

# Chainlinks



Climate change, spiralling fuel costs, an obesity epidemic, rising congestion: the local body election is an opportunity to get bicycles on the agenda.



ISSUE 3 SEPTEMBER 2007

NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

# Editorial

“The cities that make the giant leaps are those with a committed majority of elected members,” Axel learned from the Velocity conference in Munich (p17, and read more about this on his webpage). “When the dream is sold to politicians the resources often magically appear,” Pete Zanzoterra agrees (p8). In October we have the opportunity to change the political climate of our local councils and health boards. By keeping cycling on the election agenda (for both candidates and voters), by asking questions of candidates and making sure everyone knows their answers (for good or ill), by having educative material available, and by supporting the successful candidates we can create and foster the political will for change. We can all play our part in this, and on p5 you will find out how, at whatever level of time and commitment, you too can contribute.

In November the Cycle Conference '07 and the CAN Do bring us together in Napier. The conference is a

chance to share our experience with the employed professionals that affect our opportunities, and the CAN Do to share with each other, to learn and to gather inspiration and encouragement. When there is little or no political will in your local Council then it is hard work indeed to motivate

## We can create and foster the political will for change

the Council staff to consider the needs of cyclists, to encourage others to cycle, and to take the time to read and respond to Council planning documents. Even where there is political will it is not easy. CAN Do is an opportunity to find out what has worked elsewhere, to compare notes, to learn how, and to have fun: we get to explore Napier on cycle while we are there. ■

“Mental Speed Bumps: the smarter way to tame traffic”, written by David Engwicht is a book telling us how to tame traffic without speed bumps or traffic signs. I haven't finished reading it yet, so you can't borrow it from the CAN library. However, while you are waiting, I am going to give you highlights (or you can buy your own copy: [speedbumps.com](http://speedbumps.com)).

# Letters to the editor

## Touring New Zealand

I was interested to read the article on touring in the last issue of ChainLinks. I have cycled extensively around Britain (having lived in north-west England for five years), and have toured the Gambia, Africa. My ex-partner and I toured the South Island for six weeks over Christmas and New Year, 2006–7, with our 'hybrid' bikes. We encountered several other cyclists, but I was the only New Zealander! The best aspects were cycling on the Rainbow Road from Hanmer Springs, going over Takaka Hill, the shingle road into Totaranui from Pohara, and passing through Makarora over the Haast Pass.

Compared with motorists in Britain, we found that New Zealand drivers simply failed to see us, evidenced by passing other cars while coming towards us on our side of the road, and swerving after already passing us very close. Campervan drivers showed us the greatest respect.

Despite considerable cycling experience worldwide and being equipped with a mirror, my partner was anxious

most of the time. The worst aspect was being passed by trucks with trailers on State Highway 6 near Murchison where the trailers cut in on us, especially on corners, and the drivers expected us to get out of their way even on bridges.

Motorists in Britain expect to see cyclists on the roads and are usually considerate. Cycling feels much safer even though British roads, especially the country lanes, are narrower. It is the roads with less shoulder in New Zealand that we found most daunting regardless of traffic volumes.

I also had tremendous difficulty finding a decent touring bike (that could double as a commuter) on the New Zealand market. I dream of the day when New Zealand retailers stock some of the hybrids and specialist tourers that are abundant throughout Europe. Growing emphasis on sustainable tourism, and forms of low carbon travelling, will surely lead to cycle touring being increasingly popular as well as imperative.

Bronwyn Newton

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CAN is a member organisation of BikeNZ



# That CAN Do Attitude

Having trouble making progress in your cycle advocacy? Feel the need to share ideas with some like-minded folk? Want some more 'can-do' attitude? Then the CAN Do is the event for you!

Last year this CAN gathering of cycling advocates drew 45 people to Wellington, from Whangarei to Dunedin. This year, it will be held in sunny Napier, the weekend after the 'Getting There' Cycling Conference, in early November. We'll get the AGM out of the way right at the start, on Friday evening, before heading off to one of the Hawkes Bay's best restaurants to share a meal.

The Saturday and Sunday events will be held at the restored Crown Hotel in Ahuriri, a 2 kilometre ride from Napier along a brand new cycle path. Sessions will include workshops on writing winning submissions, promotion of advocacy, group successes, and developing policies to

## learn from leading NZ cycling campaigners ... share ideas ... new skills

better express what we stand for. We have some of the leading cycling campaigners from around New Zealand, and Bob Chauncey from America presenting. There will also be a couple of short films and plenty of time to 'network'.

To ensure we don't lose sight of our reason for being, we'll go for a couple of short rides around Napier, which is bound to generate a need for

some refuelling. From morning tea on the Saturday through to afternoon tea on the Sunday, all food will be covered by the \$70 registration fee. Fill out the registration form soon, and please feel free to apply for the 50%

travel subsidy available to CAN's financial members. ■



## Fundamentals of Planning & Design for Cycling: Oct 31, Napier

Aimed at anybody planning, designing or reviewing roads or other facilities that will be used by cyclists, this one-day course is being run by Via Strada the day before the cycling conference and CAN Do in Napier.

The course is of benefit for planners, general roading engineers and road safety practitioners, and has been attended by over 400 people since its inception.

Further information is available: <http://viastrada.co.nz/fundamentals>.

## On the table at the 6th NZ Cycling Conference

The conference programme offers a mix of practical and technical sessions, updates on projects and progress in central and local government and glimpses of what is happening overseas.

More on keynote speaker Bob Chauncey from the National Center for Bicycling & Walking on p18.

## The 2007 SPARC Cycle-Friendly Awards

Acknowledging good work done to promote and encourage people to cycle, these awards will be presented during the conference.

## Highlights this issue

- Local body elections: what it means for cycling p5.
- All our CAN groups get the chance to join the internet p11.
- Coasting bikes and their ilk in NZ p9.
- CAN's new look p13.
- Conferences and workshops: report back for those of us who didn't get to Munich or the ChCh workshop: p8 and p17.
- Conference and workshops coming up for us all in NZ: p3, p18.
- Bike West Coast: CAN's newest group p16.
- Take the plunge: make submissions (p19) and/or help in policy development (p22).

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# Government news

## Obesity and diabetes report released

Parliament's Select Committee Inquiry into obesity and type 2 diabetes has published its report. The committee agreed with the sense of cycling for health, but they have left it out of their recommendations!

CAN is a part of the Obesity Action Coalition and made a written submission as well as oral presentation to the select committee in 2006.

The report, published this August, details all aspects of obesity and its effect on people and society. You can view the full report on <http://tinyurl.com/23o278>.

CAN's submission stated that while people have to make changes to their eating habits, cycling and walking are two well established tools to fight the epidemic and that effort must be made to get New Zealanders on their bikes.

I am pleased to say that the committee has accepted some of CAN's recommendations:

- Urban planning influences walking and cycling habits.
- Providing cycling facilities is a cost effective and quick answer.
- Cycling reduces dependence on cars, reduces carbon emissions and helps combat global warming.

'One' Folding Bicycle  
by Thomas Owen  
[yankodesign.com](http://yankodesign.com)



The report also notes that improving walking and cycling facilities will be faster and cheaper than improving public transport.

Overall, it looks like finally there is recognition at the government level of cycling's potential, as a transport and health solution.

However, in the recommendations section, cycling has somehow got missed out: only walking and public transport have been recommended as part of physical activities.

It remains to be seen if the parliament accepts the recommendations or not.

<http://tinyurl.com/23o278>. (The National Party's comments on the report are presented as an appendix.)

Sridhar Ekambaram

## Cycle Training Advisory Group CTAG – gaining momentum

While Stage 2 of the Cycle Skills Training Project has got underway, trialling the Stage 1 Guidelines with real people on real streets, the Advisory Group has been learning from Pete Zanzottera (UK) who workshopped with CycleSafe (Christchurch) and Hawke's Bay Police. He outlined the advantages of developing comprehensive on-road training, and shared his experience in how to set up national systems that are simple and easy to manage (more on p8).

The Cycle Training Advisory Group is an initiative of Land Transport New Zealand as they implement 'Getting there — on foot by cycle'. CAN is a member of the Advisory Group, represented by Jane Dawson and Illona Keenan.

Oryx is an innovative time trial bike with a one-sided fork and chain-stay.  
[yankodesign.com](http://yankodesign.com)



Most of the guidelines developed by the Group have been based on the UK National Standard and very successful Bikeability programme.

## Bike Now Project

Why don't people cycle to work? What do they need so that they will?

Land Transport New Zealand has commissioned a nation-wide research project to answer these questions with the aim of building sustained participation in cycle commuting in NZ workplaces.

