

# Chainlinks



**Go By Bike Day  
highlights the benefits  
of pedal power**

***CAN*** 

ISSUE 1 March 2008

**NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)**

# Editorial

The cycling year has well and truly launched with Go By Bike Week – all over the country everyday cyclists have gathered for breakfast, in record numbers according to BikeWise.

Meanwhile the advocates' work continues, making submissions on local and government policy, pointing out the unsafe and the unsuitable to those who have the power but not always the will to fix things.

It is not an easy job: requiring a mix of skills and attributes that includes knowledge, clear thinking, writing, a willingness to challenge, persistence, public speaking, encouragement, sympathy, and a refusal to allow discouragement to get you down. Encouragement and knowledge in these pages: shifting the balance of power between motorist and cyclist in the UK, what has worked in other European cities. And did you know you can move house by cycle in Portland (p19)?

We know how to do just about everything to promote safe active transport – but we are still a long way from making it real on the ground, partly from a lack of political will and partly because we haven't suffered enough yet in pursuit of the car. Even in Auckland where car use is so incredibly inconvenient, the alternatives are not yet attractive enough and Cycle Ac-

tion Auckland is still struggling to get walkers and cyclists across the Auckland Harbour Bridge (p19).

We welcome two new groups to CAN, Waiheke and Hawke's Bay (and congratulations to Central Hawke's Bay which won an accolade as a 'cycling mad city'). There are many benefits from belonging to CAN, and these are spelled out on page 15, but one of the most wonderful is the network of committed, resourceful and knowledgeable people who are willing to share and support other groups.

Sadly, we farewell Simon Kennett, whose knowledge, support and good sense will be much missed.

I include one last foray into 'Speedbumps for the Mind' in this issue before releasing it for someone else to borrow from the CAN library. My driving awareness has shifted after reading this book: I now think of streets as places where people live, rather than corridors down which I drive or cycle.

Opening motorist's eyes and minds is as essential as cycleways and stop boxes. We need to be seen as part of the social life of the street, not as just another roadside hazard (as in the Road Code). We are all just people moving from one place to another, some in a metal box, some on a metal frame. Some feeling enclosed and safe, and some feeling exposed and vulnerable. We need to "share the road" and "give a damn." More on that next issue. ■

## Letters to the editor

### The Heaphy Track

Dear Editor

We'd like to congratulate Ground Effect for supporting the campaign to allow seasonal use of the Heaphy Track by cyclists. That track has a long history of use by cycle tourists and mountain bikers prior to the formation of Kahurangi National Park. The tour from Picton to the West Coast and back via the Heaphy is superb!

It should be noted that Federated Mountain Clubs and Mountain Bike New Zealand both support a compromise which would see bicycles sharing

the track with trampers during the off-season. During the peak season trampers would have sole use of the Heaphy.

Like the Ground Effect folk, we also enjoy walking and are aware that, while there are hundreds of mountain bike tracks in New Zealand, there are thousands of walking tracks. We are blessed with bush tracks in this country, however there are none as grand as the Heaphy for cyclists seeking an overnight trip in our beautiful conservation estate.

Happy trails,  
Paul, Simon & Jonathan Kennett

## Speedbumps for the Mind

A Dutch engineer straddles paradoxical worlds.

Hans Monderman was removing traffic calming devices while the rest of the world was putting more in.

He rejected the isolation solution which measured efficiency on the number of vehicles that could be moved, and the accommodation option which slowed traffic by putting impediments in place.

His approach is that the traffic must accommodate the social life of the street, not the other way around. ➤

Continuing with highlights from "Mental Speed Bumps: the smarter way to tame traffic", written by David Engwicht, which tells us how to tame traffic without speed bumps or traffic signs. You can buy your copy for \$30 Aus: [mentalspeedbumps.com](http://mentalspeedbumps.com).

### Cycling Advocates Network (CAN)

PO Box 6491, Wellesley St,  
Auckland, New Zealand  
Tel 04 972 2552  
[secretary@can.org.nz](mailto:secretary@can.org.nz)  
[www.can.org.nz](http://www.can.org.nz)

### Chainlinks

[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)  
Editor: Miriam Richardson  
Contributions manager:  
Stephen Wood  
Web page:  
[can.org.nz/chainlinks/links](http://can.org.nz/chainlinks/links)

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[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)  
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Cover picture: ©2008 Stephen Wood. NIWA staff on the Otago Central Rail Trail Duathlon

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# Competing in an eco-friendly way: zero-CO<sub>2</sub> duathlon teams

Stephen Wood

This year the NIWA Lauder staff steams decided to try something different and challenging – to take part in the Otago Central Rail Trail Duathlon without burning fossil fuel.

Most of you will have heard of the Otago Central Rail Trail which runs 150 km from Clyde to Middlemarch. The trail is close to NIWA's small atmospheric research site at Lauder. Since 2002, NIWA Lauder staff have competed in the two-day Otago Central rail trail duathlon. They've become concerned, however, about the heavy use of vehicles to transport team members between transitions. Was there an alternative?

