

ChainLinks

THE NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

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Two children in tow, a weeks worth of groceries to collect and it's pouring with rain. Is it better to take the car or go on the bike?



Editorial

As we begin the buildup toward the local body elections it is timely consider the cycling outcomes we seek and the influence we can have on local government, from outside or from within. Nelson (p16) have noted a need for electoral changes before they get real action, and in Whangarei Paul Doherty is putting his hat into the ring and standing for council (p16). CAN has ideas on how we can keep cycling at the electoral forefront (p14). Read about London, Copenhagen, Amsterdam (p6) and Kyoto (p13): where there is political will and investment, cycling can thrive (but traffic engineer John Forrester (link p20) explains why it is harder in the new world). The UK gives a method to put a \$ value on it all to convince the budget planners (p6).

Watch can.org.nz for a guide on standing or lobbying in the elections.. See www.vote4cycling.com.au for the Australian experience.

Cycling is now at a useful nexus of issues — health, transport, recreation, tourism and carbon neutrality — providing growing political leverage on slowly waking bureaucracies locally and nationally (cf trains p8, MOT p4, Transit p9). There is a need to profoundly broaden our scope from a sports-recreation focus to include all those potential riders currently sitting behind a wheel, and to work towards a fundamental attitude change in and towards cyclists.

Alan Preston (p13) has focused the issue: cyclists as 'fast pedestrians' or 'slow cars.' These two contrasting views sum up a host of attitudes and responses — consider for

instance how each attitude affects the choice to cycle (or not), or the reaction to sharing the road (or path) with a cyclist. How advantageous would it be to shift attitudes towards the 'fast pedestrian' end of the spectrum? The firefighter struck from behind by a car in Northland would probably be alive, for one — Paul Doherty has written a thoughtful letter to the editor of the Northern Advocate, responding to their editorial on the subject, read both on the Chainlinks web page — and international visitors would

be able to share better stories of us (p9).

Cycling is a lot safer than it seems (p14), and safer still

when there are lots doing it and the infrastructure supports it (p6). And it is very much **faster** than it seems, as the Supermarket Challenge demonstrates (p5). Even non-cyclists think it is fun (on the right bike p13, when can we get them? letter p2, p18), and, surprisingly, it is fun even in the rain with young children (p5). Good, too, for older people: wake up Ministry of Health! (p4, p6).

Stephen White has joined the Chainlinks team this issue, eliciting, gathering and editing your contributions. Share what is happening in your area, send us photos, web links, book reviews; tell us what else you want to read. Enjoy! 🚲

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Letters to the editor

Cargo bikes

Reading your excellent newsletter Chainlinks I was taken by the various photos of cargo bikes. I have periodically visited bike shops in Christchurch looking for this type of cycle or at least cycles that are suitable for slow cycling around the town to attend social events and meetings etc. Being a bit of a geriatric with a bit of a stiff back I like to sit upright in the saddle to sniff the air and look about at the scenery. Invariably I am told that this type of cycle is not stocked — they tend to have racing or mountain bikes for the young and super fit — the design of which has my bum in the air and staring about 1 metre only in front of me.

Disappointedly I have moved on in the hope one day I might see some useful cycles that are akin to various published in your newsletter.

The other week I was in Melbourne and saw such a cycle — I stumbled on the owner who is an agent for these cycles from Denmark — he told me he has sold one into NZ and keen to do more!! Pretty expensive though at around \$3,000 Australian.

You will be interested in their website: www.psbikes.com.au. Let's hope one day we see cycles like this in our country.

Cheers, Paul Fitzharris

They came they rode they raved

“What a wonderful asset the Waikanae Riverbank trail is,” was the overwhelming comment from the 140 riders who participated in the 4th **Wheels beside the Water** fun bike ride this year on the Kapiti Coast.



With courses ranging from 4–50 km the event showcased the wonderful riding opportunities in the Kapiti Coast.

Oldest in the event was 78 year old local Fred Alderton who has only been riding for a year or so and his comments were: “It was great to have other people to go out and ride with.” Carol Reid, who is from Scotland on an extended stay, was impressed with the joint nature of the event, run by The Friends of the Waikanae River and Evenzts NZ Trust. Carol was part of a three generation group that included Ally (9), Jenny (12) and their father Tom Reid from Whitby. Ally on his new bike had a blast and Jenny really enjoyed it too. Carol is a member of the Friends of Loch Lomond back home in Scotland and having seen the success of this event is going to set up a similar ride in Scotland.

Nine year old twins Oliver and James from Churton Park rode the new addition to the event, the Peka Peka Push Over (a mainly on-road ride) with their parents Alistair and Anne. They have their sights firmly set on riding in a relay team in the Round Taupo event. They liked that it was a non-competitive event and had time to take in the wonderful views and scenery on the north bank of the Waikanae River. “We saw bits of

Riders got to places they had never been before



365 Reasons to Ride

Happy Thoughts — Somewhere there is probably a scientific lab that's studying and confirming that riding a bike increases happiness and wellbeing. That pushing pedals and moving forward creates happy thoughts. Which beget more happy thoughts.

Waikanae we never knew existed and most of all we liked the Paetawa off-road track.”

Irene Rudolph from Mirimar and Isobel McDonald from Hataitai have come to Wheels all four years and they really like the café and cruise aspect. “We like it that there is no racing against time. We visited cafés, popped into Marmite — that amazing collectibles shop on the Waikanae beach, and bought an art deco object, then ended the day with fish'n'chips on the beach followed by another coffee to get us home. Looking at the map gives us a sense of creating our own destiny and not being sheep,” they said.

Designed to showcase the Kapiti Coast Cycleways and Walkways network, the routes are changed a little bit each year. Rather than have lots of volunteers standing out in the hot sun showing people, the route is billed as an adventure ride — participants are supplied with maps showing the various routes. Sometimes people's map reading skills were a little challenged and riders got to places they had never been before and that weren't quite on the route, but everyone returned with a smile on their faces, appreciative of the wonderful opportunities the Kapiti Coast provides for cycling.

It will be happening again next year ... 🚲 Jan Nisbet

Highlights this issue

SPARC Cycle-friendly Awards: nominations are being called. p8

- Is it really faster on a bike? Read about Christchurch's biennial Supermarket Challenge. p5
- So how long have you had your pedals? Retro-review. p12
- How does bike touring in NZ compare? Where are we going with it? p9
- Coasting: don't you love it? Can the cycle makers galvanise the non-bikers into the saddle? Cyclists as fast pedestrians: what's that like in practice? p13
- CAN has lots to share with us: news about the conference, the networking and cycle skills projects, a new fund for local groups and we profile our deputy chair. p14

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Government news

RoadSense—Āta Haere 2007 and beyond: the redevelopment is progressing. The RoadSense facilitators have been working with 161 NZ schools and in term 3 will be launching the newly developed RoadSense teacher handbook and website.

SPARC tells us that The New Zealand Sport and Physical Activity Survey began its 12-month collection of data for 2007/08 in March. This is a 3-yearly national survey that measures participation in sport and recreation and the physical activity levels of NZers 16 years and over.

In May the Ministry of Health released its statement of intent for the next 3 years. Of relevance to us is its ministry-led intention to increase physical activity.