Pinnacle Research has been contracted to do the research by Land Transport NZ and CAN has been subcontracted to deliver parts of the project. CAN is contributing workplace resources, the initial focus group to test research tools, and will provide trainers for cycle skills training courses.

Read more about the study and CAN's contribution on the web:  
<http://can.org.nz/chainlinks/links> ■



## BikeNZ update

John Wilmer has been appointed to the position of Cycling Development Manager (the new name for the Advocacy Manager) at BikeNZ. He started on 20 August. ■



## Coasting downhill in Bali

There was no cycling challenge in the trip from the rim of the volcano down towards the sea but it was a fabulous reminder of what makes cycling a unique and marvellous way to travel.

We were not going fast, so we could see the people in the fields, their cows and chooks, the cow ploughing the paddy field, rice laid out on blue 'warehouse' tarpaulins to dry in the sunny spot at the side of the road; and respond to the many hullo of children watching us from their front doorsteps.

We were guests, for the few minutes it took us to travel through their shared social space, otherwise known as a 'road'. After the tourist-focussed seaside town, it was refreshing to glimpse the non-tourist life of Bali, along the back pathways.

We shared the road with some of the millions of motor scooters that appear to be their preferred form of transport, they too coasting downhill, and cars on the wider paths, a small polite toot signalling they were coming up behind and about to overtake. ■

Miriam Richardson

# Vote Bike!

## Bicycles and the local body elections

In September and October 2007, the people of New Zealand will be asked to elect new local and regional councils and district health boards. With the converging issues of climate change, spiralling fuel costs, an obesity epidemic and rising congestion, the 2007 local body election is an important opportunity to get bicycles on the agenda.

Historically, there has been very patchy local body support for cycling, with many local authorities failing to respond adequately to exciting new directions in central Government strategies and legislation.

There has never been a better time to let politicians know that more local government support is needed for cycling.

## Benefits of cycling

Cycling offers a range of important benefits. As a zero emission form of transport and recreation, it can help reduce the soaring rate of New Zealand's greenhouse gas emissions. Cycling is also a proven method of reducing our rates of obesity and diabetes.

With urban congestion becoming an increasing feature of daily life for many Kiwis, cycling presents a refreshing alternative that takes only 1/12 the road space of a car. Finally, spiralling fuel costs are straining household budgets. Cycling is a great way to get fit, make short trips and avoid the pain at the pump.

## How you can help

In the lead up to the 2007 local government election CAN is running a public interest education campaign, encouraging our members to lobby candidates across the political spec-



trum to support cycle-friendly initiatives at a local or regional level.

CAN and its local groups and individual members continue to make professional and hard-hitting representations to all levels of government to improve conditions for cycling. But only with the support of many voices can we really be heard. And that's where you can help.

For more information on the benefits of cycling, visit [www.can.org.nz](http://www.can.org.nz).

## Link up with others

**We can all make a difference in the election campaign by making our voice heard** Make contact with like-minded groups or individuals to coordinate your activities and messages. This will help you make the best use of the opportunities to influence the candidates as described below.

If other organisations' issues (e.g. water quality, air pollution) are looking more important to the election outcome than yours, it may be sensible to put your efforts into helping them if that means more councillors will be elected who are sympathetic to your own cause.

*continued p14*

"An increase in community activity in [the] street had caused motorists to slow down without them even being conscious that the new social activities in the street were seducing them into driving slower."

Speedbumps for the Mind ➤

# International snippets

## One month of 'freedom bikes' and Paris is cycling mad

When my rather substantial friend Jean, who has never knowingly walked more than 100m without the promise of a four-course meal at the end of it, began to trumpet the joy of cycling, I knew something profound was happening to the Parisian psyche. [Guardian] <http://tinyurl.com/2f75ju>.

## Tour inspires more Londoners to commute

The Tour de France has inspired a thousand more Londoners to start commuting by bike. The Grand Depart was the basis for a competition to get more people cycle commuting in the UK capital. Some 250 companies took up the challenge for workers to bike in every day throughout July, despite one of the wettest months on record. <http://tinyurl.com/yw2cdq>

## Four wheels bad, two wheels good as Beijing aims for a smog-free Olympics

Worried about Beijing's pall of pollution shadowing the Olympics, the Chinese Government is supporting rental cycles: by the time of the Olympics the capital will boast as many as 200 rental stations and 50,000 bicycles. [Times] <http://tinyurl.com/yrovvs>

## Cycle facilities encourage cycling but don't improve safety

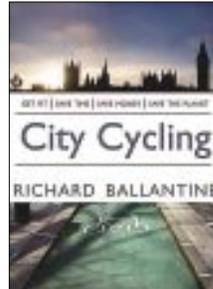
Three Danish researchers have published what is probably the largest ever study of the safety impacts of cycle facilities. [pdf 252kb] <http://tinyurl.com/3dlkbn>

## Cycle rickshaws

Cycle rickshaws, the pride of Delhi's transport system, are almost on the verge of losing their status after the Delhi High Court imposed a blanket ban on their movement. <http://tinyurl.com/yofx6w>

## City Cycling

City Cycling is a new handy, full colour manual by Richard Ballantine that contains all you need to know about cycling in town, from selecting the best bike for you to advice on tactics for riding in traffic, bike skills and basic maintenance. [UK] <http://tinyurl.com/27oh8k>.



## Bikes Belong Coalition

Bikes Belong Coalition, the bike industry's advocacy group for the United States, and Nielsen Media, parent company of Interbike, announced a significant 10-year, multi-million dollar alliance that will boost efforts to get more Americans riding bicycles.

Interbike, which has produced one of the world's leading bicycle trade shows will become a top-level sponsor of the Bikes Belong Foundation — Bikes Belong's sister organization that focuses on bicycle safety and children's bicycling initiatives. Interbike and Bikes Belong will also partner to support a high profile bicycle project each year in the trade show's host city. <http://tinyurl.com/2tjbhw>

## Oh my, it's Veloerotica

More than 200 photos, paintings, drawings and postcards dating back to the late 19th century will be on display at a repeat of the Velorotic Cycling Art event. [www.velorotic.co.uk](http://www.velorotic.co.uk)

## 4 most effective ways to steal a bike

1. Steal an unlocked bike.
2. Break the lock.
3. Break what the bike is locked to.
4. Steal parts of the bike that are unlocked.

## 4 most effective ways to keep a bike

1. Always lock your bike. Half of all bikes stolen are stolen from home.
2. Use a good lock. Buy two of the best locks you can afford. Having two different kinds of locks increases safety.
3. Secure your bike frame and your back wheel (two locks!).
4. Do not lock your bike to a chain link fence or a wooden porch.

[Canada] Full story: <http://tinyurl.com/ysac5u>

## If you can't beat them: Police 'steal' unlocked bikes

Worcester police this week announced a new shock tactic to tackle bicycle thieves — taking unlocked bikes away themselves. <http://tinyurl.com/yv3l4z>

## Get on your bike, says Australian federal Health Minister

Australians will be happier and healthier if they ditch the car in favour of a bicycle for short trips, according to federal Health Minister Tony Abbott. But that will happen only if more money is spent building better cycling infrastructure, he said, at the Parliamentary launch of the cycling industry's new discussion paper, entitled Cycling — Moving Australia Forward. <http://tinyurl.com/2defzg> ■

Links: [can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)

# NZ Roundup

## Bike racks on buses: Canterbury plans a New Zealand trial

Fiona Whero (CAN, Living Streets Aotearoa)

In Canterbury (and in Dunedin) the Regional Council (Environment Canterbury, ECan, in Canterbury) contracts three bus companies to provide bus services and the City Council owns the bus facilities. Although bike racks have been mentioned in the Environment Canterbury Metro Strategy (Public Transport Strategy) for a few years, one of the difficulties has been that the bus companies have been reluctant, concerned over safety and legalities.

In Christchurch a barrier for cyclists is the Lyttelton Road Tunnel, the main and most direct route from the Port to the City, as it does not allow cyclists through. The local cycling advocacy group, Spokes Canterbury, has lobbied for years to get bike racks on buses to solve the tunnel issue and for general services. Glen Koorey (a Spokes member and University of Canterbury Engineering lecturer) provided Environment Canterbury with a CD of background data on research, operational and technical aspects. Chrissie Williams (Redbus Director) and Shane Glassey (Sportsworks agent) were other big motivators for the project. Both visited Seattle to see bike racks in action and



provided encouraging information to Environment Canterbury. Several States in the United States have buses with bike racks fitted and Brisbane and Canberra have trialled bus bike racks. If you haven't seen them in operation, the following video, although aimed at bus operators, gives a good overview. <http://tinyurl.com/2n2gjj> (video wmv).