This year, the group decided to try something different and a bit more challenging – to take part in the race without burning fossil fuel. They wanted to be a genuine “zero-CO<sub>2</sub>” team. Each competitor would cycle to the start of their section of the race, compete in their run or bike leg, and then cycle on. They decided to use tandems to get the runners to and from their legs'. The group had enough people to form two teams of four competitors each, with an extra support person in each team riding a tandem. Early on in the planning it became clear that cycling all the way home from Middlemarch would be a big challenge, and take an extra day or two, so the zero-CO<sub>2</sub> teams used a vehicle powered by 100% bio-diesel to pick them up at the end.

The first day was made slightly easier because team members lived relatively close to all of the transition points. This was just as well as most of the first day was very slightly uphill. Everyone got to their starts in time, and gave their competitive run or ride



their best. Once the final bikers for the day were underway, all of the remaining team members assembled at the last transition — a place called Auripo. This group included people who had already run and biked from the start at Clyde, and some who'd only ridden 12km and been at Auripo for a few hours.

**They decided to use tandems to get the runners to and from their 'legs'**

Then there was 37 km to ride to Ranfurly (the overnight stop). This was the one section when a head wind made things difficult for a while. Some people weren't thinking nice things about the bright spark who'd first suggested the zero-CO<sub>2</sub> idea. The only consolation was that he appeared to be suffering as much as anyone! Things quickly got better; a stop at Otarehua helped with fluid

*continues p15*

NIWA  
Taihoro Nukurangi

Railtrail  
duathlon  
team



## Highlights this issue

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# Government news

Miriam Richardson

## Sustainable Transport

The update to the Government's 2002 Sustainable Transport strategy was released for discussion at the end of last year. Submissions closed at the end of February — and there wasn't anything very sustainable about their submission form, a pdf document which was impossible to edit and therefore impossible to return via email.

The update aims to:

- provide direction for the transport sector until 2040 in the context of the government's sustainability agenda and other government strategies in the areas of energy and energy efficiency
- translate that direction into high-level targets for the transport sector and intermediate targets for sub-sectors (air, sea, road, vehicle fleet, rail, freight, public transport, walking and cycling) to help achieve the high-level targets
- provide clearer guidelines for decisions about funding allocations
- contain an action plan, including accountabilities for actions, reflecting how we intend to reach the transport targets.

CAN made a submission on this Strategy.

## Deaths on the road 2007

The annual report on deaths on the roads came out in January from the Ministry of Transport.

In the 12 months to the end of January 2008, 419 people were killed on our roads. Fourteen cyclists died, 12 males and 2 females.

The age range (yrs)

<15	15-24	25-34	45-54	55-64	65-74
2	2	1	2	3	4

92% were wearing a helmet.

## Measuring helmet use

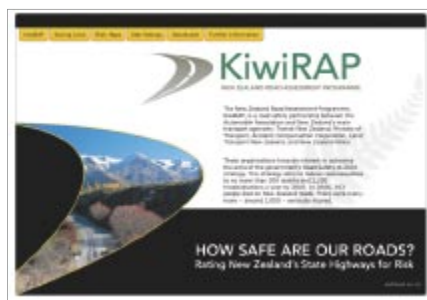
It's amazing how focused the MOT is on cycle helmets. Its a major heading on their website on a par with Cyclists, Pedestrians, Fatigue and Alcohol and drugs.

Furthermore, they do a national survey every year: the percentage of cyclists using helmets ranging from 88% to 97% since 2000. You will be interested to know that primary school children have a 1% better rate at wearing them than adults, and secondary pupils a 5% worse rate.

We can compare local government regions (Northland worst at 77% and Taranaki best at 98%) or by Police District (Northland 77%, Canterbury 96%).

They don't include in their survey the information that 92% of those killed while cycling were wearing their helmets.

There's no obvious interest in the percentage of cyclists wearing visible clothing, or using lights at night — not even in their death statistics. Still, it is probably nice to have a little measurable something you can report on each year.



## Just another roadside hazard: cyclists

KiwiRAP, the New Zealand Road Assessment Programme has a nice new website. It is a road safety partnership between the Automobile Association and New Zealand's main transport agencies: Transit New Zealand, Ministry of Transport, Accident Compensation Corporation, Land Transport New Zealand, and New Zealand Police.

"These organisations have an interest in achieving the aims of the government's Road Safety to 2010 strategy. The strategy aims to reduce road casualties to no more than 300 deaths and 2,200 hospitalisations a year by 2010."

They don't seem to have discovered that roads are for moving people and goods. They seem to think roads are

for cars, so there are no representatives there for cyclists or pedestrians.

