

Chainlinks



**CAN: new
challenges, new
groups, new focus
areas, can you
help?**



CHAINLINKS 2010 Issue 1 - April

2010 ISSUE 1, April

MAGAZINE OF THE CYCLING ADVOCATES NETWORK (NZ)



Editorial

Bevan Woodward

The tragic death of Mia Pusch, the young German cycle tourist who was recently killed by a truck near Bulls, is a haunting reminder of the vital importance of our work to improve cycling conditions in New Zealand.

Such fatalities have prompted us to tell the Minister of Transport, Steven Joyce,

Advocacy in Action: CAN's award to the Prime Minister

Jane Dawson

At the 2009 CAN Do in New Plymouth, members enthusiastically voted in favour of an award to Prime Minister John Key for his commitment to Nga Haerenga, the New Zealand Cycle Trail.

As a result, Deputy Chair Glen Koorey and I presented Mr Key with an elegant (and resonant) bicycle bell trophy on 10 December. The accompanying letter congratulated him for leading the vision and putting his reputation on the line with the Government's \$50 million investment.

We personally thanked Mr Key for supporting Nga Haerenga despite significant criticism, and encouraged him towards the next step of connecting the trails into a national network that reaches into cities and towns. We pointed out the long-term health and transport benefits, and told Mr Key that most users of the UK's Sustrans network are people walking and cycling to work and school.

Some of our members have since expressed concerns, suggesting that CAN

that three key focus areas need his urgent attention:

- Safer traffic speeds;
- Promoting the 'share with care' culture on our roads;
- Increased investment in cycling.

You can read more about these three areas on page 3. Subsequent issues will bring you resources to support them and to help you bring about improvements in your region.

It's great to see the positive attention that cycling has been attracting in the media, with coverage of BikeWise events, Frocks on Bikes, high performance cycling, the New Zealand Cycle Trail and the benefits of cycling in general. It's hard to pick up a magazine or newspaper and not see a reference to cycling!

We are reaching the tipping point where everyone will accept cycling as a fun and beneficial activity that should be accessible to all. We still have a big job ahead of us, but with collective efforts at both national and local levels, we'll get there sooner. ■

"I cycle because... it keeps me fit and saves petrol and the environment"

From the BikeWise Challenge website

is being seen to support a government which is investing heavily in roading for motorists, allowing bigger trucks and reducing spending on programmes and infrastructure for everyday cycling.

These are fair points. However, one of the clear messages from keynote speakers at the 2009 NZ Cycling Conference was that we should 'celebrate the wins' for cycling, rather than always being negative. Nga Haerenga is definitely a win, so we're celebrating it - and generating publicity for CAN.

CAN is an advocacy organisation. Our job is to 'work with central government and local authorities, on behalf of cyclists, for a better cycling environment'. We do our best to slam bad decisions and encourage good ones.

Member feedback is always welcome, and we thank all those who contacted us. We shall continue to raise your issues with officials and politicians.

Jane Dawson is on CAN's committee and based in Wellington

Chainlinks June

The focus will be on how to be more effective advocates. Share what you think made you effective on successful past projects, and advice you have for others.

Articles by **23 April**

Local group content : **4 May**

Email content to:

chainlinks@can.org.nz

Pictures: 1024 x 768 pixels preferred

Advertising: patrick@can.org.nz by 23 April

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Top Three for Cycling Safety

Bevan Woodward

While cycling is on the increase, many of New Zealand's roads are still unsafe. Traffic volumes and speeds are increasing, and road user behaviour is often poor. CAN is there-



Residential Street, Cologne, Germany

fore encouraging the Government to act in three key areas:

1. Reduced traffic speeds

This is the single most effective way to make cyclists and walkers safer.

People want to live in safe, pleasant communities; and many support 30 or 40 km/h speed limits in neighbourhoods and near schools and shopping centres.

Many rural roads with 100 km/h speed limits have inadequate shoulder space for cyclists. Lower limits, such as 80 km/h, must be introduced where conditions warrant.

2. Promoting the 'share with care' road culture

Aggressive, impatient motorist behaviour intimidates and can harm cyclists. A media campaign should address misperceptions about the rights and obligations of different road users. Supporting policies should include tougher distracted-driving and drink-driving laws, minimum passing space as a legal requirement, compulsory third party insurance, an increased driving age and mandatory driving lessons.

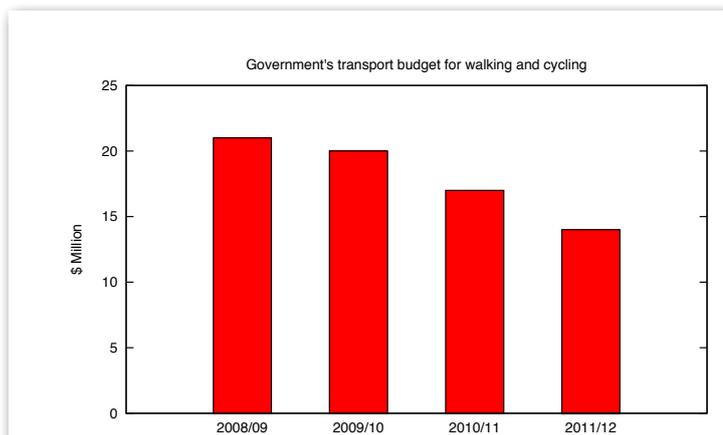
3. Upping the investment

Compared with motorway and public transport expenditure, cycling investment is highly cost-effective in improving congestion and safety. It should be significantly increased, rather than reduced as planned by the Government (see graph).

Regions with balanced and integrated transport systems experience increased economic productivity from reduced costs of traffic congestion, fuel, road building, parking, crashes, pollution and illness.

Simple cycle-friendly treatments such as shoulder widening provide safety, efficiency and road maintenance benefits for motorists as well as cyclists.

These top three focus areas are drawn from CAN's nine point action plan for safe cycling (<http://can.org.nz/cans-9-point-plan-for-cycle-safety-0>). Future editions of Chainlinks will bring more information and resources; Bevan Woodward is the Chair of CAN



"I cycle because... I can"

"I cycle because cycling is great exercise and it's free!"

"I cycle because it is good for me, good for our country and fun"



GETACROSS Auckland Harbour Bridge

The Pathway on the Auckland Harbour Bridge is currently being costed and indications are the basic design will come in at about \$17 million. Copeland Associates are working an enhanced design and their work will soon be released at a public launch.

The proposed toll is expected to be approximately \$2 each way.

