

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Dec '04 – Jan '05



Hands up for cycling? See page 18 for news of what went on in Nelson.

ALSO IN THIS ISSUE:

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unveiled - page 4***

***The need to reduce
speed - page 25***

***New structure for
CAN - page 42***



Cycling Advocates Network (CAN)
PO Box 6491, Wellesley St,
Auckland, New Zealand
Tel/Fax: 04-385-2557

Email: secretary@can.org.nz
ChainLinks@can.org.nz
(newsletter)
WWW: <http://www.can.org.nz>

The views expressed in *ChainLinks* are not necessarily those of CAN.

GUEST EDITORIAL

Better paths ahead for cycling?

Maybe it's a seasonal thing, but right now it feels to me as though the transport sector is growing up in a healthy direction. Various bits of legislation are coming together in a way that should provide a good framework for more inclusive decision-making, and should give us cyclists a more recognised and valued role in creating strong, workable communities.

I say 'should', because changes for the better aren't inevitable, and because I think there is still a huge task ahead for cycling advocates. But the new Land Transport Management Act (2003) and the Transport Legislation Bill (2004) both set out requirements for the transport sector to work towards goals that cycling is ideally suited to assist with – from improving the economy to looking after the environment. And just knowing that there is some support underneath us is a real morale booster.

Even something as small as the change in the recently-signed Vehicle Lighting Rule, which makes the use of a flashing front light on a bicycle legal from 27 February 2005, is comforting. I'm not sure why it was a problem in the first place, but given how distinctive and visible such lights are, this decision feels like a triumph for common sense.

Similarly, the Traffic Control Devices Rule sounds pretty boring, but it will give legal status to cycle lanes and enable them to be 'no parking' zones as of right. Again, while such moves should seem obvious, without that backing in law, common sense doesn't seem to have much force.

The recent three-day 'Towards Sustainable Land Transport Conference' in Wellington was another sign that we are living in improved times. Promoted by the NZ Road Controlling Authorities Forum, it brought together a big cross-section of people to think about issues around transport in our new legislative environment. While there was a lot to take issue with (like a keynote speaker who tried to define 'sustainable growth' as 'sustained growth'), there were also interesting angles to consider, like the consequences for our communities of the end of population growth (predicted for around the middle of this century). The CD-ROM with conference papers is now in the CAN library - great summer reading!

And for 2005? Personally, I'm holding my breath for the National Walking and Cycling Strategy, which will hopefully emerge early in the New Year. I envisage an inspiring document that will set out an irresistible pathway to cycling heaven. Well, it's something to dream about at the beach, anyway.

Cheers everyone!

Jane Dawson (CAN Executive Member)

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Advertise in ChainLinks!

ChainLinks is produced approximately six times a year and distributed to all members of CAN and affiliated local groups. Currently there are about 400 recipients including (as well as individual and family members) a number of supporting organisations such as local government authorities, consultants, and cycling industry organisations.

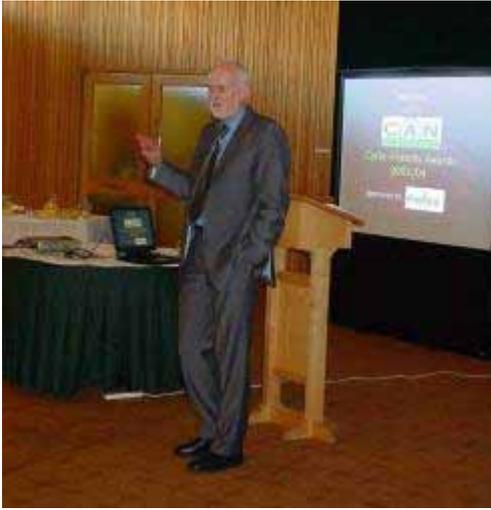
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<http://www.can.org.nz/chainlinks/>

CAN CYCLE-FRIENDLY AWARD WINNERS 2003/04 UNVEILED



Minister of Transport Pete Hodgson presents this year's CAN awards

This year's CAN Awards were presented in Wellington at a special ceremony at the Beehive in November. Thirteen finalists were honoured, with four nominees taking out the coveted winners' trophies.

Devised by national organisation the Cycling Advocates' Network and supported by SPARC through its Active Communities programme, the CAN Cycle Friendly Awards are designed to acknowledge and celebrate some of the most notable achievements in the country that are helping to promote cycling and to create a cycle-friendly environment. Twenty-one nominations were received for this year's Awards.

Robert Ibell, chairperson of the Cycling Advocates' Network, said CAN was thrilled by the number and quality of entries in this second crop of Awards. "Many of the projects showed a strong commitment to the promotion of cycling, were imaginative, and had the potential to benefit many New Zealanders," he said.

The Awards were presented by Pete Hodgson, Minister of Transport. Most of the finalists from around New Zealand were represented at the evening function. The winners received the now-famous trophy consisting of a bicycle bell mounted on an engraved plaque. All finalists received a certificate and a subscription to CAN for a year.

The four winning organisations are:

**Best Cycle Facility Project:
Auckland City Council (for
Waterview cycle/pedestrian
overbridge)**

This is a new 25m long cycle/pedestrian bridge across the busy Waterview interchange, linking a new section of off-road



Waterview overbridge

path through the Unitec campus with the existing cycleway alongside the NW motorway. The bridge is of a generous width, has long, gently sloping approach ramps, and has been recently resurfaced with 'ColdGrip high friction surfacing', to provide enhanced traction particularly in wet weather. The bridge provides benefits for cyclists in terms of both safety and travel time.

Other finalists in this category were:

- Dunedin City Council / Fulton Hogan ("Cycle Smart @ Marlow Park" training facility)
- University of Canterbury (Covered secure bike parking facilities)

Best Cycling Promotion: Cycle Action Auckland (Commuter Challenge 2004)



The winners of the Auckland Commuter challenge

The Auckland Commuter Challenge on "Bike to Work day", Wednesday February 18th 2004 was a contest between a cyclist, racing driver and bus from four different locations in Auckland, finishing in Aotea Square. Prominent Aucklanders and top racing drivers were involved. Cyclists arrived at Aotea Square first, showing that cycling is a viable option in the rush hour. The NZ Herald reported on the race prominently, two radio stations covered the race on the

day, and TV1 were filming the finish of the race.

Other finalists in this category were:

- Crazy Cranks / Waipa District Council (Cambridge cycle lanes campaign)
- Maniototo Lions (Otago Rail Trail Challenge)
- Jan Nisbet, Weltec ('Wheels Beside The Water' event)
- Nelson City Council ('Cycling in Nelson' video)

Cycle-friendly commitment by business: MWH (NZ) Ltd Christchurch (Bike User Group / staff travel plans)

Consulting engineering firm MWH's Christchurch branch of 71 employees have a Bicycle User Group. Routinely they have 20 cyclists commuting to work daily during the summer and a dozen in winter. During the 2004 Bikewise Business Battle 37 cyclists (or 52% of the staff), cycled a record

distance per employee for large organisations. MWH have also carried out a pilot Travel Plan with Environment Canterbury, encouraging staff to travel in more sustainable ways, and are featured in SPARC's Cycle Friendly Employer website.

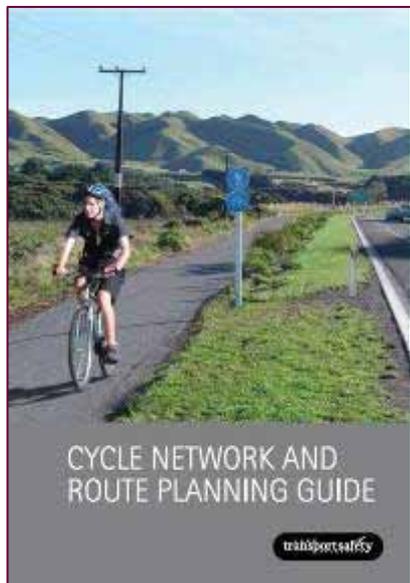


MWH cycling staff

Other finalists in this category were:

- Challenge Events Ltd (Canterbury Events Equipment Trust)

Cycle-friendly commitment by public organisation: Land Transport Safety Authority (Cycle Network & Route Planning Guide)



Developed as part of LTSA's Walking & Cycling Safety Framework, the Cycle Network and Route Planning Guide aims "to promote a consistent, world's best practice approach to cycle network and route planning throughout New Zealand". It sets out a process for deciding what cycle provision, if any, is desirable and where it is needed. The guide was developed using a consortium of experienced cycle planning consultants overseen by a wide-ranging stakeholder group. It is intended to help people involved in cycle planning to develop cycle networks and will also help people preparing regional and local cycling strategies.

Other finalists in this category were:

- North Shore City Council (BUG / staff facilities / strategic cycle plan)
- Christchurch City Council (Staff Bike allowance)

Congratulations to all our winners and finalists. We look forward to all of your nominations next year!



CYCLING NEWS FROM AROUND NEW ZEALAND

October:

- Transit NZ release the much-awaited NZ Cycle Design Supplement to *Austroroads Part 14 (Bicycles)*.
- A “safe cycling and walking solutions” workshop in Palmerston North attracts over 40 people with a lot of useful ideas for the city.
- Cycling enthusiasts from around the country descend upon Nelson for the CAN Cycling Advocates Workshop.
- The Conservation Authority allows mountain bikers to use designated tracks in national parks.
- Meanwhile, the Department of Conservation announces that cyclists will be allowed back on roads on Rangitoto and Motutapu Islands, near Auckland.
- *Ride: The Story of Cycling in New Zealand* is released at launches around the country.

November:

- Bike Taupo run a major campaign in the Taupo district asking drivers to allow a safe distance of 1.5 metres when passing cyclists on the road.
- Nearly 150 submissions are received on Tasman District’s draft walking & cycling strategy, two-thirds seeking more focus on Golden Bay.
- Four winners and 13 finalists overall are honoured in the 2003/04 CAN Awards ceremony at the Beehive.
- Over a thousand cyclists enjoy the annual “Park to Pier” ride in Christchurch.
- Nelson City Council begins work on a 4km cycleway connecting the city with the northern suburbs.
- Work is expected to begin in the New Year on a \$740,000 coastal cycleway/walkway from Point Howard to Seaview in Lower Hutt’s eastern bays.



Mountain bikes to be allowed in National Parks

The New Zealand Conservation Authority has decided to advise the Minister of Conservation of its intention to allow for mountain biking in national parks, subject to conditions in national park management plans.

