

ChainLinks

The newsletter of the Cycling Advocates Network (NZ) Oct – Nov '05



The cyclist's view: participants at October's 'CAN-Do' set off on a guided tour of Hutt City. (Photo: Patrick Morgan)

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

GUEST EDITORIAL

I recently participated in one of the largest displays of cycling advocacy ever seen in Christchurch. Hundreds of cyclists followed the coffin of Rod Donald, former co-leader of the Green Party, from the party offices on Bedford Row to Cathedral Square for the funeral service. It was the last act of cycling advocacy from a long-time campaigner, who died suddenly of a rare viral infection to his heart in early November. Rod will be sadly missed by many, and the country has lost a man of integrity who may well have become a future prime minister.

Rod would have wanted his work continued. But Rod's shoes were big. Besides advocating for cycling and other forms of sustainable transportation, Rod campaigned across a complete range of social and environmental causes. He had a comprehensive grasp of the changes needed to ensure a sustainable and peaceful planet, and he was highly effective in identifying where and how to implement those changes.

The challenge for us now is to do what we can to build on his legacy. Rod's energy and enthusiasm were legendary, and it will take many people to make as much of an impact as this human dynamo has over the last 30 years. Cycling is one small but important part of the changes we need to make in this country. So let's do Rod proud and keep pedalling for change! Rod was a beacon of sanity and of hope. As Jeanette Fitzsimons, quoting Pink Floyd, said at his funeral "Shine on you crazy diamond"!

Whether you are reading "ChainLinks" as a long-standing member of CAN, or as a new or occasional reader, there are many ways for you to support cycling. If you are not a regular cyclist, go for a ride on a bike and experience the simple pleasure of cycling; if you're an engineer, make sure your next road project specifically accommodates cyclists (and pedestrians); if you're a politician, get sound transport policies and strategies in place and then ensure that they are translated into practice; if you're a cyclist or cycling advocate, find a way to collaborate with a non-cyclist on a project to improve outcomes for cyclists.

And over the summer holidays, use a bike for errands or recreation, by yourself or with friends or family. You'll enjoy it, and it's good for the planet. All the best for the holiday season ahead, on behalf of the CAN Executive. And come back refreshed in the New Year, to continue your work for a better community. Rod wouldn't want it any other way.

- An obituary of Rod can be found on p.24

Andrew Macbeth, CAN Executive member

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

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



CYCLE-FRIENDLY AWARD WINNERS 2004/05

A cycle crash reporting hotline in Nelson and a nationwide training course for transport professionals were amongst the four winners of the 2005 CAN Cycle-Friendly Awards, announced at the NZ Cycling Conference.

Supported by national agency Sport and Recreation New Zealand (SPARC), the Cycle-Friendly Awards are designed to acknowledge and celebrate some of the most notable achievements in the country that are helping to promote cycling and to create a cycle-friendly environment.

Nominations were called for in four categories, and 13 finalists were selected from 28 nominations. Dr Jan Wright, chairperson of Land Transport New Zealand, presented each of the prize winners with a uniquely designed 'bicycle-bell' trophy, a certificate, and a subscription to CAN.

CAN chairperson Robert Ibell said, "Each year the range and quality of projects nominated for the Cycle-Friendly Awards impresses us. It has been great to see the rise in interest throughout the country, particularly in the cycling promotion category. We're keen to see more nominations in the business category, though, and we'll be working with SPARC and the business community to increase the profile of the awards in 2006."

Since their inception three years ago, the CAN Cycle-Friendly Awards have been supported by SPARC. "SPARC supports innovative ideas that provide people with opportunities to get active. We congratulate the four award winners, the finalists and CAN for working to improve the cycling environment for everyone," said SPARC spokesperson, Jason Morgan.

The winners and finalists for the CAN Cycle-Friendly Awards were:

Best cycle facility project: Creyke Road Living Streets Project (Christchurch City Council)

Other finalists in this category were:

- Atawhai cycleway (Nelson City Council)
- Waikato Riverside cycle/walkway (Hamilton City Council)
- Napier Pathways project (Rotary Pathways Trust)

Best cycling promotion: 'Planning & Design for Cycling' training course (Axel Wilke)

Other finalists were:

- Promotion of cycling as alternative transport (Auckland City Council)
- Road safety campaign (Bike Taupo Inc)
- Cycle safety promotion (Bike Lanes in Paradise, Golden Bay)

Cycle-friendly commitment by business: Secure cycle lockup (EDS New Zealand Ltd)

Other finalist was:

- Pulp & Paper Challenge (Pulp & Paper Kinleith)

Cycle-friendly commitment by public organisation: 0800CycleCrash reporting hotline (Nelson City Council)

Other finalists in this category were:

- Launch of 4,000 community bikes for the Manawatu (Palmerston North Green Bike Trust)
- 'Being Cycle Aware' Police training workshops (Wellington City Council)

Congratulations to all the winners and finalists, and we look forward to more nominations next year!



Axel Wilke receives the CAN Cycle-Friendly Awards bike-bell trophy from LTNZ board chairperson Jan Wright, for the 'Planning & Design for Cycling' training course

Funding applications open for Sustainable Management Fund

Applications are now invited from local government, iwi, industry and community groups for the 2006/07 round of the Sustainable Management Fund (SMF). For more information go to:
<http://www.smf.govt.nz/new/smf-brochure.pdf>

CYCLING NEWS FROM AROUND NEW ZEALAND

Cyclists 'appalled' by moratorium decision

Spokes Canterbury, the local cycling advocacy group for Christchurch, has said it is appalled at the Christchurch City Council decision not to lift its moratorium on cycleway projects.

In June the council voted to halt tendering of all projects involving cycleways, pending the outcome of a seminar to review the cycle strategy and its implementation. The seminar was held in August, and councillors seemed persuaded then of the need to reinstate the popular programme. They have now responded, however, by ignoring the advice of staff and the petitions of almost 1500 cyclists and residents wanting the cycling programme continued. On October 6 (and despite a deputation from Spokes) Council voted 6-3 to continue the moratorium, with reviews planned of cycling marketing and the cycle network plan.

Spokes Chair Glen Koorey says that he cannot fathom the thinking behind the decision. "They've had all the information presented to them to demonstrate the worth of the existing cycleway programme. While some other good suggestions for getting more people cycling have been raised, that shouldn't stop them from continuing what they've already been doing well."

Mr Koorey said that cyclists fail to see why cycleway projects have to be halted while cycling initiatives in general are being reviewed. "How come all City Council operations don't grind to a halt for two months every year when the Annual Plan is reviewed?" said Mr Koorey.

Mr Koorey and fellow Spokes member Andrew Macbeth made a deputation to the council to seek the lifting of the moratorium and to present a 'Top 10' of initiatives for boosting cycling in the city.