"Road crashes are almost always multi-factor events involving the driver, vehicle and/or the environment, including the road. There are many elements of the road that contribute to safety outcomes including its width, alignment, the presence and type of intersections, and roadside hazards such as trees, poles and drains."

Perhaps cyclists and pedestrians are "environment" — roadside hazards along with trees, poles and drains.

**Dutch cycling experts ... adamantly oppose the use of helmets, p8,**

## Cyclists on the front page

Transit has put cyclists on the front page of its January newsletter, with their 'Share the road' campaign. Thirty signs were put up in Central Otago before Christmas, using the signs already installed along the roads for ice/grit, which are blank in summer. There is often some resistance to signs designed to improve the situation for cyclists, but a Transit project engineer found just the right tone to ensure that non-cycle road users would not feel singled out: "Cyclists have the legal right to ride two abreast, but at the same time, they need to be considerate of passing-by motorists and cycle in single file."

The campaign has been well received by both cyclists and motorists, so may well be repeated next summer when ice and grit warnings are again unnecessary. An on-the-ground report on p7. ■



# Go By Bike Day highlights benefits of pedal power

Thousands of New Zealanders are getting on their bikes for fitness, recreation and getting around – and Go By Bike Day is the annual celebration of every-day cycling.

Go By Bike Day events celebrated cycling in 49 centres around New Zealand, supported by Land Transport New Zealand's BikeWise team.

In Wellington a thousand people pedalled to Civic Square to share a breakfast, music, prizes and to hear from speakers.

"We don't know if it's the great weather, climate change concerns or a desire to get into shape, but there are more bikers than ever," says Cycle Aware Wellington's Patrick Morgan.

"Go By Bike Day aims to reward those who are already cycling regularly, and to encourage others to give it a go," he says.

"Kiwis are concerned about climate change and are looking for ways to reduce their carbon emissions," he says. "Transport is New Zealand's fastest growing source of greenhouse gases, but cycling is practically carbon neutral.

"Bagels, fruit and coffee are the only fuel cyclists need to get to work."

Speaking at the breakfast, Minister of Transport Annette King said more than a million New Zealanders ride bikes regularly.

"But while recreational riding is increasing, commuter cycling is stagnating. We know we need to do more to make cycle commuting safe and enjoyable.

"Recently the government proposed an ambitious target to almost double the number of cycling, walking and other 'active mode' trips as part of our commitment to promote more sustainable forms of transport. The more people who cycle to work, the more we will improve urban air quality, and the more visible and safe cycling will become." <http://tinyurl.com/3ca3oj> ■



Wellington cyclist Celia Murphy, at right, was one of seven women supporting the Frocks on Bikes movement – proving that you don't have to don lycra to ride.

She says, "I did a little jaunt around Oriental Bay before turning up for breakfast. It was really nice to be smiled at by so many people! It was quite the nicest way to start the day." ■

## Annette King supports Go By Bike

Annette King called for a moment of silence "for those Wellingtonians who are stuck in traffic on their way to the gym to ride an exer-cycle" when she addressed the Wellington Go By Bike event in February.

"Today though," she said "we are here to celebrate all those people who regularly commute to work by cycle in Wellington ... and those of you who usually go to work by car but have climbed out of your comfort zone to bike to this morning's event."

**We know we need to do more to make cycle commuting safe and enjoyable**

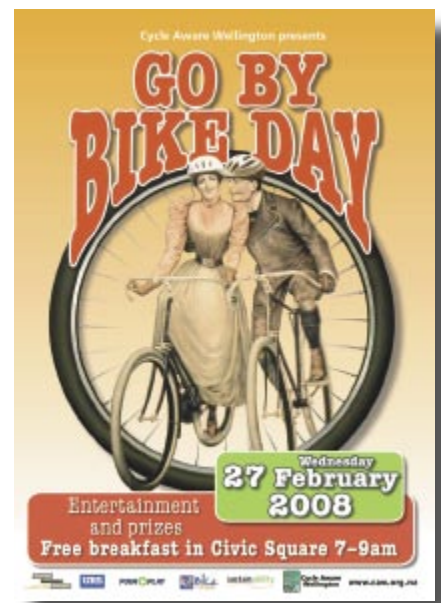
The Minister noted "the hard work going on around the country to encourage cycling as the transport of choice" and the way in which commuter cycling is not increasing in the same way as recreational cycling. "We know we need to do more to make cycle commuting safe and enjoyable" she said.

She pointed to the Government's target to double the number of 'active



Transport Minister Annette King (right) and Conservation Minister Steve Chadwick at Wellington's "Go By Bike" event

mode' trips people take, and affirmed that "the more people who cycle to work, the more we will improve urban air quality, and the more visible and safe cycling will become." ■





# International snippets

## London mayor unveils programme to transform cycling and walking in London

A £500 million package of measures will create a new network of quick, simple, and safe routes for cyclists and pedestrians that will change the profile and priority of walking and cycling on London's streets.