"Revisions of national park management plans will identify on which tracks, if any, mountain biking will be allowed in the future and under what conditions," Authority chairperson Kerry Marshall said. "A public consultation process will be followed in every case so that a wide range of perspectives can be canvassed before deciding what might be appropriate."

Mr Marshall assured walkers and trampers that their interests would be safeguarded. "It is not intended that mountain biking will occur on many tracks in national parks: indeed; it is unlikely that there will be off-road mountain biking in every park."

"The traditional New Zealand back country experience where nature is experienced on nature's terms and at nature's pace will continue to be the dominant one. Where mountain biking is allowed, pedestrians will have the right of way and conditions will be put in place so that traditional uses are not displaced or the enjoyment of others impaired."

[Department of Conservation press release, 14 October 2004]



Christchurch survey endorses cycle lanes

Cyclists may get more bike lanes after a study of Christchurch road users rated them a success. However, the survey also highlighted the fact that many people failed to obey basic road safety rules.

The Christchurch City Council study rated bike-only lanes in Tennyson Street and Lyttelton Street. More than 400 residents, parents, cyclists, motorists and teachers said the lanes made the road safer for cyclists and allowed all road users an appropriate space. The positive results meant the council would consider building more lanes, transport planning assistant Esther Sassenburg said.

The Tennyson Street project included cycle lanes on both sides of the street, marked with red paint. Pedestrian traffic islands and grass verges were also installed. The width of the roadway and car parks were reduced to make space for the cycle lanes, Sassenburg said.

While praising the cycle lanes, survey participants raised concerns over road safety awareness. They gave examples of people biking down both sides of cycle lanes, people still riding on the footpath, people putting rubbish bins in the middle of bike lanes and cars not giving way to cyclists when backing out of their driveways.

[The Christchurch Press, 18 October 2004]



Critical Mass Cyclists Take to the Street

Around 40 cyclists took to the streets of Auckland on 25 November to celebrate cycling and to assert cyclists' right to the road.

The cyclists met at Avondale Train Station and cycled along the New North Road and across Bond Street to Grey Lynn for a pot-luck dinner at the office of the Auckland Greens.



Louise Sales, the Greens' Transport Campaigner for Auckland, said, "The ride aimed to highlight how bad the road is for cyclists and the need for an alternative route. Auckland City council wants to route part of the proposed Western Line cycleway along busy Wolverton Street. This will discourage large numbers of inexperienced cyclists from using an otherwise extremely valuable facility."

The youngest cyclist on the ride was 7 and the oldest 61. The cycle ride was seen as very successful, with motorists really supportive on the whole.

Another Critical Mass is planned for 28th January, meeting at 5.30pm by the fountain in Albert Park.



Cyclist-attacking magpie despatched

New Plymouth's rogue magpie is presumed dead, but its identity has yet to be confirmed.

Four animal pest officers believed the magpie responsible for attacking innocent passers-by on Barrett Rd in recent weeks will not be causing any more trouble after three magpies were shot, Taranaki Regional Council (TRC) operations manager Dex Knowles said.

Three New Plymouth men were injured after the bird attacked them while they were riding their bikes. Ian Paul is off work for two months after an attack caused him to fall off his bike, leaving him with a broken collarbone and ribs.

Mr Paul was pleased the bird was dead but said he had paid a huge price. "Killing the magpie is not going to make me feel better about what it's done to me, but it takes away the threat for other people," Mr Paul said.

Mr Knowles said all the birds killed had displayed aggressive tendencies. The Barrett Rd area would be kept under surveillance until the TRC was convinced the offending bird had been disposed of, he said.

[Taranaki Daily News, 3 November 2004]



Get on your bike, says Mallard

"Get on your bike" was the message from Sport and Recreation Minister Trevor Mallard as he launched "'Ride - the story of cycling in New Zealand', New Zealand's first comprehensive and colourful history of cycling in New Zealand.

"I'm especially pleased to launch this book in the lead-up to Push Play day on Friday November 5 which is focussed on getting people active," said Mallard. "These days, rather than ride bikes and play outside, today's young Kiwis are becoming sedentary and overweight - so much so that SPARC (Sport and Recreation New Zealand) use what they call the "bike shed barometer" as a measure of the decline in activity in kids.

"I'd love to see this trend reversed. My message is pretty simple: "Get on your bike". There are thousands out there who could benefit hugely from rediscovering the joy and excitement of cycling. And this book should be a fantastic source of inspiration."

[NZ Government press release, 2 November 2004]



Rangitoto's roads to be open for cyclists

A multimillion-dollar spend-up on the great outdoors means bikes will be allowed back on two of Auckland's best-known islands.

The Department of Conservation has announced how it will spend the \$349 million Government funding boost granted this year for recreational facilities throughout the country.

In Auckland, that means cyclists will be allowed back on roads on Rangitoto and Motutapu Islands and new campsites will be provided on Great Barrier Island, one of the few truly remote experiences the region has to offer.

Trials of cycle touring on Rangitoto and Motutapu have not been successful in the past, with conflict between walkers and cyclists, said Auckland conservation boss Rob McCallum.

Now cyclists would be restricted to roads, with increased signage helping to keep the two groups apart.

[New Zealand Herald, 22 October 2004]

New cycling group for Whangarei

A new cycling group is being developed for the country's northernmost city following an inaugural meeting at the end of November. The 12 people who turned up decided there was sufficient critical mass to set up a new group, which is to be called Bike! Whangarei.

Paul Doherty, one of the initial twelve, said that the Whangarei District Council was currently developing a cycling strategy and input from those who cycled regularly was key to establishing a sensible, high-quality and well-utilised cycling network.

“The group also feels there is the need to have fun social rides and bike events as well as providing a mentoring or bike education programme for those who may want to try cycling for journeys to work, school, utility trips etc,” he said. “We will look to gauge public support for safe cycling in our area, possibly by way of a petition or survey.”

More information is available from Paul Doherty at paul@cycletours.co.nz or phone 09 436 0033. The next meeting is scheduled for 5.30pm on Thursday 27 January, at Mokaba Cafe, Town Basin.



Taupo campaign focuses on room for cyclists

A major road safety advertising campaign is underway in Taupo to help make people aware of a recommended 1.5m safe passing distance between motorists and cyclists in the lead up to the busy summer events season.

The campaign, which was launched in October by the Bike Taupo Advocacy Group, uses a combination of catchy newspaper ads, rural road signs and stickers on local buses to get the message across.



The campaign is being funded by Taupo District Council's cycle strategy team and the road safety community fund.

Bike Taupo Advocacy Group spokesperson Pete Masters said that it was hoped that raising awareness of the safe passing distance would lead to an incident free summer for cyclists and motorists.

“The cyclist you just passed could be a relative, friend, workmate, doctor, dentist or their next customer, and we are using the campaign to promote the ‘share with care’ cycle strategy message as we head into the busy summer events season,” he said.

Signage promoting the 1.5m safe passing distance can be seen on rural roads and will soon appear on some of the local Taupo Passenger Services buses. The campaign was timed to coincide with the lead up to Taupo's first big event of the 'cycling season' – the Lake Taupo Cycle Challenge.

A lot of the rural roads around the district provide great training ground for cyclists and minimise the need to use state highways - however, they are narrow and Bike Taupo is stressing that both cyclists and motorists need to be aware of each other.



New race seeks 'ultimate bike'

Designing a superbike that will get the dry-cleaning home dry and unwrinkled is part of a challenge issued by multi-sport athlete Steve Gurney.

Gurney is passionate about the need to get more people using bicycles for commuting, but thinks they need to be more practical, comfortable and weatherproof before people will embrace them fully. Gurney's 'Innovative Bike Race' to be held in April next year in Blenheim, in which competitors will ride and race bikes they have designed and built themselves.

"It's all about getting bums out of cars and onto bikes," Gurney said. "More people on bikes means fewer cars, less pollution and helps address some of the growing problems of obesity, diabetes and all round lack of fitness we are seeing in New Zealand."

The problem with current cycles is they are based on the outdated diamond-shaped frame, which limits aerodynamics and prevents them from going faster. "We have the latest technology available and have made huge gains in the speed and comfort of cars, but this has not applied to cycles," Gurney said. "People want to be able to carry home the groceries, and keep dry and comfortable, which they can't do on current cycles."

The competition will be in three parts. The first mission is to design the "slickest, fastest, most practical human-powered vehicle to take part in a 30-minute multi-lap race." The second mission is to produce the speediest bike and the third test is to challenge the aerodynamics by travelling down a hill without pedal power.

An additional technical aspect will be to design a braking system that stores and re-uses gathered momentum when cycling off after stopping at traffic lights. Part of the competition will involve cyclists travelling around a 2 km circuit carrying a bunch of flowers, a broomstick, a briefcase, a bag of groceries and dry-cleaning that has to be kept dry and wrinkle-free.

There are three categories: school, tertiary institution and the open, which carries a \$10,000 prize. The prize is sponsored by Crafar & Crouch, a Blenheim roading engineering firm.

“Anything goes,” said Gurney. “The only rules are the cycle must be human powered and energy can't be introduced apart from human energy stored during the race.”

More information is available at <http://www.gurneygears.com>.

[Christchurch Press, 19 November 2004]



Hutt cycleway work to begin in New Year

Work is expected to begin in the New Year on the cycleway/walkway from Point Howard to Seaview, following the success of a Hutt City Council bid for a Transfund subsidy.

Hutt City Council road asset manager Ron Muir says tenders were called for the construction of the path, which will be used by cyclists and pedestrians, and for the barrier to protect the oil pipeline.

Mr Muir says the council was a frontrunner in applying for funding made available by a Transfund policy change that allows the government agency to support road margin projects. If all goes well construction should start in the New Year, he says. The costs of the project are to be distributed between Hutt City Council (\$475,000), Transfund (\$200,000) and oil companies (\$71,000).

[Eastbourne Herald, 26 November 2004]



Nelson bike strategy to include highways

State highways will be included in the Tasman District Council's cycling and walking strategy after a strong push from submitters. Although virtually all submissions commended the council on preparing a strategy, many criticised it for not going far enough or being poorly researched.

Bicycle Nelson Bays (BNB) urged the council to employ a cycle officer or planner, as the single most important thing it could do to improve the situation for cyclists in the region.