Spokes' Top 10 includes a push for lower urban speed limits, the development of sustainable travel plans for organisations, and more cycling events and promotions.

"While the main aim today was to get the cycleway programme back on track, we felt that it was important to tell Council what else could be done to increase the amount of cycling in the city," said Mr Koorey. "A lot of it has nothing to do with cycle facilities. However that's no excuse for continuing the moratorium with no end in sight. There is a proper process for changing Council policy, and this has not been evident during the whole saga."

[Spokes media release, 6 October]

Footnote: The issue was revisited on October 27th when council staff queried the legal and financial effects of the 'temporary' freeze. But the

council voted again (9-4) to leave the staff report lying on the table and debate the issue in council on November 24, after another workshop to discuss the city's cycling strategy.

Spokes Canterbury's Top 10 initiatives to boost cycling in Christchurch are:

- 1 *Lower urban speed limits and local area traffic calming* – more 30 km/h 'home zones', part-time school speed limits and traffic management to address concerns with the speed and volume of motor traffic.
- 2 *Strongly promote sustainable travel plans* – travel behaviour programmes for all schools, major businesses, and other large organisations, to encourage greater use of alternative travel.
- 3 *Encourage more cycle-friendly land use and development planning* – create community centres that encourage people to live near where they work, shop, and play, allowing for more short trips by cycle.
- 4 *Provide more off-road and separated cycle corridors* – innovative cycle routes segregated from traffic, both in and away from road corridors, including under-passes/ over-bridges where necessary.
- 5 *Make the central city more cycle-friendly*: improve the central city environment for cycling, including more traffic calming/restrictions, safe through-routes and traffic-free corridors.
- 6 *Expand the number of city cycling events and promotions*: a greater range of initiatives supporting cycling, such as bike rides, social marketing, cycle tours, training sessions, school promotions and public events.
- 7 *Audit, maintain and upgrade existing cycle facilities* – an ongoing programme to monitor the cycle network (including the recreational mountain-biking network) and maintain and improve its condition.
- 8 *Develop a public CBD 'bike-station'* – a place for city cycle commuters to store their bike, change/shower, get repairs done, and grab a coffee.
- 9 *Strongly promote road user education and enforcement* – an ongoing programme to highlight key road user behaviour/safety messages to the respective groups and to enforce these.
- 10 *Continue cycleway network improvements* – expand the city's cycle network, improve intersections and complete the "missing links".



Green light for Prebbleton-Lincoln cycleway

Construction of a new dedicated walking and cycling route linking the Selwyn District townships of Prebbleton and Lincoln has been given the

green light following Land Transport New Zealand's approval of the \$620,000 project.

Land Transport NZ will contribute \$359,000 in funding towards the project, with the remainder coming from the Christchurch-Little River Railtrail Trust. The Selwyn District Council will provide the ongoing maintenance of the facility, with construction expected to begin in March 2006. The 2.2m wide cycleway/walkway will run alongside Birchs Road between Springs Road and Edward Street, a distance of 6 km.

Land Transport NZ Southern Partnership Manager Jackie Curtis said the new link would improve safety and promote healthy transport alternatives for local residents.

"The high school, university and agricultural research facilities in Lincoln generate demand from pedestrians and cyclists. Birchs Road is narrow and the 100km/h speed limit is not conducive to safe cycling or walking. A dedicated off-road link will provide a safe route for existing cyclists and pedestrians, and it will provide another commuting option for drivers thinking of a healthier alternative."

Selwyn District Council Asset Manager Roothing Andrew Mazey said he was delighted with the decision to fund the project, which could eventually form part of an anticipated walking and cycling route from Christchurch to Little River being promoted by the Railtrail Trust in conjunction with the Selwyn, Banks Peninsula and Christchurch City Councils.'

[Land Transport NZ media release, 2 November]



Cycle city on the way in North Shore?

The North Shore Council is embarking on an ambitious plan to introduce cycle lanes to many of the city's major roads. It says completion of the network could take up to 15 years.

The council has already angered residents with its proposal to put a cycle lane on Kitchener Rd and Hurstmere Rd, which links Milford and Takapuna. And in two years Lake Rd, between Esmonde Rd and Hauraki Corner, will be widened to include two cycle lanes in each direction. Further consultation is taking place about continuing the cycleway past Hauraki Corner to and from Devonport.

Council transport development manager Kit O'Halloran says cycleways are just one part of the major corridor upgrades the council must consider under current legislation. "It's part of the criteria for government funding. We could possibly still qualify if we didn't plan for cycleways but try to provide for all users of the road."

He says Land Transport New Zealand will subsidise 52 percent of the cycle lanes from Takapuna to Devonport. The council's target in its 2003 city strategic cycle plan is to create more than 70km of new cycle lanes. At the time of the report only 15km of the city's 640km road length includes marked cycle lanes. Most are in the northern part of city, which include parts of East Coast Rd, Kaipatiki Rd and Rosedale Rd.

Devonport Community Board chairman Mike Cohen says a number of concerns need to be addressed involving the extension of the cycleway. "We have already about 40,000 cars travelling on Lake Rd. That's huge, particularly because there's only one outlet," Mr Cohen says. "The idea is that a cycle lane will be made safer but there are obvious areas of concerns about congestion and the loss of carparking in Belmont, and problems exiting out of Bayswater."

[www.stuff.co.nz, 27 August]



On yer bike in Rotorua

Bill Birch knows how dangerous Rotorua's roads are – he has the scars to prove it. He has been knocked off his bike but a broken collar bone and a couple of broken ribs later he's still a regular user of the city's streets.

Mr Birch is among the first to applaud moves to change Rotorua from a cyclist's worst nightmare into a biking haven. The Rotorua District Council has released its cycling strategy for public consultation. Its goals include finishing off the city's cycleways and getting more children biking to school. As far as Mr Birch is concerned, the more cycleways the better. "Even though it's only a white line it still feels that much safer. In general I prefer it if there are cycle lanes to bike in."

He's not the only cyclist who believes Rotorua's roads are dangerous. The council has admitted the danger – or at least the perceived danger – of biking in Rotorua is the main problem in getting locals on their bikes. The number of people cycling to and from work and school has also been on the decline for several years now with about half the number of people cycling as there was 10 years ago. The decline in the number of students biking has been even more dramatic - with just 2 per cent of students now pedalling to school.

A report by the council's highway and road safety manager Kevin Thompson said the number of cyclist casualties reported each year in the Rotorua District had increased in five of the last six years. Most of the crashes occurred on arterial or collector roads, with just over half of the crashes occurring at intersections. He said the cycling strategy focused on making roads with heavy traffic safer for cyclists or developing convenient and safe alternatives to the routes.



