

Chainlinks

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)

2013 ISSUE 3, June





Whanganui Green Bikes: Job Opportunity

Lyneke Onderwater

Jonah Marinovich has been running the local Green Bikes scheme for about 5 years and has been doing a great job of getting people cheap bikes, teaching bike maintenance and generally keeping bikes in circulation.

However, the time has come for him to move on and let others take over the scheme.

A group of us from Sustainable Whanganui, the umbrella Green Bikes sits under, has met several times now to discuss the options. Currently, Green Bikes is run from a large, old warehouse in the lower socio-economic suburb of Gonville but the idea is to move to the new Resource Recovery Centre, which is due to open in July in a more central location.

We are also planning to have a scheme that better serves the needs of (potential) cyclists and are deciding how that can be financially viable. Suggestions are:

- ◆ A rental bike scheme for tourists and locals (we have lovely riverside paths)
- ◆ A self help repair-your-bike kind of place, possibly with help

- ◆ A place to recycle bikes and bike parts
- ◆ A place where cyclists connect and find out ways to improve their cycling experience

We feel that it would be best to try to set it up in such a way that it pays for itself.

Our question to CAN readers

Is there anyone out there who loves tinkering with bikes, has a little bit of business sense and would like to move to the beautiful happening place of Whanganui?

The idea is that the person(s) could develop their own ideas of how to make it happen in negotiation with us. We offer a large selection of pre-used bikes, tools and a base to work from, Jonah's wealth of knowledge to get you started, the name and some ongoing support.

Whanganui is a lovely town of about 40,000 people. We have a mayor who bikes, Sustainable Whanganui, the river, the sea, an airport and, from certain points, views of both Mt Taranaki and Mt Ruapehu at the

Continues p18

Submissions for October Chainlinks

Articles by **21 August**

Local group content by **30 August**

Email content to: chainlinks@can.org.nz

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

Advertising by 21 August chainlinks@can.org.nz

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Publishing



Keeping up with the lights race

Simon Kennett

“Know what's weird? Day by day, nothing seems to change, but pretty soon... everything's different.” — Calvin from Calvin and Hobbes

Calvin probably wasn't talking about bicycle lights, but the quote applies beautifully in two ways.

Traditionally, the main problem with bike lights is that they get slowly dimmer, day by day, week by week. So slowly in fact, that most cyclists don't notice until the light is virtually dead. And the slow, almost imperceptible, rate of change is only part of the problem. Many lights still manage to pump out impressive light for a couple of minutes after being turned on, even when the batteries are almost flat. You could be

riding along, and pretty soon everything's different... you're cruising through traffic with a dead light a few minutes after setting off (and if it's your rear light, how will you know until you reach journey's end?).

This traditional problem is easily fixed with fresh batteries (put in your lights well before your present ones run low). For extra brightness, do yourself a favour and splash out on some lithium batteries. They'll probably last three times as long as the ones your light came with. If you're lucky enough to have a flash, modern light (especially a rechargeable one) it should have a low-battery indicator.

The new problem — the 21st century problem — is the rate of change of bicycle light technology. Here at Greater Wellington Regional Council we've been testing lights each winter since 2010. This year we

teamed up with Consumer NZ and tested 82 bike lights in the sub-\$100 range. Many of the better lights from 2010 have slipped well down the rankings. While 100 Lux seemed bright a couple of years ago, two AA batteries can now generate up to 1000 Lux — everything's different! Some lights shone well at an angle of 45 degrees (a critical feature at intersections) while others registered almost nothing at that angle.

When you're commuting through winter, your lights are competing for attention with dozens of other light sources, many of which are significantly brighter these days. You might find yourself wondering — ‘Do my lights still demand attention from drivers?’ And while some of the more expensive lights can be dazzling, that's not actually causing accidents. ‘Lights too dim’, however, is often listed in crash reports as a factor contributing to cycling accidents.

If you are thinking about upgrading your old bike lights, check out our 2013 lights test results at www.gw.govt.nz/be-safe-be-seen/. Because the New Zealand bike industry is not bound by any bicycle lights standards, your local shop will present you with a wide range of quality ranging from shiny to blinding. Let the buyer beware. ■

THE TOP-TEN IN OUR 2013 TEST

REAR LIGHTS

Moon Shield
Lezyne Micro Drive
NightRider Cherrybomb 1W
NightRider Cherrybomb 0.5W
Ontrack Beacon II
Moon Comet
Valiente Supreme
Cateye Rapid 5
Cateye Rapid 3
Smart SuperFlash.

FRONT LIGHTS

Lezyne Micro Drive
Ontrack Phazer 240
NiteRider Mako 2W
NiteRider Mako 1W
Topeak Whitelite HP 1W
Cateye Econom EL 540
Blackburn Super Flea
Torch High Beamer Tactical
Moon Mask
Blackburn Voyager .

2014 NZ Cycling Conference – Cycle Friendly Awards

A date has not yet been set for the next NZ Cycling Conference, but it will be in 2014.

The committee have decided to defer the next round of CAN's Cycle Friendly Awards to coincide with the conference.

New Zealand Cycle Trail recognised with international award

Nga Haerenga, the New Zealand Cycle Trail has been recognised as one of the best cycle trails in the world.

It was one of three international winners at the International Trails Symposium, hosted by American Trails in Arizona in April this year.

The New Zealand Cycle Trail will feature more than 2500 kilometres of diverse trails that explore all parts of New Zealand's landscape. The Honourable Mention award recognises the Trail as an outstanding initiative that demonstrates planning, design and implementation and contributes to the international trails movement.

The New Zealand Cycle Trail project is led by the Ministry of Business, Innovation and Employment, with support from a wide range of government agencies and local organisations.

Programme Manager John Dunn says the award is a recognition of the immense amount of work put in to build the network of trails.

"The New Zealand Cycle Trail is truly an example of our country coming together. This award recognises the workers who spent their winters digging the tracks, the community groups that have been promoting the trails and local and central government agencies, which backed the vision with funding and support," says Mr Dunn.



"The New Zealand Cycle Trail has emerged as a true national asset and is proving to be a popular tourist attraction, with visitors soaking in our landscapes, culture and hospitality.

"For operators along the trail, the economic benefits are obvious. The Ruapehu district, for example, hosts the Mountain to Sea Trail and has expanded its seasonal ski business community to a year-round operation that supports both skiers and cyclists.

"Further down the trail a jet-boat operator on the Whanganui River has seen its business double year-on-year since the trail was established."

The American Trails hosts its awards every two years. This year marks the first year international trails were recognised. The award was accepted on behalf of MBIE by Tourism New Zealand North America Public Relations Officer Gabrielle Boyd. ■



Bike Wise Month may be over, but we're not clocking off just yet

The cracker of a summer New Zealanders experienced this year was perfect for getting out and about by bike. Along with being one of the more memorable summers, this February also marked the 11th anniversary of Bike Wise, the national programme that celebrates cycling and encourages more Kiwis to get on their bikes more often.