Council resource management policy committee chairman Richard Kempthorne said safety concerns were raised over sections of State Highway 60, including the Appleby Bridge, Birds Hill, north of Takaka, and blind corners further north of Takaka. “We hadn't included state highways in the strategy, but they need to be in there,” he said.

Other BNB suggestions included:

- The strategy should be bolder in targets and have more concrete goals, such as achievable cycle use targets of 15 percent for the community and 50 percent for school children in urban areas.

- Set a zero target for injury crashes.
- Earlier consultation with cycling groups in engineering projects.

[Nelson Mail, 24 November 2004]



Disabled focus for new mountain bike

A prototype mountain bike that could get disabled people out of their wheelchairs featured at the Otago Polytechnic product design exhibition at its Dunedin Forth St campus.

The bike, dubbed the Phoenix, is the brainchild of final-year product design student and keen biker Daniel Spooner (24), who has spent all year on the project. "Basically, it's to give the sensation of bicycle riding back to people in wheelchairs," he said in an interview.

The bike is not yet a working model, but Mr Spooner said it incorporated several features that more closely mimicked the experience of riding a bike than other three and four-wheel bikes on the market. "It doesn't work yet, but I have worked out the mechanics of how it works," he said.

The hand-cranked bike has rear-wheel drive, which Mr Spooner said would improve traction. "Hand-powered trikes are nothing new, but the rear-wheel drive is something I have developed." Another unique feature was a rear hub with two wheels that splayed apart at low speeds but came together in a V-shape once a critical speed was reached.

[Otago Daily Times, 12 November 2004]



Yellow marks the bike

Distinctive yellow bikes could become a regular sight around Christchurch's central city next year if a Christchurch Polytechnic Institute of Technology (CPIT) staff member has his way.

Recreation lecturer and final year Bachelor of Adventure Recreation and Outdoor Education student Ashley Cheeseman has come up with an idea to encourage CPIT students to travel around the city by bike. He wants to set up a ten strong pool of yellow bikes that students can use anytime.

The bikes would be purchased yellow or painted a yellow colour and would initially be parked outside the CPIT Recreation Block with helmets and combination locks. Students would be encouraged to make use of the bikes to travel around the central city, returning them to the bike stand at CPIT or designated locations on completion of their journey for other students to use.

Each of the combination locks would have the same code, known only by students who register to use the bikes. Cheeseman says he came up with

the idea as part of the social and environmental action component of his outdoor recreation degree.

With the help of the CPIT Student Association, Cheeseman already has two bikes up and running and is seeking sponsorship to add further cycles to his fleet. If that is successful, he also hopes that small student groups will use the bikes, rather than vans, for field trips and outings next year.

[The Christchurch Press, 8 November 2004]



More money for cycling needed to tackle obesity epidemic

The Cycling Advocates' Network (CAN) is calling on national and local government to invest much more heavily in creating a bicycle-friendly environment to help tackle the obesity epidemic.

"It's vital to get New Zealanders to build physical activity back into their daily lives," said CAN chairperson Robert Ibell. "Government at both a local and national level has to invest much more money in developing environments that will encourage people to cycle or walk for everyday journeys."

Welcoming the new report 'Tracking the Obesity Epidemic', launched yesterday by the Ministry of Health, Mr Ibell said, "We have very clear evidence of the huge scale of the problem with obesity in New Zealand. Now we need to see government putting resources into tackling the problem, and encouraging active transport is an important part of the solution."

CAN is calling on local councils to increase the proportion of their roading budgets spent on cycling, and is also calling on Land Transport NZ to provide a higher subsidy rate for cycling projects.

"Councils need to make it much easier for people to choose active ways to get around. Right now most councils spend a tiny amount on cycling infrastructure, education and promotion," said Mr Ibell. "If they're concerned about the health of their communities then they've got to take cycling seriously and put much more money into it."

CAN believes a higher subsidy rate for cycling projects will be an incentive for local authorities to increase their level of investment in cycling. "Currently local authorities have to meet half the cost of most cycling projects. A higher level of subsidy for these projects from Land Transport NZ will be important in reversing decades of car-centred planning," said Mr Ibell.

"The cost of building cycling facilities is low compared to regular roading projects, yet the time spent on design and consultation can be relatively high, so there is a disincentive for councils to devote their energy to

developing cycling projects," said Mr Ibell. "Offering a higher subsidy rate would help to counteract that."

CAN welcomes central government's intentions to take a 'whole of government' approach to transport issues. "But we're concerned that health issues don't get enough attention in transport planning and funding," said Mr Ibell. "What's good for sustainable transport is often good for health."

[CAN media release, 7 December 2004]



BIKE WISE WEEK 2005

Now's the time to start planning activities for Bike Wise Week 2005, which will run from 12-20 February.

National Bike Wise Week is the only nationally co-ordinated week promoting bike safety, and promoting biking as a fun, healthy means of transport and recreation. It is the ideal time to take advantage of all the awareness, interest, free resources, and media attention to run bike activities and events.

There is virtually no limit to the range of activities you could run during Bike Wise Week. Check out the "how to" section on the Bike Wise website <http://www.bikewise.co.nz> for ideas and guidance.

Along with the "how to" guides as alternatives to what you already do, Bike Wise can also provide you with free Bike Wise resources for prizes, newsletter templates, and the contact details of people in your community who may be able to help with your event.

For more information on Bike Wise Week, or Bike Wise, check out <http://www.bikewise.co.nz>, or contact: Wayde Beckman, ph: (04) 472 5777, email: bikeweek@healthsponsorship.co.nz.

BYE-BYE LTSA

If you're trying to get in touch now with either the Land Transport Safety Authority or Transfund NZ, they've disappeared! As part of the Government's transport sector restructuring, they've merged to form 'Land Transport NZ'. You can find out more at the new website www.landtransport.govt.nz. Previous contacts at LTSA and TNZ can now be contacted via email at firstname.lastname@landtransport.govt.nz. Note that State Highway operator Transit NZ remains unchanged.

THE ABCS OF RCA, TNZ, AND CCC

By Michael Ferigo

I have recently become New Zealand's Road Controlling Authorities' latest representative member of the Australian Bicycle Council (ABC). Effectively, this position is held by Transit New Zealand which approached the Christchurch City Council, where I am a transport planner for cycling, to take up the position on its behalf.

Previously the position had been held by Roger Boulter when he worked for Hamilton City Council – Roger relinquished the post as he now runs a consultancy covering urban planning policy analysis and, of course, transport planning, and this change in vocation precluded him from continuing on the ABC.

The ABC is primarily charged with overseeing and coordinating the implementation of the Australian national strategy which aims to increase safe cycling and remove impediments to cycling. In addition to this, its terms of reference include working closely with New Zealand on issues relevant to both countries.

In my short time on the council, the issues that it grapples with and the research and projects it is identifying and developing have proved very applicable to New Zealand. The main variation that crops up between our two countries is Australia having more tiers of government.

Another role of the ABC is its function as the Austroads Bicycle Reference Group. Austroads is the association of Australian and New Zealand road transport and traffic authorities, and is probably best known as the producer of Traffic Engineering Guides on which much of our road system is based and certainly our cycling elements. The newly-developed NZ Cycling Design Guide is a supplement to the Bicycle Part 14 of the Austroads Traffic Engineering Guide.

I will report from time to time to CAN on the topics of interest being covered. I can be contacted at Michael.Ferigo@ccc.govt.nz; in the meantime I recommend that you have a look at the ABC site at <http://www.abc.dotars.gov.au>.



DRAFT CYCLE DESIGN SUPPLEMENT TO AUSTRROADS 14 ONLINE

The draft Cycle Design Supplement to Austroads 14 is now available on the Transit website. This document adapts the Austroads design guidelines for the NZ context. You can see it at:

http://www.transit.govt.nz/technical_information/view_manual.jsp?content_type=manual&=edit&primary_key=43&action=edit

CAN NELSON WORKSHOP – A BIG SUCCESS!

By Robert Ibell, CAN Chairperson

The two-day CAN workshop held in Nelson over Labour Weekend was a huge success – stimulating, varied, fun, and ultimately exhausting! The jaws of Executive members got even more exercise at a very useful extra day of planning and strategising prior to the main workshop.

Nelson was a great location, not just because it's a beautiful city, but because Bicycle Nelson Bays were such good hosts. Paul Kerr, Iain Dephoff and Chris Allison from BNB, together with Liz Mikkelsen and Glen Koorey from the CAN Exec, did all the preparatory work that helped to make things run very smoothly.

The following comments come from some of the 30-odd attendees who came from many parts of the country:

"The CAN Labour Weekend workshop here in Nelson provided a great opportunity for us locals to have New Zealand's most knowledgeable and committed cyclists to learn from, share experiences and have some laughs. For me personally it was an encouraging and enriching experience."

Paul Kerr, Bicycle Nelson Bays

"Highlights for me were the tour of Nelson cycling facilities, hearing Mike Ward speak about effective lobbying, dealing with the media segment & local group reports to name a few. All in all, a very well organised event. Loved the bike bell to call the group to attention as well! As for next year, can't think of a thing I'd like to see changed."

Susan Bowes, New Plymouth

"For me as a first time participant, it was an inspiration and a much needed opportunity to feel some strength and unity for our cause. It was a great change from trying to sell the idea to the uninterested. I enjoyed the ride and meeting people, sharing ideas. The wee restaurant was nice and cosy but quite noisy with all of us merrily ranting on about the joys and woes of it all. Maybe a BBQ next time..."

Victoria Davis, Bike Lanes in Paradise

"I found the company most stimulating. It is great to get together with like minded people who are suffering at the same coalface in different places and engineering different solutions to the same problems. I particularly enjoyed the ride on Monday morning. Maybe I was just hanging out for some fresh air and exercise, but it was interesting to see how Nelson Council overcame some obstacles that simply wouldn't be attempted in Hamilton. We should send our Parks and Gardens staff down there to see how developing off road paths should be done.

"I thought more time could have been given to the sections on what works well for local groups (which was pretty well covered) and what are the significant obstacles faced. These sessions can be hugely beneficial for providing new or different angles to those in need. The session on media relations provided plenty of thought. Now we've just got to bite the bullet and get on with it. Not as easy for some as others."

*John Meekings,
Cycle Action Waikato*



Out and about in Nelson: CANners on the railway cycleway

"The most valuable part for me was meeting with other advocates and finding out what the local issues were. The help session, whereby good ideas were generated to address specific problems, was very useful, particularly the summary of the suggestions issued after the conference.