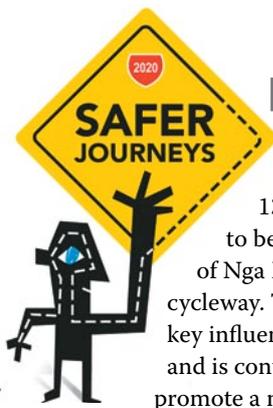
We're looking to secure funding from investors, if you've got skills in this area, please contact bevan@fast.gen.nz Bevan Woodward

Government news

Christine Cheyne

Safer Journeys

A discussion document was available last year. In November a summary of submissions (due 2 October 2009) was released. In March 2010 the government strategy was released. It has some high priority 'first actions' focusing on younger drivers, alcohol/drug impaired driving, safer roads and roadsides, increasing the safety of motorcycling, and several more second level priorities. CAN believes there are some good things for cycling in the document. For further information see <http://tinyurl.com/saferjou>



Nga Haerenga

In February the government announcement of 13 additional high quality rides to be funded in the second phase of Nga Haerenga, the New Zealand cycleway. The Green Party has been a key influence on this policy initiative

and is continuing to promote a network of quiet, back-country cycle routes to allow people touring on bikes to connect safely with the rides. For further information about Nga Haerenga see: <http://tinyurl.com/ngahaerenga>

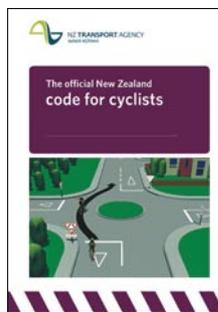
Christine Cheyne is on CAN's committee and is based in Palmerston North. She handles submissions that CAN makes to various organisations.

Model Communities

In February local authorities were asked to submit expressions of interest for the government's new funding for 'model communities'. Following the success of the UK's Cycling 'Demonstration Towns' the NZTA has allocated \$2 million in 2010/11 with another \$5m being allocated in 2011/12 for walking and cycling model communities.

The aim of the investment is for one or more smaller cities/provincial towns to demonstrate significant improvements in the numbers of people walking and cycling. Applicants are required to align their proposed expenditure with walking and cycling strategies and achieve co-ordinated and integrated transport investment in their district/city. A 'model community' is one in which there is a safe environment for those relatively new to commuting to school or work, with a range of community destinations (workplaces, retail, schools) within 'easy' riding or walking distance. Applicants should have been working constructively with local walking and cycling advocacy groups as they developed their initial concept proposal as priority will be given to locations where there is "community support and engagement mechanisms and user group networks are in place". In late March, shortlisted applicants will be asked for a more detailed proposal and in April we should see funding approved to the successful applicant(s).

Editor's note: A short list of four cities has been announced: they are Nelson, New Plymouth, Hastings and Taupo. See <http://tinyurl.com/modcomsl>



Road Code for Cyclists

In January, the official NZ code for cyclists (Road Code for cyclists) was released. It is available online at <http://tinyurl.com/NZcycleRC>. The NZTA in its press release notes: "The official code for cyclists is part of a new suite of resources developed by the NZTA to improve cycle safety. These include new cyclist training guidelines available on-line at <http://tinyurl.com/NZcycleTG> and a national cyclist skills training qualification for bicycle instructors, currently under development."

CAN submissions

Submissions on Draft NZS4404, Land development and subdivision closed on 5 February 2010. CAN made a 'high-level' submission supporting the revision which is intended to foster more sustainable land-use and better urban design which recognises the value of active transport modes in creating liveable communities. The revised standard emphasises the need for a collaborative and multi-disciplinary approach to planning and development and attention 'context' and 'place'. In particular, CAN supported the standard's goal of fostering road design that achieves safe (slower) operating speeds. The submission is available on the CAN website. A detailed submission was also made by Cycle Action Waikato.

Anyone who would like to assist with submissions in 2010 is welcome to contact the Chair, Bevan Woodward (chair@can.org.nz) or central organisations portfolio group member Christine (christine@can.org.nz). ■

The Dollars and Sense of Walking: NZ walking conference 2010

Fiona Whero

Living Streets Aotearoa are organising a conference entitled "Dollars and Sense of Walking: Creating living communities".

It will be held in Wellington on Monday 2-3 of August. The theme is the economic value of walking. Walking-friendly and liveable communities attract people, businesses and tourists, resulting in higher property values, revitalised local businesses, lower health costs and safer, more pleasant neighbourhoods.

The iconic world cities are walkable communities.

Cycling advocates might enjoy a different slant on the rationale for why active transport makes such good economic sense! As Phillip Darnton said at the Cycling Conference, the desire for making streets into liveable spaces is something common to cycling and walking advocates. In his words, "It's not really about the cycling, it's about how we want to live and where we want to live".

Two keynote speakers have been arranged. Martin Wedderburn is a transport planner in the UK, who has worked to develop more holistic transport appraisal methods encompassing the wider economic, health, and environmental impacts of sustainable transport measures. Julie Genter is a transportation planner with experience centered on rectifying transportation market distortions; including new methods of economic evaluation of transport and urban design, and strategic approaches to parking management. ■

More info: <http://www.livingstreets.org.nz/conference2010/home>

Fiona is based in Christchurch and works for both CAN and Living Street Aotearoa

"I cycle because my bike needs to get out"



Students ride the skills track.

Below: John Key and Paul McArdle ride the new track at St Mary's School in Hastings.

Bikes in Schools launched in Hastings

Patrick Morgan

'Bless this bike track' is not a phrase you hear often, but it may be if the plans of a Hastings man are successful.

Paul McArdle has given 62 new bicycles to St Mary's School to get children back on bikes.

He has also donated 225 helmets, four bike tracks, a bike shed and has hired a coach.

Local priest Fr Simon blessed the track with holy water at a ceremony in February.

Mr McArdle funded the package, worth about \$75,000, mostly from his own pocket. He hopes the government will fund another hundred schools to introduce the programme.

Prime Minister John Key launched Bikes in Schools and took the opportunity to lap the bike track on a one-speed cruiser.

Mr McArdle says Bikes in Schools aims to give every primary school pupil access to a bicycle and track.

He returned to New Zealand from Amsterdam last year after working in banking.

"I used to bike to work every day, in a suit," he says. "Back in New Zealand I noticed how few people are cycling these

days, and wanted to do something about it."

CAN Chair Bevan Woodward says it's inspiring to see the successful launch of Bikes in Schools.

"I congratulate Paul for getting the wheels rolling. Getting 300 children — and their teachers — riding on a regular basis is a tremendous achievement, and one that I'd love to see rolled out around New Zealand."

CAN has been working closely with Bike On, advising on strategy and publicity, and providing contacts with CAN's network.

St Mary's principal Liz Crowley says the scheme had been going for three weeks and was already a roaring success.

"The children are keen to try their skills on the bikes," she says. "It's a learning resource in physical education — and it's fun.

"It is a superb model which we know other schools will want to emulate.

"And our teachers love it," she adds.

The Byk bikes have lightweight wheels and are designed for children.

St Mary's now has a 550-metre limestone track around the playing field, two pump tracks and a skills track.

The bikes are used at the school, not on the road.

Mr McArdle says traffic congestion would be reduced and the environment would benefit if more people rode bikes.

"Many countries are investing vast sums of money to encourage people to bike more because they know that the return on these investments is very high. I believe New Zealand could learn a lot from these countries."

Mr McArdle has other schemes to get more people biking.