Endurance cyclist completes 1200km ride

Palmerston North postie Colin Anderson is back in Palmerston North after completing the Boston to Montreal to Boston 1200km bike ride. He finished 11th out of 71 riders, in a ride that is considered to be one of the toughest 1200km rides in the world.

Anderson said that the race was great but the roads were “disgusting”, and he compared 650 miles of road to “the other side of the Paihiatua Track”. He added: “There were lots of pot holes. Some holes were so big you almost thought there might be a rider from last year still in there.”

The first rider home finished in just under 47 hours while Colin completed the ride in a time of 74 hours 33 minutes. He is now preparing himself for a 200 km race around the Coromandel Peninsula, and the Lake Taupo race. He says he will probably do two laps of the lake.

[Manawatu Guardian, 8 September]



Nominations open for road safety innovation awards

The 2005 Road Safety Innovation and Achievement Awards recognise innovation and achievement in road safety, and encourage the pursuit of innovative practices to improve road safety.

Open from 25 October 2005 until 10 March 2006, the entries will be judged by a panel of experts. The winners will be announced at an awards ceremony in Wellington in April 2006. The focus is on road safety initiatives that have been developed to address a road safety issue, implemented and evaluated to determine their success.

The awards cover five different categories. One of these, Road Engineering, recognises the most innovative road engineering or technical management initiative designed to improve road safety. This category is open to road controlling authorities, or road controlling authorities in association with consultancies/contractors.

More information on the awards can be found at:
<http://www.roadsafetyinnovationawards.org.nz>

NZ CYCLING CONFERENCE / CAN-DO REVIEW

All road users should actively promote cycling because everyone benefits – that was the key message to come out of the fifth New Zealand Cycling Conference.

Over 170 delegates attended the two-day conference held in Hutt City on October 14 and 15, which brought together cycling advocates, local and central government representatives, consultants, and analysts, to identify ways to get more people cycling more often.

Keynote speaker, Troels Andersen from Denmark, presented evidence from European cities showing the strong relationship between high national obesity and low cycling rates. In his presentation, Andersen talked about his home city, Odense in Denmark where he is the manager for a ground-breaking project which has seen Odense become the ‘cycling city’ of Denmark.



The new CAN executive committee at the conference. Back (L to R): Jane Dawson, Andrew Macbeth, Liz Mikkelsen, Todd Simmiss, Bevan Woodward. Front: Sridhar Ekambaran, Robert Ibell, Adrian Croucher, Axel Wilke, Lyneke Onderwater

His message was reinforced by public health economists Des O’Dea and environmental economist Dr Ralph Chapman, who noted the strong connection between good urban design form, more walking and cycling, and reduced obesity. They showed how a dollar invested in promoting physical activity will save several health dollars further down the track. This is in addition to the well-established benefits of reduced congestion and environmental enhancement.

Also demonstrated was the ‘safety-in-numbers-effect’ – that is, the more people cycle, the lower the rate of accidents per person per kilometre travelled. This was partly due to an attitudinal change: as Mr Andersen notes, most Danish car and truck drivers are also cyclists, and this results in mutual respect being shown.

“Importantly, the conference also canvassed the innovative and surprisingly large number of exciting cycle-related projects in place around New Zealand,” said conference co-ordinator Stephen Knight, Advocacy Manager for Bike NZ. “It is also heartening to hear how local government is

increasingly stumping up with practical support for cycling initiatives. This is vitally important to help ensure the implementation of the Government's walking and cycling strategy, released earlier this year."

How was it for you? – personal experiences of the conference

Peter Keller: *"I attended the morning session on Saturday on Legal Issues, in particular 'The Helmet Law – are we headed in the wrong direction?' I understand that at previous conferences this issue has created a lot of heat, anger, debate and general nastiness and refusal to come down off firmly-held positions and refusal to consider all evidence.*

I must say that at the session I went to there was none of this. There was a reasonable presentation given by the anti-compulsion group, and it became obvious during the Q and A session afterwards that even Land Transport was interested in dialogue. Unfortunately the confusion in many people's minds that being anti-compulsion is equivalent to being anti-helmet is still rampant ..."

Alastair Smith: *"Some random thoughts on the conference: becoming aware of how far cycling advocacy has progressed in NZ, and how far we have to go to catch up with Scandinavia; how we need to be prepared to subject ourselves to the same disciplines as motorists: safe traffic implies that we observe rules (keeping left, speed limits, stopping at stop signs, etc - dare I say wearing helmets!) even if they are inconvenient and not apparently dangerous; Kevin Hague's fine presentation of the strategy behind campaigning for bikes in National Parks; the fine range of folding bikes on display in the foyer on Sunday; the realisation that many of us are motorists too, highlighted by the plaintive cry in one session "but I own an SUV"..."*



What are CAN's key achievements?

By Robert Ibell, CAN Chairperson

The recent CAN workshop was mainly focused on planning for the future. But it also gave us an opportunity to look at what we've achieved since we got started in 1996:

- Improved the visibility of cycling in the Road Code
- Made a crucial contribution to the establishment of NZ's first Walking & Cycling Strategy and helped shape the implementation process
- Successfully lobbied for the establishment of Transfund's Cycling Advisory Group
- Developed the Cycle Friendly Employer guide under contract to SPARC

- Helped secure the future of and increased funding for Bike Wise
- Successfully lobbied for the consideration of health benefits in the funding of cycling projects
- Ensured that advocacy and everyday cycling were built in to the structure of Bike NZ, including the appointment of NZ's only full-time paid advocate
- Lobbied for the establishment of Transfund's (now Land Transport NZ's) dedicated walking and cycling fund
- Made a major contribution to the development and ongoing delivery of in-service training on cycling issues for transport professionals
- Achieved cycling representation on key bodies, including:
 - National Road Safety Advisory Group (Bike NZ provides rep)
 - Land Transport NZ Research Strategy Group
 - Student Transport Forum
- Lobbied successfully for and contributed to NZ Supplement to Austroads 14
- Assisted in the formation of advocacy groups in Palmerston North, Kapiti Coast, Dunedin, Nelson, Whangarei, Wanganui
- Developed *ChainLinks* into a widely read and respected source of cycling-related information
- Established a frequently visited website and regular e.CAN electronic newsletters which provide invaluable information and resources
- Made a major contribution to the establishment and ongoing success of the NZ Cycling Conference series
- Achieved respect for high quality submissions on a wide range of legislation, rules, strategies, policies etc, including the Land Transport Management Act, transport sector restructuring, Older Driver Licensing Review, Urban Design Protocol, Road User & Traffic Control Devices rules, Heavy Vehicles
- Set up regular meetings with senior officials in key Government agencies, including Ministry of Transport, Transfund, Land Transport Safety Authority, Transit NZ
- Delivered papers and presentations at many national and international conferences, including TRAFINZ, Sustainable Land Transport, AA Driver Education Foundation
- Set up the CAN Cycle-Friendly Awards, now in their third year

- Undertook two member surveys
- Set up the CAN library (now containing over 1,000 publications), used regularly by members, students and transport professionals
- Established yearly CAN workshops
- Produced resources for use at a local level, such as a media pack, *50 Ways to Please Your Cyclists*, and *What Councils can do to encourage cycling*
- Supported Kennett Bros production of 'RIDE' (history of NZ cycling)
- Successfully marketed high-visibility 'One Less Car' pack covers



Farvel - and a last “safe cycling” to you all!