With the introduction of a central London bike hire scheme (6,000 bikes) making bikes available every 300 metres, cycling will be accessible and will become a fully-funded part of the public transport network for the first time.

These radical measures ensure the needs of cyclists and pedestrians are given a higher priority on the streets and aim to have one in 10 Londoners making a round trip by bike each day.

<http://tinyurl.com/2kfr7g>

## Government seeks UK's first cycling city

The UK government launched a £47m quest to establish a British "cycling city" that would get more people on to two wheels, and cut congestion and pollution. The winning metropolis will join London, which has already announced a cycling and walking programme.

Six new "cycling towns" will also be selected to share the fund with the chosen city. [The Guardian]

<http://tinyurl.com/ypl2mx>

## Lock bike and text

The bicycle owner locks up their bike and sends a text to a security office which triggers a system to guard it. If someone then moves or tries to move the bicycle a sensor in the lock emits a silent alarm which triggers a CCTV camera to zoom in and take a picture, sends an alarm to security staff and flashes up live images from the camera on to their monitors. After a 3 week test in the city centre it is now freely available to cyclists at the University of Portsmouth.

<http://tinyurl.com/3xhlom>

## TV show in UK stopping the traffic

Creative problem solver, Kris Murrin is on a mission to stop traffic for just one day in three of England's most congested locations. She has to convince local councils to get behind her campaign and then change the behaviour of car-users who rely on their vehicles to get from A to B daily.

Her lesson after the first town: "If you make it easy for people and explain the logic, most people will give something new a go. But you have to hit them at the right time. If they are not ready then no matter how much you push or encourage they won't shift."

<http://tinyurl.com/yqmbut>

## Share the road with bicycles – or pay in Chicago

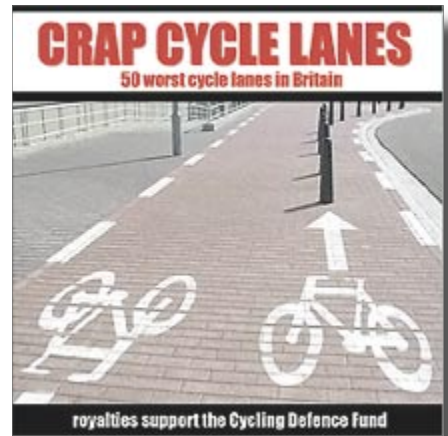
Reckless drivers who endanger bicycle riders would pay fines of \$150–500 if there's a bike crash, under a crack-down proposed by Chicago's No. 1 cyclist, Mayor Daley. [Chicago Sun Times] <http://tinyurl.com/3746ov>

## Texting UK driver jailed for bike death

A 25 year old woman motorist who was texting on her mobile phone when she hit and killed a cyclist has been sentenced to four years in prison. She failed to see the cyclist who was crossing the road having gone through a red light. <http://tinyurl.com/2stum8>

## The Benefits of Bicycling

From Cascade Bicycle Club comes an enjoyable 11 pages on the ways that bicycling helps address climate change, even while it saves money and boosts our health. It's a nicely readable summary of the best thinking in favor of two-wheeled transport. (Plus, it's chock full of charts and data that prove the point.) Download the pdf <http://tinyurl.com/3cdb3>.



## Crap Cycle Lanes

Probably the worst cycle lanes in the world (well, the UK, at any rate), exposed in full colour. Offences from all over England and Wales. Local authorities are named and shamed, with photographic evidence and sentencing recommendations.

Buy your copy for £4.99

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

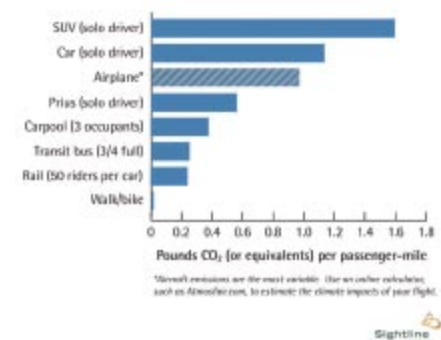
Send us your photos: let's start a NZ list

## Probation officer on bike

A San Francisco probation officer is doing great work with little more than a bike, a helmet and mirrored sunglasses. [tinyurl.com/3yrybs](http://tinyurl.com/3yrybs)



## Climate Emissions by



## Travel Type

Greenhouse gas emissions vary by vehicle type and occupancy rates. The best strategy for reducing your impact: walk, bike, or fill up a seat that's al-

# NZ Roundup

## Yellow no stopping lines coming back to Christchurch

Spokes Canterbury

Spokes have heard that Christchurch City Council has recently decided to mark yellow no stopping lines again in cycle lanes that are adjacent to the kerb, a change Spokes has long been in favour of.