He has organised mountain bikes for police in Taupo and Flaxmere, and has introduced a pilot programme at Hastings Girls' High School to encourage students to ride. ■

More at www.bikeon.co.nz

Patrick Morgan manages CAN's networking project from Wellington





International snippets

Love your bike

Manchester Friends of the Earth

Love Your Bike is a campaign launched by Manchester Friends of the Earth in 2006 primarily to encourage people to switch from car to bicycle for their daily commute to work.

The website focuses on the personal benefits of cycling in an attempt to attract non-environmentalists onto their bikes, but the campaign is driven by Friends of the Earth's desire to reduce carbon emissions.

Printed with permission from www.loveyourbike.org

London's cycle safety action plan

There's a new video called The Bank Job (<http://tinyurl.com/ye9stcm>) out from Transport for London to mark the launch of the Mayor of London and Transport for London's new Cycle Safety Action Plan (<http://tinyurl.com/y94c9zu>). The plan aims to reduce the risks of cycling whilst increasing cycling levels and improving the perception of cycling.

Biking boroughs in London

Twelve outer London boroughs are set to become 'Biking Boroughs' as they receive £25,000 and expertise from Transport for London to encourage greater numbers of cyclists. Research shows how more than half of the trips in the capital that could be made by bicycle are in outer London –

a total of 2.4 million journeys a day, most of which are currently made by car - and that 58% of outer London residents say that they are considering cycling more over the coming year.

NYC: Bicycles in Buildings

New York City has implemented the Bicycle Access to Office Buildings Law, which aims to increase bicycle commuting by helping cyclists gain access to secure parking at their office buildings during the workday. This legislation is an effort to cut emissions, improve air quality, maximize public transportation and ease congestion, reaping tremendous environmental, public health and quality of life benefits for New Yorkers and New York City." <http://tinyurl.com/y9ch9jh>

Google does US bike routes

Google has launched its bike route feature on Google Maps covering 150 cities in the United States, including New York, San Francisco and Portland. The application allows users to find routes with bike trails, on road cycle lanes and recommended routes. It can also find routes that avoid hills as much as possible. So far, though, there's no news on if and when the feature will be available elsewhere. <http://tinyurl.com/y92zww6>

US report on European cycle & walk strategies

The U.S. Federal Highway Administration's Office of International Programs has released a report on the results of a scanning study of five European countries designed to identify and assess effective approaches to improve pedestrian and bi-

cyclist safety and mobility. The scan team gathered information on strategies and approaches in the areas of engineering, education, enforcement, encouragement, and evaluation. The report can be accessed at <http://tinyurl.com/y9uv7kh> (3.3mb pdf).

GET YOUR KICKS(TAND) ON ROUTE 66

As gleaned from the website of the ITS (Illinois Traction System) Trail Committee, there's a movement afoot in Staunton, Illinois, to transform a local portion of historic Route 66 into a recreational trail for cyclists and other self-propelled travellers. How cool is that? <http://www.its-trail.org>

NEXT GOAL: BIGGER THAN ICE FISHING!

Bicycling now makes a bigger economic impact in Wisconsin than deer hunting does. A study, done by University of Wisconsin graduate students shows recreational cycling generates \$1.5 billion (with a "b") in annual economic activity in Wisconsin. That tops the \$1.4 billion economic impact of deer hunting in 2006. This is quite the news, really, as Wisconsin has long been regarded as one of the premier deer-hunting states in the nation. <http://bit.ly/ag8wM8>

"I cycle because it's faster than driving to work"

"I cycle because it makes me feel better about myself"

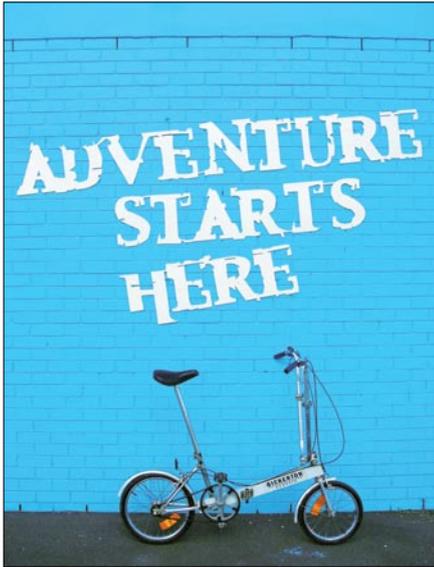
"I cycle because... for once I look forward to exercising"

NZ Roundup

Celebrating bike culture on Auckland's North Shore

Patrick Morgan

It's a long way from Texas to Takapuna but that's where the inspiration for a new Bike Friendly North Shore blog came from.



Auckland cyclist Antoine Pethers had been writing a cycling blog and soaking up the explosion of bike culture worldwide via the internet. "Bike Friendly" groups had started popping up in Dallas, and Antoine was taken by the simple graphics and the concept of local riders promoting and celebrating bike culture in their part of town.

"I thought, why am I wasting my time writing about me riding when I could put that same energy into following bicycle culture in my community," said Antoine. "I liked the approachable look of the Texan Bike Friendlies. They weren't trying to be hip or cool, everyone was welcome."

Permission was granted from the originators to use the concept and Bike Friendly North Shore was born in February this year.

"It's not about racing — though we love that too. The focus is on using bikes for everyday transport like getting to work, visiting friends, shopping or just hanging-out and exploring. We want to encourage people to give it a go, and provide information and inspiration to help that happen."

Some years ago Antoine dusted off his old mountain bike and started riding to work. He liked it, he really, really liked it. "Pretty soon I was using my bike for all those small trips you do around town; taking the kids to school, going to the park, and grocery shopping. It was more fun on a bike, and often quicker."

"I'd like more people to give it a go and see how much fun and how useful bikes can be without the go-fast mentality so prevalent today. Just having fun with it like you used to as a kid."

"Eventually we would like to organise some rides and events but for now the blog is a meeting place for like-minded people and a showcase for bike culture and cycling infrastructure on the Shore."

"I'll need some help to make it grow, but you've got to start somewhere."

<http://bikefriendlynorthshore.wordpress.com/>

A robot rides a unicycle



New Transport Alliance for Kapiti Coast

Patrick Morgan

A new alliance of community groups has been formed on the Kapiti Coast north of Wellington to advocate for better transport solutions.



The Alliance for Sustainable Kapiti

The Alliance for Sustainable Kapiti (ASK) is a group of community organisations and individuals who have united to preserve the character of Kapiti and its local

communities, and lobby for a sustainable approach to transport and development.

ASK spokesperson Nick Fisher says that a proposed expressway would not address local traffic issues and would not provide through-traffic solutions for several years. He says ASK supports sustainable transport solutions which consider community interests and the KDCDC Community Plan, as well as obligations to lower our reliance on fossil fuels and to reduce greenhouse emissions. "Our preferred solutions are safety and flow improvements to SH1, a local two-lane Western Link Road and Waikanae River bridge, constructed immediately, and rail system improvements."