The milestone was reached in style, as over 700 Bike Wise events were held throughout the country, with around 70,000 people taking part. The cornerstone events in the Bike Wise programme are Bike Wise Month and Go By Bike Day (both of which take place in February). However, coordinators are encouraged to build on the momentum and run a range of events throughout the year.

Events that were offered included Big Bike Tune Ups, where people bring in bikes in need of some TLC for a free maintenance check and minor repairs; Go By Bike Days; school cycle skills training; activities at workplaces, and many more.

The Summer of Cycling campaign, which kicked off in December, is designed to get families and communities cycling more during summer, and doing so safely. The campaign launch included three new resources to help coordinators achieve this: a passport challenge programme,

Continued p13



IceCycles

Meg Christie

Four years ago a small group met at Te Whare Roimata, a community house in the heart of Linwood, Christchurch. This is an area of Christchurch where many families experience difficulties with transport. We wanted to find ways to help people ride bikes more often — for health, for enjoyment, and for everyday transport. We thought a free bike hire scheme would do the trick, but we found that people already had their own bikes; they just needed to be repaired.

We recruited bike mechanics and organised our first workshop. A one-off event wasn't going to cut it, so we agreed to do three workshops a year. At first numbers were quite low, but by the third event it was clear things were buzzing. We add value to the event by offering hot soup in winter and sandwiches in summer, prepared by a team from Corrections.

"ICEcycles" (Inner City East Cycles) have so far run 11 Linwood workshops and eight

sessions at other locations. We now have a pool of about 35 volunteers. Canterbury District Health Board (CDHB) has given us free storage for our gear.

The project has attracted media attention (The Press and local and National Radio) and won a "Highly Commended" Award through CDHB.

Last year Piko Whole Foods generously gave a "no strings attached" \$2000, and Steven Muir donated \$750 from hiring his smoothie maker bike to a pharmaceutical company wanting to improve its 'sustainable' image! We have also been gifted several hundred bikes. These are repaired and given away to people on no or low income but sold to those who can afford them. We have regular evening sessions fixing these bikes or stripping them for parts. To date we have given away over 350 bikes with another 60 in storage.

Our next event is in June, back on our home turf following earthquake repairs.

Bikewise has promoted 48 Big Bike Tune Ups this year. They have lots of "how to" resources on their website.

More information and pictures: cycletrailers.co.nz/html/icecycles.html

Here are our 8 top tips to help run a successful event:

- ① Recruit mechanics via your local Cycling Advocates group and from cycle shops. Many people love tinkering around with bikes!
- ② Recruit people who can do the basics (puncture repair, seat adjustments, chain cleaning and lubing). This frees up mechanics to do the technical work.
- ③ Recruit some administration people. It's essential to keep customers in order of arrival, otherwise there's chaos! They record numbers of bikes given away and repaired.
- ④ Find a nice big paved area to hold your event on: a courtyard/driveway/car park. It needs to be visible from the road and preferably have some protection from the weather. If you really want to help people on low incomes, go to easily accessed areas — otherwise it may be too difficult for people to get there.
- ⑤ Gather as many helmets as you can to give away on the day. Compared to bikes they are very expensive.
- ⑥ Register your event on Bikewise website and they will advertise it and send a box of useful goodies to give away. Send information to local schools and mental health services. Social media is also great.
- ⑦ Sometimes people have to wait a while to be served so it's nice to have some free kai. Entertainment such as novelty bikes and/or music can also give the event an added boost.
- ⑧ Have a koha/donation box. Most people, even if they don't have much, do want to give if they can. ■

Why do cyclists run red lights?

Daniel Newcombe

It is a common complaint that cyclists do not stop at red lights. There has been little New Zealand research into the level of cyclist disobedience, or what drives this behaviour. My study found that low but consistent numbers of cyclists run red lights, and that systemic factors contribute to this behaviour.

Several busy central Auckland sites were surveyed in late 2012. Over 600 cycle movements, 9,500 pedestrian movements, and almost 12,000 vehicle movements were recorded and analysed. At some intersections, over half of the cyclists ran the red light, however if the (illegal) use of the all pedestrian phase, often called a Barnes Dance, was excluded, the rate was equivalent to that of jaywalking pedestrians (3.9%). This may indicate that cyclists tend to behave as pedestrians.

Vehicles running red lights pose a greater road safety risk than cyclists doing the same. At every intersection surveyed, consistently higher numbers of vehicles ran red lights than cyclists, but greater traffic volumes meant that the

more vehicles than cyclists ran red lights

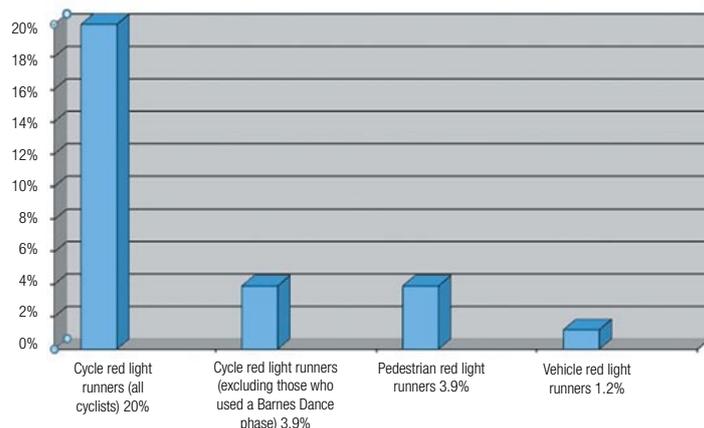
proportion was lower. Across every intersection, an average of 1.2% of vehicles ran the red light.

The most common cyclist red light runner behaviour was to treat red signals as Give Way or Stop signs; with the cyclist pausing, checking the way was clear, and continuing through. Another large proportion waited at the front of the

traffic queue, then entered the intersection a few seconds before the green signal. This indicates a desire to depart the intersection slightly ahead of motorists. Cyclists were most likely to obey traffic signals when undertaking more difficult right turns.

levels of cyclist red light running was the same level as that of jaywalking

An online survey (168 responses) found that cyclists make choices about their behaviour on an intersection-by-intersection basis, and that impatience was not a significant factor. A typical response was: "The main reason for me running a red light is to get ahead of traffic so I don't get run over immediately as the light turns green." Other motivations were an inability to trigger intersection sensors, and the need to make a difficult turn. The



survey found support for legalising the ability for cyclists to use dedicated pedestrian phases, so long as cyclists gave way to pedestrians.

From this study, several potential system improvements were recommended:



Find ways to allow cyclists to clear the intersection ahead of other vehicles

The desire to clear the intersection ahead of other vehicles was the most important factor for online survey respondents. One option is the use of 'cyclist-advance' signals on busier cycle routes, similar to bus 'B-phase' signals.