Concerns over legalities have proven well founded. Special dispensation was required from Land Transport New Zealand (LTNZ) as the bike racks challenge the external projection rules. The early September start date has been further delayed as each bus must have its own exemption from LTNZ, and a special reporting structure is being organised to keep LTNZ informed throughout the trial of any issues or incidents.

Six Sportsworks Veloporter 2 bike racks were bought in early 2007 through NZ agent Velotec Ltd ([velotec@slingshot.co.nz](mailto:velotec@slingshot.co.nz)).

The trial is for six months and includes surveys of cyclists. The racks will be trailed on the 35-Heathcote and the 21-Ilam/ Mt Pleasant bus routes (Leopard Coachlines) as well as the 90-Rangiora and 13-Redwood/Hoon Hay bus routes (Christchurch Bus Services). Four of the six buses involved in the trial will be uniquely liveried Sustainable Transport Buses operating on various blends of biodiesel.

If the Christchurch trial is successful it should be possible to roll out bike racks on buses nationally. Auckland and Dunedin have expressed interest in bike racks

In Hartford, Connecticut, bike racks are currently installed on 100 buses. Additional racks are being installed at a rate of two per day. <http://tinyurl.com/yq4lr>

for buses. In Dunedin for example it could be especially useful for hilly areas and suburbs further away from the CBD (such as Pine Hill, St Clair Beach, Port Chalmers) where people may want to use their bike in the centre city but avoid biking in and out or perhaps are wanting a bit of exercise and to bike one way (e.g. downhill not up!).

Contact: David Stenhouse, Assistant Manager Passenger Services, Environment Canterbury (03) 371 4910, [david.stenhouse@ecan.govt.nz](mailto:david.stenhouse@ecan.govt.nz)



## Whirinaki Mountain Bike Track

This new, purpose built track opened in August. It is designed for the "eco mountain bike rider" and weaves through one of the most spectacular and interesting forests in the world. [DOC] <http://tinyurl.com/38qnpj>.

## Pedallers become peddlers

Laura Richards, Rangitikei Mail

Marton Cycle Group members are peddling their upper bodies to promote businesses in Marton.

The group has decided to get custom-made cycling jerseys emblazoned with the words Marton/Rangitikei and have offered Marton businesses the opportunity to put advertisements on the sides of the shirts.

Spokeswoman Kylie Dalley said the 22 club members, wearing their jerseys, will be out every Sunday around the district as they pedal their way to fitness and fun.

*NZ Roundup continues p8*

"The speed of traffic on most streets is determined to a large extent by the degree to which residents have psychologically retreated from their street." Speedbumps for the Mind ➤

# Sex at the Pete Zanzoterra Workshop

Nigel Rushton, Spokes Canterbury

I went to this presentation hosted by Land Transport NZ harbouring doubts if there is a need to bring people from the other side of the world to do this sort of thing. Are there not local people just as qualified?

On the other hand, Pete Zanzoterra specialises in Travel Behaviour change and promoting cycling and walking which certainly interested me.

Pete Zanzoterra showed us how big business develops long term strategies to increase their market share. He explained how they observe our spending habits by collecting data gathered from our EFTPOS and credit card use, which we give to them without question; how they use this information to formulate on-going mass promotions and the special targeting of different market segments. All done with the aim of changing customer behaviour and building brand loyalty.

In comparison Pete opined how public funded campaigns rarely delivered long-term benefits. Resources tended to end up being diverted to deliver instant results for politicians whose primary needs were governed by the election cycle. That and the mysterious bureaucratic desire to use up unspent budgets before they

**when the dream is sold to politicians the resources often magically appear**

disappear down the gurgler of end-of-financial-year deadlines. He admitted to doing as much during his time as a public servant.

He demonstrated the different levels of success of public-funded behaviour-change campaigns; why removing labels and logos from the advertising of governmental organisations helped to minimise the public's negative reaction to authority; how this conflicted with an employee's desire to provide evidence they were actually doing something.

By this time, things had got pretty hot but we valiantly suppressed the urge to remove our clothes! All except for the little guy at the back who silently, slowly, surreptitiously and dare I say seductively removed his, nudge nudge, wink wink, jumper!! Against overwhelming odds we bravely overcame this distraction while Pete showed us the results of research on how the general public come to their decisions. How what we say or believe is not always what we do! How people's behaviour is mostly a product of habit and how hard it can be to change without help, except for the strongest-willed individuals.

Using his knowledge gathered over many years he has developed a range of successful cycling programmes based on business models that help the general public increase their skill and confidence.

To get adequate funding to do a proper job, in Pete's considerable experience, ultimately the dream needs to be sold to the politicians: the resources often magically appear once they have bought into it.

He advised to steer clear of arguments over safety and concentrate on pushing the positive aspect of a healthier lifestyle. Back it up with quality analysis and research.

Are there any other items I missed? Oh yeah, sex! Don't forget the sex!! Er, perhaps the more sensitive readers might want to avert thine eyes slightly until the end of this paragraph! Sex is one of the most powerful advertising tools of persuasion that companies use, but we all already know that don't we?! That's why we all have Porsches parked under the porch! OK that's it, you can look again now! (Whaddaya mean: "Is that all?"?)

That apart, some of the things he said confirmed what I'd already concluded. And I'm glad I wasn't responsible for approving the contract to bring him here, 'cos he probably wouldn't have come! ■

This missive is in part an experiment, in part a review for members who didn't attend, in part an attempt to look to the future of Spokes. Nigel

*NZ Roundup continues*

## National Bank Cycle of Hope

The four-day Auckland to Wellington cycle relay by National Bank staff is now in its fifth year. It is part of the bank's annual sponsorship of Daffodil Day each August.

"This physical journey of riding 790km in four days is certainly going to be a big challenge, but it's nothing compared to the challenges faced by thousands of New Zealanders living with cancer." <http://tinyurl.com/357w7o> ■



A-Bike, a folding bike by Daka Design. It takes 10 seconds to un/fold and weighs 5.5kg. [yankodesign.com](http://yankodesign.com)

# Slow Riding Bikes

## Retro review

A letter to the editor in the last issue of ChainLinks raised the issue of the availability of 'slow' commuting or utility bicycles in New Zealand. The writer lamented the apparent dearth of such cycles in our bike shops, in favour of mountain bikes and road racing machines.

But if you look beyond the front rows of best sellers, you will find practical commuting machines in many shops. Here are a few examples of the many available.

The first is a Giant Elwood that I helped my mother-in-law purchase recently. It has a recommend retail price of \$425, although we picked one up in an end-of-season sale for \$385 cash. It comes standard with Shimano shifters, 21 gears, V-brakes, sturdy 700c wheels and an upright position. Shona has fitted it with a front basket, rear rack and pannier bags. The bike is lighter than it looks – the frame and most parts are aluminium. Shona loves it. "I had an old mountain bike, but this is much easier to get on and off, and I like the look of it. Gear changing is easy. The chainring guard means I don't have to worry about my trousers. And I like being upright."

Check out <http://tinyurl.com/3dv87> and click on the 'Lifestyle' range. The



Elwood SE comes with front suspension and is \$475.

The second example is an Avanti Explorer, which Living Streets Director Liz Thomas bought for \$550. It is a similar 'comfort' machine, with the most obvious difference being the suspension forks – heavy, but handy for soaking up the inevitable pothole that jumps out of nowhere. Liz had been commuting on a 30 year old ten speed and is revelling in the Explorer's upright position and suspension fork which are a god-send for her dodgy

**"I had an old mountain bike, but this is much easier to get on and off, and I like the look of it."**

wrists. The tires are just fat enough to not slip into a standard metal gutter

grate. The Explorer has 24 gears. You can find out more at <http://tinyurl.com/3bvt5v>.

If you are an avid reader of all things related to cycle commuting you might have noticed the introduction of the term 'Coasting' bikes. These

were developed in the USA by Shimano, Trek, Raleigh and Giant with the aim of replicating the simple joy of cycling experienced in childhood. The bikes feature simple components and an ultra-comfy set up. Trek's Lime won't be imported into New Zealand, nor will the

Raleigh, but the Giant Cypress will be (in fact the first shipment is almost sold out already). It'll cost about \$795 and comes with a full chain-guard, mudguards, suspension fork and seatpost, powerful V-brakes, and 7-speed internal hub gears (ideal for flatter areas). There is a mens and a womens frame version.