Child and youth services, primary health care and Maori health are all considered areas where increased activity would be a positive health outcome. Curiously they do not consider activity important for the health of older people: an omission someone might like to address with them. The Ministry hasn't suggested how it will measure this outcome (unless eating is considered a physical activity), but intends to work collaboratively with other sectors such as education, transport, local government and communities to increase physical activity.

The Ministry of Transport has also released its statement of intent for the next 3 years. Cycling fits only under its banner of 'Healthy Society'. It intends delivering the **Getting There – on foot, by cycle strategic implementation plan 2006–2009** initiatives to "contribute to the uptake of fundamentally sustainable modes of transport". It allocates just 0.8% of its budget to cycling and walking. The Ministry's measurement of its success in achieving a healthy society is a reduction in fatalities and injuries.

There is a bus on The Ministry's environmental initiatives page and the Group Manager tells us "everyone has to think about how they will journey to a destination. We will all have to think and act differently." Nevertheless it only has 2 sustainability/climate change projects at present: biofuels and vehicle emissions.

The Ministry is also developing a 30 year plan which it expects to present in 2008. But are they getting the input to enable a more insightful approach to sustainable transport? 

Links: <http://can.org.nz/chainlinks/links>



HSC says goodbye as Bike Wise rolls on

For 13 years the Health Sponsorship Council (HSC) has been helping get New Zealanders on bicycles. However as of 30 June HSC will no longer be running the Bike Wise Programme.

Although a new provider is yet to be announced, the Bike Wise Programme will continue with support from Land Transport NZ and the Ministry of Health.

The Bike Wise programme would not be the success it is without the contribution of the Bike Wise network. HSC wishes to acknowledge and thank everybody involved with the Bike Wise Programme for your efforts and energies over the years.

Recently the programme has taken off. In 2003, participation in Bike Wise Week was 40,000 and 170 organisations ran Bike Wise events. This year approximately 100,000 people took part in 533 events.

In 2003, 1000 cyclists took part in the Business Battle. This year, a phenomenal 10,128 participants pedaled

801,836 kilometres! What's more over a quarter of these people were first time or very infrequent cyclists and evaluation shows us that these people are likely to keep cycling and get out of their cars in order to do so.

Last year we introduced two new stars to the Bike Wise stable — the Mayoral Challenge and the Community Partnership Programme — and we made the finals of the NZ Marketing Awards as a result.

Furthermore, we are generating visibility, getting cycling on the radio, in the papers and on TV. Did you know that this year's Bike Wise Week generated over \$389,000 in free publicity? This included multiple 30-second spots on One National Network and TV3 news, a piece on Close Up, a live cross for TV One's Breakfast and an appearance on Good Morning.

Together with the Bike Wise network we are achieving the holy grail of social marketing — we are effecting behavioural change. We are getting more people cycling more often.

So once again, thank-you from the HSC Bike Wise Week team. 



A Takaka billboard with artist Chris Finlayson

BikeNZ update

The first quarter of 2007 saw championship events in all codes as well as the track world championships, the Oceania MTB Championships and NZ's participation in the Tour Downunder for the first time. It also marked the start of various international campaigns for NZ's elite athletes across all codes and the logistics associated with organising international travel.

Welcome to Mark Elliott, Bryan Simmonds and Andrew Jamieson who joined the BikeNZ team in June. 
www.bikenz.org.nz

Supermarket Challenge 2007

Steven Muir

Two children in tow, a week's worth of groceries to collect and it's pouring with rain. Is it better to take the car or go on the bike? Generally the bikes came out as the best option.

There were three pairs of bikes and cars, one pair going 1km to Pak'n'Save, another pair going 3km to Merivale Fresh Choice, and another traveling 6km to Countdown Church Corner. Each bike was equipped with front and rear child seats, a home-made trailer for groceries, and raincoats. Annette King (Minister of Transport) blew the cycle-mounted airhorn to start the riders and drivers on their way. Groceries were pre-loaded into shopping trolleys at the supermarkets so participants changed an empty trolley for the full one at the icecream freezer when they selected their icecream.

Tim Barnett was the car driver going on the 1km route to Pak'n'Save Moorhouse Ave, with some borrowed children and mother to help. They arrived at exactly the same time as the bike rider but unfortunately one of the children on the bike needed a toilet stop which put them behind by about 5 minutes. The bike gained a couple of minutes back with some



Coming back through Hagley Park

fast loading of the groceries directly into the bike trailer crates they had transferred to and from the shopping trolley. However, Tim maintained his lead on the return journey and made good use of the one-way synchronized lights on the way up Madras St, arriving at the Square three minutes ahead of the bike. He did use six plastic bags compared to none on the bike, and his icecream was slightly more melted. Both claimed to enjoy the journey and rated it 4/5 for enjoyment, so it was a very close contest in all ways.

15.6mm of rain fell that afternoon. Did they really enjoy the ride or over-rate it so I didn't feel so bad about dragging them and their kids out in such terrible conditions?

the back of the tandem) and a front child seat. They were much faster than the car in heavy traffic down Papanui Rd and arrived at the supermarket 15 minutes before the car. This lead increased to 25 minutes by the time they returned to the Square — almost half the time it took the car. Unfortunately they were also faster than the photographer so we didn't manage to get many photos of them. Icecream consistency was similar and the car shopper used 7 plastic bags compared to none for the bike. A screaming toddler disrupted the ambience of the car (traffic congestion didn't help either) and she rated her enjoyment at 0/5, compared to the rider who gave it 5/5.

The 6km trip to Church Corner Countdown was very close with the

continued p10



The 3km journey to Merivale Fresh Choice was lead by the bike rider who had a clip-on tandem for one child to ride (with trailer on

Tandem with trailer returning to the Square from Merivale Fresh Choice.

International snippets

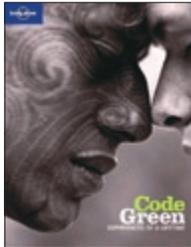
See www.can.org.nz/chainlinks/links for links to the full stories.

World bicycle relief expands in Zambia

\$2.9m will provide over 20,000 bicycles to volunteer, community-based HIV/AIDS care givers and disease prevention educators in Zambia in the next 12 months, training in bike maintenance and life skills and improvements to local bike technologies.

Getting around the globe sustainably

For those of us with itchy feet and a green conscience the pressure is on to think more carefully about how, where and why we travel. *Code Green: Experiences of a Lifetime* is a new book from Lonely Planet that profiles 82 amazing, responsible travel experiences that will have positive effects on the economy, environment and culture of the places you visit.



Bike-friendly cities shift bike commuting into higher gear

In Copenhagen people bike while pregnant, carrying two cups of coffee, smoking, eating bananas. In the hospital on weekends half the biking accidents are from people riding drunk (they run into poles).

In Amsterdam 40% of commuters get to work by bike, in Copenhagen more than a third. As concern about global warming intensifies the two cities are launching a host of new measures designed to shift bike commuting into higher gear:

- increased prison time for bike thieves,
- new parking for up to 10,000 bikes,
- Norway — double bicycle traffic to

- at least 8% of all travel by 2015,
- Sweden — move bike traffic from 12% to 16% by 2010,
- Copenhagen — double spending on biking infrastructure over 3yrs,
- Denmark — bike lanes on 2,000 kilometers of roads,
- training programs to teach school children and immigrants how to ride bikes,
- bike-only bridges,
- mirrors to make intersections more rider-friendly.

London's bike boom continues

The number of cyclists in London has soared by 83% since 2000 (6% in the last year). Investment in cycling has gone from £5.5 m in 2000 to £36 m in 2007/08.