Allow cyclist left turns against a red light

As left turning movements were the most common made by cyclists running a red light, and were found to be fairly safe, one possible action could be to legalise this manoeuvre for cyclists, as is already done in some overseas jurisdictions. Other traffic travelling with the green signal would still have the right of way, including pedestrians.

Allow cyclists to use Barnes Dance phases

Where a Barnes Dance pedestrian phase was provided, cyclists tend to (illegally) use it, although they reduced the risk to other road users by pausing to check the way was clear. Allowing cyclists to legally do this would allow cyclists to clear the intersection ahead of other vehicles and also to

Bespoke

Jena Western

Frocks on Bikes and Cycle Aware Auckland (CAA) recently partnered with Waterfront Auckland & Fresh Concept's Silo Markets to create Bespoke.

It was a fantastic opportunity to collaborate with an organization transforming the heart of our city and at the same time move our annual Cycle Style event off the runway and into a more public and everyday context.

What I really love about Cycle Chic is it isn't simply woven into garments; it's an approach to life. A bike unleashes the freedom to be yourself.

I honestly can say I've experienced moments of radiance on a bike, when the world seems to slow and all is right — peddling a vintage Philips to my wedding and equally bumping along, camera over my shoulder, in a cotton T on a dirt road in southern Mexico.

Those are my golden moments.

But, like anything in life, there are good days and bad...

Two years ago I went on behalf of CAA to meet Waterfront Auck-



land's Events team for the first time. I was 5 months pregnant. It was pouring rain. I arrived at the WA offices late, panting, and drenched. A far cry from any image of style.

But Gene Kelly made rain look good so I decided to give it a go too. Hold your head high and smile. I confessed that 5 years ago I was much more of a fair weather rider. But somehow my bike had gone from accessory to part of who I was. The WA rep and I had few good laughs as I drip-dried and I remember her making the comment "this is what we need to see/know" — if they were going to encourage people to cycle — the

good and the not as good. The day kicked off a great ongoing working relationship.

You see, day in and day out, when it comes to cycle style I am inspired by the runway of everyday life: that's all of you. People out enjoying a sunny day or making the best of a rainy one. Bike culture isn't just about being 'mainstream.' It provides safety in numbers and builds strength in public opinion to drive the planning and infrastructure changes we need on the ground.

I believe one of the best ways we can advocate for cycling is to get on our bike. Whether you know it or not, you are going to encourage someone else to ride. So smile. Be yourself. Whatever your style — get out there and be seen.

Thank you to all the designers who participated in Bespoke (Dalston, Starfish, KAF Kids, Kingdom Of, Sitka, C-Unit, 203H) — for making garments we love to live our lives in and for supporting cycling in Auckland. Thanks to Auckland Transport for supporting this important aspect of cycle culture. And to Waterfront Auckland for not only taking in a rain soaked cyclist, but for week after week providing a place for people (and their bikes too!) ■

How many bikes could a bike rider take if a bike rider could take bikes

Steven Muir

The answer is 19, but with a few adjustments required. This was found out in a highly scientific study on 10th November whilst transferring restored bicycles to the ICECycles free bike maintenance workshop held at Richmond School in Christchurch.

Steven Muir makes cycle trailers and his previous record was five bikes taken on his three wheel trailer, which was just not enough. A car and car

trailer could have been called in for assistance, but Steven is always looking for the opportunity to use the car for one less journey, and so he built a supersized bin to fit over the three wheel trailer frame and extend its carrying capacity.



The result was 13 bikes in the trailer and 6 children's bikes in his 'tadpole' three wheeler.

Continues p8

Cycling in the News

Jean-Marie O'Donnell

How is cycling reported in the New Zealand news media? What are the issues that make the news, and who is writing about it? What's the tone — negative, positive, or neutral? CAN's Patrick Morgan asked me to investigate.

I analysed three media outlets via their online channels from 1 March through to 14 April 2013.

- ◆ Stuff (Fairfax) — includes a wide regional spread of stories, from Manukau, Waikato, Taranaki, Kapiti, Wellington, Nelson, Christchurch, and Southland.
- ◆ NZ Herald.
- ◆ Otago Daily Times. The ODT and the Herald share story content so there was some overlap.

I included stories with cycling as the main focus of the story. I excluded stories with a sport theme (eg triathlons, Lance

Armstrong). I used the search function on each site using terms such as cycling, cycle, bicycle, bike etc.

Results

	Stuff	NZ Herald	ODT
87 stories	24	33	30
Most frequently occurring theme:			
Safety	7 (29%)	10 (30%)	16 (53%)
Share the road		5 (15%)	3 (10%)
Urban planning	4 (16%)	5 (15%)	
Normalising cycling	5 (20%)		
Cycle trails			5 (16%)
Tourism			3 (10%)
Other cycling	8	13	3

Some stories included helmet or hand-held video — usually the ODT.

Safety was the top issue for all three media outlets

Thoughts

- Safety was the top issue for all three media outlets.
- There were regional differences — tourism and cycle trails in the ODT, urban planning and traffic in the NZ Herald.
- It is hard to generalise from this small sample.
- Most stories included a variety of viewpoints, and didn't have a single tone.
- There did not seem to be journalists dedicated to cycling issues. ■

Contact Patrick at CAN for the full results.

Why do cyclists run red lights? continues ...

undertake more difficult manoeuvres (such as right hand turns).

Find ways to improve cyclist detection by intersection sensors

A significant factor for red light running was the failure of intersection sensors to detect the presence of cyclists. Efforts could be

made to inform cyclists as to the specific location of the detectors (such as using paint markings on the sensors) or to better calibrate sensors to detect cyclists.

Finally

Overall, this study found that cyclists make choices about their behaviour on an intersection-by-intersection basis. Cyclists are more likely to obey

signals when undertaking more difficult (or perceived less safe) movements. Overall it was found that cyclists' red light running was a relatively infrequent and safe behaviour. Notably, the study found that (if use of Barnes Dance phases was excluded) levels of cyclist red light running was the same as that of jaywalking. ■

How many bikes... continues...

The average weight for an adults bike would be around 15kg, so that's around 200kg in the trailer and around 50kg (6 x 8kg) of childrens bikes in the front. The load was definitely sluggish to start and top speed was not high, but it was not too difficult to pedal along the 1.5km route. The front wheels of the bikes stuck out on both sides of the bin, requiring the use of a full car lane, but most cars were so stunned by the sight they treated it with good humour, the only comment received being "this ain't China you know"!

