

ChainLinks

The newsletter of the Cycling Advocates Network (NZ) Issue 4-2006 (July-Aug)



Bike rack at Bike NZ in Wellington

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

EXEC COMMENT

Opportunity is knocking at the doors.

Although CAN is now 10 years old, I have only been involved with cycling advocacy for the last year. In this one year, I am seeing quite a few changes taking place in the transport structure and strategy across New Zealand.

Out-of-control petrol prices are the biggest driving force here. Personally, I have seen many new faces on the road on their bicycles. The difference is obvious. The long time cyclist will be shooting around town with confidence, whereas the petrol price driven novice has occasional difficulty tackling those nasty drivers. But the change is here to stay. Petrol prices could be stabilising at a lower price in the coming months or years, but will still not go back to the below one dollar mark and that will ensure some of the recent converts continue cycling.

This is music to my ears! Does that mean cycling advocacy has done its job and we can relax now? I don't think so. The work has just started. Although there is a general agreement among policy makers that cycling has more relevance today compared to yesterday, there is also a general reluctance to push cycling at the expense of motoring. Talking to some councillors, they give you an impression that the modal share of cycling will be coming down. The councils feel that the current modal share does not warrant additional investment to promote cycling, whereas people I talk to say "well if the council can put up some good, safe cycling facility I am more than happy to cycle". Well! It is a chicken and egg story.

This is where our work has just started. As a first step, we have decided to re-establish and strengthen our existing working relationship with key government departments. We also plan to have meetings with ministers and members of parliament who can make a difference to policies that will promote cycling. People move from one place to the other but the show will continue.

We have been presented with some good opportunities in the form of peak oil production, environmental concerns and health issues. We have taken into account all these and, as volunteers, we are putting in our best efforts to meet the challenges. Towards this we count on your continued support.

Sridhar Ekambaram, CAN Executive Member

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Still available: CAN 'One Less Car' backpack covers!

Keep your stuff dry, increase your visibility on the road and identify yourself as a CAN member with one of these waterproof, incredibly loud yellow backpack covers. Reflective strip, the CAN web address and 'One Less Car' in big friendly letters on the back-remind those car drivers why they should love you.

One size only: now available to CAN members for \$25, and to non-members for \$35. To order, send your cheque to: CAN, PO Box 6491, Auckland, with your name, address and contact phone or email.



NOTICES AND EVENTS

CAN Do and Tenth Birthday Celebrations

Wellington, 18/19 November 2006

The annual CAN Do, CAN's national planning and training workshop, will be held in Wellington on the weekend of 18 and 19 November. This is a chance for CANners to help plan the future of the CAN, to learn, to gossip, to ride bikes and to generally have a good time.

It's also a chance to celebrate CAN's tenth anniversary and all we've achieved in the last decade. There's sure to be a party...

The weekend will include the Cycle-Friendly Awards ceremony at Parliament (see separate article in this issue) and our AGM. Other possible activities include rides, social events, a planning session, opportunities for groups to share successes and problems, and training in advocacy or technical matters.

We'd like to hear from you about what you think should be included. Get in touch with Simon Kennett, simon.kennett@can.org.nz, 04-499 4967, 027-449 1844; or Fiona Whero, fiona.whoero@can.org.nz, 03-366-2645, 027 449 1845.

There will be extra financial assistance available through the CAN Networking Project as well as CAN's regular subsidies to help members with travel and accommodation costs.

This is going to be a great weekend - put the dates in your diary now.



Call for Papers: International Transport Conference for 2007

Transport - The Next 50 Years

Sustainability, Integration, Economic Growth, Cars, Trucks, Trains, Planes, Boats, Buses, Bikes, Freight and People - Where to from here?

If you wish to present a paper please submit an abstract by **2 October 2006**. More details on www.transport07.co.nz



For sale: Red Birdy folding bike \$960, good condition. 2001 model, 8 speed, Deore derailleur, Avid V-brakes. Includes: front and rear racks and mudguards, 2 spare rims. Contact: Sally McAra s.mcara@auckland.ac.nz, Tel. 09 8155033.



Could Annette King be presenting you with a SPARC Cycle-Friendly Award?

We are pleased to have Annette King, Minister of Police (and State Services and Food Safety!) to present the Cycle-Friendly Awards.

The awards acknowledge and celebrate the most notable achievements that promote cycling and help create a cycle-friendly environment.

Cycling Advocates' Network is now calling for nominations for the Cycle-friendly Awards 2006. The nomination forms and more information can be obtained at www.can.org.nz/awards.

The categories are:

- Best Cycle Facility Project
- Best Cycling Promotion
- Cycle-Friendly Commitment by Business
- Cycle-Friendly Commitment by Public Organisation

The finalists will be invited to attend the awards ceremony at the Beehive, Wellington on Saturday, 18 November.

Any questions, please see www.can.org.nz or e-mail: awards@can.org.nz

Nominations should be based on activities carried out some time during the 18-month period January 2005 to June 2006. Please contact Bevan on 09 815 1117 or awards@can.org.nz with any questions.

All nominators go in the draw to win a \$100 Ground Effect Gift Voucher



Time to nominate your Cycling project for an award!

LETTERS TO CHAINLINKS

Dear Chainlinks

I am writing to express my irritation with the idiotic anti-car bias in your publication. Example? Look no further than last issue's cover: I have a dream one day all car parks will look like this one. What a dream! So CAN dreams of New Zealand being an impoverished backwater like Albania? Nobody else does! What annoys me is that such an attitude is simply counter-productive to your own cause and an example of very immature advocacy. CAN needs to stop being a Greenpeace stalking horse and act for cyclists by building partnerships, not chucking around tiny quantities of acid.