There are now an estimated 480,000 cycle journeys every day across London, around 30,000 more than a year ago. Even so the number of cyclists killed or seriously injured on London's roads has fallen by 28%.

Special encouragement for London women to get on their bikes.

A bicycle is stolen every 71 seconds in Britain.

Age is no barrier

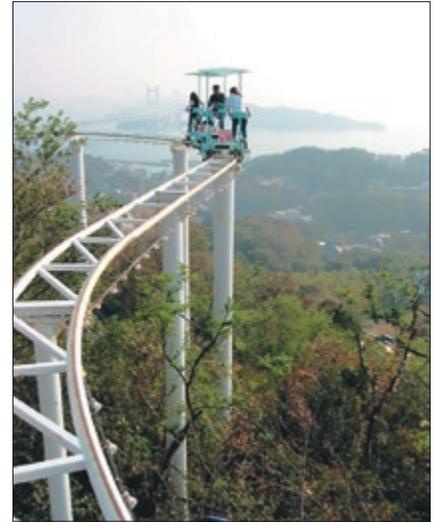
Two living icons of the Sikh community. Different nationalities, yet proud of their origin, Punjab. One a great-grandfather, the other a mere grandfather. One runs. The other cycles.

The first is 95-year-old Fauja Singh, Britain's oldest marathon runner and world record holder. The second is 22 years younger, 73-year-old Pritam Singh Saini, who bicycles 260 km everyday just to keep his blood warm. In 2005 he won his eighth gold medal at the Edmonton World Masters Games cycling 100 km.

73yr old cyclist

Pritam Singh Saini is 22 years younger than marathon runner Fauja Singh

Sky cycling in Japan and Finland



Cost benefits of walking and cycling schemes

The UK Department for Transport has developed tools to assess the monetary cost benefits of walking and cycling schemes. Impacts that can be given monetary values include:

- the reduction in CO₂ from reduced car trips,
- the number of deaths saved as a result of better physical fitness,
- a reduction in absenteeism and,
- journey ambience.

Debunk the doubters

Debunk commonly held beliefs about cycling with valuable statistics and arguments using these cycling issue sheets from our Aussie friends:

- Environmental benefits
- Health benefits
- Cycling for everyone
- Good for business
- Belong on the road, registration free
- Not just for children
- Faster than you think
- Cyclists live longer — and it's safer than you think! 🚲

More: <http://can.org.nz/chainlinks/links>

365 Reasons to Ride

Ride before coffee day — Some people can't function until they've had their first cup of coffee. All we can say is, "Don't look at us. We're hideous til we've had our morning ride!"

NZ Roundup

New record: Cape to Bluff

Palmerston North postie Colin Anderson has set a new record for cycling from Cape Reinga to Bluff. The 59 year old covered the 2200 km in a remarkable 4 days, 17 hours and 40 minutes, breaking the 1993 record by just over 2 hours. He suffered not a single puncture and only once encountered a driver who "needed to spend a bit more time in charm school". Colin's ride was a fundraiser for the Heart Children charity.

**Cape Reinga to Bluff,
2200km, in 4 days, 17
hours and 40 minutes**



I ride the line: cycling instructor Marilyn Northcotte coaches a student through a riding skills exercise.

Cycling skills training

Cycle Aware Wellington members Marilyn Northcotte and Patrick Morgan have been running adult cycling skills training, thanks to support from the Bike Wise Community Partnership Programme. Two courses were funded for May and June.

The course, held at Lyall Bay School, starts with a classroom session covering adjusting a bike for a good fit, bike maintenance, helmet checks, removing wheels, fixing a flat tyre, gears, traffic principles, where to ride on the road and managing hazards.

Students then practice skills in the playground: straight line riding, looking over your shoulder, signaling, braking, control skills and group riding. Then there's a group ride on quiet roads, finishing up with a debrief at a café.

Riders pay \$30 for the seven-hour course. Bike Wise made up the difference this year, while Wellington City Council supported courses in 2006.

Trainers Marilyn and Patrick have many years of cycling behind them and have been teaching cycling skills to adults and children since Lance rode a tricycle.

Marilyn says she's keen to get more people cycling more often, while Patrick's on a mission to share the fun and convenience of cycling.

"With a maximum class size of 12, the focus is on the practical skills bikers need to manage riding in traffic," he says. "Every student practises wheel removal, fixing a flat and replacing the wheel. Dealing with flat tyres seems to be a phobia for some riders, so it's great to see them gain confidence in their skills."

Patrick says bike shops selling wrong equipment is a concern. "Every course someone turns up with a new racing bike equipped with clip-in pedals. The rider isn't used to the riding position, gears and brakes; and managing cleats on top of that is usually a problem. Riders would be better off starting with flat pedals while they get used to their new bike, before fitting clip-ins."

Regional cycle network plan for Auckland

The Auckland Regional Transport Authority along with the local councils have developed a blueprint map for the development of a Regional Cycle Network over the next 10 years.

There are 1000 km of routes — over 100 km already built — including off-road cycle paths, on-road cycle lanes, bus/bike lanes, and shared footpaths. Key destinations are nominated which will be prioritised for connecting to cycle networks, including public

transport stations, town centres, and education locations.

Rental bikes locked and unlocked by mobile phone

Bike company Good-Gear has a system allowing bikes to be released remotely after the customer phones a call centre. If the Auckland City Council approves, the rental bikes could be near backpackers, public venues and transport hubs by November. [Auckland City Harbour News]

Kapiti mayor gets on his bike



Ron Parkin & Mayor Alan Milne
©2007 Kapiti Observer

Alan Milne cycled his way into the 2007 Electra Business Awards Dinner.

The bicycle billboard



An environmentally friendly, great fun, and extremely eye-catching way to promote your event, political party, educational program, community campaign, etc. It can be towed behind any bicycle, fits easily in a standard bike lane, has withstood the Christchurch Nor'wester, and has a twin halogen 12V lighting system that can be clamped in place on the top of the billboard for night time use.

NZ Roundup continues p8

365 Reasons to Ride
Ride Like the Wind Day — Ride like a Nor' Easter. Or a Nor'Wester. Or a Sou'Wester. Pick a wind and ride like it. And hum that "Ride like the wind" song as you go.

**SPARC
Cycle-friendly
Awards 2007**

5 awards
Nominate projects or people now!

Best cycle facility
Best cycling promotion
Cycling champion of the year
Cycle-friendly commitment by business
Cycle-friendly commitment by a public organisation

Closing date **14 Sept** ... Awards **1 Nov**

more: www.can.org.nz/chainlinks/links :: awards@can.org.nz
eligible projects: completed between Jun 2006 & June 2007

Back pedalling

Chainlinks in years gone by

CAN's third issue of ChainLinks was published in March 1998. Still just a single A4 sheet, its front page was dominated by a piece on the Roothing Advisory Group Report.

This major report was to be the basis of a Bill that would apply a market-driven, user-pays approach to roading in New Zealand. Without taking into account the external costs of motoring (e.g. pollution) and the benefits of cycling (e.g. a healthier community) CAN

And the final item reported that CAN's membership was increasing, with members being spread across five locations — Kerikeri, Auckland, Taupo, Palmerston North, and Wellington. It was noted that "CAN is first and foremost a network — a channel for the sharing of ideas, information, experience and resources." That key purpose remains, but our network — and the experience that comes with it — has grown to cover 20 towns and cities. 🚲

365 Reasons to Ride
The Discover What's Down That Weir Street Adventure Everyone's got that weird house on the weird street in their neighbourhood. If you don't, then chances are you are living in it.