The Giant Cypress 'Coasting' Bike

Avanti are about to introduce the 'Metro' – a similar 'coasting bike' (with a rear carrier bag) that will retail for \$999. Also, for those with tired legs, there's the Avanti Electra for \$1200. The Electra has a small, efficient, electric motor to drive the front wheel. It looks very well thought out and is a hoot to ride.

Those looking for the works should check out the Reiker 'Euro Com-muter' for \$1145. These are imported from Germany. They also have similar features to the Cypress, plus dynamo lights, rear carrier and frame mounted lock. Reiker are based just north of Timaru and sell online at <http://tinyurl.com/39hl8k>.



*Slow riding continues p10*

As an avid reader of ChainLinks, you'll have seen many pictures of cargo bikes from Europe featured in the last couple of issues. In New Zealand, since the demise of the old black delivery bicycles of the 1950s, the closest we've come to such industrial carrying capacity is cycle trailers. That's all about to change with the introduction of the Mundo Utility Bicycle by Cargo Bike NZ (simplyliving.co.nz). These suckers are heavy and strong — with a carrying capacity of 200kg they have to be! The first shipment is on the way, and the price for a complete Mundo is expected to be just under a grand.



Stuart Edward's (Cargo Bike NZ) current bike with room for 3 and the cargo.

As with most things in life, the grass often seems greener on the other side of the fence. With cycling it's easy to see many fantastic examples in Europe and feel downcast about the New Zealand scene. However, our proximity to the Asian manufacturing giants, the lack of duty on cycles and the strong NZ dollar mean that we have a good supply of affordable bicycles. In the best bike shops, once you get past the trendy window fillers, you'll find some extremely practical machines at excellent prices. ■



# Party Time!

## CAN's Networking Project turns 1 and gets more funding

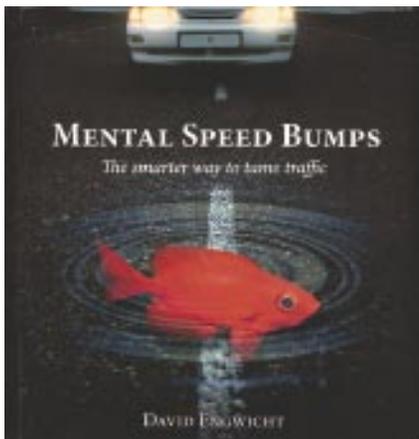
A group of CANners assembled in CAN's Wellington office on 29 August to celebrate the first successful year of the Networking Project and the signing of a contract with Land Transport NZ for a further three years of funding.



Robert Ibell, CAN's chairperson, praised the skill and dedication of CAN staff, Simon Kennett and Fiona Whero, and CAN's groups, members and the Executive who collectively helped the organisation over-deliver on our targets for the first year.

The Networking Project is one of the ways in which CAN is helping to implement the "Getting There" national walking and cycling strategy.

When the informal community network in the street weakens it is "an open invitation for motorists to see the street, not as a social space in which they must act as a guest, but as a space that is exclusively owned by them." Speedbumps for the Mind ➤



The project's aim is:

To strengthen the capacity of national and local cyclist user groups to participate effectively in transport-focused planning and decision making processes.

Major first year achievements:

- Best ever CAN Do held in October 2006, which included training workshops and seminars.
- Membership of CAN's networks grew by over 2,000 (through the Friends postcard campaign and electronic sign-up etc.).
- Canterbury Active Transport Forum was established.
- Regular phone, e-mail and face-to-face contact maintained between staff and local groups.

### A further 3 years to strengthen the capacity of national and local cyclist user groups

- New local user groups formed in Timaru and New Plymouth.
- Increased local group activity.

- Closer links with Living Streets Aotearoa and other organisations.

Robert acknowledged the assistance and support of Brent Skinnon at the Health Sponsorship Council, who oversaw the first year's contract.

CAN has now signed a contract with Land Transport NZ for a further three years of funding for the Project.

"We're really excited about the things we can do with this new funding. We'll be doing things like Police training workshops, a volunteer development strategy, and the development and delivery of training modules to local groups." said Robert.

CAN will also welcome its third staff member in October: Anne Gummer will be based in Auckland, working part-time as the North Island Project Officer. ■

Contact: CAN staff or chair@can.org.nz.

# Major upgrade for our website

Cycling Advocates Network has been selected to receive a significant grant to implement an innovative information and communication technology community project.

The funding comes from the Digital Strategy Community Partnership Fund, a government fund to enable communities to identify and address their ICT needs in partnership with business and/or government.

CAN's application was competing with 171 community group projects, of which 64 were selected for a total funding of just over 10 million. CAN's grant is just over \$80,000.

"We did everything right. From the technical point of view, we had an excellent proposal. But what has also made a big dif-

ference, in my opinion, is that we leveraged our proposal by including detailed information about CAN's leadership role in other Government led initiatives, namely the 'Getting There' strategy," says André Cymbalista, appointed by the CAN Executive to manage CAN's Digital Strategy Project.

The project includes an upgrade to CAN's website and the websites of lo-



cal cycling user groups. User groups interested in participating in the project will receive a pre-packaged, fully customizable, ready to use, cycling user group website template, fully supported with tools to convert their existing websites to the new website

**... a pre-packaged, fully customizable, ready to use, cycling user group website template with tools and training ...**

platform, and training workshops to upskill group members in web publishing.

"We will provide the local groups with the tools they need to publish their own regional content with ease, preserving their own identity. At the same time, we would like them to contribute with the development of a national database of submissions, articles, photos, and maps", says André.

The upgrade will include a series of interactive applications to support group discussion and collaboration. "We are planning for an interactive environment that will encourage cycling advocates to become more active. We would like to provide a 'killer application' — a program that is ingeniously coded or unexpectedly useful", says Elliott Young, CAW Webmaster, and member of the Digital Strategy Steering Committee.

What this 'killer application' will be is still open. "We are finalising the planning process. We are seeking input from the

## Are you a web designer, web programmer, web writer, or librarian?

If you are one of the above there could be an opportunity for you to participate in the Digital Strategy as a contractor.

Enquiries: [digital@can.org.nz](mailto:digital@can.org.nz)

community, and we welcome your opinion. We would like to make sure that we deliver outcomes that are aligned with the aspirations of cycling advocates," André adds. "Our success will ultimately depend on user uptake. The project is conceived with a participatory design in mind. We will be rewarding volunteers who are creating content that matters to the community of cycling advocates."

In order to support user participation online and offline, the project will provide leading volunteers with internet broadband access sponsorship, reimbursement of travel expenses to training workshops, and incentive awards. ■

## Upcoming Digital Strategy Events

Email to [digital@can.org.nz](mailto:digital@can.org.nz) to register or enquire.

**Focus group:** What do you expect of this project? Your say is very important to make this project work. We would like to find out how to make it best for you.

**Workshop: Digital Strategy Planning** Wellington, **September 29 2007**. You are invited to join the Digital Strategy Steering Committee to have your say on the project.

**Workshop: Get Involved in the Digital Strategy** Napier, **November 3** (special session at the CAN Do). Find out what is available for you and your group!

**Workshop: Training for webmasters** Learn the tools of the trade: how to implement a website for your user group. (Date to be advised.)

## More Information

Visit the Digital Strategy blog at <http://www.can.org/dsblog> to find out more about the project.

### Digital Strategy Project Team

Project Manager:

Andre Cymbalista [andre@can.org.nz](mailto:andre@can.org.nz)

### Steering Committee

Simon Kennett (CAN);

Elliott Young

(Cycle Aware Wellington);

Thomas Schwarz (Bike Taupo);

Steve van Dorsser

(Spokes Canterbury).



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## CAN has a new logo!

Our new logo is simple, strong, authoritative, warm and energetic. It speaks to a wide range of people, and can be used easily across different media — print, web, documents, stickers, posters, t-shirts, and so on. The logo achieves this by emphasising the letters rather than the name. We are working on a range of merchandise with the new logo for launch in November this year — so you can all have one!



CAN's old logo was much loved, but CAN has grown and needs to communicate with a wider range of people and across a variety of media: a simple, strong, easy-to-use logo was needed. The new logo was designed by Justin Westgate (of Biote), a designer experienced with advocacy organisations in the United Kingdom and New Zealand. ■



## Bike Culture

Sports cycling has been a small but significant part of New Zealand culture for a long time. But who would expect to see utility cycling featured at the counter of their local dairy? Not me — not until last month at least.

I popped into the smallest dairy in downtown Wellington for an apple and walked out with a May 2007 copy of 'MONOCLE – A Briefing on Global Affairs, Business, Culture & Design'. The bicycle wheel cover image caught my eye and the 'Pedal Politics' feature opened my wallet.