First and most important: cyclists own and drive cars. Very few cyclists cannot drive. In fact most recreational cyclists get to their meeting points by car (not bus). That is only a bad thing if you hate cars for your own funny little reasons (often because you can't drive). Most people love their cars AND their bikes. There is nothing unusual in that either. Both machines have their advantages and CAN should not artificially pit one against the other because the public don't. They see bikes and cars as complimentary - because they are.

If some people want to commute by bicycle that is their choice which they do for their own reasons. I cycle 7km into Wellington and home again up Mt Maungaraki because I want to. I see benefits for me, but I am not about to tell my wife, who's smaller, less physically fit or confident, and asthmatic that she should do the same. Nor would I recommend it to anyone who is obese because it would probably kill them. Self-righteousness is not a platform for any kind of successful advocacy. Its a platform of obnoxiousness for being avoided.

There are plenty of ways cars and cycles are used in a complimentary manner. Park and ride is one obvious example. But another very important benefit of bicycles is that they can teach defensive riding behaviour to children far more effectively than a computer simulator. There was a time when the driving licence pretty much assumed kids had gained this practical road experience on their bikes - now with fewer kids riding this assumption is no longer valid. Instead most early experience of driving comes from Playstation games. This is a very bad thing for both drivers and cyclists.

If CAN wants credibility it has to lose its truculence and act in a mature manner. That means accepting the benefits of the car but advocating for use of the bicycle. There is plenty of good-will toward the bicycle in the community. I'm astonished how many people I come across who are regular cyclists. The bicycle is a wonderful machine and its popularity remains undiminished for that reason. Focus on its many benefits: economy, health, efficiency in urban traffic, and eliminate the negatives:

the myth of poor safety, better infrastructure (including public showers etc) and in this era of rising fuel prices, and uncertain public transport let people make their own decisions. But please don't tell them they are "politically incorrect" or "environmental sinners" because they use a car. They'll just smile politely and write you off as looney zealots putting the cause of cycling back in the margin yet again.

Peter King

Editor note: ChainLinks welcomes letters and contributions from all viewpoints (and pictures of cool bike stands). I apologise if I inadvertently caused offence by my attempt at humour in paraphrasing Martin Luther King in my caption below the photo.



PROGRESS ON THE KAPITI COAST

On Thursday night (3 August) our Mayor wholeheartedly endorsed setting up a Kapiti-Rotary Pathways Trust at a Kapiti Rotary meeting albeit saying that the council had endured this little terrier Liz Mikkelsen yapping at their heels for a long time. We were still absolutely delighted by the response both from Rotary members and Council staff. A very enjoyable evening.

Thanks to Tony Nutsford, President of Rotary for Otaki for organising the meeting and to Alan Watton from Napier Rotary Pathways Trust, who presented a logical, easily understood and informative talk with pictures and technical information to a gathering of about 70 Council Staff, Councillors and Rotary Club members.

Thanks also to Linda Kerkmeester for her succinct talk in which she highlighted the need for better connection between the communities as to how cycling and walking can have a positive effect on how people communicate and interact with each other. Finally, a heartfelt thank you to Mayor Alan Milne for his positive statement of commitment by the Council for creating cycling, walking and bridleways on the Kapiti Coast.

One year of advocacy that culminated in success.

Kapiti Cycling Inc.



PROGRESS: GETTING THERE - ON FOOT, BY CYCLE

Have you been wondering what has happened to the national *Getting There* Strategy, or had you forgotten it existed? Well, the wheels of government move at a very pedestrian pace, which is rather frustrating for us cyclists. But finally an implementation plan for the Strategy has been released, and is available on the MoT website at www.transport.govt.nz (and we hope to have hard copies available in the CAN library shortly).

This article will give a brief outline of what is planned, plus float some ideas about how CAN can make the most of this next stage.

The Strategy

Getting There identifies four broad categories in which action is needed, each with 2 or 3 specific priority areas for action. The Strategy itself did not have an implementation plan, but signalled that one would be developed and that this would become the practical, 'make it happen' part.

While it might seem overly bureaucratic to do it this way, I think the idea is to have a long-term vision set by the actual Strategy, and then have a more flexible, more easily revised plan for picking key projects and then checking that they are working - and amending them if not.

The Implementation Plan

The plan that has been adopted is built on two clear intentions: to get some action right away, so people can see that something is happening; and to create the right conditions for good actions in the future, for example by building a decision-making environment where cycle-(and walk-)friendliness is the normal, 'no-brainer' way of developing programmes and infrastructure.

The Implementation Plan recognises that there are many good activities happening already, and supports and encourages their continuation. In addition, 10 new initiatives are identified. Some of these might sound like yet more bureaucratic words, but I encourage you to read the plan, because it does help to explain why each of these 10 initiatives is seen as important.

The new initiatives are:

- research, monitoring and evaluation plan (so we can measure progress)
- transport sector alignment review (to help ensure that national transport agencies are all chugging along the same track)
- communication with key decision-makers
- information centre
- workforce development
- 'model communities' programme
- road controlling authority 'benchmarking' programme
- strengthening user group networks
- long-distance cycling networks
- road user training and education (cyclist and pedestrian training, 'share the road' campaign)

How will it happen?

Both the development and ongoing monitoring of the Implementation Plan have been/will be a collaborative process. A small team from the Ministry of Transport (currently Reena Kokotailo and Jason Morgan) and Land Transport NZ (Gerry Dance and Ian Appleton) is managing it all, supported by a National Committee. There are also four Working Groups, each focussing on one of the four priority areas of the Strategy. CAN and BikeNZ have a representative on each of the Working Groups plus the National Committee. I am the rep on the National Committee and am keen to hear your feedback (to Jane Dawson, dawbell@actrix.co.nz, phone 04-972 2552).