"In fact, I would have liked to have spent more time addressing issues raised from other centres, particularly the difficulties they were having on specific issues, and how CAN could help. This would also help BikeNZ as well, because I would like to know more about issues being tackled around the country.

"I also appreciated the feedback from politicians - both central and local - and I would like more time set aside for such a discussion, particularly with local politicians, so we can focus on specific issues in more detail."

Stephen Knight, Cycle Aware Wellington & Bike NZ

Copies of notes from the various sessions (review of strategic plan, AGM, group problems/solutions/successes session) are available from secretary@can.org.nz or 04-972 2552. We hope to bring you some of the excellent Workshop presentations in future issues of ChainLinks.

My thanks to those who helped to organise the Workshop, to the presenters, and to everyone who chose to spend their Labour Weekend with fellow CANners. I hope to see even more of you at the CAN activities that will take place around the cycling conference in October in 2005!



INTERNATIONAL NEWS

Sydney decides cycle plan isn't roadworthy

Bike planning for central Sydney is to be sent back to the drawing board less than a year after a strategy was adopted, with none of the improvement projects slated for last financial year having been completed. The plan covering the city's fragmented bike paths, which rely heavily on sharing lanes with parked cars and moving traffic, was approved by the previous city council in December, after years of investigations.

But the new council under the Lord Mayor, Clover Moore, will rewrite the plan in the hope of better integrating bike lanes and bringing together bike facilities across the larger area created by the merger of South Sydney into the City of Sydney.

While \$300,000 was promised in 2003-04 for bike lanes and bike parking by the former city council, headed by Lucy Turnbull, not one of the planned upgrades had been implemented, a council spokesman said.

"Our over-arching aim is for a more integrated, effective network that provides a real alternative mode of transport," Cr Moore said. "The network would link current cycle routes and make cycling a more feasible choice for people making journeys through the city."

The new plan is expected to be ready in 2005.

[Sydney Morning Herald, 15 October 2004]



Rickshaw strike causes chaos in Bangladesh

A dawn-to-dusk strike called by tricycle rickshaw drivers protesting against plans to ban them from the capital caused chaos for commuters in Dhaka, the Bangladesh capital. Without the rickshaws, traders struggled to get their goods to the city's markets and children arrived late for their classes.

[Guardian Weekly, 22-28 October 2004]



UK cycle network 'best use of lottery money'

In a rare examination of public views on how lottery money should be spent, the £43.5m national cycle network - said to have saved 38m car journeys - was picked as the project which had made the biggest overall impact on UK life during the first decade of lottery funding.

It beat the Tate Modern museum and the Eden Project, the Cornish greenhouse complex, for its section of the national lottery day's "helping hand" awards.

The local legend prize for the best grassroots contribution by individuals was Community Can Cycle, started by an unemployed decorator, Jim O'Donnell, on the Castlemilk estate in Glasgow. Mr O'Donnell, a keen cyclist, was often asked by children if he could repair their bikes for free and decided to recycle their discarded bottles and cans into repair materials.

After receiving a £139,000 grant, he employed five people and has his own recycling centre with 500 collection points.

[The Guardian, 8 November 2004]



End of 'bicycle kingdom' in sight in China

China is signalling the beginning of the end of its status as the world's "bicycle kingdom" as an emerging middle class increasingly forgoes the clean and energy efficient transport in favour of the car.

In November, Beijing cancelled its bicycle registration requirements, a move viewed by the state press as highlighting the nation's full fledged entry into "car society" and the demise of the bicycle as a "transportation tool."

The reasoning behind doing away with registration, which is expected to occur nationwide, is that the bike has been downgraded from one of the most significant family purchases some 20 years ago to a cheap machine used mainly by the poor.

Despite China's new found love for fossil fuel driven transport, the nation still produced 78 million bikes in 2003, or one third of the world's total, while in 2002 every 100 households had nearly 143 bikes.

But the rise of the car has been rapid. In Beijing, some four million bikes now compete for road space with more than two million cars, and a quick glance at the newly widened boulevards, overpasses and ring roads of the capital clearly shows which means of transport has been getting priority.

"The government doesn't really care about bikes. They do not have a policy for encouraging bicycle riding," Amanda Cui of the Beijing environmental group, the Global Village, said.

Increasing protests over the takeover of the bike lanes largely resulted in Beijing also cancelling its four yuan (0.50 cent) annual bike tax earlier this year, said Wei Qizhong, an unemployed worker who now survives as a bicycle repairman on Beijing's streets.

"The tax collectors used to stop bicyclists right on the street and make them pay the tax, but too many people refused to pay because more and more cars were permitted to use the bike lanes," Wei said.

Rescinding the registration process and the bike tax will now give the government a freer hand on how it administers traffic regulations and bicyclists, he added.

[China Daily, 11 November 2004]



Bicycle voted 'greatest invention' in UK poll

Britain is a nation built on two wheels: readers of 'The Times' have pushed aside the claims of electricity and vaccination to choose the bicycle as the country's greatest invention of the past 250 years. The bike rode comfortably but controversially to victory in the final round of our Great British Inventions poll with 62 per cent of the votes cast, amid claims of vote-rigging by well-marshalled cyclists.

Dozens of cycling websites have been cajoling enthusiasts to 'vote bike' throughout the contest, which ran for two weeks. The result was a striking triumph for pedal power, which garnered three times as many votes as electricity, its closest challenger.

It dismayed the panel of five experts convened by The Times to deliver their own verdict on Britain's most significant technological breakthrough. They all agreed that the bicycle was the least deserving candidate on the final shortlist. The judges chose electricity over vaccination by a narrow margin of three to two.

However one of the judges, Dr Linday Sharp, said that the bicycle was a worthy winner, though his own first choice was the computer and world wide web. "It has to be a result of a well-organised campaign, but we should accept it nonetheless," he said. "There is something to be said for an invention that generates such passionate positive feeling. The bicycle is a very pure invention, the basic design has remained largely the same for more than a century, it is environmentally friendly, and it changed the face of mass transport."

The geneticist Steve Jones has even claimed that the bicycle had a direct effect on human evolution, by bringing to an end the inbreeding that was once endemic in village communities.

[The Times Online, 28 November 2004]



Australian Bicycling Achievement Awards

A police officer and a state government minister were among the diverse cycling heroes honoured at the Third Annual Bicycling Achievement

Awards. The prestigious national awards are run by the Cycling Promotion Fund (CPF), Australia's cycling promotion body, to acknowledge innovation, commitment and achievements in making Australia more bicycle-friendly.

CPF program director Rosemarie Speidel said the diversity of winners in this year's awards were proof of the growing support for cycling across the entire Australian community. She also congratulated retailers for showing "real originality" in their work. Epic Cycles in Brisbane won an award for innovations such as regular seminars for customers and the wider cycling community.

The City of Yarra was cited as a national leader in making cycling an integral part of transport, recreation, leisure and health programs. "This council provides innovative solutions to improve safety and convenience for cycling in general," Ms Speidel said.

"But it does not stop there - Aged and Home Care and Youth Services staff use bicycles to visit their clients and the Open Space staff use bicycles for site inspections, and 80 per cent of the councillors themselves are regular bicycle commuters. It is no coincidence that the City of Yarra has the highest level of bicycle commuters of any local government area in Victoria, and one of the highest anywhere in Australia."

Over the past two years, the Council has budgeted \$160,000 a year to improve the on-road network of bicycle lanes as well as up to \$250,000 a year on improvements to paths.

Winners of the Third Annual Bicycling Achievement Awards:

Cycling Advocate of the Year (professional) - **Darren Murphy**, Project Officer, Murray to the Mountain Rail Trail

Cycling Advocate of the Year (honorary) - **Maureen Merrick**, Bicycle South Australia

Contribution by a Politician - **Allanah MacTiernan**, WA Minister for Planning and Infrastructure

Contribution by a Cycling Organization - **Bicycle Queensland**

Contribution by Local Government - **City of Yarra** (Victoria)

Innovation by a Bicycle Retailer - **Epic Cycles**, Queensland

Bicycle Friendly Business - **SA Department of Primary Industries and Resources**

Special Achievement in Cycling - **Senior Constable Libby Bleakley**, NSW Police, Ride 4 Respect Crime Prevention Program



Get on yer bike
and ride!

BIKE WISE BUSINESS BATTLE

Feb Saturday 12 - Sunday 20, 2005

Take part in a fun competition that will help your wallet get fatter while you get fitter!
Anyone can take part, from bike commuters to family weekend riders and fitness freaks!

Entry is free • www.bikewisebattle.co.nz

What's it all about?

It's simple and it's summer, just the ticket to get into action. Just get people from your organisation out of their car seats and onto a bike seat (the more the merrier), to form a 'team', during Bike Wise Week (12 - 20 Feb 2005).

What can I win?

There are up to 20 sumptuous shouts to be won, courtesy of Bike Wise. PLUS if you choose to be a team 'manager' you could win great cycling and adventure gear. There will be prizes for the managers of all winning teams, PLUS spot prizes to be won by lucky participants.

REGIONAL AWARDS

The Battle will be regionally based and all organisations are eligible for all awards, with divisions of organisations able to enter separately. Each organisation can win in one or more of the following:

- | | | |
|---------|--|-------------------------------------|
| Regions | • Auckland North | • Top of South - Christchurch North |
| | • Counties Manukau, Waikato, Bay of Plenty | • Rest of the South |
| | • Rest of North Island | |

NATIONAL AWARDS

1. "On Yer Bike" Participation Award – A trophy will be awarded to the national winner of each business size category for the greatest percentage of employees biking at least once during the week for at least 2 kilometres i.e. number of cyclists divided by organisation size."
2. "Rookie" Award – for the greatest percentage of Rookie cyclists encouraged to get on a bike and ride with an experienced cyclist (Buddy) during Bike Wise Week. A Rookie is defined as a member of your organisation who only less than 3 times a month. The winning Buddy of each business size category will go into the draw for the major prize of \$500.00 worth of bike gear. The Buddies and Rookies of all the winning teams will receive great Bike Wise merchandise.



THE NEED FOR REDUCING SPEED

By Stephen Knight, BikeNZ Advocacy Manager

Should New Zealand take a more sophisticated approach to speed management on roads? Well, yes, particularly given how exposed cyclists are to speeding vehicles. But how?