The journey to the bike workshop was successful and many of the bikes were donated to worthy homes, however a similar number of decrepit bikes were received in return, which had to be taken back to the storage facility to be restored at a later date, which was when disaster struck. The left back wheel on the trailer had developed a distinct buckle on the journey to the school and, on exiting the driveway, it collapsed completely when it went down the curb, causing the trailer to tip over 45 degrees. Fortunately it happened on a quiet back road and not the middle of a major intersection, and one of the

most cars were so stunned by the sight they treated it with good humour

bikes on board had a suitable 20" donor wheel.

There were plenty of bike tools on hand to effect the transfer, and so after a quick unload of all the bikes, Steven was soon on his way again, resolving to purchase some much stronger 48 spoke, 14mm axle BMX wheels rather than using the el-cheapo recycled kids bike wheels which were clearly not up to the task. ■

Ten years of industry training: planning and design for cycling

Axel Wilke

Over the last 10 years, some 812 people have attended the training course Fundamentals of Planning and Design for Cycling. The course has been taught 48 times to date, so it's time to look back and reflect.



Beginnings

The course was first mooted by Axel Wilke in 2000, based on the fact that there was very little knowledge about this topic in the industry, and nothing would change if nobody did anything about it.

A consortium was formed, with Alix Newman (cycle planner at Christchurch City Council), Glen Koorey (with Opus Central Labs at the time), and Kerry Wood (self-employed). Funding for course material development was approved by Transfund in 2002, and LTSA staff Tim Hughes and Lyndon Hammond had strong input into its development. A pilot course was taught and reviewed in June 2003. The agreed changes were made, and a further eight courses were run in the second half of 2003.

Course delivery

The course development team had the objective of increasing the knowledge of the industry about all matters concerning cycling. As many of us interact with advocates, we formed a secondary objective of up-skilling advocates, as well as teaching them about the constraints that the industry has to work within.

By mid-2013, the Fundamentals course has been taught a grand total of 48 times.

Course material has changed significantly over the years. There is a huge difference between the pilot course material compared with the latest PowerPoint slides. The 2003 and 2013 presentations are online — have a look for yourself: <http://viastrada.co.nz/planning-and-design-walking-cycling>.

Impact

The course has resulted in interested parties defining guidelines applicable to New Zealand. The course has become part of the engineering curriculum at Canterbury University at Masters level. It won the 'Best Cycling Promotion' category at the 2005 Cycle Friendly Awards, held as part of the 5th New Zealand Cycling Conference. It also inspired the NZTA to develop a similar Fundamentals course for walking, which was first offered in 2008. And since 2009, we have had a two-day Advanced Planning and Design for Cycling course, reflecting the desire of many

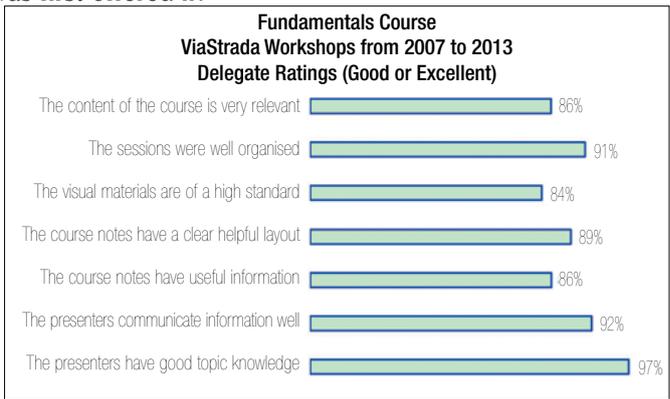
in the industry to learn more beyond the basics.

Have we achieved everything that we wanted to achieve? We are not sure that we have yet attracted 'mainstream roading engineers' to attend. This particularly applies to those who have been in industry for many decades and who may feel that they have a good handle on traffic matters in general. We may be better at providing specialist cycling facilities, but we are not sure if we've got better at providing for cycling in general on our existing roads and intersections (where an upgrade may actually make things worse for cycling). This is something to ponder going forward. ■

If you have attended the course as an advocate, please contact Axel on how useful the course has been for your advocacy work: axel@viastrada.co.nz

<http://viastrada.co.nz/planning-and-design-walking-cycling>.

Full article: <http://viastrada.co.nz/node/1955>





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Dealing with the Whoosh – riding on busy open roads

Stephen Wood

A recent 500 kilometre ride on North Island state highways gave me time to reflect on how I manage riding on roads that many cyclists prefer to avoid.

A lot of it is about perception of risk and the ‘whoosh’ factor. There’s something inherently frightening and unpleasant about the sudden, unexpected ‘whoosh’ of a vehicle whizzing by.

The secret of riding comfortably and safely on busy rural highways is simple: avoid surprises by knowing what’s behind. A rear vision mirror is essential. I glance

in mine often, so I see any vehicle approaching from behind. I also see how much it’s moving out to provide a gap; most drivers do this if they see me. Truly homicidal drivers are rare!

Also, I’m aware of anything that limits how much room they can give — a narrow road, oncoming traffic or lack of a passing lane. A squeeze point is anywhere that the road is too narrow for what’s happening there: a bridge, cutting, embankment or

other constriction. At or approaching a squeeze point, I watch traffic — in front and behind — even more. I imagine how much room these vehicles

will need at the squeeze and act accordingly. If it’s tight, can I move further onto the shoulder? How level is the grass verge (in case I need it)? Would it make sense to slow down?



This may sound dramatic and scary, but it’s part of life in a fast-moving public space. Most users are willing to share it. Having prepared for a squeeze, you might find that a vehicle behind slows to avoid it; or that one ahead moves over to give others more room.

The secret is simple — avoid surprises. ■

avoid surprises by
knowing what’s behind:
a rear vision mirror is
essential



TOURING

Cycling Te Ika

Stephen Wood

I often make a trip to CAN Do an excuse for a ride. This year I chose Auckland to Wellington; ambitious, but with realistic exit strategies in case it went badly.

I started with a train to Papakura, cycled a short way and set up in a pleasant little campground in Ramarama, which was quiet until fans arrived from the Pukekohe V8 races.

On my first big day I turned onto SH2, some of which is now a four lane expressway. By mid-morning I was making good progress on SH 27 to Matamata in intermittent rain. There I caught up with a friend and had an interesting time finding the camp ground 8 km out of town, in the dark.

The night was stormy. I got up early, worried about the hammering my tent was getting. I was cycling by 7am, and joined SH1 at Tirau. From Putaruru I had to do 15km of side roads in heavy rain, detouring around a fatal crash. At Tokoroa I decided not to continue on SH1 as the road on to Taupo had more curves and hills, risky in the wet conditions.