I believe this is a strong implementation plan, and part of its strength comes from the fact that views from so many different organisations have been incorporated. It is not the plan that CAN would have written, but it is a good compromise.

What's in it for us?

At first glance it is disappointing to see no \$\$\$ specified against the various initiatives. While it would have been nice to see a generous budget allocated, the lack of numbers doesn't mean that nothing is happening.

For example, Initiative 8 (strengthening user networks) is already underway, with CAN's two new employees about to start liaising with local advocates. And Initiative 10 (road user education) is already building on the recent cycle skills training research by setting up pilot schemes, with a view to a wider roll-out of skills training around the country.

We should be looking to capitalise on these projects by encouraging our local authorities to participate, and to build the national initiatives (like developing skills training and educating trainers) into their own work programmes. And by inspiring our local community to put its collective hand up to become a 'model cycling/walking community'.

The fact that the 10 initiatives are not tightly prescribed and budgeted actually gives us an opportunity to put forward our own ways to make them happen. We CANners are creative thinkers (it comes from years of working around unhelpful systems), so lets see what ideas we can come up with. Any funding that is available is likely to be directed towards projects that help with the implementation plan, so make sure your ideas are aligned to one or more of the 10 initiatives in the Implementation Plan.

Get your thinking-helmets on!

Jane Dawson



CAN STAFF APPOINTED

CAN has appointed its first ever paid employees, Simon Kennett and Fiona Whero, to help it consolidate and develop its networks and local groups. This exciting project is funded by Land Transport NZ via the HSC as part of the implementation of "Getting There", the national walking and cycling strategy.

The project aims to improve the ability of cycle user groups to provide input into local and national decision making. Its main components are:

- visits and regular e-mail and phone contact with each local group to assist with planning, resources, networking and organisation
- planning a national get-together for CANners in November (see notice elsewhere in this issue)
- helping to get new local groups formed
- adding new members to CAN networks
- improving communication between groups, members and the Executive
- getting a new regional cycle forum going
- producing a three-year strategy for further projects that CAN could deliver to help in "Getting There" implementation.

Simon Kennett is well known in cycling circles as an author and event organiser. He has taken the full-time position of CAN Project Co-ordinator and will be based in Wellington. Simon is already working part-time, but will start full-time on 1 September.

Simon is sharing office space with Living Streets Aotearoa, the pedestrian advocacy organisation (thanks LSA!), in central Wellington. His contact details are:

simon.kennett@can.org.nz

Tel: 04-499 4967

Mob: 027-449 1844

Fax: 04-499 4968

PO Box 25-424, Wellington.

Fiona Whero, previously an organiser with the Service & Food Workers Union, will be our part-time CAN Project Officer based in Christchurch. She started on 14 August.

Fiona is sharing office space in central Christchurch with two Enviroschools Foundation workers. Her contact details are:

fiona.whero@can.org.nz

Tel: 03-366 2645

Mob: 027-449 1845

PO Box 25-297

Christchurch 8144

More information in the next issue of ChainLinks. In the meantime, a big welcome to both of them!

Robert Ibell, CAN Chairperson

STAFF PROFILE - SIMON KENNETT

Like most kids in 1970's Christchurch, I learnt to ride a bicycle at a young age and enjoyed the freedom it gave me to get around my neighbourhood. By the age of 14 I'd saved enough to buy a touring bike and then explored further afield. By age 18 I was a committee member of the Wellington Cycling and Touring Club and, after my touring frame snapped in half, moved on to a mountain bike. The opportunities to explore the world by bike seemed endless. They still do.

My stable of bikes now includes two mountain bikes, a utility mongrel, a vintage road racer, a tourer, a tandem and a triple. I also enjoy forest restoration, kayaking and films.

Two of my brothers and I set up a small business in 1993 to write about cycling, organise events, and build tracks. 'Ride – the story of cycling in New Zealand', the Karapoti Classic, and Makara Peak Mountain Bike Park are examples of our work. We've been privileged to work with countless highly motivated and likeable volunteers on all of those projects.



When the CAN Project Co-ordinator position came up, I jumped at the opportunity to help develop an organisation which has campaigned so well for cyclists and which has so much potential. There is a groundswell of support developing for cycling right now. At last the bureaucratic winds of change seem to be at our back. As grass-roots organisations, CAN and its member groups are ideally placed to see that support result in real gains throughout New Zealand. I'm certainly looking forward to helping make that happen.

Pedal on.

Simon

STAFF PROFILE - FIONA WHERO

Hi, I am the new Project Officer for CAN.

For nearly three years, I have been a Trade Union Organiser. Together with a team of paid and unpaid workers we have grown the Christchurch Public Hospital membership to nearly 400. It has been a busy and challenging job during which we doubled the membership and I grew a smallish pot belly. When I started I was committed to biking to work despite having a car as part of the job (I had biked in my last job) but the lack of a safe parking space etc made it too difficult. I used to walk fast up the four flights of stairs but soon became used to taking the lift.

Recently I started biking on a few 'local' tracks, the new Rail Trail on Banks Peninsula and from the City to South Brighton along the Avon River and through wetlands etc. I realised what I had been missing. The sore bum and the frustration of worn gears saw me looking for a new bike and bike seat! I am not quite ready for the padded Lycra shorts. I bought a new mountain bike with front shock absorbers and put on a new gel seat. It was my pride and joy. A few learning experiences with parking the 'horse' and I was on my way to 'getting back on my bike'. This weekend was dramatic with a house break in and the thief taking my bike, only to have it returned by the Police who had found someone riding it. He had not taken care of it and it is scratched and trashed. I was outraged. The bike needs to be taken back to the shop for a check and touch-up.