Inside this decidedly smart, borderline pretentious magazine there is a vast array of articles on current affairs. And each of its five sections features cycling. The main two articles are a close-up look at Groningen (where 58% of all journeys are made

by bicycle) and the Taiwanese Giant bicycle factory (the world's largest).

Monocle is based in London, and it appears they have been well and truly swept up by the wave of popularity that cycling is currently enjoying there. They are so keen, they've even commissioned a Swedish bicycle manufacturer to produce a Monocle-edition 'Natur' bike. "Smart, speedy, reliable: it's the perfect vehicle for mastering the most tricky urban environments."

From a London design house to a Wellington dairy, bike culture can be a beautifully insidious thing. ■

Simon Kennet

## Market place



**Backpack cover**  
**\$25 / \$35**  
 Incredibly loud yellow water-proof pack cover with reflective strip and rear light loop.  
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Advertise your product or service here: [secretary@can.org.nz](mailto:secretary@can.org.nz)

**Prices**

Member / Non member

**Three ways to order**

- 1 :: Deposit money in Kiwibank 38-9005-0922435-01  
 :: Email order, contact and delivery details to [secretary@can.org.nz](mailto:secretary@can.org.nz).
- 2 :: Send cheque to CAN, PO Box 6491, Auckland  
 :: Include order, contact and delivery details.
- 2 :: Credit card: [can.org.nz/shop](http://can.org.nz/shop)

## Questions for candidates

- ? Do you cycle?
- ? Would you support lowered speed limits on certain streets?
- ? Are you aware of where cycle paths/lanes/routes are?
- ? How well signposted are these facilities?
- ? Are you aware of parts of the transport system cyclists can't use (the barriers)? What would you do about them?
- ? If your ward/community does not have a cycling route map, would you support creating one?
- ? Does the council have a cycling strategy, and if not, would you support having one?
- ? Are enough children cycling to school.
- ? Do you support travel plans in schools and workplaces?
- ? What role do you see the council has in promoting public health? How do you see cycling contributing?
- ? Does your District Health Board have a travel plan for staff and visitors?



*Vote Bike! continues*

## Contact your candidates

Write or e-mail them to find out where they stand on issues that will affect you as a cyclist, or arrange to meet them. Names and contact details for candidates may be on your local authority's website or published in your local papers. See the box at left for a list of suggested questions and issues to raise.

Don't forget that District Health Boards (also being elected now) can help create a cycle-friendly environment. Not only are they a large employer with a responsibility to lead by example, but they should be investing resources in preventive health measures, including physical activity.

## Attend candidate meetings

Candidate speeches and question time will give you a chance to assess how cycle-friendly candidates are. The more people there are in the audience asking the right questions, the more the candidates (whatever their current persuasion) will get the message that your issues are important ones.

## Write to the editors and ring talkback radio

Candidates will be influenced by the issues that are prominent in regional and community newspapers or on local radio stations. Writing letters or making calls to radio stations on issues that are important for cycling will help make them key election issues and may influence the amount of media coverage they receive.



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Phone: 03 443 1126

Let others know what you've found out

Use the websites, e-mail networks or newsletters of your local cycling groups to inform others about how candidates have responded so they can take that into account when they vote.

## Vote!

Encourage people to vote, and make sure you vote yourself!

## Keep contact with those elected

After the election, keep up the momentum of the good work you did before it by contacting the newly elected councillors to congratulate them on their success and send them some follow-up information.

The CAN website has some useful resources, including “40 Ways to Please Your Cyclists” and “What Councils Can Do To Promote Cycling”. Contact CAN staff for hard copies.

Training newly elected councillors on how to promote cycle-friendly

## CAN members standing for local councils

As ChainLinks went to print we were aware of the following CAN members who have put their names forward for election:

Nicola Holman, Dunedin

Paul de Spa, Christchurch

Mike Ward, Nelson

Denise Henigan, Nelson

Anne Fitzsimon, Nelson

Paul Bruce, Wellington

Celia Wade-Brown, Wellington

Paul Kennett, Hutt City

Donna Wynd, Auckland

Paul Doherty, Whangarei

## Election help

- How to promote yourself see [can.org.nz](http://can.org.nz) for links to Mike Ward's website and Denise Henigan's blog.
- CAN's Local Government Elections 2007 guide: [can.org.nz](http://can.org.nz)
- Contact us for help: 04 972 2552 | [voteBike@can.org](mailto:voteBike@can.org)

## Can you offer help ?

04 972 2552 | [voteBike@can.org](mailto:voteBike@can.org)

policies and ensure cycling strategies work would be valuable, suggests Christine Cheyne of Cycle Aware Palmerston North. Christine suggests this idea be pursued with Local Government NZ and Ministry of Transport.

Developing and circulating “What is sustainability in an urban design sense?” to candidates might raise the bar, suggests Paul Doherty of Bike! Whangarei. ‘At least this may give candidates an awareness of what the issues are, and why it is important to be beginning to address some of them’ Paul notes. ■

“What is happening in the heads of motorists that causes them to slow down... Articulating the answer did far more than I expected. It led me to a radical reappraisal of the methods engineers are currently using to make our neighbourhood streets ‘safer’.” Speedbumps for the Mind ➤



## Back pedalling

Chainlinks in years gone by

Winter 1998 must have been particularly severe in the land of CAN. From April to August there were five, monthly editions of Chain Links. While they were still only 2-4 pages long, the contents was as rich and tightly packed as an award-winning bratwurst sausage.

In April 1998, CAN welcomed Cycle Action Auckland and Cycle Aware Palmerston North into the fray, and farewellled longtime NZ cycling magazine, Southern Cyclist (who wound things up with \$1000 gift to CAN). May's issue included a report on the review of Transfund Project Evaluation, a summary of the 1996 Census results (showing a 17% reduction in cycling to work) and a notice about the distribution of 13,000 CAN brochures.

June saw the conclusion of Alix Newman's excellent two-part vision for the future of The Cycling City. In July an editorial column was introduced and the formation of Spokes Canterbury announced. In August there was a call by Stephen Knight for information for a 'Cycling Support NZ' document to promote the benefits of cycling. This was completed and, although Cycling Support ceased to exist when BikeNZ was formed, we have many spare copies at the CAN office. Email us if you'd like some.

There was also a summary of research undertaken by MRL Research into the cycling habits of New Zealanders. A decade ago, 43% of those over 15 years of age owned (or had access to) a bicycle. Younger people (aged 15-24), those with children, and Maori and Pacific Islanders were more likely to own a bike. 38% of bike owners over the age of 15 rode at least once a week. Those in rural areas were more likely to ride regularly. ■

# Bike West Coast: our newest CAN Group

Welcome to Bike West Coast, a new virtual (on-line) cycling advocacy group to promote and encourage cycling on the South Island's West Coast.

At public meetings called by CAN's Project Officer, Fiona Whero, in the West Coast's 3 major towns, local cyclists talked about issues on the Coast for cycle tourists, club cyclists, and commuters.



Encroaching urban sprawl, increasing volume of trucks and tankers, 'pinch points' at bridges and narrow and windy roads with little or no shoulder, car congestion especially around schools, access to DOC land for mountain biking are concerns across the region, in addition to the local issues for each town.

Spread out over large distances, the West Coast cyclists decided to use

## a new virtual cycling advocacy group

the power of the internet and set up a 'virtual' cycling group to facilitate and progress cycling issues. They will communicate, 'meet' and work using the internet and email, and most have signed up for e.CAN, CAN's email newsletter.

September will see advocates and other interested people gathering for the "Fundamentals of Planning and Design for Cycling" course, coordinated by Bike West Coast. This is a great chance to up-

skill and get excited about promoting cycling best practice and will provide a chance for some face to face contact. ■

Join the West Coast group and help develop cycling opportunities on the Coast:  
Helen Gillespie (Hokitika) (03) 756 9037  
helen@sportwestcoast.org.nz  
Fiona Whero (Christchurch) (03) 366 2645  
fiona@can.org.nz;

## On the agenda for Bike West Coast

Shared walkway cycleway to the glaciers

■ A proposed shared walking and cycling pathway from the State Highway to the Franz Josef (Ka Roimata o Hine Hukatere) and Fox (Te Moeka o Tuawe) glaciers (Department of Conservation: <http://tinyurl.com/352r63> for a readable 3-page summary). ■ Submissions required by Oct 26, in print or online.

West Coast Cycling Strategy

■ This is proposed by Transit in association with local authorities: advocates are working to expand the proposed strategy to include walking and to get it underway as soon as possible. ■ A 'mind map' and contact details of the West Coast walking and cycling stakeholders was undertaken by advocates to support this submission.