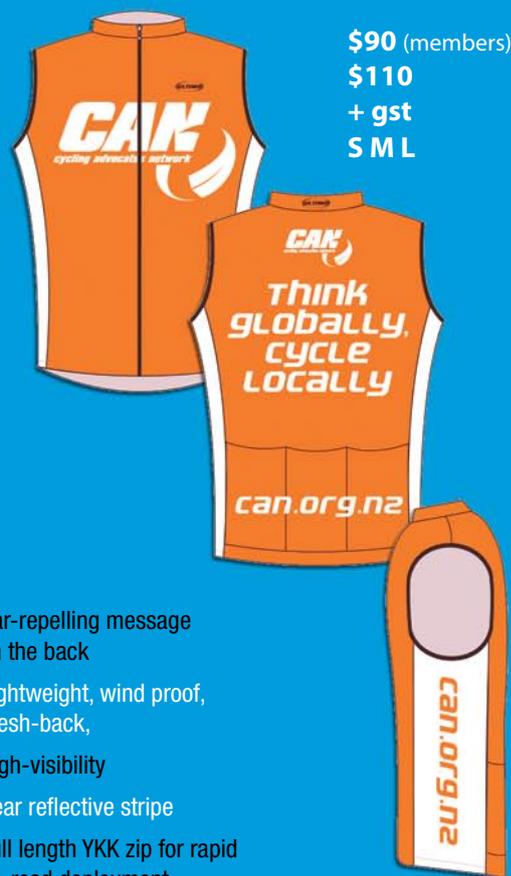
After a night in a cabin drying out and researching options, I bussed to Napier and found a campground. The weather forecast was brighter but not settled, so I avoided the scenic Route 52 and instead chose pleasant rain-free riding on SH 50 through quiet, rolling country, with a pub lunch at Tikokino. Drizzle started as I rejoined SH2. I'd hoped to reach Dannevirke, but stopped at Norsewood in rain and failing light. The campground wasn't up to muster, so I got a room at the pub where I chatted with local fire-fighters.

The next day dawned overcast but dry; good conditions for a straightforward run down SH2. By 4:30pm, many vehicles had lights on, so I stopped at Eketahuna, which has a lovely basic campground I'd used before. Next day it was raining again, but I'd planned only a short ride and was at my sister's place in Masterton by 11am. The train to Wellington was a good option (on yet another wet day) before my flight back to the South Island.

I love the challenge of making a trip like this work, planning and adapting as I go. It's fun, and riding on busy state highways is manageable. ■

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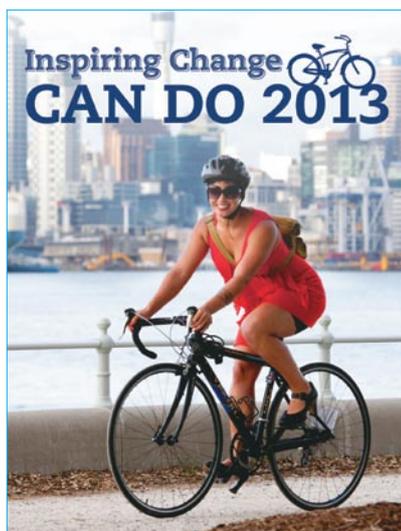
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David Hawke reports on the highlights

Barb Insull and Cycle Action Auckland delivered a memorable event to upwards of 70 delegates. Speakers and workshops addressed instigating change, campaign organisation, and communication.

Keynote speaker Jonathan Daly (Box top, right) said advocates must get beyond cycling as an objective in itself and see it as part of reclaiming public space and making cities more liveable. Rod Oram then argued that we should achieve change through people-led activism ('radical is the new normal'), bringing together those who would not otherwise meet. Establishing cultural change (Camden Howitt, 'Sustainable Coastlines') requires a credible, consistent and unified voice; and reassuring people that they aren't alone in changing their habits.

SUGGESTED PRIORITIES FOR THE NEXT 12 MONTHS

1 Convince central and local government to prioritise networks of connected urban cycleways

2 Identify safe rural cycling routes

3 Initiate continuing training for all road users

Tell us what you think

The campaign for access across Auckland Harbour Bridge has evolved from an alliance of diverse interest groups, out-flanking entrenched institutional obstruction, to a revenue-generating public – private partnership ("Skypath"). Stephen Town (NZTA Regional Director, Auckland/Northland) called the campaign's culminating protest 'NZTA's darkest hour' and said it taught his organisation to work alongside advocates. He encouraged us to engage with NZTA regional directors and make advocacy a long-term game.

Ryan Mearns (Generation Zero), Dave Insull (90 Seconds) and John Mauro addressed **campaigns and communication**. A campaign needs events, media presence and endorsements from public figures; 'early adopters' are

JONATHAN DALY, GHD MELBOURNE

- “ Big picture co-operation: it's not about cycling on its own
- “ Changing the cultural trajectory from ever-more regulated environments (“the fetish of concretism”) to increasingly open, multi-purpose sharing of public spaces
- “ Cultural change cannot be achieved by advertising campaigns
- “ Cultural change occurs via diffusion; once 10% of the population has made the change, population-level change occurs quickly
- “ To achieve the cultural change cycling advocates desire, cycling must “re-image – re-think – re-position” its role in future cities
- “ Big picture future: cycling as a part of city liveability and the reclaiming of public space

ghd.com

while using a designated cycle lane on SH1 in central Dunedin. The local group had repeatedly raised its concern about this lane to no effect. The national significance is that a non-specification

reclaiming public space and making cities more liveable

the key to successful grass-roots campaigning. Contact with people drawn toward your movement then leads through increasing levels of engagement, facilitated by report-back stories of successes.

A theme of this CAN-Do was **the relationship between local groups and CAN** at national level. Most groups' primary relationships have been with National Office, but modern communication will help local groups support one another.

Every national issue begins locally. One example is protecting cyclists on arterial routes through towns. Hank Weiss discussed a fatality in which a commuter cyclist was 'doored' then run over by a truck

cycle lane and poor road maintenance may have contributed to the tragedy (subject to investigation by the coroner). Another example is the need for safer rural cycling routes. Near Taupo, a visiting cyclist was killed on a rural road carrying far more traffic than it was designed for. CAN's 2013 priorities (box bottom, left) reflect the Taupo and Dunedin issues.

Local groups will always have important local priorities. Examples presented included the 'Bike On' schools project (Whakatane), and post-earthquake opportunities in Christchurch.

Every CAN-Do is leavened with a **bike ride**. Megan Blank from Cycle Auckland took delegates on an evening tour of Devonport, finishing at Barb Cuthbert's home and a lavish BBQ. ■



Contact CAN

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- :: Secretary, David Hawke,
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- :: Treasurer, Don Babe,
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- :: Portfolio Coordinator, vacant
- :: Communications coordinator,
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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>

Bike lane separation assessed

Axel Wilke

Christchurch traffic researchers ViaStrada found out what happens when they separate cycle lanes from traffic.

Glen Koorey, a senior lecturer in transportation engineering at the University of Canterbury assisting with the research, reported findings at the 2013 Transportation Conference in Dunedin.