Farvel means farewell in Danish, as you have probably guessed. Over the four years I have been CAN membership secretary, most of you have received a welcome letter from me with a safe cycling greeting. Some of you I have chatted with on the phone and we have shared the frustrations of local politics. Your comments on renewal forms and in letters to us have made up for many hours spent querying databases, printing labels and sending you our much treasured ChainLinks newsletter. You have graciously received my entreaties to renew – again and again and for that I thank you. No less, a big thank you to all group coordinators and leaders for your support. I will miss you all greatly.

The future? Well, I have recently trained as a Kiwi Cycling instructor. My thought is that we need to instil the joy of getting from A to B under your own steam in the children growing up now, or we will have a whole generation dependent on the motor car. What else? Some big plans are underway in our local group (Kapiti Cycling) requiring lots of work. You will hear about that later. Then of course there is the large sand hill garden at Otaki Beach that is gradually being planted in trees and bushes and covered in rocks to leave no space for a single weed stalk and little grass to mow. Fortunately I am one of the lucky few to have a 3-day a week job which leaves me time for the things I really want to do.

All the best to you all! – and safe cycling to you and your family and friends. Please give your support to my successor.

- Liz Mikkelsen, former CAN membership secretary

OVERSEAS NEWS

Cycling in cities ‘bad for your health’

Cyclists are doing themselves more harm than good by pedalling along congested roads, according to unpublished lab research by the British Heart Foundation.

If cycle paths were located away from roads the health risks would be greatly reduced, the Sunday Times reported. At 10 metres from traffic, pollution levels drop by 90 per cent.

The newspaper carried an interview with David Newby, British Heart Foundation senior lecturer in cardiology at Edinburgh University. Newby, who is author of a paper soon to be published by medical magazine Circulation, said cycling in cities is “bad for the heart”.

“Cycling through congested traffic exposes the cyclist to high levels of air pollution, especially as the exercise of cycling increases breathing and the individual’s exposure,” said Newby.

But instead of calling for restrictions on car use, Dr Newby wants cyclists off the roads. “While they are exercising, cyclists breathe two to three times as much air as car drivers,” he said. “We need to locate cycle lanes away from major roads.”

The UK Cyclists’ Touring Club (CTC) has responded to the article by saying that health gains from cycling far outweigh pollution risks. “The study was conducted using exercise bikes indoors, and makes no attempt to compare how much pollution gets breathed in by cyclists and drivers in real-world cycling conditions,” said a rebuttal from the CTC.

“Other research shows that the air which cyclists breathe is a lot less polluted in the first place than that which accumulates inside a car. This is because cyclists are more likely to ride at the side of the road and to reach the front of stationary traffic queues, whereas vehicle occupants are more likely to be stuck behind the exhaust pipe of the vehicle in front of them.”

<http://www.bikebiz.com>, 22 August



Rage erupts on cycle path

In the sleepy provincial city of Victoria, road rage is as rare as snow. But things are suddenly getting tense on the Galloping Goose bicycle trail. “There haven’t been fisticuffs, that I know of, yet,” says John Luton, the head of the Capital Bike and Walk Society. “But there’s the equivalent of road rage out there on the trail.”

What's fuelling this mini-crisis in Canada's bucolic biking capital is some of the highest gas prices in the country. With as many as 5,000 people a day cramming onto the three-metre wide, 60-kilometre path, there's now a bicycle rush hour.

The Galloping Goose, so named for a rail car that once trundled along this train route years ago, is now seeing daily run-ins between pensioners on electric scooters, horseback riders, dog-walkers, inline skaters and serious commuters, described by cyclist Gord Ayer as "riding like Lance Armstrong on crack."

While building bike paths isn't nearly as in vogue with cash-strapped governments as it was in the 1970s, predictions are the number of Canadians using trails will climb across Canada. "You can figure that every 30-per-cent increase in the cost of something translates into a 10-per-cent change in behaviour," estimates Larry Roberts, a planner with the regional district. "So, there will probably be more people on the bike paths."

Todd Litman, an economist who heads the Transport Policy Institute, says rush-hour on the Galloping Goose is a good sign – it shows well-planned bike lanes can convince large numbers of people to leave the automobile behind.

So far, Victoria's planners aren't biting. But they must, warns Luton, who foresees a nightmare for pensioners putting along Victoria's favourite bike lane on their scooters. "Wait until these electric bikes and Segways [new personal transporters] start showing up on the trail," he warns. "They're fast and they're all going to be crashing into each other. It won't be pretty."

[Vancouver Sun, 27 August]



Cyclists beat buses, cars and the odds in race to city

Cyclists have emerged victorious in the battle to find the quickest way into the city centre after the council staged Edinburgh's first Commuter Challenge, which pitted bikes against cars and buses.

The contest had four starting points – Morningside, Ocean Terminal, Hermiston and Ingliston – and competitors had to make it to the foot of The Mound in the quickest time possible. In each of the races, cyclists reached their destination ahead of the other forms of transport.

Ian Maxwell, from Try Cycling in Edinburgh, said, "This shows how effective cycling is over short and medium distances. Of course, not everyone can cycle as fast as our cyclist did from Ingliston, but when it is just three or four miles, people can get to where they want to go faster than on any other form of transport."

Before the challenge, Neil Henderson of Edinburgh bookmakers Macbet, predicted the bus was most likely to win the contest. From Ocean Terminal, he said Lothian Buses had a 5-4 chance of winning, while bikes only stood a 5-2 chance. And from Ingliston, he thought cyclists only had a 33-1 chance.

However, everyone involved in the challenge agreed that the car would struggle in the early morning rush hour and the heavy congestion on city streets.

[The Scotsman, 17 September]



More ‘critical mass’ arrests in New York

Another 48 cyclists have been arrested in New York City for participating in the group bicycle ride known as “Critical Mass,” bringing the total arrests of cyclists in the city in one year to 566.

Community groups, environmental organizations and cycling clubs around the world are organizing film screenings and letter-writing campaigns to protest the arrests.