NZ Roundup continues

Brand new trains: but not good for cycles

Cycle Aware Wellington is unhappy that the first of 14 new carriages unveiled in May for the Wairarapa train service do not provide proper facilities for carrying bicycles.

Bike Nelson: the new super group in Nelson

Bike Nelson fits between local cycling clubs/groups and cycling's National Sports Organisation, BikeNZ as a Regional Sports Organisation, an initiative supported by the Tasman Regional Sports Trust and BikeNZ.

Nelson is blessed with high cycling participation rates, and this is reflected in the number of very active cycling clubs and advocacy groups operating in the area. Bike Nelson gives a unified and strengthened voice to all those interests. This has already proved its worth through the Nelson City Council annual plan submission process — allowing effective communication and alignment in individual and group submissions to the plan.

All Nelson cycling clubs share common challenges, especially in the areas of volunteer recruitment and retention, funding, and calendar management. The Bike Nelson meetings are a valuable forum to find common ground and solutions, and also to form consensus on the many issues cycling faces in the Nelson area. 🚲

argued that user-pays would be bad news for cyclists and the wider community and environment. Our representative, Jane Dawson, suggested a road-user hierarchy be adopted to give greater priority to walking and cycling as transport modes, and we asked our members to write to their MPs to oppose the report's recommendations becoming law.

After some reflection, the government realised that a genuine user-pays system for roading would be politically unpalatable, and the report's far-right ideas sunk like old ball-bearings in a bucket of used degreaser.

The other main story was an article by Christchurch Cycle Officer, Alix New-

man, on his theory that travelling, and particularly cycling, makes a person more 'mindful', compared with the 'warm, steel and plastic cocoons' that shield most commuters from the world. He noted all the stimulating stuff that you see, hear and feel from a bicycle seat — music, weather, unusual houses, and strange people (including a green-coloured child and a driver who gave way to him).

There was also a call for submissions to support the construction of a bridge across the Manawatu River to give better access to Massey University. That issue was unresolved, but is still on the council's radar.

You see, hear and feel from a bicycle— music, weather, unusual houses and people

Women cyclists are far more likely to be killed by a truck because, unlike men, they tend to obey red lights and wait at junctions in the driver's blind spot, according to a London study.

Avoiding collisions with trucks

- If a truck is in front of you, wait where you can see the mirrors until it is possible to pass it.
- Pass a truck only on the left and only when you are sure you have enough time and space to get far enough ahead for the driver to see you clearly before they start moving.
- If a truck is behind you, ride where the driver has to consider your presence.
- Ride where trucks cannot pass you, or cannot pass you without changing their position on the road.
- Never adopt a "don't worry about me I'm not really here" attitude. 🚲

Touring New Zealand

Back in the 1990s New Zealand was the “hot spot for American bicycle tourists” according to an editorial in *Adventure Cyclist* magazine (May 2006). And the magazine presented several New Zealand stories that were consistently positive.

One reason for the hot spot status was that the New Zealand Government had “seized the opportunity and promoted cycling...”

More importantly were the “seemingly unspoiled and spectacular landscapes, mostly traffic-free roads, and friendly people.”

A decade later prolific British cyclist and author Josie Dew, in her recently published *Long Cloud Ride*, writes about being “spat at, shouted at, honked at, and run off the road” while pedalling through some of the most spectacular scenery on earth — New Zealand.

Although it appears difficult to find relevant statistics, one might conclude New Zealand is not attracting the bicycle travellers of a decade ago. The rot might have started with the huge negative publicity when a Swiss cyclist was seriously injured by a flying bottle flung from a passing car near Christchurch in 2004.

And more recently, when a visiting cyclist was killed when clipped by a bus south of Hokitika, Transit New Zealand responded by stating State Highway 6 was unsuitable for cyclists. This was despite the bus driver being found to be at fault — and this route being one of the world’s finest for pedal-powered travellers.

We live in an age when whatever happens, good or bad, quickly becomes common knowledge via the world-wide web. Frequent complaints about New Zealand relate to the inability to travel easily with a bike, especially by

bus, and the difficulty in getting reliable information, particularly to non-English speakers. Reckless Kiwi drivers consistently collect the brickbats.

Last year my Japanese partner and I cycled from Nice to Zurich, following part of the 2006 Tour de France course through the French Alps. Unlike in New Zealand we felt safe pedalling the roads of France and Switzerland. Traffic was always polite, road rules were always respected, and there were no missiles awaiting unsuspecting cyclists. In Switzerland we discovered the world’s most friendly bicycle travelling country with nine national cycling touring routes and

Traffic was always polite, road rules were always respected, and there were no missiles

a transport system catering superbly for those choosing to take a break and travel with a bike rather than on it.

New Zealand is great when it comes to sport cycling, with road cycling and mountain biking combining to become one of the preferred

sports for New Zealanders.

Sadly, despite all the cycling fervour, those who travel by bicycle are the poor relations of the cycling fraternity. One

wonders what would need to happen to ensure New Zealand might once again become the hot spot for bicycle travellers? Or does anyone really care?



Roy Sinclair has cycled extensively in Japan and Britain as well as in NZ. His hope: a multi-lingual website for visiting cyclists similar to these: www.japancycling.org www.cycling-in-switzerland.ch.

Bike Culture

This issue’s example of cycling entering the mainstream comes courtesy of the new Auckland-based magazine — ‘NZ Rush Hour’.

Published by Motomedia and dubbed “The magazine for smart commuters” it does, at first glance, look like another motoring magazine for yuppies. After a closer look it becomes apparent that the copious car adverts and reviews are for relatively fuel-efficient models, and bicycling (the most fuel efficient transport of all) is the topic in three separate articles. By page 21 the editorial team go so far as to suggest:

“By now, there might be some readers thinking about the fuel economy of their cars, and they may be thinking about the possibility of changing the way they commute. Some of you may be thinking that a bike might not be so bad — after all, it’s cheap, you get fit and it’s an environmentally clean way to commute.”

Hell, yeah! Not bad. Not bad at all for a magazine with motor vehicle advertising pulsing through its veins. All they need now is a couple of articles

on the joys of public transport and they’ll have two of the smartest answers to a happy rush hour covered.



Cycling trip follows trail from slavery to freedom

After three years of planning, cyclists can learn of some of America’s Underground Railroad history from a new bicycle route of 2,100 miles that tracks from coastal Alabama up to Canada.

<http://tinyurl.com/2s59z6>

Supermarket Challenge continues

bike leading by 2 minutes on arrival at the supermarket. The bike made use of the pleasant cycle paths through Hagley Park, Riccarton Bush and past the University. The car on the other hand had a difficult decision to make about whether to select Riccarton Rd or Blenheim Rd, neither being particularly appealing. The return journey was quite a different story with the bike extending its lead to 27 minutes when they got back to the Square. The driver became frustrated with traffic on Blenheim Rd, turned left past the main Riccarton town centre, and made for Riccarton Rd, which improved their speed until they hit the Riccarton roundabout where they were held up for quite some time. Eight plastic bags were used by the car and none by the bike. The car

had harder icecream in this case with the bike's icecream having become quite soft after half an hour out of the freezer. The car rated their enjoyment at 1/5 and the bike at 4/5.

