list of reasons why cycling is good for you and for society, including a thorough list of references on the health benefits of cycling.

Not surprisingly, many of the examples and pictures are rather Wellington-centric, but there is a very useful summary of cycle routes in 16 of our major urban centres and weblinks allowing you to find out more. Rather oddly though, our 5th largest urban area, Tauranga, isn't included, yet the likes of little ol' Oamaru is.

Alastair also puts his advocate hat on at the end to explain how the reader can get involved more in making everyday cycling better in New Zealand. And there is a handy list of other books and websites (many from NZ) to learn more.

Glen lectures in sustainable transport at Canterbury University and has been involved in cycling advocacy for over a decade. (Disclosure: I provided some local Christchurch information for the book).

All in all, this is a very useful addition to the bookshelf of any New Zealander who rides around their town, or who is thinking about doing so. As the title page says, enjoy the freedom of a bike! ■

Everyday Cycling in Aotearoa New Zealand by Alastair Smith (185pp, Awa Press, Wellington, RRP \$35)

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Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bonmahon MTB Park, NSW



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