The researchers placed separators — low, narrow rubber strips — beside cycle lanes. After separators were installed at a cyclist waiting area at a Strickland Street intersection, they observed fewer cars moving into the bike lane, especially when lights were red. However, too many drivers still encroached, so flexible vertical posts were installed as well. This stopped almost all encroachment while lights are green. A few drivers drifted into the bike lane during red phases, but corrected themselves.

A bike lane on a curve in Kotare Street received similar treatment (but using a single post), also with strong effect on drivers' behaviour.



low-profile separators plus vertical posts improves separation

The combination of low-profile separators and vertical posts is an inexpensive way to improve cycle lane separation. Surveys show that cyclists feel safer with separators alone, but to stop most driver encroachment posts are needed as well. ■

Bike Wise continues ...

a Mothers and Daughters cycle skills programme, and a 'how to buy a safe bike' guide.

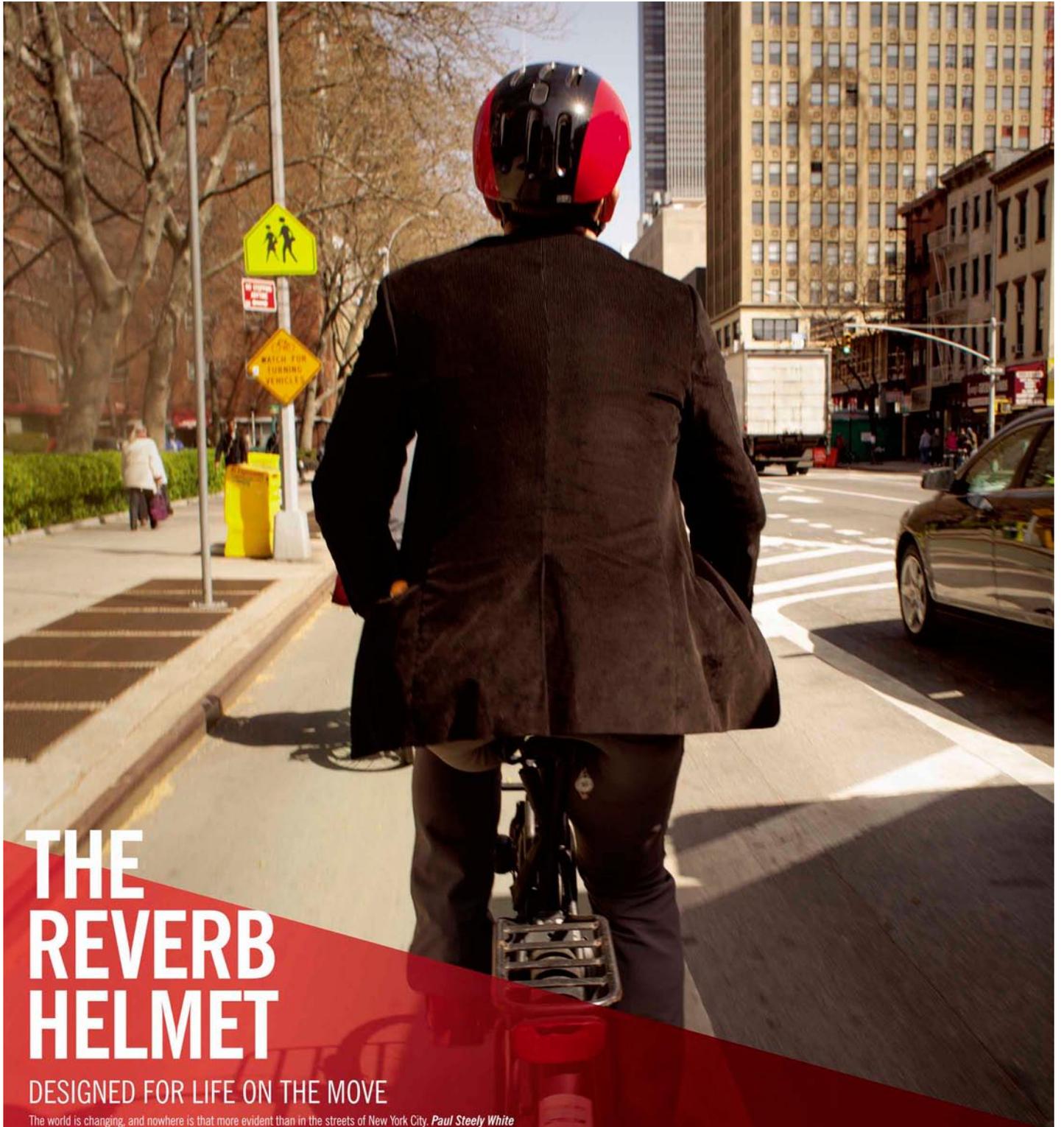
Now that Daylight Saving has ended and the days are getting shorter, the Be Bright campaign is in full swing. Many centres throughout New Zealand are running a series of activities designed to encourage cyclists to be more visible when cycling in low-light and poor weather conditions. Initiatives include using roving ambassadors, who stop cyclists without lights and offer to fit lights and reflectors on their bikes at no cost, and safety packs delivered to organisations and sports clubs. The mission is

to inspire cyclists to be safe and be seen on their commute.

If you need to brush up about the rules cyclists should follow during hours of darkness, or when visibility is poor, take a look at the Bike Wise website. There are also some excellent value high-vis goodies in the Bike Wise shop.

So while the beautiful summer weather may have come to an end for 2013, the Bike Wise team is still hard at work making sure New Zealanders have the opportunity to enjoy cycling and the associated benefits! ■

If you have any questions or comments, please contact 0508 BY BIKE or bike-wise@nzta.govt.nz.



THE REVERB HELMET

DESIGNED FOR LIFE ON THE MOVE

The world is changing, and nowhere is that more evident than in the streets of New York City. *Paul Steely White* of *Transportation Alternatives* in NYC is leading the mission to create more efficient, livable cities. From advocating for a massive bike share program and infrastructure improvements, to championing the benefits of mass transit and the rights of pedestrians, Paul is helping to reshape America's greatest city. Roll along with him at giro.com to learn more about T.A. and see the transformation first hand.

 **GIRO**

Fossil Fuel-Free Multisport 2013

Steven Muir

Five people took part in the world's second ever fossil fuel free multisport outing, on Sunday 17 February 2013. The idea was to do multisport without burning a drop of fossil fuel, in contrast to many multisport events which rely on lots of fossil-fuel-burning support vehicles to transport gear around the country.

This year's route was more ambitious than the successful 2011 outing on the Styx River. It involved a 20 km bike ride from central Christchurch to McLean's Island towing kayaks, a 12 km paddle down the Waimakariri River, a 12 km run back to collect the bikes and kayak trolleys, a 12 km ride back to collect the kayaks, then a 15 km bike back to central city with kayaks in tow.