15.6mm of pouring rain fell that afternoon and, being the organizer

They insisted they genuinely had a good time on the ride, despite initial reluctance to get out on the bike in bad weather.

of the event, waiting around in the Square, I was feeling less than positive about the weather. I was therefore a little skeptical about how positively the riders rated their enjoyment of the ride. I questioned them closely as to whether they really enjoyed the ride or whether they were over-rating it, just so I didn't feel so bad about dragging them and their kids out in such terrible conditions. However they insisted that they genuinely had a good time on the ride, despite some initial reluctance to get out on the bike in bad weather. 🚲



Heading down Colombo Street

Lettuce run — You might have plenty of lettuce in your fridge today or you might have none. Doesn't matter. Because you can always use more. And the best way to get lettuce, is to take your bike. What should you do when you get home? Uh, you could always make a salad. *365 Reasons to Ride*

Pedal Versus Metal Challenge USA: cyclist finishes in front of automobiles. Again.

United States — The rain was steady but undaunting as cyclists and motorists wheeled across Missoula, ticking off errands and jockeying for top honors in this year's Pedal Versus Metal Challenge.

<http://tinyurl.com/39bc63>

- Next Challenge 2009
- Build your own low cost trailer from kitset (around \$80) or from scratch for less than \$20: <http://www.cyclingchurch.org.nz>.



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Claim your space!

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Incredibly loud yellow waterproof pack cover with reflective strip and rear light loop.
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With Andy Singer cartoon and CAN logo. 100% cotton, NZ made.
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The bicycle billboard

Christchurch: An environmentally friendly, great fun, and extremely eye-catching way to promote your event, political party, educational program, community campaign, etc
To borrow it email thepope@cyclingchurch.org.nz or phone 3658238.
Donations appreciated.

More in NZ Roundup p7

Prices

Member / Non member

Two ways to order

- 1 :: Deposit money in Kiwibank 38-9005-0922435-01
:: Email order, contact and delivery details to secretary@can.org.nz.
- 2 :: Send cheque to CAN, PO Box 6491, Auckland
:: Include order, contact and delivery details.

Advertise your product or service here:
secretary@can.org.nz

365 Reasons to Ride

Be a beer truck chaser — We've all heard the phrase 'ambulance chaser'. And it's not exactly pleasant. So today, chase another kind of vehicle. If you should see a beer truck, that's your target. Chances are it's going to a bar or store. Maybe when you get there, you can sample its wares.

Trails for your Treads

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

Shimano SPD Pedals

Retro review

As I hung out at my local bike shop the other day, an old soldier came in with a pair of the very first Shimano SPD mountain bike pedals. While they were still usable, they were (at 16 years of age) past their best.

Sixteen years of MTB use is very impressive and caused me to consider all the pedals I've thrashed over the years — Suntour, Shimano, Time, Onza, and Crank Bros. Of those, the brand that stands out for its reliability and affordability is Shimano.

Shimano have a huge R&D team and a massive market share. While they have occasionally launched products too quickly (like their earliest disc brakes and MTB rapidfire shifters) and denied us products we loved (such as the XT thumb shifters) they have consistently produced good SPD pedals from the word go.

This is a retro-tested review: looking at technology that has been used over a long period of time, long enough for its foibles and advantages to become apparent.

The clipless pedal was invented way back in 1895. They work a bit like a ski binding — push forward and down to clip in, and then twist sideways to clip out. Ninety-five years later, and with the aid of some high grade metals, the first pair of SPD's came into New Zealand for my brother Paul and I to test. Only one pair, and unfortunately Paul got his hands on them first. I had to wait a couple of months until I was racing in the States before sourcing another pair direct from Shimano. Since then

I have used 5 pairs of SPD's. The first was stolen. The second lasted 10 years. The 3rd, 4th and 5th pairs are still on bikes I use regularly, with one of those pairs being a decade old and starting to fade.

It should be noted that I give my gear a very hard time (MTB racing, research rides, touring and commuting all year round) and I do very, very little maintenance. Despite this, the Shimano pedals have endured admirably and when they do start to die, it is gradually and predictably (with the bearings wearing out after several years). The Onza and Eggbeater pedals are lighter, but proved to be less robust. The Time pedals are slippery and didn't support the outside edge of my foot as well. The Eggbeaters and Time pedals did clear mud better and unclip predictably regardless of the conditions, but the Shimano pedals come with more durable steel cleats.

Hump Day — Today is Wednesday. To get over the hump of the week, get out and ride over a few humps in the road. We like speed humps.

365 Reasons to Ride

NITEFLUX

ADVANCED BICYCLE LIGHTING

RUNTIME (HOURS)

HID ARC 1.0
(12 Watt HID)

HIGH	LOW	FLASH
2.5 12 WATT	4.5 7 WATT	4 10 WATT

RUNTIME (HOURS)

Photon Max
(12 Watt LED)

HIGH	MID	LOW	FLASH
2.6 12 WATT	5.3 6 WATT	10 3 WATT	10 3 WATT

CWT

CONSTANT WATT TECHNOLOGY

CWT delivers precise and consistent power to the lamp or LED throughout the entire discharge cycle. No more annoying light fade, 100% light intensity for 90% of the battery's runtime and 50% intensity for the final 10% of runtime.

ICC

INTELLIGENT CHARGE CONTROL

All Niteflux lights come with premium quality Li-Ion batteries (half the weight and double the capacity of NiMH batteries) and incorporate a protection circuit module to ensure hassle-free Gold standard charging, enhancing battery life.

VISIONSTICK

RUNTIME (HOURS)

Photon 4 Commuter (4 Watt LED)

HIGH	LOW	FLASH
2 4 WATT	8 1 WATT	8 4 WATT

Photon 4 Enduro (4 Watt LED)

HIGH	LOW	FLASH
6 4 WATT	24 1 WATT	24 4 WATT

Halogen 10 (10 Watt Halogen)

HIGH	LOW	FLASH
2.4 10 WATT	4.8 5 WATT	—

Halogen/Photon 19 (15 Watt Halogen / 4 Watt LED)

HIGH	LOW	HIGH	LOW	FLASH
1.6 15 WATT HALOGEN	3.2 7 WATT HALOGEN	2 4 WATT LED	8 1 WATT LED	8 4 WATT LED

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Email: info@cycletech.co.nz

www.niteflux.com

Clip-in pedals in general have the following advantages: 1) They hold your foot securely, so that it will not slip off the pedal; 2) They allow you to apply force to the drive-train throughout a full rotation of the pedal (pulling up and back, as well as forward and down); 3) They come with stiff-soled shoes that spread the pedalling load over a large area of your feet; 4) There's no toe clip to worry about hitting the ground when pedalling unclipped.

Thank you day — Why not cruise over to your friend's houses and remind them how thankful you are to have them? It's better than email.

365 Reasons to Ride

The disadvantages are that they are a bit more expensive than cheap conventional pedals,

and most people fall over sideways a couple of times while learning how to use them. The requirement for a compatible shoe can be overcome by clipping a flat plastic platform to one side of the shoe (or buying a dual format pedal to start with). The cleats on road shoes are generally large and very uncomfortable to walk on, but MTB and touring shoes have the cleat recessed into the sole so that walking is no problem.