Transit's 10-year Highway report

■ Ensuring the the Arahura River Bridge (to be replaced within 5 years) has a cycle lane at the same time as keeping the Historic Places Trust happy. ■ 91km of road resurfacing. ■ Bridges: Goat Creek Bridge Replacement and strengthening a number of bridges.



## Gemini supporting CAN

CAN's advocacy work has received a boost in the form of ongoing financial support from Gemini Bicycles.

Gemini is an Australian-owned bicycle supplier which has been operating in Australia since 1980, and in New Zealand since 1999.

Gemini has a strong commitment to bicycle advocacy. In Australia they donate a proportion of sales revenue to the Cycling Promotion Fund which works with NGOs and Government to improve the treatment of cyclists and the facilities for them.

Gemini's chief executive Noel McFarlane said, "We were cyclists first and

we loved it so much we ended up in the bike industry. We really want to contribute to the task of getting a better deal for cyclists.

"We think the deal we get on the road is not good enough. Let's all share this load and get a better deal."

CAN chairperson Robert Ibell welcomed Gemini's support. "CAN has been campaigning on behalf of everyday Kiwi cyclists for over ten years, but there's still plenty to be done. It's great to have a company like Gemini help us in this work." ■



In certain cycle touring circles, André Cymbalista is known for cheating. Here you see him in Arthur's Pass hopping unashamedly off the train.

# Velocity 2007 in Munich

Axel Wilke, Viastrada, CAN executive

Four Kiwis (and 3 ex-pats) joined 950 other delegates at the Velocity conference in Munich, a city that has proved the value of lowering urban speed limits and mixing cycle and motorised traffic.

## Down with speed

30 km/h speed limit zones have been the single most important road safety tool in Germany in the last 20 years.

Taking advantage of new German law, Munich has been introducing 30km/h urban speed limits since 1988. Now, of the 2,300km urban road network, 80% is covered by 333 individual 30 km/h speed limit zones. The remaining 20% represents the main road network, where the default speed limit is 50 km/h.

Most of Munich's planned 1,400km cycle network is already built; 38% within 30 km/h zones. When the speed limit is reduced existing cycle paths or cycle lanes are removed, as mixed traffic is by far the safest form of travel for cyclists. According to the person responsible for the city's implementation of the cycle network, "the best and safest cycle path is, ultimately, the one that is not needed because of the traffic structure and the traffic proficiency of the road users."

## Lessons for NZ

- Introduce 30km/h speed zones and mixed traffic;
- put more emphasis on marketing measures;
- review give-way rules to give cyclists the right of way on cycle paths;
- include bike parking requirements in the building code and district plans;
- get designers and planners familiarise themselves with the now updated CROW manual.

For the full list read the web article <http://tinyurl.com/3764k6>.

## Marketing, marketing and marketing

One of the conference themes was the importance of marketing for cycling. It was stressed again and again that marketing is much more cost effective for growing the number of cyclists than building more infrastructure. Travel behaviour change programs and events are regarded as essential tools when it comes to growing the number of cyclists.

## Copenhagen study compares cycle paths and cycle lanes

Using thousands of crash records, hundreds of traffic and cycle counts and user surveys, the study found that where cycle paths were introduced, the number of cyclists increased significantly (18–20%) and car traffic dropped (9–10%). The crash rate for cyclists decreased in the mid-block by 10%, but increased by 18% at intersections. The overall increase in crashes was 10%.

Where cycle lanes were introduced, the number of cyclists increased much less than with cycle paths, the reductions in car traffic were also less, but the overall crash rate reduced.

Cyclists perceived cycle paths as much safer than cycle lanes — a misperception.

## Cycle parking

Embedding cycle parking within building codes and district plans or within national

"Even a pedal car left in the middle of the street tells a more compelling story than a speed bump. 'There must be kids living in this street. Why did they leave their pedal car there? Have they gone for afternoon tea? Will they come back? Ah, I remember when I used to ride my pedal car in the street. I got it for my sixth birthday.'" Speedbumps for the Mind ➤

regulations, and supervising cycle parking in the same way as with cars were some of the suggestions for addressing cycle parking issues.

## CROW manual

The CROW manual "Sign up for the Bike" has now been updated and published. It is still regarded as the authoritative design and planning guide.

## Political will makes all the difference

When it comes to supporting cycling, nothing can replace political will. There is often not a lack of technical or planning skills: the difference is achieved around the council table. The cities that make the giant leaps are those with a committed majority of elected members. ■

Axel's full report, including

- how London, Paris, Münster and Berlin have leveraged off the political will of elected members;
- lessons for NZ in full;
- the list of kiwi attendees ;

is available at the Viastrada website <http://tinyurl.com/3764k6>.



Jens Eichler used beech plywood and strong glue to make this tandem bicycle he calls "Renovatia." <http://tinyurl.com/2otuqv>

# Getting There By Bike

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

Bob Chauncey is the Director for Policy Analysis at NCBW in the USA. In his current role, he has co-authored 'Are We There Yet?', a report on state transportation departments; 'Does it Work?', a primer on conducting bike and pedestrian audits; and 'Taking Steps, a study of Metropolitan Planning Organizations'.

He is currently involved in conducting customised workshops focusing on issues ranging from creating bicycle-friendly and walkable communities, starting Safe Routes to School programmes, providing technical training for transportation professionals, to offering briefings for business groups on the economics of walkable communities. Bob is also leading two NCBW projects focused on building an "active community" advocacy movement in Minnesota and involving high school students in Michigan in programs to improve their neighborhood infrastructures.

Bob began his career as a sociologist, earning a PhD from the University of Minnesota, serving as a Postdoctoral Fellow at the University of California, and teaching for several years. He then worked in the field of human resources for GE and Lockheed Martin.

Accommodation and more: watch [can.org.nz](http://can.org.nz) for options.

**Conference fees**  
\$506.25

Discounts for advocates.

Give your conference flyer to someone who needs to learn about cycling

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

## Executive report

### Events

Exec members attended:

- Charles Zegeer : Promotion of Safer Walking and Cycling, July 07.
- Pete Zanzottera (UK): Cycle skills training. (more p8)
- John Parkin: Policy implications of results from an aggregate model of UK cycle use.
- VeloCity conference, Munich.

### Achievements

- Successfully delivered requirements of the LTNZ funded Networking Project for 06/07.
- Secured funding for Networking project for the next 3 years with an increase in funding.
- Secured funding for Digital Strategy Initiative.
- Exec/staff planning sessions held at Queen's Birthday weekend in Auckland. Strategic plans for 2008 and beyond drafted.
- Employment agreements for Networking project and appointment of NI Project Officer.
- New logo and style for CAN.

### Issues

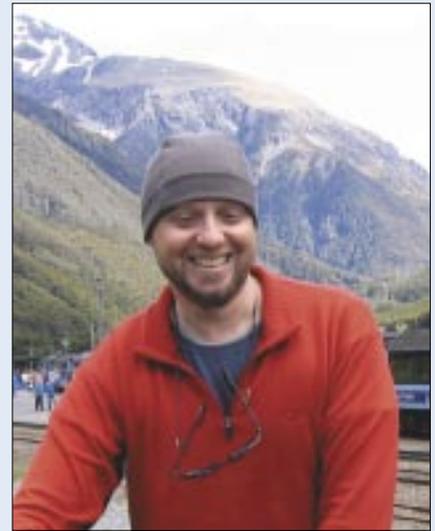
- Discussions with BikeNZ over their Recreational Membership programme.
- CAN policy development ongoing.
- Report on Obesity and type 2 diabetes published (see p4).

### Submissions

- Transit's draft Travel Demand Management Policy and guidelines.
- Transit's national state highway strategy.

### Meetings

- Hon Maurice Williamson, National's spokesperson for transport. ■



### Andre Cymbalista

#### Fund raising coordinator Profile

I have met many of you in the year I have been actively participating in the New Zealand cycling community. I am CAN's Fundraising Coordinator currently celebrating winning our grant for the Digital Strategy Project.

I am 42 years old, from Brazil, and came to New Zealand in 2006. I am currently enrolled in a 2-year Master of International Communications at Unitec. I moved to Wellington in 2007, where I am living with my wife Carine. Our family is about to grow: we are expecting a baby in February.

I have a passion for cycling. I use my bicycle every day for commuting, and I am also a cycle touring enthusiast. I have a Cannondale touring bike, and I have travelled through Brazil, Argentina, Chile, Australia, and New Zealand.

I have more than 15 years of experience in communications and management, and I have managed the development of countless corporate websites, intranets and extranets.