The Government's Road Safety to 2010 strategy has the goal of reducing the road toll to no more than 300 fatalities and 4,500 hospitalisations each year by 2010. While road safety measures introduced throughout the 1990s have reduced fatalities, the MoT argues that factors such as increasing traffic growth mean it is becoming harder to continue to achieve the same level of improvements, and the reduction in road deaths may have flattened off.

Leaving aside arguments over whether this is a sufficient position for the Government take over traffic volume – that is, assuming continuing growth as a given – the MoT wishes to highlight speed, and in particular, inappropriate speed, as a major impediment to reducing the road toll.

So the Ministry of Transport organised a workshop in mid-November called *Refining Our Approach to Managing Speed*. A number of stakeholders were invited (Transfund, Transit, LTSA, ACC, Police, road safety co-ordinators, AA, motoring journalists and others....plus myself). The idea was to generate ideas, based on identified concerns over current speed management.

Note that LTSA's Martin Small is happy to receive comments from anyone on speed management issues. (martin.small@landtransport.govt.nz).

The MoT intends to take the ideas generated and feed them into a process of refining the approach to speed. The Ministry says it will release more details 'within the coming months'. The mechanism for release is unclear.

First, a few statistics. Crash data for the year to June 2004 show 10,300 reported road crashes (injury and death) – that's just over 28 a day on average reported – or just over one an hour. Given the degree of under-reporting of vehicle vs. bike or pedestrian, this is presumably conservative. The six leading non-exclusive contributing factors to crashes were:

Contributing Cause to Crash	Percentage Involving Cause	Total Social Cost
One driver didn't see or look for other road user	Just under 22%	\$563 million
One driver failed to give way or stop	Just over 20%	\$519 million
Driver was travelling too fast for the conditions	Just under 17%	\$926 million

One driver was affected by alcohol	Just over 13%	\$766 million
One driver failed to keep left	Just under 8%	\$539 million
One driver fell asleep, was drowsy or tired	About 5.5 %	\$279 million.

The first contributing cause is particularly pertinent for cyclists (and pedestrians) – and, again, given under-reporting of cycling and walking-related incidents, the percentage is probably higher.

Fatal crash statistics show excess speed is a dominant contributor:

	1994	Av 98-00	2001	2002	2003
Proportion of fatal crashes with excess speed as contributor	38%	23%	31%	30%	35%

The trends show an overall decline in speed:

	1994	Av 98-00	2001	2002	2003	Latest 2004
Speed, rural winter mean	103.4 km/h	1010.1	100.2	99.1	98.0	
Speed, % exceeding 110 km/h	25%	17%	13%	9%	6%	
Speed, rural winter 85 th percentile	115	111	109	107	105	
Speed, rural summer mean	100.5	103.3	101.9	100.4	99.9	100.2
Speed, urban mean	56.6	55.3	54.9	54.2	53.7	
Speed, % exceeding 60 km/h	23%	19	18	15	12	
Speed, urban 85 th percentile	62	62	61	60	60	

A number of ideas came out of the workshop, and the following is a brief overview of some of the main points. Note that we were put into separate groups for discussion, and so I do not pretend to have captured all the discussion points. Hopefully, these will come out when the LTSA (or Land Transport New Zealand, as the new organisation amalgamating the bulk of LTSA and Transfund is known) releases material arising from the workshop.

Overall, there was agreement that speed management is part of wider issues to do with perceptions about the 'right' to travel at a certain speed on roads; the need for better education; and a more flexible approach to managing the whole road environment, which includes speed. Overall, the speed issue was identified as stemming from:

- Design speeds being frequently lower than the default posted speed limit. Most of the road network was constructed under a 50 mph (80 km/h) open road speed limit.
- The network being large relative to population and revenue.
- Roads passing through hilly and mountainous terrain.
- The roadside environment being very unforgiving, and speed limits on undivided roads are comparatively high. This leaves little room for error.

In addition, participants agreed that as cars become more powerful and 'safer', people drive faster (or, more particularly, don't slow down as often). (This risk compensation behaviour is well recognised. There is also a phenomenon whereby fixing one part of a roading network leads to another part becoming the 'black spot', as risk taking is transferred within a system).

This leads to the suggestion that (for example) **advisory speed signs** (e.g. 75 km/h bends on a 100 km/h road) be made mandatory, in order to allow police to take action against drivers driving inappropriately. An obvious problem here is how to enforce this, given limited police resources.

Equally, while the need to adjust behaviour around cyclists (and pedestrians) is recognised, it is difficult to conceive how to do this. One suggestion was to introduce mandatory reduced speed limits during the hours of darkness, or when it rains – that is, motorists must reduce speeds by say 10 km/h from the stated legal limit.

Overall, the idea of providing scope for more discretion over suitable speeds met with approval. Since April 2004, the road controlling authorities have been able to set speed limits, as long as they are 'safe and appropriate', and can be justifiable to the LTSA (now LTNZ).

Transit is one authority considering some change, such as improving the quality of information on signs, including the use of variable message signing i.e. signs that change according to conditions, or provide a

message to drivers to adapt to changing conditions. (Part of the problem is that drivers are not given adequate warnings of conditions). Existing examples include signage on Auckland and Wellington motorways.

This overlaps with the '**self-explaining road**' concept i.e. visual cues that influence the speed a driver feels is appropriate. There is a need to better inform drivers of capability of roads, and have better mechanisms to ensure driving is relative to this capability. (Hence there is consideration of both increasing limits on some roads, such as open highways, as well decreasing on others, in particular in urban areas or alongside rural settlements).

Transit is introducing **Speed Zoning Trials** i.e. more differentiated speeds related to conditions, rather than the default open-road/built-up-area approaches. Speed/crash data will be evaluated over three years in these areas. In addition, LTSA is developing a National Speed Zoning policy. There is recognition that the current speed zone policy is inadequate (i.e. based on the extent to which the roadside is built up).

If more differential speeds are introduced, a question of standardisation might arise i.e. need consistency around the country.

Demerit Points: Police note these are more effective than fines. In addition, the police note that enforcement has a 'virtually immediate impact on influencing behaviour on the roads'. Current policy is *General Deterrence* e.g. handing out speeding tickets to all, rather than *Specific Deterrence* i.e. targeting serious offenders. The argument here is that General Deterrence increases overall safety of entire driving public by aiming for a nil tolerance of all poor behaviour.

Purpose of a Road: what and who is a road for? Is it for local communities, or for those transiting through? In theory, it is better to ask local communities to identify problem areas (in tandem with crash stats) and address the problems; but this can create disparities if one community is more vociferous than another. Philosophically, are roads 'owned' by communities, or those transiting?

Targeting of Education: agreement that a key component is raising awareness re. the need to moderate speed to conditions, including presence of vulnerable road users, but also recognition of the need to better target the message i.e. mass advertising has limited influence. The question remains, how to generate behaviour change? What kind of good marketing can be done, who should do it, and in what context?

Systems Approach: recognition that there needs to be a better co-ordination between education, enforcement, engineering and encouragement e.g. on the latter, should we consider rewarding good behaviour (or probably more correctly, good design and overall good local statistics in a community, rather than an individual)? Rather than simply punishing bad behaviour?

Types of Vehicles: should there be better accounting for different condition of vehicles?

Media: usually do not get good information on road safety i.e. the media are generally not kept in the loop enough.

Child Focused Campaigns: Should focus ad campaign against inappropriate speed to get kids involved, in the same way as the seatbelt campaign was successful in getting kids to influence parents' behaviour.

Safety Audits: network auditing should be done more completely, to anticipate problems.

And finally:

Drivers Licence: Should there be better controls through licensing?

We await with interest how these ideas get incorporated into discussions on speed management in the future.

BOOK REVIEWS

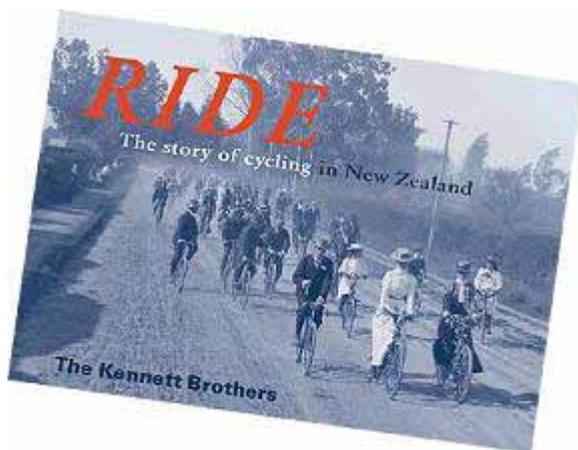
RIDE: the story of cycling in New Zealand

Compiled and published by The Kennett Brothers, 2004

ISBN 0-9583490-7-X

*RRP \$39.95 (paperback),
\$69.95 (hardback)*

“What then is the future of cycling? If its growth has not been as great as it would have been if no mechanical traffic had invaded the highways, it has yet in it an immortal spark that cannot be extinguished. It has the personal appeal of an easily achieved pleasure that never palls.” (New Zealand Life, 1928, quoted in RIDE)



Here it is: the previously untold story of cycling in Aotearoa, in all its many forms. The Kennett brothers, inspired by the wealth of cycling history found in Europe and elsewhere, set out to discover what they could about New Zealand's own cycling heritage. Thus began several years of research and interviews, undertaken with little prospect of financial reward but lots

of enthusiasm. The story they've pieced together is a rich and interesting one, full of intrepid and quirky characters, struggles, fashions, disasters and triumphs.

The book charts the rise of cycling from the first DIY boneshakers hammered out in back sheds in the 1860s, through its 'golden age' from 1900 to 1950, during which cycling was an everyday activity for many New Zealanders. The story continues through the post-war period, which saw a decline in cycling as a transport mode, but a series of booms in recreational cycling. Finally, in the early years of the 21st century, cycling is 'in an ambivalent state, appearing to enjoy greater support and recognition at an official level, yet still making little headway against the car as a means of everyday transport.'

RIDE is a fascinating read, and, I believe, an important and inspiring one for cycling advocates. What the book does is put the state of cycling today into context. Most of us have only known New Zealand as a place that at best ignores cycling, and at worst is hostile towards it. Reading RIDE, it's clear that over most of the past 140 years, cycling has actually been enjoyed, encouraged and accepted. This gives me hope that the currently lamentable state of NZ cycling is just a temporary phase, an unfortunate blip, and that we can return cycling to its rightful place as a 'normal' thing for Kiwis to do.