World Carfree Network, an international coalition of sustainable transportation and urban development groups, is pursuing a worldwide campaign to convince New York Mayor Michael Bloomberg and Police Commissioner Raymond Kelly to end the repression of group bicycle rides and develop policies to support cycling in the city. Letters from network supporters from Australia to Brazil and Spain and from numerous other countries have begun arriving in the offices of city officials by fax, e-mail and post.

To send a letter about this to the mayor and police commissioner of New York, go to: <http://www.worldcarfree.net/nyc>

[<http://www.scoop.co.nz>, 30 August]



Metropolitan Police clamp down on ‘illegal’ Critical Mass bike rides

A monthly mass cycle ride in London that is part of a worldwide chain of similar rides is under threat after the Metropolitan Police said the event was unlawful and cyclists who took part were risking prosecution.

The ‘Critical Mass’ ride has been taking place in London for 11 years, with the police usually accompanying cyclists to facilitate the ride, which in the summer attracts over 500 riders. Critics say the rides are too slow and consequently disrupt traffic flow.

At the most recent meeting at the end of September, the police handed out leaflets to cyclists as they gathered under Waterloo Bridge, informing them that the police considered it a demonstration and that organisers were required by law to give six days notice and negotiate a proposed route.

Regular riders told LTT that the ride has no organising group and the route is spontaneously chosen by the cyclists on it – making the police’s requests impossible to fulfil. A spokesman for Transport for London said that the issue was “entirely a matter for the police”.

The police’s change of approach has been criticised by Jenny Jones, Green party member of the London Assembly and a member of the Metropolitan Police Authority. “This cycle ride is one of the most enjoyable parts of London life for many cyclists,” she said. “It is an informal gathering of human powered vehicles. It has no route, banners or slogans. It is more an affirmation of London life on two wheels, rather than a demonstration.”

A spokeswoman for the police said that they were merely requesting that riders worked with police to facilitate a safe demonstration. By co-operating, the police could re-deploy officers and target them at crime reduction activities she added, insisting that it was, “not an attempt by the police to prevent the demonstration from going ahead.”

[Local Transport Today (UK), 13 October]

(Footnote: In response to the Police letter, the October critical mass ride saw a turnout of around 1000 cyclists, some four times the normal number for the time of year! – *Editor*)



Cyclists want one lane on main streets for bicycles

The use of bicycles should be promoted as a national priority, the Thailand Cycling Club has said. The club, a non-profit group which advocates cycling as a mode of transport, made its comments to mark World Car-Free Day. It urged the government to reserve one traffic lane on main streets as a bicycle lane, to give city commuters a choice.

The government should also introduce policies including progressive parking fee increases to deter motorists and regulations to allow bicycles on board the subway, the group said. Currently, only the Bangkok Mass Transit System (BTS) skytrain allows commuters to take bicycles on board. The Mass Rapid Transit Authority of Thailand (MRTA) allows only foldable bicycles.

Yesterday, 90 cyclists pedalled across Bangkok to raise public awareness of cycling as an environmentally-friendly mode of transport. Suvit Phisuthiporn, a club member, said he was not disheartened even though Car-Free Day was really a non-event in Bangkok. “It will gain more

recognition when petrol prices soar and traffic becomes more congested,” said Mr Suvit, 57, who looked healthy and muscular. “We should not wait and suffer traffic congestion and higher petrol prices. The government should provide us with an alternative means of transport.”

The government has downsized its mass transit network plan from 287km of subway and elevated train lines in Bangkok to 187km. It also put on hold a request from the Bangkok Metropolitan Administration (BMA) to extend the skytrain to Thon Buri, despite the infrastructure being nearly complete.

[Bangkok Post, 23 September]



Cycling quadruples at Bike It! schools

The results of the first year of the Bike It! pilot project, the levy-funded cycling promotion scheme which pays for four schools officers who work with 40 schools to help raise awareness of cycling, has found that officers can make a huge difference to take up of cycling at schools.

The scheme is co-ordinated by the consultancy Sustrans and co-funded by the Department for Transport and the British bicycle industry via the Bike Hub levy scheme created by the Bicycle Association of GB and the Association of Cycle Traders. Bike It! officers, based in Derby, York, Manchester and Bristol, organise a wide range of events and activities to encourage schoolchildren to cycle. As well as receiving accredited on and off-road cycle training, the 40 schools also get advice on secure cycle storage, cycle paths and traffic calming measures.

Vicki Hill, the Bike it! co-ordinator for York, said: “Children love to cycle and our aim is to harness that enthusiasm and develop it so that children can become safe and responsible cyclists at an early age. Children who have been taught to cycle safely have a much better developed road sense.”

The project has now been running for more than a year and Sustrans has released details of how well the scheme has done in its first 12 months. Cycling levels at the 40 Bike It! supported schools have quadrupled, rising from an average of two percent of pupils cycling to school to 8%. Before the scheme was started, none of the 40 schools had 10% of pupils cycling to school. By June this year, half of the schools said between 20-30% of pupils were now cycling to and from school, and at North Road School in Bristol, 40% of pupils now cycle to school.

In 29 of the Bike It! schools, 38 percent of the 9-to-12 year old cycle-to-schoolers had started to cycle in the last twelve months. One third of these pupils were previously taken to school by car.

[www.bikebiz.com, 27 September]

Bicycle sales boom amid rising fuel prices

More bicycles than cars have been sold in the United States over the past 12 months, with rising gas prices prompting commuters to opt for two wheels instead of four.

Not since the oil crisis of 1973 have bicycles sold in such big numbers, according to Tim Blumenthal, executive director of Bikes Belong, an industry association. "Bicycle sales are near an all-time high with 19 million sold last year - close to the 20 million sold during the oil embargo in the early 1970s," said Blumenthal, whose association is based in Boulder in the western state of Colorado.

In a country where most of the population still relies heavily on cars, some 87 million people have climbed on a bike in the past 12 months, Blumenthal said. While less than car sales, bike sales generate about five to six billion dollars of business a year, he said.

Bicycles are back mainly because the sharp increase in gas prices has made them a practical alternative, said Paul Gaiser, owner of Scooter Commuter in Bethesda, Maryland. "Above all it's the higher price of gas, but also it's concern for the environment and the cost of another car," Gaiser told AFP. The average price of gas in the United States has increased 47.3 percent in a year, according to figures published by the American Automobile Association.

Gaiser believes the bicycle trend is no passing fad. "Our sales have quadrupled in the last two months," he said. "I think it's a major paradigm shift. It's here to stay."

[Yahoo News, 1 October]



Cyclist numbers double in London

Cycling in London has doubled over the last five years, new figures show. In the last year nearly 120,000 journeys were recorded on the capital's key roads every week, compared to 59,000 in 2000.

Transport for London monitored cycling on the 360-mile network of main roads under its control. "London is the fastest growing cycling city in Europe," said Peter Hendy, TfL director of surface transport.