You can count on me to take CAN and its network to the next level in digital communications, contributing to further our network's goals, and, ultimately, making it possible for our community to be healthier, safer, and caring for the environment. ■

# Contact CAN

- **Chair**, Robert Ibell, [chair@can.org.nz](mailto:chair@can.org.nz)
- **Deputy Chair**, Illona Keenan, [illona@can.org.nz](mailto:illona@can.org.nz)
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03 366 2645 / 027 449 1845
- Simon Kennett, [simon@can.org.nz](mailto:simon@can.org.nz),  
04 499 4967 / 027 449 1844

## Working groups and conveners

- **Research**: Andrew Macbeth
- **Media/Communications/Marketing**:  
Stephen McKernon
- **Information Centre**: Thomas Schwarz
- **Digital Strategy**: Andre Cymbalista

## 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
- **Cycle Skills Training Advisory Group**:  
Illona Keenan and Jane Dawson.

For phone numbers: [can.org.nz/contact](http://can.org.nz/contact)

## CAN Member Survey: What do you want from us? What can we do for you?

We are conducting a survey of our members to find out what people want from us, and what support people can offer CAN.

The 10 minute survey is important as it will help CAN prioritise and know how best to achieve what people want.

Fill in the form with this ChainLinks, or go online and fill it in: [www.can.org.nz](http://www.can.org.nz), and go into the draw for a prize (details at the end of the survey).

Responses are confidential.

Any queries to [stephen@can.org.nz](mailto:stephen@can.org.nz).

Results at the CAN Do and in the December Chainlinks. ■

Need help with a submission?  
Think CAN should be making a submission?  
Time to help with submissions?  
Contact John:  
[submissions@can.org.nz](mailto:submissions@can.org.nz) | 09 630 5955

## Notice of Annual General Meeting 5pm Friday 2 Nov

CAN's 2007 Annual General Meeting will be held at 5pm on Friday 2 November in the War Memorial Conference Centre, Marine Parade, Napier.

Please send resolutions together with any background information to [chair@can.org.nz](mailto:chair@can.org.nz) or PO Box 6491, Auckland, by Friday 28 September.

The final agenda and financial statements will be sent to local groups and individual members in early October.

The AGM comes after the closing session of the NZ Cycling Conference and will be followed by an informal dinner and social evening at a nearby restaurant.

See you there! ■

# Submit!

John Gregory has recently taken up the new role of CAN Submissions Co-ordinator. John will be keeping track of the requests for submissions that CAN receives, identifying the right people to prepare the submissions, and ensuring that submissions are made on important issues.

Submission making is a crucial part of CAN's activities — it enables us to have our point of view considered by decision makers. CAN has developed a reputation for high quality submissions, but we are currently missing many opportunities.

John is compiling a list of CANNers who have the skills and interest to help prepare submissions on behalf of CAN in a range of topic areas, including:

- touring and recreation
- transport strategies and legislation
- State Highways (SH strategies, plans, cycling policies etc.)
- cycling strategies (national & local)
- health
- safety (including rules)
- climate change
- energy
- urban design
- funding
- engineering design guides
- statistics
- local government (LTCCPs, District Plans etc.)

If you can help with submission making, please contact John: let him know how much time you have available, and your areas of interest.

If you have knowledge and experience in a particular field, but have not made submissions before, don't let that stop you volunteering! We can buddy you with experienced submitters and help you gain those skills. ■

# Regional groups

## Spokes Dunedin

Spokes Dunedin is currently regrouping and is busy auditing the cycle infrastructure work that needs to be done, the wish list and the priorities, in light of the Dunedin City Council Cycling Strategy.

An inaugural **Travel Planning Forum** organised by the DCC in August was attended by staff from a wide range of organisations e.g. the DCC, Otago Regional Council, University, Polytechnic, Land Transport NZ, Port Company, Transit, Health, Sport Otago, and advocates Dick Martin (CAN, Spokes Dunedin) and Judy Martin (Living Streets Dunedin).

“Fundamentals of Planning and Design for Cycling” drew 18 people, earlier in the year; twelve staff and six advocates updated their knowledge on best practice for cycling at the one-day training course, and in September a public meeting organised by the DCC will look at projects such as deficiencies in the shared walking and cycling path along Wharf St and Portsmouth Drive.

Spokes Dunedin now meets on the first Tuesday of each month. These are informal get togethers. Hope to see you there.

## Hello from the Kapiti Coast

We welcome into the new full time position as Cycle, Walkways &



Stuart Kilmister on a tour of the Kapiti cycle paths

Bridleways Implementation Coordinator. He follows Linda Kerkmeester who has been sadly farewelled from the Kapiti Coast District Council. Her quiet insistence that all departments took notice of the needs of cyclists and walkers has helped to change Council thinking and prepared the way for this new position. We look forward to great things!

Active Transport has made a huge lunge forward in the Kapiti Coast's latest Draft Sustainable Transport plan, where pedestrians and cyclists now rank ahead of both commercial and private cars!

## Cycle Action Waikato

Mid-winter saw Hamilton's members manning “Lights on bikes” police check points around the city. Free lights were made available to non-complying cyclists, and those caught being good were offered a free gift

**those caught being good were offered a free gift of inner tubes and healthy muesli bars**

of inner tubes and healthy muesli bars so they would not feel left out. For the final checkpoint members took a ride in a police car — acting as a mobile cycle stop. This

was particularly successful in getting those that were not going to or from the central city.

Overall the 6-week campaign was very successful, with council, police, a local cycle outlet (R&R sports), and CAWaikato members all contributing. The “Be seen – Light ya Bike” message was promoted with extensive radio, press and large Adshell posters in bus stops. There was a 35%

non-compliance of unlit bikes. Hopefully this will improve next year.

Hamilton City Council has recently employed



Philip King as Cycle Projects Engineer, from UK. We are meeting regularly to discuss cycling in local projects.

Local Transit Cycle Champion Nigel D'Ath has recently established regular meetings with CAWaikato to discuss Transit projects within our region.

This is an excellent initiative and a real step forward for us.

## North Taranaki Cycling Advocates (NTCA)

There was a positive response from the New Plymouth District Council's roading division to an audit from a cyclist's perspective by one of our members. This reviewed one of the main commuting roads into central New Plymouth. The effect of this audit has led to a new right turning bay for one of the main intersections plus other bottlenecks and obstructions are being investigated for improvements.

Comments were developed and submitted to both the Taranaki Regional Council and to the New Plymouth District Council on their draft cycling strategies. The TRC's Regional Walkways and Cycleways Strategy document was approved on 27 June and the NPDC's Cycling Strategy document was approved on 28th August. Both these documents are now available and outline, if implemented, a more positive future for cyclists in the Taranaki region.

Discussions have been held recently and are on-going with the NPDC

regarding the proposed provisions for cyclists that will be created as part of the upcoming construction of the Bell Block By-Pass on SH3 on the northern outskirts of New Plymouth. This will affect those cyclists who head north from New Plymouth for commuting to the Bell Block area for training purposes.

It is now a year since the NTCA group was formed. It has achieved a lot in that time and is due a birthday celebration!

### Otaki cyclist with the CAN Do attitude

An older Otaki rider has taken the matter of glass on our pathway to the beach into her own hands. She rides a trike (very popular in Otaki) and carries a brush and pan with her. Seeing glass she stops and sweeps it up, to the great appreciation of us other cyclists.

### Cycle Aware Wellington

CAW continues to collect reports of incidents on the Thorndon Quay "black spot" as part of a campaign to make this critical commuting route more cycle-friendly. Marilyn Northcotte and Patrick Morgan, along with other CAW members, ran successful

cycle skills sessions, introducing novice cyclists to the joys of navigating Island Bay streets. For World Car-Free Day, CAW is planning a cyclists' picnic in Civic Square.