The Shimano SPD pedals come in several different models and a wide range of prices. For the regular cyclist I recommend the M540 model which is very well engineered and costs about \$110. The next model down is slightly heavier, but costs only \$85. Shoes to go with clip-in pedals come in a huge range of brands and models from about \$100, including casual street shoes, or even sandals. If you have a bike you do a lot of miles on, this is one upgrade you are bound to stick with.  Simon Kennett



Trek coasting bike

On your mark. Get set. Meander

All the wealthy countries have seen the number of cyclists dropping in the last 2 or 3 decades. Cycling has gone from being a common-garden tool for living and become a high tech sport or hobby.

Eyeing the 161 million non-cyclists in the USA, cycle component manufacturer Shimano wondered why they were not cycling and employed a research company to find out. The company went out and spent time with non-bikers to understand how their lives worked and why bikes were not part of it. They came up with some surprising answers.

Ex-cyclists like cycling: they have wonderful memories of cycling. So why don't they get on and do it again? Two main reasons: bike shops are too hard, and fear of traffic. What's hard about bike shops? you wonder, and the bike shop people did too. The researchers sent some of them off to buy \$50 worth of face care cosmetics (after all that wind on their faces, a bit of face care stuff is bound to be good for them). They found out what it is like to talk to experts about products about which they know nothing; what it is like to be overwhelmed by choice, to not know how to make a decision; to feel stupid and be talked down to. (So what sort of bike would you like? a road bike, a mountain bike, a racing bike, a hybrid bike, a comfort bike, a recumbent bike? And do you want it with or without shocks? front and or back? How many gears?)

Coasting

Shimano's solution is threefold: bikes that are 'simple' (all the complicated stuff hidden, and automatic gears); retail staff that understand novices;

safe cycling places. They have called it "coasting" after that very pleasurable experience on a bike. Trek, Giant and Raleigh are making the bikes: Trek lets you choose fashion colours for the accessories; the other two let you sit where your feet can go flat on the ground. There are 2 websites collecting and sharing safe cycling routes from riders and encouraging a community of feel-good cyclists. 2007 is their first year, we have yet to judge their success at bringing cycling back to the ordinary person.

Fast moving pedestrians or slow cars?

In Kyoto, Japan, the ordinary person is still cycling. Cycling is the preferred choice of transport and a normal tool for getting about and getting on with life.

After 4 years in Kyoto, a city the size of Christchurch but with 1.4 million people, Alan Preston has written an interesting comparison of cycling in the two cities. Cyclists in Kyoto are 'fast moving pedestrians' and treated accordingly by local government, vehicles and walkers. They don't wear helmets or lycra, but fashion clothes, business suits, uniforms



Kyoto, ©Alan Preston

— just their usual. Folding bikes are common so you can take your bike with you on the bus or train. It is more friendly, less restrictive and much safer.

We have greater expectations of speed in New Zealand, and we are

'On your mark' continues p18

Getting There By Bike NZ Cycling Conference '07

1st - 2nd November
Napier

Keynote speaker Bob Chauncey is from the National Center for Bicycling & Walking (NCBW).

Many of us see the USA as totally car-focussed, but the NCBW are helping to create a more human-centred society. They run community workshops and professional training courses and work with business groups to show the economic benefits of more cycling and walking. The NCBW runs the Active Living Center website, and Bob is a leader in the Traffic Justice Initiative, a campaign to redefine America's thinking on motor vehicle crashes.

A time to celebrate our progress, and map out future paths for cycling.

Other

programme sessions include:

- practical and technical issues,
- progress updates at a government level,
- examples of local projects,
- examples of cycling promotion,
- how to work through barriers to implementation,
- glimpses of what is happening overseas.

See www.can.org.nz for more.

Bring your bike and **explore Napier's excellent Rotary Pathway!** The conference is being held at Napier War Memorial, located on the

Pathway.

Accommodation: watch www.can.org.nz for options. 🚲

Conference fees

\$450 / \$506.25 after 21 Sept.

Discounts for advocates

Substantial discounts are available for cycling advocates: register your interest with secretary@can.org.nz. Numbers will be limited so register your interest early. These will be administered by CAN via your local group (if there is one).

CAN Press releases

Cycling far safer than reported

Injury and physical activity data show only 1 in 1,000 cyclists is seriously injured or killed yearly compared to about 5 in 1,000 car travellers. Jun 7

Young cyclists urged to brighten up NZ's motoring and cycling organisations urge young cyclists brighten up and urge motorists to make space for cyclists. April 20

ELECTIONS: A chance to get more action on cycling

: Stand for election

: Inform public and candidates

: Write letters

: Ask questions

Local Government Elections October 13

Councillors will be elected for a 3

year term and CAN is keen to see people elected who support good cycling policies. We're working with others on resources to help local groups inform candidates and the public about cycling issues.

Have a go! Nominations are from 27 July to 24 August. Our short guide to what's involved in being a councillor can inspire you.

Check out the website for resources for letters to the editor, candidate meetings, media releases etc.

Conference, before and after

Fundamentals of Planning & Design for Cycling course, 31st October. www.viastrada.co.nz

CAN's Annual General Meeting Friday evening 2 November.

CAN Do workshop 3rd and 4th November. More details in the next ChainLinks.



Ilona Keenan, CAN Deputy Chair

Hi, I am the cake baker of the exec—although they would tell you that they haven't tasted any of my cakes yet. I have been involved in cycle advocacy for about a year now, spurred on by seeing

the ad for Simon and Fiona's jobs. I didn't think liking cycling really qualified me for the job, but it got me interested and here I am.

I cut my teeth cycling to secondary school which meant a speedy flight down the Wellie hill in the morning. After a large amount of commuting I discovered the joys of touring, spending 5 months playing on my own in Europe (me, bike, tent and leather jacket).

Coming back to NZ I realised I hadn't done much touring here, and still haven't, although my bike has been to Stewart Island and the Chathams. After doing laps on the Chathams I was off to play in Western Australia, and I timed it right to stop when the snakes started playing on the roads! I can also highly recommend cycling from Raglan to Mokau on the west coast of the North Island, beautiful!! 🚲

Local Group Fund

This CAN fund has \$700 each year to assist local cycling advocacy groups affiliated to CAN.

Apply for up to \$200 for projects where the local group contributes at least 20% (eg, claim \$200 for a \$250 project) or apply for 100% funding of projects up to \$100. 🚲

Contact CAN

- :: **Chair**, Robert Ibell, chair@can.org.nz
- :: **Deputy Chair**, Illona Keenan, illona@can.org.nz
- :: **Secretary**, Adrian Croucher, secretary@can.org.nz
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- :: **Research**: Andrew Macbeth
- :: **Media/Communications/Marketing**: Stephen McKernon
- :: **Information Centre**: Thomas Schwarz

Representing CAN

- :: **Cycling/Walking Steering Committee (HSC)**: Robert Ibell
- :: **LTNZ Research Reference Group**: Andrew Macbeth

- :: **BikeNZ board**: Axel Wilke
- :: **Getting There**: Jane Dawson, Andrew Macbeth, Stephen McKernon, Thomas Schwarz

For phone numbers check out:
www.can.org.nz/contact

CAN Networking Project: First Anniversary

As the first year of the CAN Networking Project draws to a close, you may be wondering 'what's been going on?'