Spending on cycling has risen from £5.5m in 2000 to almost £20m this year. It paid for cycle lanes and parking, improved road safety and steps against bike theft.

"Things are different for cyclists now in London," said London Assembly member Jenny Jones. "That has led to a lot more people escaping the jams and crowds by jumping on their bikes."

Cycling peaked by 20 per cent in the week after the July 7 London bombings, which killed 52 innocent people on three Tube trains and a bus.

But the latest figures show a steady long-term increase, meeting the mayor's target for an 80 per cent increase in cycling by 2010 five years early. He will now set tougher targets.

[This Is Local London, 27 October]



Bicycle campaign promotes a cleaner, healthier Santiago

A new campaign called “Bicivilizate for a Better Life,” promoting the use of bicycles as a healthful mode of transport, has been launched in Santiago. The three-year initiative was organized by the Chilean government, civil organizations Ciudad Viva and Casa de la Paz, and the urban cyclist group Arriba è la Chancha (On Top of the Pig), with their motto “Burn Calories, Not Fuel.”

Activities began with a large gathering of cyclists in Plaza Italia and an international seminar on the use of bicycles and civility in urban areas. The seminar entitled “Chile in the world, the world in Chile: better practices for promoting the use of bicycles and civility in urban areas,” gathered prominent experts on urban development and representatives of successful campaigns in Canada, Colombia, Ecuador, Peru, and Brazil.

The aim of the campaign is to effectively integrate bike riding and walking into urban design and transport systems in order to reduce pollution and noise as a way of improving social equity. Some efforts have been made by the municipalities of Providencia, Nuñoa, and Santiago to build bicycle paths. During the recent cyclist gathering, called Cyclón, organizers handed out maps of existing bike routes around the city, invited riders on tours, and gave information on safety issues.

Urban cyclist groups such as Arriba è la Chancha and Furiosos Ciclistas (Furious Cyclists) have been pioneers in their organized efforts to integrate bikes into daily city life. They claim that in Santiago, 60% of the population travels less than 8 kilometres to work or study, a trip that averages 30 minutes, making the bicycle an ideal mode of transport for the city.

More information can be found at www.bicivilizate.cl, www.arribaechancha.cl, www.furiosos.cl, and www.cuidadiva.cl.

[Santiago Times, 4 November]



Bicycle boom pushes up Zimbabwe inflation

Zimbabwe's inflation has spiked higher on the back of the humble bicycle, according to government statisticians. The price of a bike in October was almost twenty times what it was a year earlier, as Zimbabweans frustrated by chronic fuel shortages opted increasingly for pedal power.

The 1,838 per cent inflation in the two-wheeler market pushed overall annual inflation last month to 411 per cent, the Central Statistics Office has said. The rise, from 359.8 per cent in September dashed any hope that the government would succeed in its aim of reducing inflation to 300 per cent by year-end.

“We are selling more bicycles now than before ... Most people who come here do not complain about the prices, they believe it is a worthwhile investment,” a Harare bicycle dealer told Reuters. “For us it is good business because demand is high.”

[Reuters South Africa, 10 November]

CAN – The perfect cycling gift this Christmas!

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

Just fill in the form at the back of this issue of *ChainLinks* with their details; pop in your cheque and send it off Freepost – easy! You can also download our joining form online at:

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



Planning to cycle the Otago rail trail?

CAN members can receive a 10% discount on cycle hire for the Otago Rail Trail from Cycle Surgery Dunedin (bikes@cyclesurgery.co.nz). Bikes can be hired from Middlemarch at the start of the rail trail and then dropped off in Clyde or Cromwell for a \$10 relocation fee.

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OBITUARY: ROD DONALD

Global Green, Noble New Zealander and Passionate Cyclist

By Andrew Macbeth

Rod Donald touched all New Zealanders in different ways. Thousands of people knew Rod personally from his work as an advocate for environmental and social change and as an MP. All New Zealand voters experience one of Rod's legacies every three years at national elections as Rod was the driving force behind MMP, the new political representation system introduced following the referendum in 1993. Rod knew that Parliament would be a more representative and democratic institution if the system could be changed to better represent the diversity of New Zealand. Rod became an MP under this new system at the next election (1996).

Rod was a staunch and public advocate of cycling. There are numerous media photos of Rod on his bike in both Wellington and Christchurch, going back many years. His trusty green bike (with a "One Less Car" sticker on the bar) was on display at the funeral service at Christ Church Cathedral and afterwards at Warners Hotel.

Liz Mikkelsen (CAN Executive member and leader of Kapiti Cycling) interviewed Rod Donald in 1997 for the then newsletter of Cycle Aware Wellington, "Windy Wheels". Liz writes: "The interview revealed many personal lovely touches – for example, that he 'used to do his punctures while watching the telly.'" Perhaps this should inspire us to seek regular road sweeping for glass on main roads, and to lobby for beverage container deposits to try to reduce the number of discarded bottles that end up broken on our streets, damaging bike tyres.

Rod was a long-standing member and supporter of CAN. Adrian Croucher, CAN's secretary, notes that Rod sent CAN an encouraging Christmas card every year. Jane Dawson, former Chair of CAN writes: "Rod was a regular attendee at Wellington's Bike to Work Day breakfast, even when he wasn't an official speaker!"

I had the honour and privilege of knowing Rod at the outset of his career as an environmental activist in the early 1970s. He and I were involved in the early years of the Canterbury Environment Centre, a clearinghouse for environmental information and co-ordination of a host of environmental groups. While I and others worked on a variety of environmental projects through Ecology Action (Christchurch), Rod established an Ecology Action group at his school.

In 1975, EA wrote, financed and published 60,000 copies of a "household ecology pamphlet". Needless to say, one of the themes (along with energy,

recycling, composting and population growth) was transportation, with strong support for cycling. We hand-delivered the pamphlet to most households in Christchurch, with Rod taking a significant role in organising high-school students to assist with the deliveries. Rod's early days (including a photo of Rod and other Ecology Action members helping clean up the Heathcote River in Christchurch) are recorded on the Green Party website (greens.org.nz).

In more recent years, I have bumped into Rod many times. Most recently, we arrived in Wellington from Christchurch on the same flight. Rod offered me a taxi ride to the city, and told me of the impending Labour/NZ First/United Future coalition that would exclude the Greens from helping form the Government. On a previous occasion, waiting for our flight at the Christchurch airport this winter, he told me why he usually caught the very first flight out of town to start the parliamentary week. No, it was not because he couldn't wait to get back to Parliament. He knew that he was much less likely to get stuck because of early morning fog. The planes already in Christchurch would have no difficulty leaving, even in thick fog; but subsequent flights into Christchurch are frequently delayed or cancelled. Rod Donald – transport planner extra-ordinaire!