## Contact the local group nearest you

Whangarei: Bike! Whangarei  
Paul Doherty 09 436 0033  
paul@cycletours.co.nz

Auckland: Cycle Action Auckland,  
caa.org.nz chair@caa.org.nz  
Bevan Woodward 021 1226 040

Hamilton: Cycle Action Waikato  
Rob Davidson 07 856 5217  
rob.davidson@actrix.co.nz

Taupo: Bike Taupo,  
biketapu.org.nz  
Richard Balm 021 919 851  
bike@biketapu.org.nz

New Plymouth:  
North Taranaki Cycling Advocates  
Graeme Lindup 06 757 2062 north-taranaki-cycle-advocates@hotmail.com

Wanganui Bicycle User Group  
Anne Mohrdieck 06 345 6959  
jmilnes@callplus.net.nz

Cycle Aware Palmerston North  
Christine Cheyne Ph 06 356 3588  
c.m.cheyne@massey.ac.nz

Paraparaumu, Waikanae, Otaki: Kapiti Cycling, kapiticycling.org.nz  
Liz Mikkelsen 06 364 8187  
kapiticycling@kapiticycling.org.nz

Wellington: Cycle Aware Wellington,  
caw.org.nz caw\_wgtn@hotmail.com  
Alastair Smith 04 972 2552

Nelson: Bicycle Nelson Bays  
Iain Dephoff 03 548 8939  
dephoff@ts.co.nz

Takaka: Bike Lanes in Paradise (BLIP)  
Victoria Davis 03 525 9298  
moonbow@goldenbay.net.nz

Bike West Coast  
Helen Gillespie  
03 756 9037 | 027 273 8303  
helen@sportwestcoast.org.nz

Christchurch: Spokes Canterbury  
can.org.nz/spokes\_chch/  
Paul de Spa 03 942 2939  
spokes\_chch@can.org.nz

Timaru, Squeaky Wheel  
Hamish Milne 03 686 6302;  
Daniel Naudé drivesafe@timdc.govt.nz

Dunedin: Spokes Dunedin  
Dick Martin 03 453 6667  
dmartin@ihug.co.nz

Dunedin: Harbour Cycle Network  
www.hcn.co.nz  
Niki Bould 03 472 8947  
harbour\_cycleway\_network@hotmail.com

## Join online or clip this form

Join online at [www.can.org.nz/join](http://www.can.org.nz/join)  
Post this form to us with your cheque:

Name

Address

Phone

Email

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 \$.....

Total \$.....

Make cheque payable to CAN

**CAN**  
**Freepost 147092**  
**PO BOX 6491**  
**Wellesley, Auckland**

# Supporting Organisations

21 Century Transport  
 Auckland Cycle Touring Association  
 Auckland Regional Transport Authority  
 Adventure South Ltd  
 Auckland City Council  
 Avanti Plus Cycles, Mt Eden  
 Canterbury District Health Board  
 Central Otago District Council  
 Cuthbert Ashmore Consultants Ltd  
 Cycle Trading Company  
 Dunedin City Council  
 Environment Canterbury  
 Francis & Cambridge  
 Greater Wellington Regional Council  
 Ground Effect  
 Hamilton City Council  
 Living Streets Aotearoa  
 MWH NZ Ltd  
 Makara Peak Supporters  
 Massey University  
 Mountainbiking Otago  
 Natural High  
 Nature's Highway  
 Nelson City Council  
 North Shore City Council  
 Pacific Cycle Tours  
 Palmerston North City Council  
 Rotorua MTB Club  
 SafeKids  
 Sport Waikato  
 Steve Abley Transportation Engineering  
 Tasman District Council  
 Taupo District Council  
 Triathlon NZ  
 University of Canterbury  
 ViaStrada  
 Vorb  
 Waimakariri District Council

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## CAN Policy Development Update

Policy development is one of the priorities in CAN's strategic plan for 2007-2008 and is a stepping stone towards achieving our goals: more trips by cycle; that cycling is perceived as a positive activity; and cyclists have fun and are safe while riding.

CAN is in the process of developing policies on issues that effect every day cycling. There are currently 20 policy groups in various stages of the policy development process.

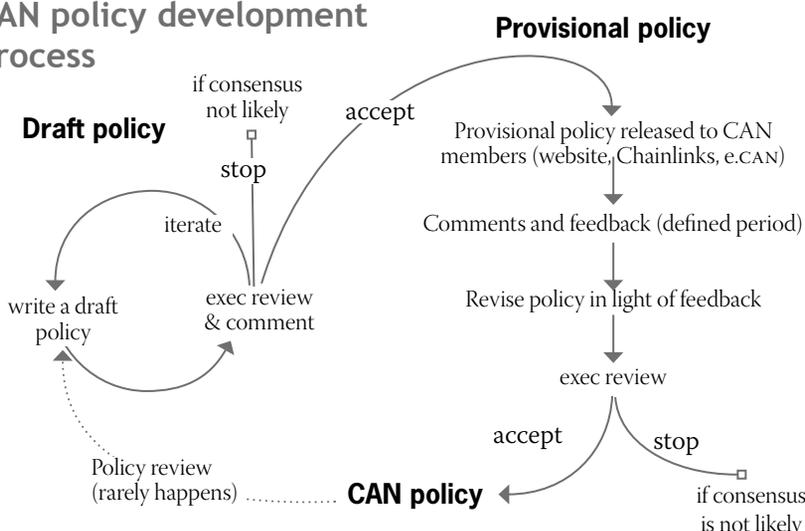
Policies are ranked as to how many of the following questions yield a positive response:

- Will they help more people to cycle?
- Will they create partnerships?
- Will they address a public issue?

The more positive responses, the greater the emphasis on trying to get that policy finished. In doing so, the CAN executive have targeted the following policies as **with policies ready CAN can respond quickly**

1. Mandatory third party insurance for motor vehicles.
2. Health benefits.
3. Speed tolerance reduction.
4. Car parking.

### CAN policy development process



*continues p23*

# 2007 dates

## Digital Strategy Planning Workshop

29 Sept Wellington (p11)

## Fundamentals of planning and design for cycles

31 October, Napier (p3)

## Getting there by bike: NZ Cycling Conference 2007

1–2nd November, Napier (p3, 18)

## SPARC Cycle-friendly Awards

1 Nov, Napier

## AGM, CAN

2 Nov, Napier (p19)

## CAN Do

3–4 Nov, Napier (p3)

## Digital Strategy Workshop

3 Nov, Napier (p11)

## Round Taupo Cycle Challenge

24 November

Go to the Chainlinks webpage for links to these events

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

### Intrigue, uncertainty and humour

“There are three key factors that automatically change motorists’ ‘head space’ and cause them to slow down without them even being conscious that they are slowing down: intrigue, uncertainty and humour.” ■

Speedbumps for the Mind, David Engwicht 2005, mentalspeedbumps.com

*CAN policy development continues*

5. Speed limit levels.

6. Road pricing. **if anyone**

7. Fuel taxes. **can assist on these ...**

Of these policy development groups, the first 4 have progressed along the development process. The last 3 (bold in the list) are in need of assistance: if any of these interest you, contact me and I can forward details of what has been achieved to date. Having policies ready means that CAN is able to respond quickly when issues are raised in the media.

### The policy development process

To background the policy development effort, I have outlined the process in the box on page 22.

It is a method aimed at obtaining a consensus view that is based on research and evidence — so that policy is not just opinion, and the majority of CAN members can support it.

If the exec endorses the policy, the CAN Policy Co-ordinator arranges for it to be posted on the CAN website, notifies members in e.CAN and ChainLinks, and it is released to the media and any other known interested parties.

A policy can be revised generally only by repeating the process above. However, minor amendments (for example, to the supporting information for a policy) may be made by exec, preferably in consultation with the original policy development group, but otherwise a policy can be revised only by repeating the process. ■

Graeme Lindup  
CAN Policy  
Co-ordinator  
policy@can.org.nz

## On the web

### Bikes on rail problems solved

No more restrictions on carrying cycles, no more mind-boggling reservation systems, and irreproachable environmental performance. See for yourself on YouTube:

<http://tinyurl.com/34e56e>.

### Calling all fairweather cyclists

Climatecars Bike Rescue has arrived!

<http://tinyurl.com/youthb>.



### Bike tree

Safe, novel, practical. Demo on YouTube: <http://tinyurl.com/2v53zd>.

### The cycling jacket with built-in brake lights and indicators

Amber indicators are triggered when the wearer raises their arm to give a hand signal. An LED, woven into the jacket’s back, turns green when the rider is moving forward or red when they apply the brakes. <http://tinyurl.com/396tp6>.

### 5 million watch CycleHero

Five million cinema-goers have watched CycleHero — the UK government sponsored Climate Change awareness-raising film. Watch it online at [www.cyclehero.com](http://www.cyclehero.com).

### Cycle tour from Paris to Peking: 12,000km, 140 days

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

### Cyclecover Cycle Rescue

If accident, theft, vandalism or irreparable breakdown of your cycle (punctures not included) stops your journey: then we’ll take you and your cycle to a railway station, local cycle repair shop, or home. CTC, UK’s National Cyclists’ Organisation, offers cyclists its very own version of ‘AA cover’.

<http://tinyurl.com/33y3lf>.

[can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)



Gap Creek, Queensland



Waimomata



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromlo, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy...with luck



### 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](mailto:slushfund@groundeffect.co.nz)**

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[www.groundeffect.co.nz](http://www.groundeffect.co.nz)