Since I took this new job, everyone has a 'cycling story', from people wanting to get back on a bike (but being too scared of the traffic), to someone one who has organised showers and covered space for cyclists and cycles respectively, to a road racer (who works in an adjacent office and whose pastime I never knew about).

People are asking me what the new job is. My response moves from joking, "it's telling people to get on their bikes", to once I have their attention, "it is cycling advocacy, assisting CAN to improve the networking and communication between CAN and its membership, and to increase the CAN membership".

I have not met Simon yet but I am looking forward to working with someone so respected in the cycling world.

Thank you Robert and Axel (and others behind the scenes) for the work you have done to get the logistics and resources sorted for this exciting project.

Right, I am on my bike.

Fiona



EVENING “MASS” RIDE OF EIGHT PEOPLE

After much soul searching, Kapiti Cycling decided to put more pressure on the Kapiti Coast District Council by riding down the only road with direct access between the beach community and the town centre. A very fast and heavily trafficked road, it has only intermittent cycle lanes (where there is room and doesn't cost too much to provide). Since 2002 we have lobbied for something to be done, but always get told that this road will become a boulevard with off-road shared walking and cycling provision. However, as it is now 2006 and the road is still off in the far distance, our impatience culminated in this ride. Our member Ralph Bolton took the picture below and the local paper The Observer covered the event with a big pre-ride article and a picture on the front page. The ride generated a huge amount of letters to the editor, this gave us a chance to respond and a good discussion brought many issues to the forefront.



photo by Ralph Bolton

The very visible gadget which one person is wearing is the Exalite Safety belt www.exalitesafety.com \$70.00 retail.

As we have always wanted to keep good relations with the council we stressed that we were only highlighting the issue by putting ourselves and not other commuters at risk. Both cycle shop owners supported us on the ride and we carried posters to get our message across. Some work has now

been promised on the worst section and other works are being discussed at both intersections. Is this because of our ride? We don't know, but we do not think it hurt.

It was also a chance to bring the issues about having lights on your bike to the forefront. It is having lights and visibility gear and good path design that really saves us from accidents – not to forget consideration and alertness by other road users.

Kapiti Cycling Core Group



EXECUTIVE HOLDS WORKSHOP

Members of the CAN Executive attended a three-day planning workshop in Christchurch over Queen's Birthday Weekend, hosted by Axel Wilke & Nicki Bell (thanks a lot, guys!). Their discussions were enhanced by the presence of Glen Koorey from Spokes Christchurch and Rachel Smith from BikeNZ.

The annual workshop gives Exec members a rare chance to meet face-to-face - most of our meetings are virtual ones held over the Internet. This year, as well as cooking and eating some good meals together and going on a walk or two, we:

- reviewed CAN's strategic plan
- reviewed CAN's policy document
- drafted a three-year proposal for Land Transport NZ for assisting with implementation of the "Getting There" strategy
- reviewed the operation of CAN's Special Interest Groups (see article in this issue)
- discussed our website, the 2006 budget, the networking project (see article on page 10), the 2007 local body elections, the CAN Cycle-Friendly Awards, and a proposed cycle-friendly employer audit project.

Revised versions of the first two of these documents will be debated by the wider membership at the CAN Do in November, as will a budget for 2007. Members of CAN_Forum will be involved in discussions on many of the other matters.

For more information or to get involved in any of these projects, please contact Robert Ibell, 04-972 2552, chair@can.org.nz



Taking a break for some cold air at the Exec workshop are (squatting) Rachel Smith, Robert Ibell, Glen Koorey, (standing) Axel Wilke, Jane Dawson, Andrew Macbeth, Bevan Woodward, Adrian Croucher.



DOES CAN HAVE A SIG FOR YOU?

CAN currently has two Special Interest Groups (SIGs) that operate via Yahoogroups: CAN_Legal and CAN_Technical. The membership of both groups is moderated and does not come with spam.

Legal SIG

CAN_Legal is open to members of CAN and non-members with an interest in legal issues relating to cycling. It provides a discussion forum and informal legal advice.

Only CAN_Legal members can post messages to the group. To join, send an e-mail to can_legal-subscribe@yahooogroups.com.

However, any CAN member may contact the group via the moderator. To contact the CAN_Legal moderator, send an e-mail to legal@can.org.nz.

Technical SIG

CAN_Technical is currently for CAN members only, though this may be reviewed in future. It facilitates discussion on technical matters, and is a good way for SIG members to share information or ask for advice and feedback.

Only CAN_Technical members can post messages to the group. To join, send an e-mail to can_tech-subscribe@yahoogroups.com

However, any CAN member may contact the group via the moderator. To contact the CAN_Technical moderator, send an e-mail to technical@can.org.nz.

CAN_Forum

CAN also operates a larger discussion forum for members called CAN_Forum. All CAN local groups are represented on the group. It also includes most members of the Exec and other active CAN members.

To join CAN_Forum, send an e-mail to can_forum-subscribe@yahoogroups.com. CAN_Forum membership is moderated.

For further information, contact Robert Ibell, 04-972 2552, chair@can.org.nz.

Robert Ibell, Chairperson



CYCLING NEWS FROM AROUND NEW ZEALAND

Cyclists say alternatives to car need greater share of investment

National cycling organisation, the Cycling Advocates' Network (CAN), said tonight that if New Zealanders are to have a realistic choice about how to travel, much greater investment in alternatives to the motor vehicle is sorely needed.