Contact: ASK1@kol.co.nz

Bicycle Belles bring a touch of Art Deco to Hawkes Bay

Patrick Morgan

Frocks on Bikes took on a new twist at Napier in February when 85 riders donned 1930s garb and pedaled in style.

Organiser of the Bicycle Belles ride, Vicki Butterworth from Bike Hawkes Bay says she was delighted at the turnout at the Art Deco weekend event. "We were hoping for 20 or 30 riders. It was great to see so many riders dress up and riding antique bikes."

Riders assembled on Marine Parade and cycled 3 km past the port to Ahuriri for refreshments. ■



Art Beco Belle
For more photos visit
www.flickr.com/photos/bikechic

From the conference

Dirk De Lu

Those who attended the 2009 NZ Cycling Conference experienced some great presentations and the “buzz” of sharing thoughts with fellow creative cyclists. A selection of papers are profiled below to inspire you to look at the presentations on line. We will bring you more papers in future issues of Chainlinks.

Increasing levels of cycling is healthy public policy:

Chris Rissel (University of Sydney)

There is a good report on cycling and health in Australia, “Cycling: Getting Australia moving”. <http://tinyurl.com/cyc-GAMrep> More research and promotion is needed as the benefits of active transport are only just emerging and not ingrained in the health community. As well as physical health benefits, Chris also stressed the mental health benefits of exercise. About 20% of the population has mental health issues which equates to 6% of the health budget and 35%+ of absenteeism.

Cycling England — Making the Connection:

Phillip Darnton (Cycling England)

Cycling England is a government entity that funds “Cycling Towns”. Towns are selected where they can clearly identify the needs and model projects to meet those needs, and there are local politicians and staff who will champion the projects. A report has just been released <http://tinyurl.com/CectownRep>. Phillip had lots of pointers, clearly based on experience, on the keys for success in cycling projects. For all this, he said it is still difficult to change behaviour. In the UK, 20% of morning traffic is the “school run”, and an increasing number of children never cycle to school. Note: Model Communities (a similar concept) are set to go ahead in NZ with a \$7 million budget.

Cycling makes Sense:

Phillip Darnton (Cycling England)

The UK has set a goal of 20% congestion reduction for London by 2015, despite expected growth, to be achieved through active and public transport. He cited studies which indicate that inactive older

adults receive the greatest health benefits from taking up cycling. By adding in health benefits, cycling projects return from \$3 to \$4.5 for every dollar spent and so are clearly cost effective. The inactive generation will have higher absenteeism, early diabetes and the health impacts are likely to see some of them on the dole and never working. The need for the younger generation to support the elderly may well go unmet. The World Health Organization H.E.A.T. analysis models the decreased mortality benefits of cycling. <http://tinyurl.com/WHheatcyc>

GetAcross — An example of “People Power”:

Bevan Woodward.

Bevan described what led up to the “civil disobedience” in 2009 which saw 5,000 people walk and cycle across the Auckland Harbour Bridge and the progress achieved since. He outlined his “Ladder of Assertiveness” for working for change, from emailing officials and making submissions, right through to protest marches and civil disobedience. Bevan also had a paper on “Reduced Traffic Speeds in NZ — Benefits and Barriers”. Decreasing speed is now one of the three top focus areas for CAN.

Bike Now — Building Sustained Participation in Cycle Commuting:

Carolyn O’Fallon and Steve Cable.

A 12 month study of employers in Nelson, Blenheim and Wellington found them more open to cycling than in Auckland. It relied upon strong cycle champions in the organisation/business and funds were provided to assist cycle promotion. The time frame was too confining as it was difficult to find supportive employers willing to participate and to fit into existing schedules. Achieving sustained “buy-in” was extremely difficult.

Ten Years On — has cycling got ‘Into the Mainstream’? :

Roger Boulter.

Roger is an old hand at active transport advocacy. He referred to a just released Treasury study “Infrastructure Facts and Issues” (<http://tinyurl.com/NZinfraplan>) and recommended reading it. It lays out the basis for prioritising and decision making for long term national planning and projects across sectors. It does not mention cycling, walking or active transport — all road transport planning is car and truck-centric.

Lake Road cycle options:

Andrew Macbeth and Chris Jones.

A guided journey through the development and final adoption of a cycle lane on a busy arterial.

Estimating Demand for Selwyn’s Cycleways:

Andrew Macbeth, Megan Fowler, Lee Wright.

The standard NZTA procedures underestimate cycle use, and can be improved on.

Wellington Journey Planner:

Simon Kennett.

Google Maps-based software has been developed to support Wellington Regional Land Transport and Active Transport Strategies for the Wellington Regional Council.

The spatially knowledgeable cyclist:

Steve Southall.

A similar journey planner, for Auckland, with facility for users to enter data, e.g. cycle hazards. Putting the best of both of these together into a single service and making it national would support both commuter and tourist cycling while helping to identify gaps in cycle networks.

Continues next page

“I cycle because ... mum and dad don’t need to drop me off at school”

“I cycle because...its fun and healthy”

“I cycle because I don’t play any other sport”

Frocks on Bikes presents Love to Roll

Claire Pascoe

Oh Love to Roll, what a beautiful event you were.

There is nothing more fabulous than a frock on a bike. Or a butterfly on a bike, or a butterfly catcher on a bike. Or two men wearing bright red dresses on a small red tandem. It's all fabulous.

This Valentine's Day, Frocks on Bikes hosted what will undoubtedly be the first of many 'Love to Roll' events. The capital city saw around 150 riders — women, men, a dog and even a stuffed tiger — dressed to impress. We had A-list celebrities Celia Wade-Brown and Helene Ritchie from Wellington City Council, and Paul Bruce from Wellington Regional Council attending the event. Celia and Paul coming along as honoured marshals.

Once we'd had time to admire each others' outfits, couples, friends and families paraded from Oriental Bay around the harbour to Lyall Bay and regrouped for the hotly contended fashion parade.

Competing in three categories, Best Loved up Bike, Best Bike and Rider Pair, and Best Dressed Couple, riders strutted their stuff while the crowd roared with applause.

Once the judges had reached their verdicts, we continued our roll around the South Coast and arrived in style at the Island Bay Festival. The Famous Frocks on Bikes team took the stage between bands, announcing the winners of all categories and the randomly drawn R & R Supreme Frocker award that went to Dolores Hoy. Looking fantastic, Dolores collected her brand new Giant Transend ladies bike, equipped with basket. Thanks

to R&R Sport who were frocking fantastic as our main sponsor — we recommend you to all the ladies out there.

We had sponsorship from Greater Wellington, Cycle Aware Wellington and CAN. We also had prize



sponsorship from R&R Sport, Starfish, Duncan and Prudence, Emma, and Duke Carvells. A massive thanks to all our sponsors and to the NZ Green Bike Trust who kindly rented their bikes to those who had a frock but not a bike.