The project was started in response to the government's 'Getting There — on foot, by cycle' strategy. Initiative eight of the strategy's implementation plan is the 'Strengthening User Group Networks Programme.' It calls for the development of local and national



NI Project Officer for CAN

We are seeking a dynamic and self-motivated person to strengthen our capacity to work with local cycling advocacy groups and local government in the upper North Island. The Officer will join a team including a fulltime Coordinator based in Wellington, and a part time Officer based in Christchurch.

This is a part-time (20 hours/wk) fixed term (1 year) position based in Auckland and involves some domestic travel.

The salary range is pro rata from \$45–55k. For a job description, contact simon@can.org.nz. More about CAN: www.can.org.nz. Applications by Sunday 15th July.

cycling user groups so that cyclists can better participate in transport sector planning and decision-making processes.

CAN's executive kicked off the LTNZ-funded project by hiring staff in Wellington and Christchurch (Simon Kennett and Fiona Whero) and continue to play an important role in overseeing the project (with some input from Brent Skinnon at BikeWise). Treasurer, Liz Mikkelsen, and Chair, Robert Ibell, have been particularly active in the areas of financial management and project planning.

CAN staff began by opening offices and familiarising themselves with the intricacies of cycle advocacy in Aotearoa. They made contact with all of CAN's local groups and went to regional cycle forum meetings in Auckland, Wellington and Nelson. In November they organised the CAN-Do (including several workshops and the AGM). Thanks to the widespread and enthusiastic attendance this was a huge success.

Over the last 10 months the staff have met with all the local CAN groups and organised slide shows for most. And, they have arranged the affiliation of three new groups to CAN (from New Plymouth, Blenheim and Timaru). The local groups' key concerns were fed back to the executive and helped to shape CAN's policy development plan.

Through short articles and assisting a re-vamp of ChainLinks, the team have tried to make CAN more prominent and attractive to the many cyclists with a latent interest in advocacy. Where possible, they've helped local advocates to promote their campaigns through the provision of resources, and given advice on group

Networking Project continues p18

365 Reasons to Ride
Find a Rainbow Day — See how many rainbows you can spot today, be it naturally occurring in a waterfall, raindrops, spray from a hose — to stickers, clothes and such.

Regional groups

Bike! Whangarei

There were positive comments from a recent workshop held at the Whangarei District Council to discuss the WDC's draft Walking and Cycling Strategy. The strategy is welcomed and has eventuated in part from cyclists pressing the need for one!

Bike! Whangarei's Paul Doherty is putting his name forward as a candidate for the WDC elections later in the year. "It's one way of getting a cycling voice to the table!! I'm happy to be part of a team of like-minded, life-affirming cycle-nuts who may wish to share ideas leading up to the local elections in October," he said.

The council hopes to develop some demonstrable projects from the strategy in the next year or two, particularly a traffic-free route along a stream up to Whangarei Hospital and Northtec — both BIG generators of travel demand! Also a harbourside recreational route from the city to Onerahi, including a feature ped/cycle swing bridge over the Hatea River. We thought calling it a MUST (Multi-Use Scenic Trail) might be a good idea!

North Taranaki Cycle Advocates

The number one barrier to getting more of our residents out of their cars and onto bicycles is that our streets and highways are not really safe for cycling. Parents, particularly, worry about their children's safety on bikes, with the result that chauffeuring kids to and from school is the most common trip by car under 2 km.

The main safety concerns we have identified to New Plymouth District Council and Taranaki Regional Council seem to be the same ones cycle advocates complain about all over

New Zealand: cycle lanes to nowhere or that end abruptly at intersections, road works and highway entrances, ubiquitous broken glass, driver ignorance of traffic laws relating to cycle lanes and cyclists, as well as motorists' general unwillingness to share the road with bicycles.

We have identified several specific hazards — mostly relating to the dangerous layout of particular bike lanes — that could result in personal injury or death if not corrected immediately. At present we are exploring the best strategies and tactics to get these urgent issues resolved.

Cycle Aware Palmerston North

Simon Kennett gave a presentation on the history of cycling in NZ and the role of CAN to a small but enthusiastic audience in Palmerston North in May. The event drew in some new faces including Colin Anderson, a local treasure who has undertaken numerous endurance events, the most recent being his solo ride from Cape Reinga to Bluff.

We are still waiting for the draft Manawatu Active Transport Strategy to be adopted by Palmerston North City Council. The strategy combines walking and cycling with other active modes and has been developed jointly with the Manawatu District Council over the last 2 years. We are concerned that the different cycling environments, issues and needs in the two councils' areas might be making it difficult for the Councils to agree on a really good plan and it is many months since the Council communicated with the Working Party members on progress. We are now exploring how such a strategy can be effectively implemented and monitored — we would love to hear how these things have happened in other areas: please let us know!

Bicycle Nelson Bays (Nelson/Tasman region)

Krista Hobday (Tasman DC Road Safety Coordinator) is coordinating The Visibility Campaign in June. Morning and evening volunteers will hand out free visibility packs to cyclists on cycling routes. The packs include bike lights, reflective bands and stickers. With winter setting in, the need for cyclists to be seen is even more pressing.



The long-awaited Atawhai cycleway

Ground has been broken on the long-awaited Atawhai cycleway, a largely off-road 5 km shared cycle-pedestrian path north to the suburbs which will create an almost continuous route to and from Nelson City and outlying areas.

BNB pressed for a genuine Travel Demand Management study in the city's annual plan, but unfortunately it seems that significant change is unlikely unless there is a major shake-up during the local body elections.

Ecofest, Nelson's annual festival of all things eco-friendly and sustainable, happens in August, and BNB will be there again. Last year around 45 people signed up there to the BNB e-mail list.



For the sound of it — Listen while you ride today. And see more with your ears than your eyes. The sound of gravel under tire. Birds in trees. What's the difference between pavement and concrete? Or dirt and mud? Find out. Follow your ears.

Kapiti Coast Rotary Pathways Trust launched

Launched in May, the main purpose of the Trust is to raise funds for the Millenium pathway between Paekakariki and Otaki.

It is based on the Napier Rotary Pathways Trust, whose achievements we will see firsthand at the cycling conference in Napier this year.

It has taken 7 years to get the Trust from idea to reality: a significant piece of work from Liz Mikkelsen and Kapiti Cycling Inc, who promoted the idea, along with a local conservation group, and kept the concept alive and moving while all the necessary council and community support was gathered and committed.

Congratulations to all involved!



Linda Kerkmeester, Kapiti Coast District Council, and Liz Mikkelsen, KCI



Christchurch staff from MWH, Richard Houghton and Hamish Peacock show off the latest and most sustainable additions to their company's vehicle fleet. "Bert" and "Ernie" were purchased by MWH with winnings from this year's Bikewise Business Battle.

Contact the regional group nearest you

Whangarei: Bike! Whangarei

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paul@cycletours.co.nz

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www.caa.org.nz chair@caa.org.nz

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Dunedin: Harbour Cycle Network

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harbour_cycleway_network@hotmail.com

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Please email the e.CAN email news fortnightly.

Please send me information about 'cycle safe' insurance.

Occupation

How did you find out about CAN?

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

Membership fees per calendar year

Unwaged	\$15
Waged	\$20
Family	\$25
Supporting organisations	\$50

Membership fee \$.....

Donation \$.....