## Share the road in Central Otago

Stephen Wood

In several places in Central Otago, black and white “Share the road” signs were put up on some State Highways this summer. They were mounted on signboards that are used to warn of slippery conditions in the winter. The sign pictured is on a stretch of State Highway 85 between Alexandra and Omakau. The cutting you can see often remains frosty throughout the day in winter and it is sensible to warn road users of this, but in the summer the cycle message is more relevant. The one cycle commuter that uses this piece of road was most impressed. He is not the only beneficiary as the road is often used as a training ride by road cyclists based in Alexandra and Clyde. Similar signs are also on busier roads in the region, such as State Highways 6 and 8.



## Fleet Bikes Trial at Northland District Health Board

Paul Doherty, Bike!Whangarei

### Beginnings

DHB champion Brian Harris, Injury Prevention Coordinator, said, “Hey — we could do something on this! Let’s walk the Healthy Eating: Healthy Action talk! And here we are! The trial is for an initial three month period, and there are two bikes being used.



### Hybrid bikes

The Cycle Touring Company have provided the bikes. They are a comfort-style hybrid bike, with mudguards, a rear rack and pannier, handle-bar bag, lock all fitted. The bikes have an easy-mount, unisex aluminium frame and convenient 8-speed rear-hub gears (Shimano Nexus for the techies!)

### Staff reaction

Really positive. The bikes are at the DHB’s city office location (80 staff) and there is already talk about getting bikes at the hospital (2,000 staff!)

### The challenges

The biggest problem was that cycling was perceived as really really dangerous by DHB management. “Do we really want to be putting our staff out on the road on bikes?!!” And of course the follow-on liability implications.

To counter these fears cyclist education has been offered to staff and good guidelines developed around using the bikes.



Brian was persistent in having each of the barriers dismantled (parking, wet weather, helmet hygiene, booking system, servicing) and we are now “all systems go!”

### After the trial

If the project is deemed to have been a success, then the plan is to roll it out to include the hospital site, plus installing permanent parking for the bikes and maybe even encouraging a comprehensive travel plan as part of the hospital’s expansion.

Car-parking, for staff and visitors to the hospital is a BIG and expensive issue. Bear in mind that Whangarei did not have a public transport service for a number of years and the current

*continued p15*



# Making Cycling Irresistible

## Lessons from the Netherlands, Denmark, and Germany

John Pucher and Ralph Buehler

### Separate cycling facilities

The key to achieving high levels of cycling appears to be the provision of separate cycling facilities along heavily traveled roads and at intersections, combined with traffic calming of most residential neighborhoods.

### Make driving expensive and inconvenient

In addition to their many pro-bike policies and programs, the Netherlands, Denmark, and Germany make driving expensive as well as inconvenient in central cities through a host of taxes and restrictions on car ownership, use, and parking.

Roadway and parking supply has been deliberately reduced in many Dutch, Danish, and German cities over the past few decades in order to discourage car use in the city center. The many restrictions on car use and parking reduce the relative speed, convenience, and flexibility of car travel compared to cycling.

### Land use favours active transport

Moreover, strict land use policies foster compact, mixed-use developments that generate shorter and thus more bikeable trips. It is the coordinated implementation of this multifaceted, mutually reinforcing set of policies that best explains the success of these three countries in promoting cycling.

### Massive urban and transport policy change is required

Cycling was not always thriving in the Netherlands, Germany, and Denmark. Cycling levels plummeted in all three countries from about 1950 to 1975. It was only through a massive reversal in transport and urban planning policies



in the mid 1970s that cycling was revived to its current successful state.

While history, culture, topography, and climate are important, they do not necessarily determine the fate of cycling. Government policies are at least as important: transport policies, land use policies, urban development policies, housing policies, environmental policies, taxation policies, and parking policies.

### Cycle helmets are bad for cycling

The Dutch cycling experts and planners interviewed for this paper adamantly opposed the use of helmets, claiming that helmets discourage cycling by making it less convenient, less comfortable, and less fashionable.

At the same time, helmets might reduce the consideration motorists give cyclists, since they might seem less vulnerable if wearing helmets.

### Car-free zones in the central city

Related to traffic calming, almost every city has created extensive car-free zones in their centres, mainly intended for pedestrian use but generally permitting cycling during off-peak hours. The combination of traffic calming of residential streets and prohibition of cars in city centres makes it virtually impossible in some cities for cars to traverse the city centre to get to the other side. Cars are forced to take various circumferential routes instead, thus mitigating the congestion, pollution, and safety problems they would cause in dense city centres.

## Cycling has a key role in public transport

Public transport systems and city planners in northern Europe have increasingly recognized the key role that bicycling plays as a feeder and distributor service for public transport.

### Motorists are legally responsible in car-person collisions

In general, motorist training in the Netherlands, Denmark, and Germany is far more extensive, more thorough, and more expensive than in the USA. Motorists are legally responsible for collisions with children and elderly cyclists, even if they are jaywalking, cycling in the wrong direction, ignoring traffic signals, or otherwise behaving contrary to traffic regulations.