CAN welcomed the \$5 million increase in investment in walking and cycling in the National Land Transport Programme (NLTP) announced this evening, but said that it was dwarfed by huge increases in spending on roading.

"Decades of attention to the needs of motorists have meant that people who would like to get around by bike, public transport, or on foot find that it isn't an attractive or safe option." said Robert Ibell, CAN chairperson.

"While an increase in spending on cycling and walking projects from \$6.5 million to \$11.5 million is welcome, it's a drop in the ocean. We recognise that other parts of the NLTP also benefit cycling, for example Travel Demand Management, but the general thrust of Government investment in transport will negate that, because it encourages people to drive." said Mr Ibell.

With the recent increase in fuel prices, cycling is becoming a more attractive means of transport. However, CAN is concerned that without a big increase in investment in cycling infrastructure, speed and traffic reduction measures, and motorist and cyclist training there will be a disproportionate increase in cycle crashes.



Transit 10-year plan unsustainable, says cycling group

Transit New Zealand's 10-year State Highway Plan, released today, pays lip service to environmental sustainability, says national organisation the Cycling Advocates' Network (CAN).

"In this plan Transit have shown that they still don't understand that they can't build their way out of congestion," said CAN spokesperson Robert Ibell. "The huge increase in road building planned by Transit will have huge environmental consequences that future generations will pay for."

"The only form of sustainability Transit give any serious consideration to is economic sustainability. Environmental concerns seem to be limited to run-off and noise, but legislation and New Zealand's climate change responsibilities require much more than that," said Mr Ibell.

"CAN is pleased to note an increase in investment in walking and cycling infrastructure from \$1 million to \$3 million a year," said Mr Ibell. "However, these improvements will be far outweighed by the extra traffic and higher speeds created by the road building programme."

CAN also noted that some projects included in the plan, such as multi-lane roundabouts and new passing lanes, may make things worse for cyclists.

CAN Media Release 29 June 2006



Tame Iti takes up cycling

Gone are the combat boots and camouflage gear - Tame Iti has taken to lycra.

A self-confessed food addict, the 55-year-old Tuhoe kaumatua better known for his protests, is at a point in his life where he can not take his health for granted.

So Mr Iti has taken up cycling.

Most weekends he can be seen biking between his home in Ruatoki, Whakatane and Edgecumbe as he prepares for the Hamilton to Auckland Express - a cycle challenge of 100km - in October.

"I don't smoke, I don't drink but food is definitely my biggest passion," he confessed.

"It's now become a balancing act between food and exercise."

Mr Iti has unique but traditional Maori tastes.

"My absolutely favourite meal is fermented puha with a whakamarama [scattering] of mutton bird juice and natural sea salt."

He said just talking about it made his mouth water.

"Second in line is a couple of spoonfuls of kina between two slices of toasted rewena bread."

Mr Iti said any fermented food was great for cleansing the system.

And because the kaumatua is not prepared to give up any of his tasty delicacies, biking has become a focus in his life although admittedly still second to food. "A close second though. I used to do a bit of cycling many years ago and it is something I have always enjoyed so I decided to get back on that bike."

Cycling was less stressful for the joints than other forms of exercise and was a fantastic way to see the countryside, he said.

"Most times I get on the bike I ride for between three and four hours - you can cover a lot of kilometres and a lot of sights in that time."

And as for the lycra cycling shorts, Mr Iti reckons they make him look like a professional.

Earlier this year he did the Rotorua to Taupo 100km Flyer Cycling Event.

"When you're cycling with about 4000 other riders you want to blend in, not stick out like a sore thumb."

"They don't look too bad on me anyway," he said of his shorts.

Meanwhile, in keeping with his clean, green image, Mr Iti is sharing his life-learned knowledge with thousands by moonlighting as an agony uncle on Maori Television's Whatukura show.

With a panel of four others, he dishes out advice and support for everything from drug and alcohol addiction to domestic violence, sexuality and lazy husbands.

As a social worker for the Tuhoe Hauora, Mr Iti said he dealt with men battling problems and believed himself well-qualified.

"My answers either come from personal experience or an experience I have been through with one of my clients.

"It's all about the well being of our people and if I can do that on a bigger scale by setting an example, then it's all good."

Rotorua Daily Post, 25 June 2006



OVERSEAS NEWS

DUTCH CYCLISTS SAT-MAP THE WAY

DUTCH cyclists union ENFB has launched the first door-to-door route finder for bicycles, a result of a large volunteer project inspired by Wikipedia.

One in every three trips in the Netherlands is done on a bicycle and the country has thousands of bicycle lanes that are not accessible to cars. None of these bicycle lanes were known to navigation software or route finding devices.

"This is really a Dutch problem. Other countries have very few dedicated bike lanes and in those countries car route finders can be used by cyclists, too. But here in Holland, car route finders are unaware of the best cycle lanes," said Kees Bakker, project leader for the Dutch cycle route planner.

In recent months, dozens of volunteers have mapped all roads and cycle lanes in the central province of Utrecht, which has 1.17 million citizens.

The volunteers needed to be much more precise than commercial digital map makers for car navigation, jotting down details such as road surface, scenery and if a road was well lit.

"Detail is what cyclists need and what makes this so valuable. You need to be able to choose a safe route at night, and a racing cyclist wants a hard bike lane and no dirt roads," said Erik Jonkman, one of 70 volunteers.

Over a period of one month he spent 80 hours cycling the roads around his home and putting the data in the computer.

"We looked at projects like Wikipedia and figured a collaborative approach would also work well in this case. Cyclists love to share their favourite routes, and are often discussing them," Mr Bakker said.