At Rod's funeral, Senator Bob Brown, leader of the Australian Greens, said that Rod should be remembered as a "global Green and noble New Zealander". A kauri has fallen.

BIKE WISE WEEK 2006

Bike Wise Week 2006 will run from 25 February - 5 March. To help plan events and share ideas and success stories, Bike Wise are producing a Bike Wise Week newsletter called 'Chainletter' (if you want to receive it, go to www.bikewise.org.nz).

Bike Wise have also set up a Community Partnership programme which offers grants of up to \$1000 to help you run events, promotions and programmes that get more people cycling more often. Applications close 30 November. Your event should be held sometime between 1 Jan - 31 May 2006, and your organisation should have legal status (i.e. incorporated society/ charitable trust). If it doesn't, you can apply via CAN, which is incorporated.

For copies of the application forms, contact Thomas Stokell, email: thomas@hsc.org.nz, tel: (04) 472 5777.

HAMILTON BUSINESSES NOW HAVE FLEETBIKES OPTION

By John Meekings – chair, Cycle Action Waikato.

Cycle Action Waikato has recently purchased two fully equipped bikes to offer to Hamilton business organisations on a 6-month loan basis. The concept is to provide the bikes so that each business involved can evaluate the practicality of adding a couple of bikes to their existing motor vehicle fleet.

The intention is for local work-related trips of short distance to be made by bike. This will have all the obvious advantages of reducing fleet running costs, congestion and pollution, improving staff health and fitness as well as fitting one of the key goals of Hamilton City's 10-year Transport Plan.



Hamilton city council chair of transport Dave McPherson and cycle sub-committee chair Daphne Bell launch the fleetbikes

This concept is modelled on the Hamilton City Council fleetbikes scheme, which is well supported by council staff and has been used by City Councillors and the Mayor. The Population Health Service (PHS) of the Waikato District Health Board (WDHB) currently has in its possession two of the bikes. They aim to trial run them on a 6 month basis and will be encouraging all staff

members to use these. Staff will also be encouraged to consider cycling to work as a regular means of daily transport.

Funding was supplied by Hamilton City Council's Sustainable Environment Team from the annual Envirofund Grant allocation. As well as two different size bikes (19 inch and 17 inch frames), waterproof panniers, front and rear mudguards, lights, helmets, odometers, locks and some reflective safety gear have also been included. All bikes and gear have been supplied by R&R Sports based in Hamilton.

The initial idea of expanding the HCC model to private business came from the PHS of the WDHB. As they are the first to use the fleetbikes, they get

the task of sorting out any teething troubles and all the little things involved in a shake down trial. Other organisations will be invited to take part in a ballot beginning January 2006.

The Population Health Service strongly advocates for physical activity among its staff, and within the wider community. Active transport is a great way to include physical activity as part of the normal working day. Cycling has been shown to have a number of positive health outcomes including reducing the risk of obesity and improving fitness and brain function (Dr R.



(From L to R): CAW's Rob Davidson, HCC councillors McPherson and Bell with the Fleetbikes, HCC Sustainable Environment Team member Tim Newton, the manager of Waikato District Health Board's public health unit Tony Pipe, and WDH B's Sara Pitches

Chapman, 2005). For these reasons the PHS feel it is important to provide their staff with another transport option, and are extremely happy to be able to be involved at the outset.

BIKE NZ ON THE MOVE

BikeNZ's office moved to new premises in September. Its new address is:

Level 5, Prime Finance Building
142 Lambton Quay
Wellington

Phone numbers, faxes, postal and email addresses remain the same.

CYCLING IN THE UK: SEEING THE DIFFERENCE

How much better is cycling in the UK compared to New Zealand? Janet McDonald gives her views on the subject following a recent visit there.

It strikes you straight away once you get on the roads in the UK – cyclist safety matters! It may be a bit of a pain to have to think about us, but British motorists take cyclists' needs into consideration and drive accordingly, particularly in cities and towns.

I was amazed to see such consideration in comparison to the “get off the road!” attitude of a large number of Kiwi drivers. But then, the NZ motorist seems to have a great need to be first in the queue at all costs without much thought for others, or indeed for the safety of him or herself.

The number, and range, of people cycling in Britain is great to see – older people on older bikes, ladies with the shopping basket on the bike, commuters, students and young ones. Most I have to say without helmets. That's a contentious issue here I know, and when I saw some of the bike riders diving between double-decker buses, cars and pedestrians, I shook my head in disbelief thinking that I should want to be wearing my helmet.

However, that begs another question: how much use would a helmet be if you get hit by a double decker bus? Well, it probably would help keep you less injured because traffic is going at a much slower pace. Speed limits of 30mph and 20mph within city limits are not uncommon. The other side of that coin is that I am no fan of cyclists who don't adhere to the law and the road code. If you are somewhere you shouldn't be and you get hit then I have little sympathy.



Integrated transport? Bikes at Ely train station

their fair share of the road must, therefore, be on account of the sheer numbers that are now out there. The facilities provided on road and off road through initiatives from Government, local councils and the consultancy Sustrans have meant that bike sales are on the up and people

With the consideration I witnessed being afforded cyclists I quite thought that the “motorist is at fault” law must be applying in the UK. However, I understand that that is not the case. The care taken to give cyclists

are cycling rather than driving. The numbers of bikes parked at train stations can be in the hundreds at some places. And some of the bike stands now being installed can be very aesthetically attractive.

How distressing it was to find on my return to Wellington that within the three-week period I had been away, two cyclists had been killed in our local area. We have the right to be on the road, we are human beings with families and loved ones – and the price of petrol is rising!



Imaginative design: bike stands at Michelham Priory in East Sussex

COULD YOU EDIT CHAINLINKS?

After two years of editing ChainLinks from the UK, I have decided that it is time to stand down and pass the baton onto someone else. As a result, the CAN executive is now looking for a new editor, ready to start at the end of the year.

What's involved? ChainLinks is produced six times a year, and the editor needs to collate the submitted material and get it into shape, ready for printing. So you need to have (ideally) some experience with laying out and proof-reading written material. Desktop publishing experience would be great, but is not essential.

If this sounds at all like you, please contact CAN secretary Adrian Croucher for more details: email secretary@can.org.nz or phone (09) 815 5033. Alternatively, more information on just what the job involves can be obtained from me by emailing chainlinks@can.org.nz

Matthew Ledbury

NEW MATERIAL IN THE CAN LIBRARY

The following material has been added to the CAN library.

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

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

Advocacy

Cycling Toolbox, Bike NZ, Wellington, NZ, 2005. CD-ROM. Contents include: list of councils doing cycling strategies, information on funding, lobbying and activities of key Government agencies, electronic copy of "Getting There"

Bicycles

Svendsen L, *Bicycle Around the World*, Gibbs Smith, Salt Lake City, USA, 2002. Book. Consists of photos of bicycles around the world.