### Coordinated implementation is a key to success

The key to the success of cycling policies in the Netherlands, Denmark, and Germany is the coordinated implementation of a multi-faceted, mutually reinforcing set of policies. Not only do these countries implement far more of the pro-bike measures, but they greatly reinforce their overall impact with highly restrictive policies that make car use less convenient as well as more expensive. It is precisely that double-barreled combination of 'carrot' and 'stick' policies that makes cycling so irresistible. ■

Bevan Woodward has extracted key points from a report by John Pucher and Ralph Buehler.

The document is quite long, but well worth the read: pdf 874kb  
<http://tinyurl.com/28mwz5>

The moment we enter a village or city we cross the threshold from traffic world into social world. Here the motorist is a welcomed guest in the social world, they can no longer behave as they did in the traffic world. Instead they become part of the social world where the rules of engagement are the absolute inverse of what they were in the traffic world – unpredictable, full of diversity and democratic. ➤



# Indicators for your bike

## Review

Martin Roberts

This morning I had a set of Bicygnals lights with flashing indicators to signal on my behalf.

My commute starts with a fast downhill followed by a right turn onto a cycleway at the start of the next hill. What does the car behind me think as I sit in the fast lane, pedaling hard? There is no 'road' to turn into, and the tighter the traffic the less I'm willing to take my hands away from the brakes to signal. With the Bicygnals I felt confident that nearby cars noticed the indicators in traffic, particularly at night, and they shone brightly on a quiet street.

Targeted at commuters, the Bicygnals system provides front and rear lights flanked by indicators. Buttons near your thumbs control the signaling, and the rear lights are coordinated wirelessly. The indicators turn off when either button is pressed or after 30 seconds.

The central lights can be set (independently) to flash or shine continuously, but will switch to steady mode while the



**... the tighter the traffic the less I'm willing to take my hands away from the brakes to signal**



indicators flash. They can also be left unlit, only flashing periodically to indicate that they remain on. The front unit dominates the handlebars, stretching across from thumb to thumb, so displaced my usual light. Fortunately the 5-LED front lamp was similarly strong and suitable for well lit suburban streets. Installation on my bike was simple, requiring only a 4mm hex key. Both units have effective quick-release mountings for removing the lights when you park.

The front mounting bracket adjusts in three directions for optimal positioning, but works best on flat bars. My riser bars required extending the quick release mount well out from the main bracket, which markedly increased vibration. Dropped and highly curved bars won't work.

If you want to send clearer signals to drivers, or are looking for new lights as daylight savings ends, consider the distinctive new option of Bicygnals.

\$120 from [www.bicygnals.co.nz](http://www.bicygnals.co.nz).

Product tested over 24 hours only. ■



When you see traffic problems as a traffic problem you will only ever get traffic solutions.

Traffic per se is not the problem. The real problem is that motorists feel divorced and isolated from their social surroundings.

The primary design challenge is to force motorists into eye contact with the other users of the space. ➤

# Technology

## Cyclehoop

The cyclehoop bolts on to existing street posts and requires no concreting-in. Designed by a UK design student, they will soon go on trial in London.



## A brake for one hand

The bike brake lever combines both the front and the back into the same lever handle using linkages, a design inspired by the needs of a nine-year-old girl with a malformed hand. Engineering students from the University of Guelph won a national design competition with their brake. <http://tinyurl.com/39mevo>

## Bamboo bike

A carbon fibre or metal frame might be lighter on the road, but, from a green perspective, nothing treads more lightly on the planet than a bamboo bicycle. Bamboo's vibration damping and stiffness make it perfect for frame construction. A high-end design has been sold in boutique shops for the past 3 years. The designer is now working at the extreme other end of the spectrum (price and methods) in Africa. <http://tinyurl.com/ywxm5j> ■



Photo: Matt Pacocha



Kilo / Matte Black Backcountry Orange™



Q3 / Matte Gunmetal High Speed Red™



Forza FC / Iron Light Night™



### Tifosi Optics™ Fototec lenses with Variable Tint Technology

Tifosi Optics' Fototec lens change tint when exposed to UV rays while still providing **100% UVA/UVB protection.**

For more information, visit [www.cycletech.co.nz](http://www.cycletech.co.nz)

## Simon Kennett pedals on

Robert Ibell

Simon Kennett, CAN's inaugural Project Coordinator, leaves us in early April to get stuck into other projects such as the latest revision of the Kennett Bros Classic NZ MTB Rides book, and riding in the Great Divide Race in North America to raise funds for Medecins Sans Frontieres.

In the eighteen months he's been in the job, Simon has put his formidable energy, drive, skills and experience at CAN's disposal, and we're a lot better off for it. It's sad that we won't have him in that role, but he's not saying goodbye to CAN.