Mr Jonkman said the collaborative approach offers unexpected benefits, such as the possibility to quickly correct errors.

The planner is already used by around 1000 visitors a day who can also download the routes onto Garmin GPS units.

The cyclists union is in talks with other provinces to get access to maps. The goal is to cover the entire country.

The Australian 13 July 2006



Zoom – Kids on the Move: The 2006 Campaign

The ZOOM campaign invites children to make their daily journeys independently and in an environmentally-friendly way. Each journey conducted on foot, by bike, skates, etc. counts as one "Green Footprint".

By collecting Green Footprints all over Europe, children will show to the "big ones", what the "small ones" do for the protection of the global climate!

The target for 2006 is to collect 178,969 green footprints to represent all 189 countries signed on to the UNFCCC - from May until October 2006, children aged 4-10 years old from all over Europe are asked to make a symbolic journey to all the 189 countries having signed the UN Framework Convention on Climate Change. This makes a distance of 178,969 Green Footprints (or kilometres).

<http://www.klimaschutz.kbserver.de/186.html>



Cyclepods

The steadily-rising price of oil, and, in London, a congestion charge of £8 for cars entering the centre of the city, mean more and more people are traveling by bike. Cheap, quick and relatively healthy (if you don't suck in lungfuls of fumes) the downsides are being caught out by the British weather and where to put your bike when you arrive.

So with that in mind, James Steward and Natalie Connell are deserving winners of this year's UK's Young Entrepreneurs Of The Year Award for their Cyclepod.

An intelligent, space-saving design, the pods vertically store eight bicycles within a two-meter diameter, which is half the room needed by traditional storage units, according to the makers. The design also lets cyclists lock both the bike's frame and front wheel so they can't be stolen, and the umbrella will at least keep the rain off when you're not riding. There's no faulting the modernist design either, which is already cropping up in certain parts of London, and at the headquarters of multinationals like Pepsi.

<http://www.cyclepods.co.uk/>



Livingstone's plans will see cycling levels plummet

We know that in terms of news it's the silly season, but Mayor of London Ken Livingstone's plan for a registration scheme for bicycles and their users in London is an ill-thought-through and completely unworkable idea that risks reversing the current growth in London cycling. Speaking on the radio this week, Livingstone announced plans to use a Private Bill to compel all cyclists entering the capital to be registered to a particular bicycle and for that bike to display a registration plate that can be monitored by cameras. He hopes to use the system to catch cyclists who cycle on the pavement and ride through red lights. CTC's Roger Geffen said: "CTC is in favour of cyclists obeying the law, but a registration scheme would be an extremely costly and bureaucratic system that would undoubtedly put many people off cycling. A problem with errant cyclists undeniably exists but pales in road safety terms when compared with dangerous drivers. A better way to tackle cyclists' bad behaviour is through provision of good cycle training."

CTC Newsnet 27 July 2006



In Kenya, Bicycles Leave Taxis in the Dust

Bicycle taxis are rapidly supplanting gasoline-powered minibus taxis in parts of western Kenya, according to an April 26 report by Inter Press Service. Residents of Kisumu, a small city 500 kilometres from Nairobi, have long relied on the minibuses, or "matatus," to get around. But as improvements in the bicycle industry lead to lower production costs, sales of the pedal-powered alternatives are booming. Kisumu's bike taxi commuters can now cross town for half the price of a matatu ride, and they usually arrive at their destinations faster because the bicycles, known as "boda bodas," manoeuvre through traffic more easily. The bikes also bring environmental benefits, including cleaner air and reduced greenhouse gas emissions. And bicycle taxis offer a means of income for a larger share of the population, compared with the more capital-intensive and gasoline-dependent matatus. "I never, ever thought I could have my own company," proclaimed one new bicycle taxi entrepreneur. "I am happy. My children are eating."

But as bicycles bring greater prosperity to their owners, local matatu businesses are struggling. Some drivers have attempted to survive by courting a niche market of people travelling to Nairobi; others have decided to sell their vehicles and buy their own bicycles. The bikes do have drawbacks, however: many cyclists are hit and killed by reckless motorists. Bike taxis also favour the strong and able, as cyclists rely on their own power to transport several times their body weight.

Interest in bicycle transport is growing across Africa as companies seek to design high-quality yet affordable bikes, and as government policies promote their use. In Ghana, bike sales now stand at about 30 per 1,000 people, roughly 50 percent higher than in China, a much wealthier country. But China remains the world's largest bicycle producer, accounting for some 58 percent of the world total. Worldwide, bike production has grown steadily in recent years, with more than 100 million units manufactured annually.

Worldwatch Institute, 16 June 2006



LAND TRANSPORT NZ AND CAN - MEETING MINUTES

Wednesday 14th June 2006 3:30 pm to 4:30 pm

Attendees:

Land Transport NZ - Gerry Dance, Ian Appleton

CAN - Jane Dawson, Robert Ibell, Sridhar Ekambaram

Purpose: This meeting was initiated by CAN as part of its advocacy role to establish a working relationship with key government departments.

This meeting was the first of more to be conducted as agreed by Land Transport NZ and CAN.

Land Transport NZ cycling work programme

Land Transport NZ is working on implementation of the "Getting there" strategy. A strategic implementation plan has been approved by the Minister and provides guidance on the way forward.

There are 10 initiatives in place, 7 of which are being managed & led by Land Transport NZ, and the other 3 by the MoT. In developing these initiatives both organizations will be working in collaboration with other agencies like Health Sponsorship Council (HSC). There are 4 people in the Land Transport NZ Networks team: Gerry, Ian, Tim Hughes and Jane Mudford.