RIDE is available at book and bike shops, or by mail order from Ground Effect (0800 655 733, or <http://www.groundeffect.co.nz>). More information on RIDE can be found at <http://www.bikehistory.co.nz>.

Adrian Croucher (CAN secretary)



Collection of Cycle Concepts, 2000, Danish Road Directorate

Available for loan from the CAN Library: dawbell@actrix.co.nz or ph 04-972-2552.

This book is a treasure trove of ideas, design and pictures on all aspects of how to get people to choose the bicycle. The book is set out in such a way that each chapter can be read independently. This fact and the considerable keyword index at the back makes it possible to use the book as a reference book. The reference section is extensive and thorough. The book is aimed at Traffic Planners, but is written in plain language and it is therefore useful for anyone with an interest in planning for cycling. The many pictures throughout the book are high quality - the only thing to remember when you look at them is that in Denmark you drive in the right side of the road. The historical pictures at the back of the book bring a smile to your face. The provision for cycling started in Denmark in 1975, so let's not reinvent the wheel but take this opportunity to learn.

The introduction gives a description of all the chapters. The chapter Urban planning quotes studies that could be helpful to New Zealand planners due to the similarities of demographics i.e. population sizes in many towns and cities. The chapter on Communications and Campaigns (both for safety and to get more people cycling more often), quotes innovative adverts and slogans and board games teaching children (and adults) cycling skills.

The chapter on Design of traffic areas is exhaustive; it has examples and pictures of every design thinkable in rural, urban and city areas. Specifications of gradients, cross section, layout; how to provide for cyclists at roundabouts and intersections; flat-topped humps where motorists must give way to cyclists (refer Nelson Railway Cycleway); recessed paths on narrow arterial roads; and many more examples.

My own cycling experience in 2001 in Copenhagen was the incredible patience of Danish drivers with regards to cyclists and the great feeling of being part of this huge crowd cycling to work, shops, trains and taking their children to kindergarten on the back of the bike or in a trolley.

Elisabeth Mikkelsen, Kapiti Cycling Inc.



Bicycling Science – Third Edition 2004, 476 pages

by David Gordon Wilson & Jim Papadopoulos

For those who own the second edition (1982) by Whitt & Wilson there will be a lot that is familiar. However there are 112 extra pages and the format is also a little easier to read. I bought mine through Amazon for NZ\$40.73, including postage and packing.

For those unfamiliar with it, I doubt there is an aspect of bicycling science and bicycle development that is not dealt with. With the information in the book you could calculate how many slices of toast you need to fuel your trip to work, or what distance would be required for an emergency stop down that 5% gradient in the wet. Or you could just enjoy all the ideas and graphs which the book is full of.

If you like science, buy this book – or alternatively borrow it from the CAN library (hint, hint).

John Gregory

Want to get something off your chest?

ChainLinks welcomes letters and articles on any relevant topic; whether in response to a previous article, or on something completely new. So get writing today! Send your letters/articles to our *ChainLinks* Editor at chainlinks@can.org.nz, or c/o PO Box 6491, Auckland.

QUOTABLE QUOTES

“After about 10 days’ good hard work, and lots of bruises, we succeeded in learning how to ride it, and the new sensation so fired our imaginations that we almost immediately started to build another.”

An unnamed Dunedin man writes of his experiences trying out the “new-fangled” bicycle in 1874. (from “Ride”, the Kennett Brothers)

“When the first person is killed or injured, is the answer provided going to provide a coroner with a reason to condemn your lack of recognition of the new Land Transport Act, which requires you to have adequate regard for pedestrians and cyclists, not just vehicles?”

Selwyn District Mayor Michael McEvedy expresses his concern in a letter to Transit NZ about new steel barriers on a narrow SH73 bridge near Arthur’s Pass that now prevent use of the kerb by pedestrians and cyclists. (The Press, 4/10/04)

“...we have shown that trampers and cross-country mountain bikers share many back country values, particularly self-reliance and respect for the wilderness. This decision provides a special opportunity to attract a new group of mainly young Kiwis into our national parks.”

Guy Wynn-Williams of Mountain Bike NZ is delighted with the decision to allow mountain bikes on certain tracks in national parks. (Dominion Post, 15/10/04)

“It came at me from out of the sun. I reckon he’s a reincarnated German fighter ace.”

New Plymouth cyclist Mark Walter recounts his experience with a magpie that has been terrorising cyclists in the district, causing numerous injuries and hospitalisations. (Daily News, 30/10/04)

“Even people who have lived cycling in New Zealand have usually only lived one branch of it, and we started to realise that there were so many great stories to be told that it would be very easy to put together a fascinating book.”

Jonathan of the Kennett Brothers explains the desire to share the history and characters of New Zealand cycling in their new book “Ride”. (Dominion Post, 6/11/04)

"We have written to our town council back in the United States urging it to follow Palmerston North's lead in promoting community health and environmental consciousness through its network of lovely walking trails and support of the Green Bike Trust. Thanks to the Trust I have driven 1500 fewer kilometres than I would have otherwise."

Visiting Massey University academic Nat Wheelwright, on the delights of cycling in Palmerston North (Manawatu Standard, 18/11/04)

"People want to be able to carry home the groceries, keep dry and comfortable, which they can't do on current cycles."

Multi-sport athlete Steve Gurney launches his Innovative Bike Race aimed at designing a fast, comfortable and practical human powered vehicle. (The Press, 19/11/04)

"...we don't intend to cater to everyone bringing in a car. We want to encourage people to use other forms of transport - car pools, public transport or their own bikes, for example."

Dunedin City Council transport planner Phil Dowsett explains the council's plans to reduce the number of leased carparks in the city. (Otago Daily Times, 23/11/04)

"In New Zealand, cyclists are considered 'pests' and it seems to be getting worse."

Andrew Dixon of the Mussel Inn in Takaka sees many of cyclists' problems as coming from motorists' perceptions of other road users. (Nelson Mail, 24/11/04)

"All we ask for is a damn bike rack and they say they can't be encouraging something that's against a by-law. Very, very weird."

Fitzroy Surf Lifesaving club president Graham Goldsworthy is unimpressed with the logic of New Plymouth District Council who turned down a request for a secure bike rack for their lifeguards because cycling was technically prohibited in the beach reserve. (Daily News, 24/11/04)

CHANGING LANES: CYCLING INTO THE MAINSTREAM

It's on again – the New Zealand Cycling Conference. And it will pick up on the boom in cycling. That is, cycling is now accepted as a fundamental part of a sustainable transport mix, and on and off-road competitive and mass public events are hugely popular. In effect, cycling is changing lanes and entering the mainstream.



*NZ Cycling Conference
October 14 & 15 2005
Little Theatre, Hutt City*

From a transport point of view, cycling helps realize the interrelated economic, environmental and social goals of sustainability, forms part of the fabric of the *NZ Transport Strategy*, contributes to the outcomes of the *Land Transport Management Act 2003*, and increasingly features in local strategies designed to improve the sustainability of urban and rural land use. These are only just beginning to be realized in a practical way, but the moves are substantial, as witnessed in Auckland with its flurry of activity on school travel plans and safer routes programmes. Significant progress has been made in providing practical standardized guides on cycle route planning and implementation.

Recreationally, cycling is becoming increasingly popular, as is cycle tourism. Mountain biking is now recognised as a legitimate alternative to tramping on selected New Zealand back-country tracks. There is a marked increasing interest in rails trails, and mass participation events – competitive and non-competitive – have proliferated in all parts of the country. From spring to autumn, it is possible to join in on an event most weekends somewhere in New Zealand.

Therefore, the fifth New Zealand Cycling Conference will include the following topics:

- how cycling contributes to sustainable transport and interrelated goals in health, education, environment and economic development;
- the commercial successes of cycling
- how and why the engineering, planning and political communities are shifting in their approach to cycling;
- the effectiveness of national, regional and local cycling strategies;
- the influence of local government reforms, particularly moves towards participatory democracy and medium-term planning horizons;
- risk aversion and mass participation events;

- the place of off-road cycling in the transport and recreation mix; and
- cycle tourism.

Please forward abstracts for papers as email texts where possible, or as a Word attachment, on these, or any other related topics, by **28 February 2005** for consideration to

Stephen Knight

BikeNZ, PO Box 1057, Wellington, +64 4 916 1873, (021) 599 102, +64 4 473 1616 (fax), stephen@bikenz.org.nz

SCHOOL TRAVEL PLAN MANAGER FOR AUCKLAND REGION

By Stephen Knight

In October this year, the Auckland Regional Council appointed Stephen Lindfield (Sustainable Transport Leader: Schools) to manage school travel plans in the region. This is a measure of the extent to which the region's territorial authorities are putting in place methods to reduce congestion, improve safety and identify alternatives for those getting to and from schools. Depending on the school, this also favours increased cycling activity.

Lindfield's UK experience included Triple Bottom Line reporting and ecological footprinting – in short, identifying indicators to measure the full economic, social and ecological impacts of activities. The importance of this, apart from favouring non-motorised transport options, is the working up of a monitoring programme for travel plans. Data on the relative benefits of such programmes is currently lacking.

The data will also come in handy to help justify the continued funding of the position. The current funding is for two years, and has come through Sustainable Cities Regional Programme, which is part of the Government's Sustainable Development Programme of Action. After the two year period is over, funding will probably come via Transfund (or Land Transport New Zealand).

Under Lindfield are travel plan facilitators, half funded by ARC (using sustainable cities money) and half by LTSA. The facilitators focus on specific schools in Rodney, Papakura, Manukau, Waitakere, Auckland and North Shore (Franklin has yet to be involved).

One challenge for those in school travel planning will be getting the Education Ministry to agree to help out regarding facilities such as bike stands and lockers. To date the Ministry has largely remained at arms length from anything to do with transport planning for schools.

WHAT'S BEEN HAPPENING IN HAMILTON IN 2004?

As in every other city in New Zealand, Hamilton has a new City Council. Fortunately for cyclists (especially the advocate team at Cycle Action Waikato) the most positive councillors, in terms of attitude to cycling, have been re-elected. One of these has received the plum chair of the newly set up Transport Committee, and another the chair of the Community and Leisure Committee which includes Parks and Gardens recreational walkways/cycleways. Both of these are of vital interest to cyclists in Hamilton.