With a mention on TV3 news, the Dominion Post and by everyone who's anyone, Love to Roll was a huge success for Frocks on Bikes and cycling culture in New Zealand. Thanks to my bicycle, it was the best date I've ever had on Valentine's Day — it just always seems to know what I want! ■

Claire Pascoe lives in Wellington and was at the Love to Roll in a white and blue polka dot dress



"I cycle because... I like the way it feels"

Continues from previous page

The Economic business case for Cycling:

Julie Anne Genter

Infrastructure and parking for motor vehicles is costly, and the cost of the vehicles and fuel also contribute to current account deficit. A quarter of local government spending is on roads and infrastructure. Active transport offers huge savings, but its contribution to GDP lacks data for analysis. It offers significant savings to households through improved health, and gives the option of not owning a car. Economic benefits to businesses have been difficult to quantify. Active transport has been found to increase house values and home buyers are

"I cycle because it helps with fitness, and overcomes parking issues at work"

conscious of commute costs and time. This NZTA-funded project produced a software tool which estimates the costs and benefits of active commuting, but NZTA has not released it. The 5% who cycle and the 10% who walk to work are valued at \$1 million per day in benefits to the national economy.

Closing Comments:

Phillip Darnton

Be patient, active transport won't be adopted quickly. Behaviour change is slow and a precursor to social change. It's not current cyclists; it's about getting new people cycling. Be systematic in identifying who the new cyclists are, who is amenable to cycling. School age and young men are typically more willing. We

"I cycle because it is good exercise, pleasant views, and ecologically sound"

cannot afford more "Lost Generations" who have grown up not cycling/walking. Build out from school kids to their families. Mum's typically holding the key to the bike shed. It is Mum's fears that keep kids from cycling to school. Don't necessarily focus on cycling. Look to implement "Invisible Infrastructure" (e.g. street calming). Eliminate the "whoosh factor" — the scary feeling you get when passed by vehicles travelling much faster than you are — to create liveable streets. It's about where we want to live, and how we want to live. ■

The conference papers and presentations are online <http://tinyurl.com/nzcycleconf7>
Dirk De Lu is based in Christchurch and is a member of CAN and Spokes Canterbury.

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Cycling in Antarctica

Stephen Wood

My work as an atmospheric scientist takes me regularly to Scott Base. In all my time down there, I'd done more running and skiing for exercise than cycling. Scott Base has some pooled mountain bikes for general recreational use, but I'd only used them occasionally.

Last year I wondered how useful cycling was for travelling to the lab where I do a lot of my work, which is about 6 km from Scott Base by road. I convinced the Antarctic programme to let me take my own bike to the ice. I figured that, as it is set up for touring, the racks and panniers would be useful for what I had in mind, and the early season trip I had in September-October was going to be several weeks, giving me the time to try it out.

In Antarctica the environment is so extreme that you have to take a very cautious approach to going out and about. As well as selecting clothes to be comfortable while cycling, I also had to carry additional clothes that would keep me warm if I was not moving, so I'd have a better chance of surviving if something untoward happened. This is required practice for all trips from Scott Base, whatever the means of transport. I generally wore a couple of insulation layers and a wind-proof layer, but I had more insulating clothing stashed in the panniers. A further safety precaution was carrying a radio so I could call Scott Base for help if I needed it.

Head, hands and feet also need looking after. Hands are a lot warmer in insulated mitts if you don't need the dexterity of free fingers. The head needs enough insulation, and this includes covering the face. I dislike goggles and can usually get away with just keeping a narrow slit between the hat above and the neck gaiter below. The boots I used had felt liners for insulation and wouldn't fit in toe clips.



I did a few commute rides up to Arrival Heights and back. With all I was carrying it looked as if I was loaded for a tour. The road I used climbs steeply at first and then eases off to get to McMurdo Station. From there it climbs again to get up to higher ground and then along an undulating ridge to the saddle where Arrival Heights and the laboratory building are. It is a graded gravel track, but in winter and spring much of it is covered in packed snow and ice. At temperatures

Continues p15

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CAN Committee and staff meeting in Christchurch in February

Glen Koorey is CAN's deputy Chair and based in Christchurch

Summary of CAN's Committee Activities

Glen Koorey

Glen Koorey, deputy chair of CAN gives us a summary of recent Committee and staff activities since November.

Planning & Development:

Committee/staff planning meeting in Christchurch; developed fundraising plan and related documents; drafted business cases for future funding; developed CAN policy on Donations CAN website upgrade; developed "Top 3" focus areas for 2010; set up of portfolio groups; planned for staff vacancy replacement; portfolio coordinator chosen.

CAN's committee working for you

Finances:

Review of Network Project budget with Project Manager; new budget prepared for CAN General & presented for comment at Planning Meeting; membership reimbursements to groups for 2009; end of year 2009 accounts sent to Auditor; decision on Sponsorship Fund level for local group applications.

Event Organisation:

2009 NZ Cycling Conference debrief; CAN Do evaluation.

Local Group Support:

BikeWise Month Events; Adult Cycle Skills Training workshops; Frocks on Bikes; Model Communities, Bike Racks on Buses, visits to Cycle Action Waikato and Cycle Aware Hawkes Bay.

Promotion/Campaigns/Media:

Media releases on Cycle-Friendly Award winners; award to John Key; summer cycling tips; driver/cyclist conflicts; the "Safer Journeys" strategy; radio comment on cycling fatality; seeking coroner inquest into cyclist deaths.

Meetings/Representation:

Prime Minister John Key; Kevin Hague (Green Party); monthly with NZTA walking/cycling staff; bi-monthly with Ministry of Transport staff; BikeWise Advisory Group; Cycle Training Advisory Group; BikeNZ CEO/Chair; NZ Cycleway leaders forum; NZTA Road User Groups, Living Streets Aotearoa new Chair.

Feedback/Submissions:

Letter to Transport Minister re cycle touring safety; NZS4404 standard on Land Development & Subdivision; Cyclist Skills Instructor qualifications; Draft Land Transport Omnibus Amendment Rule 2009. ■



New marketing volunteer steps up

Patrick Morgan

Wellington biker and business owner Alana Joe has taken on a new challenge: helping the CAN team market cycling advocacy. With a background in running her own fitness business, and marketing aspects in roles at NZ Post, Alana is applying her promotion and organizing skills to CAN. "I want to get more people enjoying the benefits of biking," says Alana. "It's a great sport and a convenient way to get around. There are perceived barriers to people riding more and I want to create campaigns that will educate people about the reality of riding and just how easy and safe it can be, if you learn how. I want to help CAN with its three focus areas and support cycling advocates around New Zealand." CAN Project Manager Patrick Morgan says Alana has hit the ground running. "Alana is working with a local council and bike shops to redistribute bike bells, which are often discarded from new bikes. She has also sourced banners to support CAN's Share the Road campaign." ■

"I cycle because it's a good way to get fit."

"I cycle because ... its simple"

"I cycle It's fun and makes me feel good. Mauri Ora!!"

"I cycle because it is fun and healthy."