Planning for 2006-07 is currently underway. A contract with HSC to deliver a coordinated programme of bikewise and walking initiatives in 2006/07 is nearly finalised.

Business cases for 2007-08 need to be prepared by Nov 2006 and will be based on the initiatives in the strategic implementation plan. Input and dialog for this process is welcome.

Partnerships and programmes are looking at identifying regional staff to be champions in the walking and cycling work area. Land Transport NZ Board will make final decision on 2007-08 plans in Feb 2007.

Action: CAN to input ideas for 2007-08 programme before November 2006.

Land Transport NZ funding criteria

Land Transport NZ has two styles of funding: bottom up (where RCA's bid for funds), and top down (where Land Transport NZ contracts organisations to undertake projects). At this stage, the proportions for each are not known for the 2007-08 year.

However, it appears there may be some extra contestable funding available later in the 2006-07 year, from the TDM funding class. Ian/Gerry will clarify this.

Cycling promotion funding can be applied for until June 2007 through the Community Road Safety Programs (CRSP). A new system of funding is currently out for consultation and is a result of the merging of the LTSA and Transfund, and the integration of the ALTP and NLTP funding streams. The Community Focused Land Transport Activities will replace CRSP programme in 2007/08 year.

The Police will be funded to undertake their usual activities in the meantime.

This program is co-ordinated by Trish McAloon - Gerry/Ian will get her to confirm arrangements.

A consultation document on the future of CRSP is out now (closes 14 July). CAN will feed in the example of Wellington's discontinued 'Bike News' page (local newspaper promotional page) to the consultation as an example of good projects that fall outside criteria for funding.

Action: Ian/Gerry to clarify availability of extra funding in 2006-07 year for TDM. CAN to contact Trish McAloon. CAN to make submission on CRSP.

Cycling skills training

This was discussed at a meeting of the Cycling Skills Training committee yesterday. CAN gave notice that it will be advocating for funding to be allocated to advancing the project, running pilot training schemes and rolling the programme out across the country.

Land Transport NZ funded networking project

CAN is pleased the new Land Transport NZ funded position managed by the HSC is proceeding well. Land Transport NZ indicated that the deadline for coming up with a three-year work programme had been changed from Sep'06 to Nov'06 as per the contract CAN has with the HSC.

CAN proposed to initiate and implement networking in 2006, then expand and add to it in 2007. The proposal is fine with Land Transport NZ.

Next meeting on the progress of this project will be sometime in the first week of Aug 2006. Hopefully, by then the new person(s) for this project

would have been hired and in place to start work. LTNZ will not be discussing details of the networking project, since this project will be managed by HSC on LTNZ's behalf.

In the coming year, Land Transport NZ will work with HSC in developing a programme for 2007-08 year. In the process, options will be considered how best to fund and deliver the current bikewise and walking initiatives. The 2007/08 Land Transport NZ funding streams could influence this.

Funding contingent on provision for cyclists

There was a discussion about "how to ensure consideration of cyclist needs in all roading projects". Gerry showed a new non-motorised user audit program being developed. Timeline for the final version of this audit is soon. A trial will be conducted in July after which there will be a process of refinement. Guidelines will be issued sometime in 06-07. No decision yet on how the audit could be rolled out. Initially, this audit will be voluntary.

Rules process

The Rules Programme and process is administered by Ministry of Transport on behalf of Government. The 'legal review' of cycling-related rules (that was done last year) is now with Bob Gibson, who will progress it through the rules process.

Action: CAN to take up the issue with MoT.

Land Transport NZ cycling factsheet

There are still some inaccuracies in Land Transport NZ's factsheet regarding cycling on its website, despite numerous requests from CAN to correct it. Robert to send details and Gerry to follow it up.

Action (now completed): Robert Ibell to send details of factsheet to Gerry / Ian for follow-up.

Road Safety co-ordinators

Funding source/mechanism for road safety co-ordinators needs to be clarified now that CRSP is changing. They are having another national get-together in August this year.

Action (now completed): Gerry to provide details of funding criteria.



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Weblinks

Australian Transport Bureau Road Safety Report

http://www.atsb.gov.au/publications/2006/pdf/death_cyclists_road.pdf



NEW MATERIAL IN THE CAN LIBRARY

The following material has been added to the CAN library.

If you're interested in borrowing CAN library material, donating money or publications to the library, or if you want to suggest items for us to buy, please contact Robert Ibell on 04-972 2552, dawbell@actrix.co.nz.

See the CAN website for a full listing of the library resources. Contact Robert (as above) for a paper copy, or to borrow stuff.

Commuting

Gammie F & van der Sar D, *Employer travel plans in New Zealand*, Transfund NZ, Wellington, NZ, 2004, 53pp. Land Transport NZ Research Report No.262

Bell TE, *The Essential Bicycle Commuter*, Ragged Mountain Press, Camden, USA, 1998, 168pp. Covers how to: choose a bike & accessories; carry kids & groceries; select the best route; ride in traffic and foul weather; commute after dark; keep fresh for work; protect against theft; make emergency repairs.

Conferences

Velocity 99 Conference Proceedings, Velocity, Graz, Austria, 1999. CD-ROM. Also available on-line.

Connecting Cycling 2005 - Planning for Healthy Communities, Bicycle Federation of Australia, Adelaide, Australia, 2005. CD-ROM. Proceedings from the conference held in Brisbane, 6/7 October 2005.

Education

Robinson T, *Bike to Basics: A Parents Guide to Cycle Training*, North Yorkshire County Council, Northallerton, UK. Video.