Energy & Emissions

Parker A, *If world oil peak production peaks before 2005 it puts the wellbeing of New Zealanders at risk*, Melbourne, Australia, 2005, 9pp. Paper

Environment

Holtz Kay, J, *Asphalt Nation: How the Automobile Took Over America and How We Can Take it Back*, University of California Press, Berkeley, USA, 1997, 418pp. Book

Rogers R, *Cities for a Small Planet – 1995 Reith Lecture Series*, BBC, London, UK, 1995. Two cassette tapes containing four lectures

Ministry for the Environment, *New Zealand Urban Design Protocol*, Ministry for the Environment, Wellington, NZ, 2005, 36pp. Booklet. CAN is a signatory to this document. Comes with an Action Pack (28pp).

Facilities

AASHTO, *Guide for the Development of Bicycle Facilities*, American Association of State Highway and Transportation Officials, Washington DC, USA, 1999, 78pp. Book. CD ROM version also available

Fundamentals of Planning & Design for Cycling – Course Notes, Land Transport NZ, Wellington, NZ, 2005, 75pp. Book. Version 2.0, July 2005. Also held: Presenter notes & hard copy of PowerPoint slides

Funding

Chapman R & O'Dea D, *Economic benefits and costs of cycling*, NZ, 2005, 6pp. Paper. Printout of Powerpoint presentation made to NZ Cycling Conference 2005

General

Leaflet series, Department for Planning and Infrastructure, Perth, Australia. Leaflet Titles: *Choosing a Bike & Accessories*; *Cycling for Health, Pleasure or to Work*; *Cycling on Roads & Shared Paths*; *Cycling at Night*; *Basic Bicycle Maintenance*; *Cycling for All Ages*; *Why Are More and More People Cycling?*

Health

Ministry of Health, *Health Eating - Healthy Action: Oranga Kai - Oranga Pumau Implementation Plan: 2004-2010*, Ministry of Health, Wellington, NZ, 2004, 71pp. Report.

Ministry of Health, *The New Zealand Cancer Control Strategy*, Ministry of Health, Wellington, NZ, 2003, 77pp. Report

Ministry of Health, *Tracking the Obesity Epidemic: New Zealand 1977-2003*, Ministry of Health, Wellington, NZ, 2004, 96pp. Report

Legislation

Land Transport Management Act 2003, NZ Government, Wellington, NZ, 2003, 114pp. Booklet

Land Transport Rule 32005 - Vehicle Lighting 2004, NZ Government, Wellington, NZ, 2004, 89pp. Booklet

Land Transport Rule 54001 - Setting of Speed Limits 2003, NZ Government, Wellington, NZ, 2003, 75pp. Booklet

Land Transport Rule 54002 - Traffic Control Devices 2004, NZ Government, Wellington, NZ, 2004, 217pp. Booklet

Simmons J, *RMAlink Directory - A Directory for Those Who Use the Resource Management Act to Protect the Environment and Community Values*, Environment & Conservation Organisations of NZ, Wellington, NZ, 2004, 111pp, Booklet

Miscellaneous

Connecting Cycling - Conference proceedings, Canberra, Adelaide, Australia, 2003. CD-ROM Copy of presentations from conference held in Canberra on 20/21 November 2003

Very useful documents, CD-ROM. Two CDs of documents compiled by Glen Koorey. They contain hundreds of extremely useful files: planning and engineering manuals, photos, strategies and policy documents, papers...

Safety

Parfitt M, *0800CycleCrash*, Nelson City Council, Nelson, NZ, 2005. CD-ROM Powerpoint presentation given at 2005 NZ Cycling Conference on Nelson's cycle crash reporting hotline.

Bike Smarts - A Handbook, Insurance Corporation of British Columbia, Vancouver, Canada, 2002, 46pp. Booklet "Helps teachers, youth leaders and cycling instructors improve the knowledge, skills and attitudes of children with respect to the safety handling of their first vehicle - a bicycle."

Cycling Scotland Training Scheme, Cycling Scotland, Scotland, 20pp. Booklet Gives details of the syllabus of the Cycling Scotland Scheme.

OECD, *Keeping Children Safe in Traffic - Policy Brief*, OECD, Paris, France, 2004, 6pp. Paper

New Zealand Road Safety Research 2004, Ministry of Transport, Wellington, New Zealand, 2004, 28pp. Booklet Lists all reported road safety research undertaken in 2004.

Strategy

Environment Canterbury, *Cycling in Canterbury: Strategy for the development of a regional network of cycle routes*, Environment Canterbury, Christchurch, NZ, 2005. 30pp. Booklet

Christchurch City Council, *Cycling Strategy for Christchurch City - 2005 Annual Report*, Christchurch City Council, Christchurch, NZ, 2005, 29pp. Report Covers period May 2003 to 30 June 2005

Ministry of Transport, *Getting there - on foot, by cycling: A strategy to advance walking and cycling in New Zealand transport*, Ministry of Transport, Wellington, NZ, 2005, 56pp. Report

Touring

Kennett P, Kennett S & Kennett J, *Classic New Zealand Mountain Bike Rides 6th edition*, The Kennett Bros, Wellington, NZ, 2005, 304pp. Book. Contains details of over 350 rides

Wells N, Irvine N & Duckworth I, *Cycling New Zealand*, Lonely Planet, Melbourne, Australia, 2000, 359pp. Book. Part of the Lonely Planet cycle touring series.

CONFERENCES

2006 Australasian Cycle Tourism Conference – Cycle Tourism Means Business...

- January 23-25, Hilton Adelaide, Australia

The theme of the conference will explore the social, environmental benefits and the economic opportunities of communities through cycling. Cycle Tourism Australia recognises that regional communities that have already developed cycle tourism activities lead to lucrative opportunities for continued cycle tourism development.

Speakers include: Tim Blumenthal (USA), Andrew McEvoy (Australia), Peter Eich (Germany), Peter Solly (Australia).

Further details and registration form are available at www.cycletourism.com.au

WEBLINKS

- Bicycle Commuting for Fun and Profit: RoadbikeRider.com has an e-book on bike commuting, downloadable for US\$12.95. Read excerpts from it at: http://www.roadbikerider.com/bc_excerpt.htm
- Census at School: an online survey for year 5 - 10 students, includes figures on 'how kids travel to school': <http://www.censusatschool.org.nz/2005/summary-tables/>

Surf the web on your bike!

CAN's website has a vast collection of cycling-related weblinks from around the world, available for you to browse at:

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



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Deadline for next issue of ChainLinks: Friday Dec 9th 2005

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