Alistair Brown transported his kayak on a home-made trailer attached to his seat post with a wooden bar and old inner tube. Andy Cousins used an inflatable kayak in a two-wheeled trailer made by me. Steve Glue and Maria Evans had kayak trolleys (also made by me) with the kayak front handles strapped to pieces of wood extended from their pannier racks. My trolley had a specially-designed pivoting tow bar attached to my bike frame, which worked well.

We left at 8am and travelled together at a relaxed pace to the river. The crossing at the top of Hagley Park onto Fendalton Road was a little awkward because the lights took a long time to trigger, and there was too little room to wait on the traffic island without

the tail of the kayak protruding into the traffic lane. The narrow rail-track section required a slow pace whenever someone came the other way, but all went well until the gravel road just before the Waimakariri River punctured

one of Alistair's aged trailer tyres. This leg took an hour and a half.

We made a 20 minute transition to the kayaks, with a quick change of tube in Alistair's trailer wheel while Andy pumped up his inflatable kayak.

The pleasant down-river kayaking began at 10am. Andy, newly arrived from the UK, had not paddled braided rivers before. His low-floating inflatable struggled in shallow sections, requiring much getting out and pushing. Still, it was easier than the task facing some novice jet boat drivers who'd grounded their heavy fossil fuel-powered boat and couldn't move it. Steve Glue leapt to the rescue and provided enough grunt to get them on their way. The kayak section to the motorway bridge took another hour and a half.

We made another leisurely transition to jogging gear and topped up our fuel tanks with food for the 12 km

jogging section back to the bikes and trolleys. Meg Christie kindly looked after the kayaks (she biked out, of course!).

Most of us took about an hour and a half for the jog, but Andy was a little slower than the others so I pushed his bike back a couple of kilometres to meet him and Steve Glue towed his trailer. Alistair hit more mechanical troubles when one of his aged trailer wheels seized its bearings and refused to turn. He declined the offer of an extra spanner to help his repair,

we topped up our fuel tanks with food

and the rest of us carried on. Twenty minutes later, a puffing Alistair caught us up to get the spanner, then returned and got his wheel turning. We arrived back at the kayaks about 2.30pm and crossed a little side stream to set up the trolleys and have a rest waiting for Alistair.

A flat front tyre on Alistair's bike (some people have all the luck) further delayed the final leg, but a glueless patch soon had it up and running. We got back to the city soon after by 4pm for a well-earned cuppa. It was an enjoyable day out, with the satisfaction of knowing that we'd completed the course without burning any fossil fuel.

We plan an easier event, biking from central Christchurch to Brighton; then kayaking the lower Avon River, across the estuary and up the Heathcote River; then jogging back to Brighton and collecting all the gear. ■

Email steve@cycletrailers.co.nz if you'd like to borrow a kayak trolley and give it a go.

cycletrailers.co.nz



Andy crossing river



Kapiti cycling warrior retires

Lynn Sleath

Liz Mikkelsen is an institution here on the Kapiti Coast, where she founded the local branch of CAN more than ten years ago. Politicians here feared her dedication and unrelenting passion for better cycle facilities, likening her to a terrier with a bone. Her crusade has included developing a safe cycle route along the coastal spine between Paekakariki and Otaki (still far from complete), and producing a video about biking for schools. She built up the local branch to a membership of about 25. Many CAN members from around New Zealand will testify to Liz's passion during her years on the national committee and as Treasurer.

Recently Liz 'retired' from her active roles on the national committee and our local branch, although she still contributes her views. To thank her and recognise her work, her friends at Kapiti Cycling made her a Life Member of CAN and presented her with a certificate.

Cycle Aware Wellington

Go by Bike day

Wellington's annual Go by Bike Day attracted 900 people and 4 dogs (dog attendance up 300 percent from last year). The waterfront venue, with free

breakfast for commuting cyclists, also featured a Go Wellington bus in which cyclists could sit in the driver's seat to appreciate the visibility issues that a bus driver has when sharing the road with cyclists. Video: <http://tr.im/42pdj>.

War Memorial Park

CAW has been in discussion with NZTA about the development of the War Memorial Park in Buckle Street, in front of the Carillon. Cycle routes through this area will replace existing on road routes when the SH1 upgrade between the Basin Reserve and Taranaki Street is completed. CAW is particularly concerned that both fast commuter cyclists and recreational riders are catered for

Wheels of Justice

Thespian cycling Wellington's February Fringe festival featured "Wheels of Justice" where the "audience" were lead through the back alleys of the CBD on bikes to solve a series of puzzling murders. A great way to explore your city!

Big Bike Fixup

CAW members, along with the bike maintenance cooperative Mechanical Tempest, turned up at the annual Newtown festival to fix flat tyres and squeaky brakes.

Proposed new cycle routes

The Tawa Streams shared path, a major walking and cycling initiative by Wellington City Council, is nearing completion. WCC is investigating three proposals for another upgraded cycle route. Lyaal Bay to Owhiro Bay would further the vision of the Great

Harbour Way, by creating an off road shared path along the south coast. Ngauranga to Aotea would address the safety issues with the current bicycle path along the Hutt Road, which puts cyclists in conflict with vehicles exiting the many businesses along the route. Island Bay to CBD proposes to create a bicycle friendly route from the southern suburbs to the Wellington waterfront. Which of these will go ahead? Watch this space...



Mayoral forum

In May, the council chambers were packed by 180 cyclists who accepted the invitation to a Mayoral forum on cycling. Mayor Celia Wade-Brown, Councillors and officers heard demands for lower speeds and removal of car parking to provide space for cycle facilities. Many participants endorsed a vision that by 2040 cycling would account for 30 percent of trips in the city, and the Golden mile between Lambton Quay and Courtenay Place would be car free. <http://tr.im/42pdk>



Contact the local group nearest you

Bike! Whangarei

Paul Doherty, 09 436 0033
paul@cycletoours.co.nz can.org.nz/whangarei

Cycle Action Auckland

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Cycle Action Waiheke

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Cycle Action North Rodney

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Cycle Action Waikato

Hamilton

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Bike Taupo

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Cycle Action Tauranga

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Critical Mass Gisborne

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Cycle Aware Hawke's Bay

Napier – Hastings

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North Taranaki Cycling Advocates

New Plymouth

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Whanganui Bicycle User Group

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Cycle Aware Manawatu

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Mana Cycle Group

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Hutt Cycle Action

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Bicycle Nelson Bays

Nelson

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Bicycle Lanes in Paradise

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BikeWalk Marlborough

Blenheim

Robin Dunn
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Bike West Coast (SI)

can.org.nz/westcoast

Spokes Canterbury

Christchurch

Clare Simpson
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Squeaky Wheel

South Canterbury

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Spokes Dunedin

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spokesdunedin.wordpress.com

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OR post this form to us with your cheque:

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Please send the e.CAN email news monthly.

Please send me information about 'cycle safe' insurance.

Occupation:

How did you find out about CAN?