Weber K etc, *Good Practice Guide on Road Safety Education*, Rose 25, 2005, 53pp. Project funded by the European Commission.

Environment

Engwicht D, *Mental Speed Bumps - The smarter way to tame traffic*, Envirobook, Annadale, Australia, 2005, 190pp. "A practical, down-to-earth guide for residents, parents, health professionals, city planners and anyone interested in creating more livable streets."

Weaver S, *A Scientific Backdrop to Climate Change Policy*, Policy Quarterly, Vol 2 No 1, 2006, pp10-20.

Facilities

Transport for London, *Advanced Stop Lines (ASLS) Background and Research Studies*, Transport for London, London, UK, 2005, 6pp. Paper prepared for 2005 Velo-City conference. Studies the background, design and behaviour of cyclists and motorists at advanced stop lines in the UK. Available on-line at www.tfl.gov.uk/cycles/downloads/pdf/asl.pdf

Cambridge SM & Francis AJ, *Cycle Audit and Cycle Review: A Scoping Study*, Transfund NZ, Wellington, NZ, 2000, 38pp. Land Transport NZ Research Report No.180. Examines whether the UK IHT "Guidelines for Cycle Audit & Cycle Review" would be of benefit to NZ.

Macbeth AG & Weeds MG, *Evaluation of automatic bicycle counters in New Zealand*, Transfund NZ, Wellington, NZ, 2002, 52pp. Land Transport NZ Research Report No.230

Christchurch City Council, *Parking Strategy for the Garden City 2003*, Christchurch City Council, Christchurch, NZ, 2003, 35pp. Tackles design needs of cyclists and cycle parking.

Misc

Muir S, *PROSACC - Profound Revelations of Sunday Afternoon Cycling Church*, SMART Mental Health Ltd, Christchurch, NZ, 2004, 100pp

Sustrans, *The National Cycle Network - Route User Monitoring Report to end of 2005*, Sustrans, Bristol, UK, 2006, 15pp

Brown J, *The Year of the Bicycle*, Victoria University Press, Wellington, NZ, 2006, 79pp. A book of poetry.

Pedestrians

Hass-Klau C, *Putting Pedestrians First - Creating quality walking environments in our towns and cities*, 2001, 19pp.

Roberts I & Coggan C, *Blaming Children for Child Pedestrian Injuries*, Soc. Sci. Med. Vol.38/5, UK, 1994, pp749-753. Uses case study to show how responsibility for child pedestrian injuries "is located with the child, while structural contributors, in particular aspects of the transport system, are ignored."

Planning

Ministry of Transport, *Tackling Congestion in Auckland - Auckland Road Pricing Evaluation Study (Summary Document)*, Ministry of Transport, Wellington, NZ, 2006, 8pp

O'Fallon C & Sullivan C, *Trip chaining: understanding how New Zealanders link their travel*, Transfund NZ, Wellington, NZ, 2005, 70pp. Land Transport NZ Research Report No.268

Promotion

Ogilvie D, Egan M, Hamilton V & Petticrew M, *Promoting walking and cycling as an alternative to using cars: systematic review*, British Medical Journal, UK, 2004, 5pp. Available on-line at <http://bmj.bmjournals.com/cgi/reprint/329/7469/763>

Jacobsen PL, *Safety in numbers: more walkers and bicyclists, safer walking and bicycling*, Injury Prevention 2003/9, 2003, pp.205-209. Available on-line at <http://ip.bmjournals.com/cgi/content/abstract/9/3/205>

Public transport

Ministry of Transport, *National Rail Strategy to 2015*, Ministry of Transport, Wellington, NZ, 2005, 31pp.

Safety

Robinson DL, Macpherson AK, Parkin PC & To TM, *Helmet laws and cycle use*, Injury Prevention 2003/9, 2003, pp380-381. Available on-line at <http://ip.bmjournals.com/cgi/content/full/9/4/380>

Campbell D, Jurisich I & Dunn R, *Improved multi-lane roundabout design for cyclists*, Land Transport NZ, Wellington, NZ, 2006, 140pp. LTNZ Research Report 287. Also available as free download on LTNZ website.

Taylor M & Scuffham P, *New Zealand bicycle helmet law - do the costs outweigh the benefits?*, Injury Prevention 2002/8, 2002, pp317-320.

Turner SA, Roozenburg AP & Francis T, *Predicting accident rates for cyclists and pedestrians*, Land Transport NZ, Wellington, NZ, 2006, 180pp. LTNZ Research Report 289. Also available as free download from LTNZ website.

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Oxley JA, Corben BF, Charlton JL, Fildes BN, Rothengatter JA, *Creating a Safe Environment for Older Cyclists: Lessons Learnt from a Review of World's 'Best Practice' Measures*, Swedish National Road & Transport Research Institute, Linköping, Sweden, 2005, 12pp. Paper presented to Road Safety on Four Continents conference, Warsaw, Poland, 2005.

Walton D, Dravitzki VK, Cleland BS, Thomas JA & Jackett R, *Balancing the needs of cyclists and motorists*, Land Transport NZ, Wellington, NZ, 2005, 92pp. Land Transport NZ Research Report No.273

Strategies

Bullen D, *Greater Wellington Regional Council Strategic Cycle Network - Network Priorities*, Bullen Consultancy, Wellington, NZ, 2004, ca. 70pp

Macbeth A, Boulter R & Ryan P, *New Zealand walking and cycling strategies - best practice*, Land Transport NZ, Wellington, NZ, 2005, 84pp. Land Transport NZ Research Report No.274

Ministry of Transport, *Transport Sector Strategic Directions Document 2006/7*, Ministry of Transport Wellington, NZ, 2005, 20pp.



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