"I cycle because ... I love my bike"

"I cycle because ... I can take in more of the scenery as I go."

NEWS FOR CAN GROUPS

Liz Mikkelsen, CAN treasurer

This year the CAN Committee has agreed to the sponsorship fund being raised to \$2,000 for 2010. Applications for funding for local projects in amounts of \$100 or \$200 blocks should be sent to the Secretary for approval. Application forms (Word or pdf) are available at: <http://tinyurl.com/CANlgfApp>.

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MORE

For the full list of CAN roles:
can.org.nz/can-roles and check the
website for news on new portfolio
groups

Contact CAN: can.org.nz/contact

CAN's Website Upgrade

Anne FitzSimon

I hope you're all saying 'wow' to the new face of CAN online. I must say, it looks fantastic! It's fast, tidy, smart and sexy — a very modern and easy to use revision of our online face with a revolving slide show which keeps the front page looking fresh.

Thanks for your patience! I feel like I'm a voice mail message from the XT mobile network... no... not that bad!

I'd like to acknowledge all the hours of volunteer time and effort put into upgrading our site from Drupal 5 to 6 and refreshing and modernising the website.

A huge thanks to David Laing who managed the upgrade and to the team for their great work. Thanks also to Egressive who did the upgrade and have been

extremely supportive and have supplied a discounted rate to CAN, and to web designer, Megan Salole nee Hosking, who developed the new theme of the site.

Drupal is a free software package that allows an individual or a community of users to easily publish, manage and organise a wide variety of content on a website. It is open-source software distributed under the GPL ("GNU General Public Licence") and is maintained and developed by a community of thousands of users and developers.

Egressive is a privately held, 100% Kiwi-owned IT support and services company based in Christchurch. They have been providing open source software solutions for more than a decade. Egressive build websites that leverage the power of Drupal's content management functionality.

CAN's involvement with Drupal commenced after Spokes Canterbury started using it successfully. Both groups have Egressive hosting and developing their sites.

As many of the custom features of the old site would not survive the upgrade, we decided to roll out live and identify and fix issues as we went. This created some inconvenience for us all, but it would have been worse to close the site completely for several weeks.

Please contact me if you need any help:
annef@can.org.nz

Anne FitzSimon is on CAN's committee and lives in Nelson

Use your grey navigation bar (across the top), to explore the drop down menus. For example, to find our latest media statements, move the cursor across to 'News' and click Media Releases. Next on the right is 'Support Us', to join, donate or shop online. Have you bought anything lately? Check out our CAN t-shirts and vests and other goodies.

If you haven't visited our CAN website, please check it out at: <http://can.org.nz/>. If it's your first time, the Google map displaying our local groups will be located on the left hand side of

the page. Once you've joined the site and received your ID, the map will disappear from your view so more content is able to be revealed. Check out the site, join up, and join your local group page as well.

Join the Forums (see the grey navigations bar), and see the wealth of information and support available. ■

"I cycle because it helps me and the environment"
"I cycle because ... it beats driving."
"I cycle because it is a great family activity"

Changes in Chainlinks production team

There have been some changes in the team that puts together this magazine. The role of Editor has been taken on by Stephen Wood, who has been contributions manager for the last 2 years. Claire Pascoe has agreed to take on the contributions manager job from the next issue. Miriam Richardson, who has been the Editor for three years, is not leaving the Chainlinks team. She is now the layout editor, producing final copy. In effect, we've split the Editor's job into two parts to spread the workload a little. John Rhodes also helps out as a copy-editor, to give articles a more consistent style, proofing is done by Jane Dawson and Adrian Croucher and the CAN Editorial Board does a final check. ■



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Wellington Bike Buddies scheme launched

Claire Pascoe

Bike buddies started for me when I was working briefly in Melbourne at Bicycle Victoria.

They had thrown me a list of names and their 'to' and 'from' postcodes and asked me to create a bike buddy plan. It was a simple concept that matched experienced riders with those who lacked the confidence to get out on the road themselves but were eager to give it a go with someone else. At the point where I left Melbourne, the low numbers signed up for the pilot, compounded by the spread-out geography, meant the effectiveness of the programme was reduced.

Back in Wellington, working on an active transport programme with Greater Wellington Regional Council, I had another opportunity to try out a bike buddy scheme. Ours had the immediate benefit of being part of a much wider programme that had been offered to more than 25,000 employees in CBD workplaces. I was pleasantly surprised at the response rate and after a few weeks, with an additional call-out to Cycle Aware Wellington members who might be interested in being 'mentors', we had 42 buddies and 64 mentors. The high number of mentors was excellent as it meant every buddy had at least one potential mentor in their area they could match with. We even had a few roaming mentors (myself included) whose enthusiasm stretched to commuting across the city to commute back in with a new rider.

A month into the programme, I know of seven buddy/mentor rides that have eventuated and been reported back to us. The emails sent between buddies were very interesting to read. It appears that people really sign up to be mentors, not just half-hearted biking companions. They offer to divert from their route to accompany new riders, have safety tips ready to share and seem genuinely supportive and encouraging.

Now that it has been established, every buddy that signs up can immediately be sent a list of often more than five mentors in their area. The feedback has been great with buddies raving about their mentors and one mentor commenting that the chance to get someone new into riding had given her 'warm fuzzies.' There is now a goldmine of mentor names that



If anyone is keen to set up a bike buddy scheme and find out a few more observations from the Wellington example, feel free to contact me at claire.pascoe@gmail.com

will hopefully live on beyond this particular programme. Perhaps those that start out as bike buddies may eventually even become mentors themselves.

It seems that this system has real potential to get new people regularly riding, especially women. It may also foster more responsible behaviour by existing cyclists as mentors strive to be model examples for buddies. Finally, having two people rather than one riding (and hopefully 200

rather than 100), is great for increasing the visibility of cycling. ■

Claire is a CAN member in Wellington who is helping CAN with Chainlinks and a business development plan.



Cycling in Antarctica continues from p11

well below freezing, this isn't a problem in terms of traction, but the fine powder snow that blows around and builds up in drifts was like slippery sand. Where there was a lot of it, it made the riding tricky, but a conservative approach helped. That conservative approach was also good for another cold weather problem — brakes are less effective as the brake blocks get hard in the cold. It's fine as long as you don't go so fast on descents that things got away on you.

I rode in conditions that were windy and as cold as -25° Celsius without mishap.

I didn't find time to make the trip by bicycle as often as I'd wanted to. It was fun to try, and it would be somewhat easier in summer when the temperatures are milder. I'm suggesting that Scott Base equips its bikes with rear racks and panniers so they could be more useful, as riders could then easily carry the extra survival clothing they need to have with them. Many of the local trips are to McMurdo station which is only a 6 km round trip. ■

Regional groups

Spokes Canterbury

Nigel Rushton

'Twas a busy BikeWise month for Spokes with members taking part in plenty of events — kicking off with several members joining the Frocks on Bikes ride to Sumner Beach. More than 30 people joined the fun.