Some of his fellow CANNers pay tribute to his work:

"One of my first experiences of Simon was an Exec meeting, something I was a wee bit hesitant about ... however he had supplied chocolate raisins for the meeting, so I knew things were going to be alright. Simon has been a great sounding board for things that I needed clarification on or help with, and was always willing to lend a hand, or an ear!

"With help from Fiona and others, Simon has been instrumental in booting the networking project off the ground and into a new orbit. Shaping the initial ideas and then giving the project direction, structure, goals, achievements and a future.

"Simon gave the networking project fabulous cross over linkages between different parts of the cycling community. He is always moderate in his advice, and explains things in a way that allows others to have insights into different perspectives. His diplomacy is fabulous and he has opened all sorts of doors not only for CAN, but also the networking project." Illona, Deputy Chair.

"Simon is well respected in the cycle community with amazing cred. He is fun, practical and smart."

"Simon has been a friendly, calm and very knowledgeable boss. It has been lovely getting to know him and seeing his passion both for cycling and for his new role as Miro's dad." The other CAN staffers.

"Top Geezer"

"Wouldn't mind cloning that one"

"At no stage while working with Simon over almost two years, was it anything but working with a friend. Straight forward, honest and speaking his mind, refreshingly direct and quick to understand a point of view, always accepting and listening to what is important to a person and always willing to try things out; I have enjoyed tremendously working with you Simon

**"He had supplied chocolate raisins for the meeting, so I knew things were going to be alright."**

*continued p11*



# Cycle Aware Hawke's Bay

## off to a fine start

Last October a small band of Hawke's Bay cyclists gathered to discuss the possibility of forming a cycle advocacy group for everyday riders in the area.

Many CAN members were present and naturally were keen on the idea. So it came to be that a few of those people met in a Napier cafe during the Getting There cycling conference a month later to discuss the aims and name of such a group.



Bernie on a cycle path near Clive during an exceptionally high tide

Bernie Kelly and Jeremy Dunningham put their hands up to lead the group, and a few others signaled their willingness to play an active role. Fortunately, experienced campaigners like Don Kennedy, Jenny Baker and Max Neumegen are amongst those ready to pitch in. The group, now known as CAHB, already has 10 CAN members and several e-members.

Although just a few months old, CAHB has been successful in getting

the local paper to run 1.5 metre passing gap messages which complement the signs that Bike Hawkes Bay lobbied to have put on key roads popular with road riders. They have also completed a well-received submission on the proposal to include cycleways in Transit's Northern Arterial project.

They have their sights set on a couple of key issues — driver behaviour around cyclists, and safe routes over the rivers between Napier and Hastings. Here's hoping the region's everyday cyclists get in behind their new local group and we continue to enjoy hearing about successes from the Hawke's Bay. ■



Keep tabs on Simon at [www.greatdividekiwi.blogspot.com](http://www.greatdividekiwi.blogspot.com)

Simon Kennett pedals on, continues and will miss you greatly. I can only feel sorry for the poor guy/girl having to step into your shoes when it comes to communication skills. Also greetings and wishes of good luck from Kapiti Cycling Core Group members. CAN's loss is your family's gain, I know you are a super-dad." Exec members.

Thank you Simon, for your contribution to CAN over the past 18 months. We have been very fortunate to have your skills and abilities to foster groups, organise events, and progress the networking project. You have left the organisation in a stronger position, with loads of achievements under our belt. All the best for your adventures in the near future and we look forward to working with you again in a different capacity.

And from Simon himself: "I wish CAN the best of luck and will continue to be involved as a volunteer."

Pedal on! ■

# Market place

CAN 'Freedom' Tshirts  
\$55 or \$45 for CAN members  
Sizes S, M, L

Be safe be seen - CAN reflective pack covers: \$35 or \$25 for CAN members



**The Spacemaker**  
\$15 / \$25  
30cm plastic safety flag with reflectors. Hinged to fold when parked. Claim your space!

Advertise your product or service here:  
[chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)

**Prices**

Member / Non member

**Three ways to order**

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



## CAN's new postcard and membership flier out now

Use these to sign up local members to your group or to e-membership of CAN.

The postcard offers free e-membership, giving access to CAN's regular e-news bulletins; the flier has info on CAN, the local groups and the benefits of joining.

Email [anne@can.org.nz](mailto:anne@can.org.nz) (North Island groups) or [fiona@can.org.nz](mailto:fiona@can.org.nz) (South Island groups) for your copies.



## Press releases

### CAN Media Guide to Cycling in New Zealand

05 March 2008

The one-page guide is designed to give media a brief, factual overview of cycling to help ensure accurate reporting. It addresses a number of myths and misperceptions of cycling often relayed in the media.

pdf 200kb <http://tinyurl.com/37284v>

### Two wheels rule on Go By Bike

21 February 2008

### New 30% Target for Walking and Cycling

17 December 2007

The government's new transport target to increase cycling and walking to 30% of all trips by 2040 is welcome, but needs to happen much sooner.