After three years of effort from members of Cycle Action Waikato, all of Hamilton's riverpath walkways have finally been officially opened to the cycling fraternity. A huge effort was put in to try and get the last piece of the jigsaw, completed in 2002, built to accommodate cyclists. This last part was built through some extremely steep terrain, and cuts through several gullies, which required some major engineering works of bridges and boardwalks.

Unfortunately the lobbying fell on deaf ears and most of the new works were built to pedestrian specifications only 2.0m wide. The Walkway was opened with "No-cycling" signs erected to discourage cyclists. As this route was so obviously the best way for many northern commuters to get into the city, these served only to promote conflict with walkers, which culminated in a pedestrian pushing a young cyclist into the river.

More lobbying was undertaken by CAW to get the outdated Riverside Reserves Management Plan reviewed to include cycling. Finally after the pedestrian assault on the cyclist a public review was held. The weight of public support was solidly behind the cyclists and the council committee hearing the submissions agreed unanimously to allow full access to cyclists throughout the Riverside Reserves walkways.

Ultimately this will mean well over 20km of serene cycling with some spectacular views of the Waikato river and the wonderful peace and quiet only to be found where no motor vehicles can go.

There is still much work to be done for the hard working team at CAW though. Despite the whole riverpath network now being legally designated with regulation cycling logos and "share with care" signs, large parts of the riverpath have been designated Category 3 (and are signposted - Extreme Danger: Cyclists recommended to dismount and walk). Much of this designation is clearly unnecessary and indicates that there remains a strongly negative attitude to cyclists within an element of the Parks and Gardens Unit management. CAW would like to see these areas reviewed and upgraded to shared-use minimum width of 2.5m as soon as possible.

Progress is being made on the concept idea of an Arterial "ring road" around the city. On meeting with Roads and Traffic Unit management they were supportive of cyclists' needs around this route being catered to.

The latest section of ring-road plans we have viewed are for a new development that will include a 3.0m wide off-road shared-use path and underpass crossings. However, this is stage 3 of this particular development and no thought was given at the completion of stage 2 to linking the existing off road pedestrian/cyclepath across the major collector road that feeds into this new arterial. We now have a fight on our hands to ensure that an underpass is retrofitted to make the cycleway continuous.

This lack of foresight and not having a “big picture” for connecting the cycle facilities of this city ring road plan together is a real bugbear for us. It means too often that significant projects don’t link logically for cyclists. These large projects need to be done right in terms of cycling facilities the first time, as there may never be another chance.

CAW would like to see some standard carriageway design widths for new Collector and Arterial roads and Urban upgrades, so there is automatically enough road width to include cycle lanes on these projects (which are part of the Hamilton Cycle Route Network). We would then have some confidence going into the submission process knowing that cycle lanes would be fitted, and knowing that what we have consulted on and has been agreed to will get built. We have had recent situations where discussions with staff have led to agreements to accommodate cyclists but the finished project has not done so! We are hoping to discuss this idea with Design Unit staff and Roads and Traffic Unit management in the near future.

Thanks to the Bike Nelson Bays group (and all others) for the great time I had at the recent CAN workshop. I saw some great examples of how a positive council can deal with situations that simply get put in the too hard basket in Hamilton. Our CAW members enjoyed the ‘Cycling in Nelson’ video – awesome.

John Meekings - Chairperson of Cycle Action Waikato

CAN – The perfect cycling gift this Christmas!

Wondering what to give your cycling friend this Christmas? Why not give them a CAN subscription! They’ll receive regular issues of *ChainLinks*, plus all the other benefits of CAN membership (discounts, cycling advice, etc).

Just fill in the form at the back of this issue of *ChainLinks* with their details; pop in your cheque and send it off Freepost – easy! You can also download our joining form online at: <http://www.can.org.nz/join/>

CHANGES AT CAN: THE NEW EXECUTIVE

At the last CAN AGM in Nelson, a new executive committee was elected, with some significant departures, arrivals and reshuffles. We've reluctantly had to let Glen Koorey, Andrew Couper and Roger Boulter go, for various reasons. On the other hand, we are pleased to welcome two fresh faces (Lyneke and Bevan) onto the exec. Besides that, Robert Ibell has stepped up to the Chair. Here's a quick run through the new line-up:

Robert Ibell (dawbell@actrix.co.nz) – chairperson / campaign secretary

I've used the bicycle as my main means of transport for most of my 40 something years, recently to cart my 'cello around Wellington (with the help of a trailer!). There's a decent sprinkling of cyclists amongst my workmates at the NZSO and the touring that goes with the job has given me opportunities to meet CANners in many parts of NZ. I first got drawn into advocacy via the London Cycling Campaign and have since been part of getting Cycle Aware Wellington and CAN up and riding.

Lyneke Onderwater (lyneke@can.org.nz) - treasurer

I was born in the Netherlands, so I was brought up with bicycles. I came to NZ in 1985 and just kept on cycling. Apart from a few years of living in the country here in NZ, I have always used my bike for transport as much as possible. In 1995 I left NZ for a cycle trip around the world, which lasted 4 years and took me mostly through Africa and the Americas.

Habitat restoration is what I do for a living, i.e. planting natives and removing noxious weeds. I do this 3 days a week and the rest of my time I do voluntary work for the Greens, SPOKES and CAN. Tramping and gardening (natives and veges) are my hobbies and I am learning to play the cornet and public speaking (Toastmasters). Bas is the love of my life and he is also a keen cyclist. We often have touring cyclists staying and are part of the Warm Showers List for cyclists (www.rogergravel.com/wsl/). CAN members are welcome too.

I joined Cycle Action Waikato and CAN in 1999, moved to Christchurch in 2001 and became treasurer of SPOKES in August.

Adrian Croucher (secretary@can.org.nz) - secretary

I biked to school from about age 9, even though my primary school didn't allow it. In those days everyone got their driving licences as soon as they turned 15, but I've never liked doing things just because other people do them, and I didn't see why I couldn't keep cycling for most of my transport needs. No one's given me a good reason yet, so I'm still riding.

I joined CAN in 1999, and have been CAN secretary since 2000. I'm also actively involved in Cycle Action Auckland. I work mostly as a researcher in Engineering Science at Auckland University, but also enjoy exercising the other side of my brain on various creative projects.

I've done a fair bit of cycle touring in NZ and overseas (including Hungary, Romania and Turkey). My partner Sally McAra and I live car-free in Auckland, with the help of various mountain bikes, a BoB trailer, and our two beloved Birdy folding bikes!

Liz Mikkelsen (liz.ocean@xtra.co.nz) - membership secretary

I joined the cycling movement through Cycle Aware Wellington in 1994, then a fledgling group. Mother of two boys, we toured the North and South Island when they were 9 and 11 - occasionally taking the bus :-)). A former teacher in New Zealand and Denmark, I now work 3 days a week for an Architectural Firm in Wellington. Working part-time allows me to help out in CAN and work with Kapiti Coast District Council on cycling issues for the local group Kapiti Cycling Inc. I have no car, but have recently bought the Birdy folding bike, which is a tremendous help for getting around (i.e. bike one way, bus the other). In between the very absorbing cycling work, I try to find time to work in my very labour intensive organic garden and feed my fish and worms. My latest achievement: a rainwater collection system.

Axel Wilke (axel.wilke@can.org.nz) - technical advisor and South Island group contact

I started my 'career' in cycle advocacy in 1989 when I joined an organisation that promotes sustainable forms of transport in Germany. Looking for a career change, I studied towards a degree in Civil Engineering, and have worked as a traffic engineer for Christchurch City Council since 1997.

I've been with CAN since the Palmerston North cycle conference in 2000, and with Spokes in Christchurch for a little longer again. Looking back, I'm amazed how much has changed over the years in the transport sector, and I'm hoping that the positive momentum can be maintained.

I enjoy the outdoors (mainly mountain biking) and socialising. Christchurch is choice for lifestyle reasons. And as long as the CAN committee is made up of such a great bunch of people, I've got energy for many more years of cycle advocacy.

Jane Dawson (dawbell@actrix.co.nz)

Having discovered how practical it is to commute around the city by bike while living in London, I was shocked to find how much cyclists had been left out of the system when I returned to NZ, so I helped to set up Cycle Aware Wellington in 1994 and have been involved with cycling advocacy ever since. I was chairperson of CAN for three years, and have enjoyed seeing CAN develop into a strong, knowledgeable and democratic organisation. I ride a commuting/touring bike, mostly for commuting, shopping and going to meetings but occasionally for touring as well.

Christine Cheyne (c.m.cheyne@massey.ac.nz) – policy advisor and lower North Island group contact

Christine Cheyne is a member of Cycle Aware Palmerston North and was on the organising committee for the 2000 Cycling Conference held at Massey University. She works at Massey University teaching politics and policy. Her particular research interests are public participation in local authority decision-making, strategic planning, and urban sustainability (with a particular interest in sustainable transport). She is also a member of the Massey Bicycle Users Group. Christine cycles to work most of the time (including when she worked in Wellington), and also enjoys recreational cycling. She's been on the CAN exec for the past year.

David Laing (laingmaguire@paradise.net.nz)

David Laing arrived in Wellington from the UK in December 1995. He has lived there ever since. He has been involved with cycle advocacy for the last eight years with Cycle Aware Wellington, and has held the position of Chairman for the last six years. His main focus in CAW has been under the Education & Safety sub-committee, and has represented CAW on the Wellington City Council Road-Safety Reference Group as long as he has been Chairman. He is currently employed by CentrePort as IT Manager. He is absurdly proud of his 2 and a half year old son (David J), and wife Teresa, and considers that being a parent is the greatest thing anyone can do!

Andrew Macbeth (andrew.macbeth@can.org.nz) - policy and technical advisor

I've been a cycling advocate since the mid-seventies with Christchurch's Bicycle Planning Committee, then was president of the Canterbury Cyclists' Association (now called Spokes) for a while in the 80s. I've been a touring and recreational cyclist in a dozen countries and a year-round bike commuter in Christchurch, Wellington, Lower Hutt and Toronto. I'm now working for MWH New Zealand Ltd in Christchurch as a traffic engineer and transportation planner specialising in pedestrian and cyclist issues.

I attended the VeloCity international bicycle conferences in Copenhagen (1989) and Montreal (1992). While working for the City of Toronto through the 90s, I was responsible for designing and installing 40 km of bicycle lanes on arterial roads which helped Toronto be recognised by Bicycling Magazine as 'North America's Most Bicycle-Friendly City' in 1995. Bicycles are a powerful symbol of a sustainable lifestyle, nation and world, and I'm proud to be part of the "velorution"!