This was followed by Spokes and the Frockers joining forces to support Christchurch Bike to Work Breakfasts in three locations, and the local Polytechnic Orientation BBQ. There was plenty of interest from the media with both TV One News and National Radio in attendance at one of the breakfast events. Being election year his worship the mayor put in an appearance - even though his council cut the active transport budget in the last LTCCP.

Christchurch City Council released a report by renowned architect Jan Gehl on promoting walking and cycling in the CBD to make it more liveable and alive. The \$316,000 report endorses much of what Spokes has been saying to the council for free. It is amazing what people do when it isn't their money they are spending. If you want to have a read of the report it is available on line. <http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/publicspacepubliclifefstudy/index.aspx>

On the last day of the month was the much anticipated second Spokes Summer 2010 ride — but it was postponed to the following week due to the tsunami alert after the earthquake in Chile.

Bicycle Nelson Bays: Council Fix-a-gram

Anne FitzSimon

Has your Council got a Fix-A-Gram?

Last year scrolling through the Nelson City Council (NCC) website I discovered a page called Fix-A-Gram <http://tinyurl.com/nccfixg>, an online notification form. Their catch line is 'let the Council know about the problems (big or small) seen on your way about town', a perfect grab for an everyday cyclist! The form is easy with good headings such as location, address or nearest intersection or feature and description of problem with sub headings, street, water, other, and anything else!

I put the link out to our local group, Bicycle Nelson Bays, and within a short time, received some excellent feedback.

'Hi BNB - reported to NCC re the pitiful state of Cleveland Tce and got the email (from the online form sent), and a phone message from a NCC fella saying that the potholes will be dealt with now, but it won't be resurfaced until next year. Quite impressed!! Thanks for triggering it' — Sue B

I suggest a little website research with your local council or regional authority

to see what they have on offer. I set up a page on the CAN website at: <http://tinyurl.com/colfixl> where information can be collated. Please send in your local link and if your council doesn't have one, show them Nelson's! You need to join the CAN website with an ID to post a comment.

Bike lanes in paradise — naked bike ride

Victoria Davis

By the time you read this The 2010 World Naked Bike Ride will have taken place in Golden Bay on March 13. Golden Bay has been a strong supporter of this fun-loving global protest since its inception in 2003. The Golden Bay ride is popular due to the fact that many people here are extremely keen to see improvements for cyclists and other vulnerable road users, and people enjoy the beautiful coastal route we use to parade our message.

After years of lobbying roading authorities, cyclists are still virtually ignored, as the insane push for wider faster roads prevails. Our narrow country roads need more reasonable speed limits and we think that any road widening should include a cycle lane. We would love to see road sealing being smooth to the edge instead of leaving a sharp, coarse gravel mess for the cyclists to deal with. Another objective of the ride is to raise awareness about the detriments of driving motorized vehicles and the many benefits of riding bikes.

Writing submissions and pleading with authorities can be exasperating, so this event is a welcome laugh in an otherwise very serious and arduous endeavour. The Golden Bay World Naked Bike Ride is spiced up by local businesses donating prizes for the funniest body art. Last year a participant painted "99% emission free" on her back with a wee arrow pointing to her bum reading "Oops 1% emission". Check out last year's ride on YouTube. The ride left Tarakohe at 3pm and travelled 3km to the Totally Roasted Cafe for prizegiving. For more information:

moonbow@goldenbay.net.nz ■



Frock on Bikes stall at Christchurch Polytech.

"I cycle because I like the wind in my face"

"I cycle because I like the feeling of freedom"

"I cycle because ... I enjoy it"

"I cycle because...you get to see interesting places around town"

"I cycle because ... I don't have a car"

"I cycle because ... because it's a fun way to get around"

"I cycle because...its fun"

"I cycle because of fitness and weight management"

"I cycle because ... it's a great way to get fitter"

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Dunedin City Council
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Tasman District Council
University of Canterbury
University of Waikato
ViaStrada
Waimakariri District Council
Wellington City Council
Women on Wheels

Sizing up the City

Media release, Jan Logie

New research shows New Zealanders want and need better planned cities

Many New Zealanders want more and better inner-city housing, even if those with kids generally want a bigger house, further out. And Kiwis don't want urban expansion to continue unchecked. There is strong support for councils limiting urban development, promoting the quality of urban centres, and providing better conditions for the walker and the cyclist.

These are some of the findings in a book on sustainable urban form and transport released on February 16th.

'Sizing Up the City: Urban form and transport in New Zealand' is published by the New Zealand Centre for Sustainable Cities in Wellington.

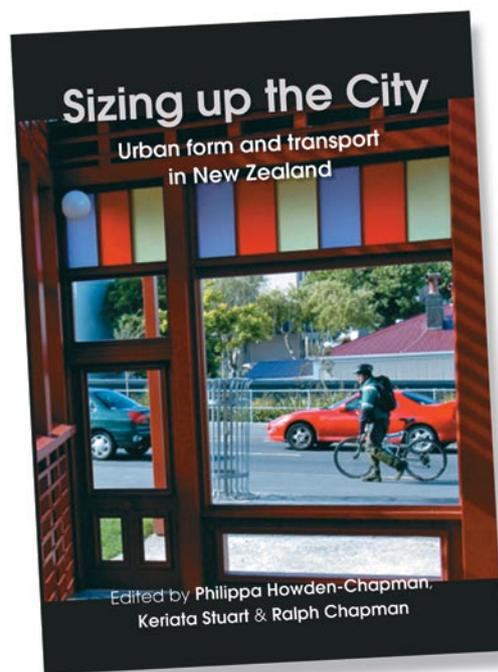
Jan Logie, the Centre's Development Manager, says the book's launch is timely, as the Government is considering changes to urban planning frameworks, including metropolitan limits.

'Sizing up the City' covers a range of issues. One chapter reports on a survey which found that most people (54%) think that urban limits are necessary so that cities develop more sustainably (15% disagree). By 2 to 1, New Zealanders thought councils (rather than market forces) should have the key role in defining the limits of the city.

The 'Shape NZ' survey showed that many young adults and older New Zealanders have a preference for living in the city, while families with children strongly prefer the suburbs. However, underlying this is a growing preference for mixed use communities where access to work and facilities is easier. The possibility of rising petrol prices is a factor in some people's choice of where to live.

"The book will make a real contribution to the debate about urban planning at an important time", Jan Logie says. Recently, the Minister for the Environment announced two technical advisory groups, on urban and infrastructure issues.

"The book's contributors, New Zealand and overseas researchers, show that our cities' structures, housing needs and transport networks affect our health and wellbeing, as well as New Zealand's economic development," Logie underlines.



"The evidence is emerging that more compact urban form helps to give people better transport options by reducing distances travelled, cleaner air, less carbon emissions, and better health outcomes through increased walking and cycling."