We respect your privacy and will not give your details to anyone not affiliated with CAN.

Annual membership fees

Unwaged	\$20
Waged	\$35
Family	\$40
Supporting organisations	\$85

Membership fee	\$
Donation	\$
Total	\$

Make cheque payable to CAN

Freepost 147092, CAN,
PO Box 25424,
Wellington 6146.

Kapiti's first bike corral continues...

Bike corrals are appearing all over the world. They provide a tidy area for cyclists to park their bikes safely outside stores, cafes, and shops. They involve converting on-road car parks into attractive bike parking areas.

Steve Carrol, owner of The Office Café in Marine Parade, Paraparaumu Beach understood the problems that his cycling customers faced and was keen to do something about it. Last year Mr Carrol arranged a petition with 312 signatories calling for better cycle parking.

With this in mind Kapiti Cycling Inc approached the Kapiti Coast District Council with a formal request for a bike corral outside The Office Café. Apart from the obvious benefit of improved bike parking, the corral reduces pavement clutter, increases circulation space, and creates an atmosphere more conducive to outside dining. The Paraparaumu/Raumati Community Board agreed to a one year trial of the Wellington region's first bike corral last November. In March this year we arranged a brief ceremony at The Office Café to celebrate the opening of the bike corral and to personally thank our Community Board and District Council staff.

Lynne Sleath

Whanganui BUG is back!

Lyneke Onderwater

Our BUG had been hibernating for a while, but it is back in action.

We already have a Facebook page: [facebook.com/WhanganuiBUG](https://www.facebook.com/WhanganuiBUG) (please go there and "Like" us!)

and an email address wbug@can.org.nz. By the time you read this an article will have been published in the local free paper Midweek. I am hopeful that it will be on the front page. We are also in discussion with the paper about writing a regular column.

Two newsletters have gone out and the number of subscribers is quickly increasing. These people are also signed up to eCAN.

Interestingly, CAN is not well known and even many of the staunch cyclists here, and some of those involved in Green Bikes, didn't know of its existence. We are planning lots of advocacy work, but also some fun rides and helmet decorating. It is amazing how people come out of the woodwork to help or suggest others who might be able to help!

Whanganui job opportunity continues from p2 ...

same time! Some regular events held are Saturday markets, Festival of Glass, Artists Open Studio, Masters Games, Vintage Weekend, Opera Week, La Fiesta (a 17 day festival organised by the Women's Network), fortnightly Film Society screenings (and a cinema), ECO school courses and many more events. And if you really do want to escape once in a while it is not far to some of the big cities; Wellington (2½ hours), Palmerston North (45 minutes) and New Plymouth (think WOMAD, Festival of Light or Rhododendrons, 2 hours). ■

If you are interested or want to discuss this with us please contact Jonah at mailjonah@yahoo.co.nz or phone or text him on 021 297 5211.

Supporting Organisations

Abley Transportation Consultants
 Addington Coffee Co-op
 Adventure South Ltd
 Auckland Cycle Touring Association
 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
 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 District Council
 Rotorua MTB Club
 Tasman District Council
 Timaru District Council
 ViaStrada
 Waimakariri District Council

Join CAN and become a Supporting Organisation:
can.org.nz/join

Inspiring wind-in-your-face bicycle adventures

Paul Smith

Journey, from Inspiring Riding Limited, is a new quarterly print journal spreading the passion for bicycle adventures. Journey isn't just another cycling magazine: It's a little bit cycling, a little bit lifestyle, and a little bit adventure.

Co-founder of Inspiring Riding Mike Wilson explains: "Journey is based around the idea that a lot of us have lost the adventure in our lives. When we were kids, riding a bike was all about fun and freedom. Riding a bike is still the easiest way to access pure wind-in-your-face joy and set us free from the shackles of adult life." Cycling all too often

For more information contact Paul Smith, Journey Editor and co-founder of Inspiring Riding Ltd paul@inspiring-riding.co.nz journey-magazine.com

gets framed as a risky and dangerous activity — something to

be feared. The real fear, however, is slipping into a sedentary and monotonous life. Everything we do involves some risk. Many thousands of people around New Zealand find that the real risks of riding a bicycle are far outweighed by the mental and physical benefits that enrich their lives.

Adventure might conjure up images of dangerous trips to wild places, but Paul Smith, the editor of Journey, thinks otherwise: "Adventure is all about the willingness to try something new. Jump on a bike and have a mini adventure on your way to town, or ride to a local camping spot and discover a magical night within easy reach of home. It just takes a slight sideways



shift in attitude. We want Journey to be the spark for this shift."

Journey is a wonderfully tactile journal, printed in New Zealand. Volume one is filled with engaging stories of accessible bicycle adventures – families riding together, mountain bikers exploring historic logging railways, commuters choosing scenic routes to work, and a group riding through the night just because they can. The writing is accompanied by beautiful photography and illustration, and is not disrupted by advertisements.

Volume one of Journey is on sale now. It is available directly from Inspiring Riding Limited and many independent book and bike stores throughout New Zealand. ■

Road Marking Trials

Wayne Newman

A National Cycling Signs and Marking working group has been set up by the Road Controlling Authorities Forum.

The group is looking to achieve a more nationally consistent approach to implementing cycle-lane markings, signage and treatments, with the outcome of a clear understanding by all road users of the meaning and application of cycle facility signs and markings.

The group has recently agreed to approach the Traffic Control Devices Steering Group with a proposal to trial new markings in three identified problem situations: Defining a cycle lane; Defining a lane to be shared by

motorists and cyclists; and Defining a safer line for cyclists. If successful, trials are likely to take place in many urban areas later this year.

Although all road users are familiar with the cycle symbol and it is seen on many roads marking cycle routes, safe alignments or places where motorists and cyclists need to share the lane, the symbol has only one legally-defined meaning. Since 2004, a bike symbol means that only cyclists can legally use a lane on which it appears. It cannot be used for a shared motor vehicle and bike lane. It cannot be used to indicate the safest track for cyclists. This inflexibility has caused many road controlling authorities (RCAs) to develop their own symbols and signs in response.

This has resulted in road markings without formal status that can be inconsistent between local districts. Road users risk being confused by a multitude of well-intentioned, but inconsistent symbols and signs.

The RCA Forum working group was convened to consider:

- ◆ Whether the current rules for cycle lane signage should be relaxed;
- ◆ Whether there is a need for an advisory shared space sign;
- ◆ Whether signage or road marking should be the primary indicator of cycle lanes; and
- ◆ Whether there is a need for new markings or signs. ■

More: Wayne Newman, Executive Officer, RCA Forum Research & Guidelines Steering Group. wayne@cremere.co.nz.

Photo: Dave Mitchell

 Groundeffect



Gap Creek, Queensland



Waharoa



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Balmoral MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with back



Trails for your Treads

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

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