Bevan Woodward (bevanw@can.org.nz) – marketing and upper North Island contact

I'm new to cycle advocacy but my passion seems to be a good fit with CAN. I believe you can measure a town's health (e.g. its sense of community) by

the number of cyclists on the streets. Our battle starts not over the placement of cycle paths, but higher up... what kind of community do we really want to be living in?

I've been on a number of volunteer committees and none compare to the energy, focus and promptness that the CAN executive display (or the amount of e-mail generated!). My skills are in marketing and I work for Auckland Regional Council running their "Big Clean Up" membership program to encourage Aucklanders to live sustainably.



The new CAN Executive:

*(From left to right):
Axel Wilke,
Robert Ibell, Andrew
Macbeth, Liz
Mikkelsen, Jane
Dawson (holding up
the bike),
Bevan Woodward,
Lyneke Onderwater,
Adrian Croucher,
David Laing.*

CAN MEDIA KIT NOW AVAILABLE

CAN has developed a 'Media Kit' for cycling advocates. The kit contains a Media Guide, intended to be a general guide for cycling advocates in dealing with the media, as well as sample media releases, a contacts list and the CAN Media Policy.

As the Media Kit is a new resource, feedback on its contents is welcomed! If you have corrections or additions to the Media Guide or contacts list, examples of local successes with the media, or examples of local media releases, please send them in to Robert Ibell at campaigns@can.org.nz.

You can find the Media Kit online at http://www.can.org.nz/media_kit/ or request a hard copy by emailing Robert (campaigns@can.org.nz) or phoning (04) 972 2552.

PROPOSED NEW STRUCTURE FOR CAN

At the CAN workshop in Nelson at Labour Weekend in 2004, members discussed and agreed on a year's trial for a new structure for CAN. There are aspects of the proposals that affect local groups in particular, but all members should read through them.

We would appreciate receiving any comments you have on the proposals by the end of February 2005. Please send them to secretary@can.org.nz or PO Box 6491, Auckland.

Summary of proposed changes

The main changes to CAN's structure are:

- division of affiliated local group membership into two categories: those that administer their own membership system, and those that get CAN to do it for them
- introduction of a non-financial membership category ("Friends of CAN")
- creation of three local group liaison positions on the CAN Exec
- formalisation of a support network of members wider than the Exec, open to all interested financial members, and called the CAN Forum, to be operated via Yahoogroups
- promotion of special interest groups (SIGs) to work on particular aspects of CAN's business

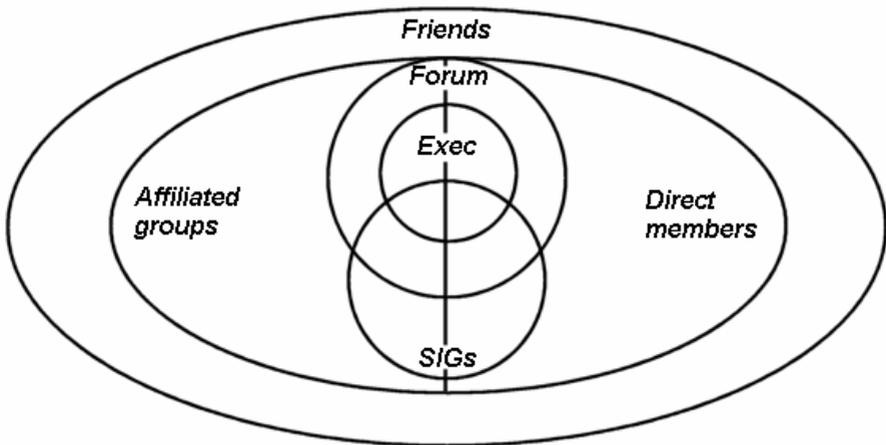
Reasons for changes

The main motivations for the changes outlined above were the desire to:

- build CAN's membership
- bring the Exec and the wider membership closer together
- ensure that a wider group of members acquire the knowledge and skills needed to sustain CAN's activities and to ensure suitably experienced people are available to fill positions of responsibility

Diagram of membership structure

The following diagram is an attempt to show the relationships between the different parts of CAN's structure. The various aspects are explained in more detail below.



Further information about the proposed new membership structure

Unpaid membership

"Friends of CAN", a new category of members, pay no fee and receive limited benefits - essentially just e.CAN, which is already being sent to non-members by CAN centrally and by some local groups. "Friends of CAN" must have an e-mail address, as CAN or its groups couldn't afford to service free membership any other way.

Introducing "Friends of CAN" will provide CAN with contact details of people interested in receiving cycling-related information. This opens up the possibility of these people becoming more active as cyclists or advocates, or becoming paid-up members of CAN.

People taking part in events, for example, can be given a sign-up sheet where they can provide their name and contact details, indicating that they wish to receive cycling-related information via e-mail. They will remain "Friends of CAN" until they ask to be removed from the list, or they take up paid membership of CAN.

A suggested method of operating Friends membership is:

- Each CAN group has its own Yahoogroups e-mail list (e.g. ***Friends_of_CAWgtn@yahoogroups.com***), set so members can receive e-mails but not post messages. CAN groups can use this to send e.CAN plus any local messages they think appropriate. ChainLinks and other stuff is reserved for paying members. Moderators of the Yahoogroups can very easily find out how many members they have, making it straightforward for them to give membership stats to CAN.
- CAN sets up a Yahoogroup (***Friends_of_CAN@yahoogroups.com***) for people in areas without local groups or where the local group does not want to operate a Friends list.

- Links are provided on the CAN website for people to sign up to the relevant Friends Yahoo group for them. CAN provides a URL in its printed brochure to the part of the CAN website that lists these links.
- Local groups provide the subscribing details to their relevant Friends Yahoo group in their brochures and on their websites.
- CAN continues to maintain a separate list for e.CAN that includes CAN paying members and others. People who find themselves getting more than one copy of e.CAN (e.g. from CAN and from a local group's Friends list) will ask to be taken off one list.

Paid membership

- Individual (waged = \$20, unwaged = \$15) and family (\$20) memberships remain unchanged.
- Supporting organisation fee remains at \$50. This category is intended mainly for organisations like local authorities, bicycle retailers, Bicycle User Groups (BUGs) and transport consultancies. Local cycling advocacy groups may be supporting organisations but are encouraged to become affiliated groups (see below).

Affiliated Groups

- Groups that do their own administration (e.g. run own membership system, distribute ChainLinks) pay a \$7.50 levy per member to CAN
- Groups that get CAN to do the membership administration for them pay a \$12.50 levy per member to CAN
- Groups are requested to nominate a member to act as the group contact person (who will automatically become a member of the CAN Forum - see below). It is preferable that the group contact person is not a member of the Executive.
- Groups are encouraged to emphasise their link to CAN in their letterhead, media releases etc. to bring greater strength to both the groups and CAN.

CAN Forum

This has already been established as a Yahoo e-mail group. Its function is to provide a means for members to have an involvement in CAN at a national level that is less active than the Executive. This involvement could range from being better informed about what's happening, to being more involved in submission writing and providing feedback on CAN projects.

The `can_forum` e-group is very simple to use and is open to all CAN financial members. If you want to join, just send an e-mail to can_forum-subscribe@yahoogroups.com. Once signed up you can unsubscribe at any time.

Special Interest Groups

These are informal groups of members who are interested in working in a particular area. Possible groups include:

- National Walking and Cycling Strategy (NWCS)
- Tourism
- Technical
- Membership
- Fundraising
- Legal
- Events
- Website

If you are interested in finding out more about any of these special interest groups or would like to start another one, please contact secretary@can.org.nz, Tel: 04-972 2552.

Executive

The composition of the Executive remains unchanged (three office holders, three to five other elected members, and the possibility of co-opting further members) except for the creation of three dedicated 'group liaison' positions within the Exec membership.

The Executive group liaison people are responsible for maintaining regular contact with local groups in their area (upper North Island, lower North Island, and South Island), with the group contact person as their main point of contact. Contact could be via e-mail, telephone or in person. The group liaison people on the Executive are:

Bevan Woodward - Upper North Island

Christine Cheyne - Lower North Island

Axel Wilke - South Island

Their contact details are listed elsewhere in this issue of ChainLinks (along with those of the other Exec members) and on the CAN website at www.can.org.nz

Further information & queries

If you would like more information about these proposed changes please contact Robert Ibell, CAN chairperson, phone 04-972 2552, or email dawbell@actrix.co.nz

CAN Executive, December 2004

LET'S GO BIKE NAKED!

Plan a trip to Golden Bay on Feb. 13, 2005 and you can join in New Zealand's second World Naked Bike Ride. Last June 70 supporters rode for the cause [anti oil, pro cycling], with many opting for the "naked beneath your clothing category".

The Vancouver-based event was celebrated in 29 different countries with New Zealand featuring in the commemorative calendar being sold for funds for next year's even bigger event.

The inclusion of a second date for the southern hemisphere in February is welcomed by downunder supporters as last year's ride was quite cold, but all were happy ending up at the famous Mussel Inn for a medicinal beer!

This year's ride in Golden Bay will feature body art with prizes for:

- the best anti oil message
- the most luxurious leg
- the cheekiest overall
- most visible
- most invisible
- most naked

Check out details on the Mussel Inn website <http://www.musselinn.co.nz> or contact moonbow@goldenbay.net.nz.

The missing Christmas present?

The **World Naked Bike Ride calendar**, a calendar with photos from the 2004 World Naked Bike Ride, is available with proceeds going towards organising the 2005 event at:

<http://www.worklessparty.org/worldnakedride/calendar/calendar.htm>



Susan Bowes (left) and Victoria Davis, cover up with the Naked Bike Ride calendar at the CAN workshop in Nelson

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PO Box 6491, Auckland. You may use Freepost 147092.**

We respect your privacy and won't give your details to anyone not affiliated with CAN.

Deadline for next issue of *ChainLinks*: Friday Jan 28th 2005

Please submit news items, articles, "Letters to the Editor", "comment", etc. Send to ChainLinks@can.org.nz, or post items c/o CAN, PO Box 6491, Auckland - electronic submission is strongly encouraged. For advertising enquiries please email secretary@can.org.nz or write to CAN.