Borrow a copy from the CAN library or order your own: <http://tinyurl.com/buysizecity>
Jan Logie is the manager of the New Zealand Centre for Sustainable Cities

A 5% shift to cycling saves \$200M

Stephen Wood

One of the media releases made by CAN recently describes a striking result from one of the papers in "Sizing up the City". The paper is "Changing modes of travel in New Zealand cities" by Alistair Woodward & Graeme Lindsay of the University of Auckland. The result is that if there were a 5% shift of trips less than 7 km long to bicycling in New Zealand, the net saving in health costs is estimated at \$200 million per year, and more than 100 deaths per year would be prevented. The same paper also finds that in increasing cycling, the health benefits of reduced pollution and increased physical activity would greatly outweigh the health costs of injury, by more than 10 to 1.

For details of the CAN media release see <http://tinyurl.com/5save500m>

"I cycle because ... it's nice to see and smell the environment."

"I cycle because I'm saving money on petrol and keeping fit."

"I cycle because I'm addicted to it."

"I cycle because ... I enjoy it for recreation and fitness."

"I cycle because... it gets me to work ... and fresh air."

"I cycle because it has a 'feel good' part to it."

Alex Revell

We feature items that have been posted on the CAN website, from New Zealand and international sources. By the time you read this there will be more.

Win-Win Emission Reduction Strategies People often assume incorrectly that environmental and economic goals conflict. For example, critics often claim that energy conservation strategies harm the economy. Win-Win Transportation Solutions are cost-effective, technically feasible policy reforms which correct existing market distortions that reduce transport system efficiency.

<http://can.org.nz/node/6034>

Cycling to School Makes You Fitter Children who cycle to school are more physically active and fit than those who use other modes of transport, according to a study of 6,000 children, aged 10 to 16, from England. In all cases, children who were driven to school were less fit than walkers, cyclists and even children who took the bus. Cyclists were also found to be more physically active at other times of day when compared to children using other transport modes.

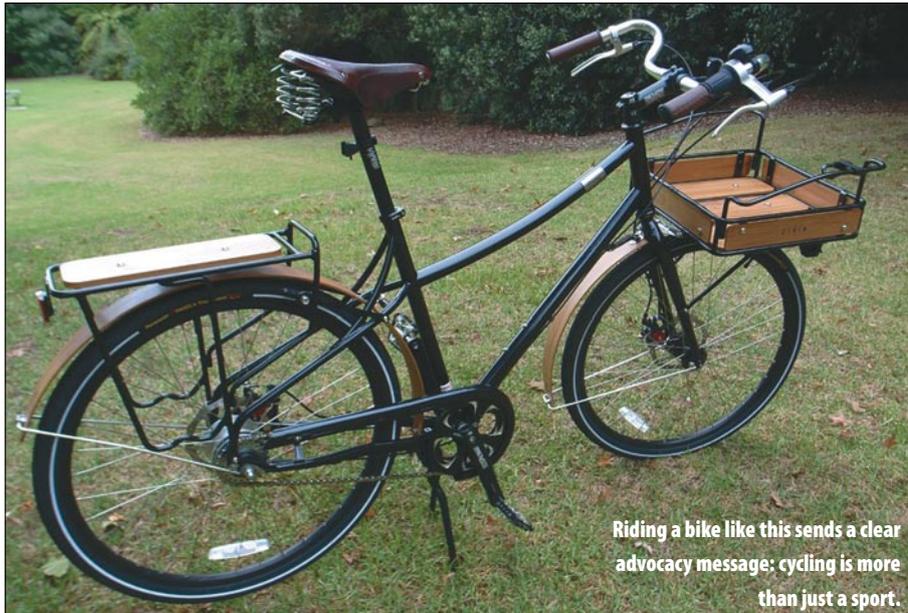
<http://can.org.nz/node/6029>

The Official New Zealand Code for Cyclists This NZTA guide features road rules, explanation of road markings and signs, advice on interacting with other road users and recommendations about equipment for all riders cycling on NZ roads. <http://can.org.nz/node/5923>

Advocacy for Active Transport: NZ perspectives. Effective advocacy is an important part of efforts to increase population participation in physical activity. Research about effective health advocacy is scarce, however the health sector can learn from the experiences and knowledge of community advocates in active transport, from the perspectives of community advocates and representatives from New Zealand City Councils. There is potential for the health sector to make an important contribution to advocacy for active transport in New Zealand. <http://can.org.nz/node/5959>

Alex works part time in CAN's Wellington office

The Civia Loring: beautiful bikes are back



Riding a bike like this sends a clear advocacy message: cycling is more than just a sport.

Adrian Croucher

A new breed of simple, stylish, practical city bike is making a comeback overseas and is starting to arrive here.

These bikes are easy to ride and low-maintenance, harking back to the ones some of us grew up with, but with modern 8- or 9-speed hub gears and disc brakes, their performance is in a different league. And some are gorgeous, like the Civia Loring from the USA.

The Loring is designed for shorter trips around town (up to 10 km), carrying up to 25 kg spread between the rear pannier rack and the unique front rack, designed to take two shopping bags side by side. The bike has a very stable feel even while loaded, and the upright riding position encourages relaxed cruising.

The Loring comes with all mod cons (apart from dynamo lighting) including chainguard and kickstand, and a striking set of mudguards made of bamboo (the same material used for the rack decking). The subtly curved top tube adds a special something to the bike's stunning good looks.

No, all this doesn't come cheap. The 3-speed version is retailing here for \$2300, and the importer (Cycle Supplies) so far hasn't brought in any 9-speeds. My local bike shop (Rode, in Pt Chevalier) obligingly converted one to 9-speed for me, and the SRAM i-Motion 9 hub is a real pleasure to use. But for style and practicality the Loring is hard to fault. And riding a bike like this sends a clear advocacy message: cycling is more than just a sport. Everyday cycling is back, and beautiful.

www.civiacycles.com

Adrian Croucher is CAN's secretary and lives car-free in Auckland

Upcoming CAN activity

CAN is planning a day in Wellington on May 8th where the CAN committee, CAN staff and leaders or representatives of new portfolio groups will meet and further progress the restructuring that was proposed last year. See <http://tinyurl.com/canrestruc>

At the time of writing, CAN is looking for assistance in the Policy & Technical, Volunteer and Group Development & Support, IT support and Activities & Events areas. If you can help, please check our website for more information or contact our portfolio coordinator, Liz, telephone: 06-364-8187 email: liz@can.org.nz.

"I cycle because I enjoy the physical exercise"

"I cycle because ... I love/hate the challenge of getting up Mt Victoria"

"I cycle because ... I'm fat!"

"I cycle because I enjoy it, it's a good fast way to get around."

"I cycle because" is taken from the BikeWise Challenge webpage



Gap Creek, Dunedin



Wharfedale



Craters of the Moon, Idaho



Makara Peak, Wellington



Mt Stromlo, Canberra



Port Hills, Christchurch



Belairworth MTB Park, Victoria



Bermans MTB Park, NSW



Wharfedale, Dunedin



The Heaphy... with back



Trails for your Treads

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

and gear for the cycling revolution

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