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Auckland Regional Transport Authority
Avanti Plus Cycles, Mt Eden
Cycle Trading Company
Environment Canterbury
Francis & Cambridge
Greater Wellington Regional Council

Living Streets Aotearoa
Makara Peak Supporters
Massey University
Mountainbiking Otago
MWH NZ Ltd
Natural High
Nature's Highway
Pacific Cycle Tours
Rotorua MTB Club
SafeKids
Sport Waikato
Steve Abley Transportation Engineering
Tasman District Council

Taupo District Council
Palmerston North City Council
Triathlon NZ
ViaStrada
Vorb
Waimakariri District Council

Tigers on the Road

What's the modern day equivalent of a fast moving lion or tiger? Yes, you've got it — a person on a bike. At least that's the horse's take on it. Horses are at the bottom of the food chain and in the distant past often ended up as a lion's lunch. They haven't forgotten the past so to save themselves they have very mobile ears to listen out for predators creeping up behind them, eyes set on the sides of their heads so they can see objects out to the side and very fast reflexes to get themselves out of trouble.

So please, if you as a cyclist see a horse and rider on the road up ahead of you, don't creep up on them, please move out into the roadway a little so that you come into the horse's line of vision and call out a friendly hello so that horse and rider don't end up in the ditch and you don't get kicked!

Chris Neason, Waimakariri District Council

'On your mark' continues

prevented by regulation from many of Japan's safe cycling practices, for example using pedestrian walkways and crossings. "In New Zealand, cyclists have literally been legislated to death (11 killed so far this year) by being forced into the 'combat zone' where most cycling fatalities occur." Cyclists are 'slow cars' on the road, not 'fast pedestrians' on the footpath in New Zealand. Alan suggests that if Kyoto cyclists were forced into the 'combat zone', they too would stop cycling.

The specialisation that novices find so overwhelming is evident in godzone too, in the complex mix of cycles

in our shops and in our organisations — how about this for a list of areas of 'cycling interest' from a leading NZ bike organisation: "4x, BMX, crosscountry, cyclocross, downhill, hill climb, road, track, and trails". (Are there 4-wheeled BI-cycles I wonder? is cyclocross a religious movement? Do you think "trails" might encompass recreational cycling? What about the work commute — could I be naive enough to think that is "road"?)

As we remind the transport industry that cycles are carbon-neutral, do not pollute and promote good health; that an investment in safe cycle routes lowers roading costs and is an investment in well-being for both people and the planet, we can look forward to welcoming more cyclists back to slow cycling, coasting, utility cycling, getting about easily, having fun.

Coasting bikes are not available in NZ yet, as Paul Fitzharris (letters to the editor) discovered. Nor bikes as push-chairs, shoppers or wedding 'cars.' Japanese folding bikes are available on TradeMe.  Miriam

CAN Networking continues

organisation and strategy.

In February, Fiona led the planning and organisation of the inaugural Canterbury Active Transport Forum. With over 60 professionals and advocates attending, this was another great success. The Forum attracted inter-sectoral support and a working party was established to draft terms of reference and nurture it through to the second meeting in May. Responsibility for the Forum has now been handed over to Environment Canterbury.

Zen and the art of fixing a flat tire
<http://tinyurl.com/3y2o4w>

CAN's information sharing networks have grown substantially.

With help from many members, particularly Tama Easton from Vorb, Anne FitzSimon from BNB, and Bevan Woodward from CAA, we have signed up about 900 new Friends of CAN and 100 new financial members. Also, we now send e-CAN to BikeTaupo and Spokes Canterbury's email lists — another 1500-odd riders.

Throughout the last six months, the staff and CAN exec have worked with LTNZ to plan for the next three years of the Networking Project. We also hope to contribute to the implementation of the Getting There strategy in other areas.

The project is looking forward to a third CAN staff member in Auckland.

All in all, a very pleasing start to an era of greater participation in cycle advocacy in New Zealand. 

Simon Kennett



Make your bike sound like a motor bike. Or a horse. (But not near a horse, please) <http://tinyurl.com/2385hv>

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

2007 dates

August

Ecofest, Nelson's annual festival of all things eco-friendly and sustainable.

14 September

SPARC Cycle-friendly Awards 2007 nominations close.

22 September

World Car-Free Day

**FUNDAMENTALS OF
PLANNING &
DESIGN FOR CYCLING**
31ST OCTOBER, NAPIER

1 November

Presentation of SPARC Cycle-friendly Awards 2007, Napier

**Getting There By Bike
NZ Cycling Conference '07**
1st - 2nd November
Napier

2 November, evening

CAN Annual General Meeting

CAN DO
3RD - 4TH NOVEMBER
(SATURDAY, SUNDAY)
NAPIER

24 November

Round Taupo Cycle Challenge

Go to the chainlinks webpage
for links to these events

List your event here:
chainlinks@can.org.nz

Cycling skills training update

The second stage of the cycling skills training project is now well underway.

Stage 1 produced a set of recommended standards and guidelines for 3 levels of competence: basic control skills; cycling on quiet streets; and cycling on busy streets. These standards are based on the UK cycling training standards, but are adapted to NZ conditions. They are applicable to both children and adults.

The Stage 2 project (managed by Opus) is trialling these guidelines in 2 centres in late July, testing them out and evaluating them to make sure that they will produce significantly more competent cyclists than existing schemes do.

It will also develop recommendations for a programme of instructor training, and will give costings for rolling out cyclist training across the country.

There are lots of people around NZ who are keen to get skills training programmes going, and are understandably a bit frustrated at not having the guidelines already. However, we do need a robust system for delivering high quality training, so working through the process will be worth it in the long run (or should that be long bike?). Training schemes have been delivered somewhat haphazardly around the country for too long, with mixed standards of course material and delivery, and with no career path for the instructors.

CAN's representative on the Cyclist Training Advisory Group is Illona Keenan (illona@can.org.nz).

**The Cyclist
Training
Advisory Group
is creating a
robust system
for delivering
high quality
training.**

On the web

365 reasons to ride: Extracts from www.coasting.com have been peppered through this issue. 351 to go! <http://tinyurl.com/3avwvn>.

So why have we ended up with bike lanes, and how safe are they anyway? And what advantages do European cities have? An accessible video of traffic engineer John Forester talking ('07). It's 1hr long and you'll need broadband. <http://tinyurl.com/2zhjsu>.

Pedal parenting: The Bike-To-Work-Week gods had plans for me ... even though I don't actually work. [Grist] <http://tinyurl.com/3xvblx>.

Subscribe to Cycle-Wire

Sourcing the world's essential road racing, mountain bike, recreational cycling and BMX news, views and gossip and delivering it to your inbox. <http://www.cycle-wire.com>.

What if cities had no sidewalks and everyone walked on the road? What if the occasional street had a three-foot-wide "walking lane" painted on the asphalt, between the moving cars and the parked ones? <http://tinyurl.com/2u7z63>.

Use an apple to make a bike <http://tinyurl.com/yogcr>.

BicycleAdCompetition Add your own or view others'. 2 minutes each. <http://tinyurl.com/2x654y>

All sorts: Go to www.youtube.com and search for 'bicycle'.

A Bike Zen Koan <http://tinyurl.com/2om6g>

The Flying Scotsman: A feature film based on the remarkable true story of Scottish cyclist Graeme Obree. In 1993 he broke the world 1hr record, on a bike made out of scrap metal and washing machine parts. <http://tinyurl.com/2xmocm>.

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



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Corner Shop, Pennies for Cycles

Lower North Island

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South Island

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