**Miriam Richardson**

Editor, Chainlinks

### Profile

I grew up in Christchurch where and when a bicycle was as essential as your shoes. Most of us biked, rain or shine, frost or nor' wester. I graduated from a 3-speed to a 10-speed when I went to university.

My biking days got left behind in Christchurch, and many years later I re-learned to cycle on a mountain bike; it took a while to stop being afraid of every little stone, and to realise that shingle was not going to tip me off. After 6 weeks of practising I did The Big Coast: whew! it is one thing to know how to cycle shingle (and walk through sand) and another thing entirely to sit on a bike seat for 3 hours at a stretch. Sitting — you have to practice the sitting too.

I live in Kapiti, and belong to Kapiti Cycling and the Cycleways, Walkways and Bridleways Advisory Group of the District Council. This partnership of Council with local pathway users is exemplary. But there are so many parts of Council that have to line up to get cycleways working — recently the road "safety" team spent thousands remarking a major local road such that it was suddenly dangerous for bikes (but safer for turning cars) — and no, there is no money to fix it again; cyclists can live (or die) with the danger.

I find this an exciting time to be involved in cycling as global warming and peak oil engender a mind and policy shift from the grassroots to the top level of government. ■





## Contact CAN

- **Chair**, Robert Ibell, [chair@can.org.nz](mailto:chair@can.org.nz)
- **Deputy Chair**, Illona Keenan, [illona@can.org.nz](mailto:illona@can.org.nz)
- **Secretary**, Adrian Croucher, [secretary@can.org.nz](mailto:secretary@can.org.nz)
- **Treasurer**, Liz Mikkelsen, [treasurer@can.org.nz](mailto:treasurer@can.org.nz)
- **Membership secretary**, Adrian Croucher, [membership@can.org.nz](mailto:membership@can.org.nz)
- **Submissions co-ordinator**, [vacant], [submissions@can.org.nz](mailto:submissions@can.org.nz)
- **Policy co-ordinator**, Graeme Lindup, [policy@can.org.nz](mailto:policy@can.org.nz)
- **Technical advisors**: Andrew Macbeth, [technical@can.org.nz](mailto:technical@can.org.nz), Axel Wilke, [axel@can.org.nz](mailto:axel@can.org.nz)
- **Urban design champion**, Todd Simmiss, [urbandesign@can.org.nz](mailto:urbandesign@can.org.nz)
- **Cycle Training co-ordinator**, Patrick Morgan, [cyclctraining@can.org.nz](mailto:cyclctraining@can.org.nz)
- **Media & marketing co-ordinator**, Stephen McKernon, [media@can.org.nz](mailto:media@can.org.nz)
- **Webmaster**, Thomas Schwarz, [webmaster@can.org.nz](mailto:webmaster@can.org.nz)
- **Merchandise co-ordinator**, Karen Hun, [shop@can.org.nz](mailto:shop@can.org.nz)
- **Advertising coordinator**, e.CAN editor, Adrian Croucher, [secretary@can.org.nz](mailto:secretary@can.org.nz)
- **Chainlinks editor**, Miriam Richardson, [chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)
- **Chainlinks contributions manager**, Stephen Wood, [chainlinks@can.org.nz](mailto:chainlinks@can.org.nz)
- **Mailouts co-ordinator**, Ritsuko Ogawa, [mailouts@can.org.nz](mailto:mailouts@can.org.nz)
- **Fundraising coordinator**, Andre Cymbalista, [andre@can.org.nz](mailto:andre@can.org.nz)
- **Meetings co-ordinator**, Jane Dawson, [meetings@can.org.nz](mailto:meetings@can.org.nz)
- **Awards co-ordinator**, Gaz Sanvicens, [gaz@can.org.nz](mailto:gaz@can.org.nz)

### Staff, project officers

- Fiona Whero, [fiona@can.org.nz](mailto:fiona@can.org.nz), Christchurch: 03 366 2645 / 027 449 1845
- Wellington Project Officer, 04 385 4967 / 027 449 1844
- Anne Gummer, [anne@can.org.nz](mailto:anne@can.org.nz), Auckland: 09 378 0953 / 027 449 1848
- Andre Cymbalista, [andre@can.org.nz](mailto:andre@can.org.nz), 021 773 839 (Digital Strategy manager)

### Working groups and conveners

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

### Representing CAN

- **Cycling/Walking Steering Committee (HSC)**: Robert Ibell
- **LTNZ Research Reference Group**: Andrew Macbeth
- **Getting There**: Jane Dawson, Andrew Macbeth, Stephen McKernon, Thomas Schwarz
- **Cycle Skills Training Advisory Group**: Illona Keenan and Jane Dawson.

## \$1500 for local group projects

Liz Mikkelsen, Treasurer

CAN has established the “Local Group Fund” which this year has \$1500 to assist local cycling advocacy groups affiliated to CAN.

Local groups may apply for up to \$200 for projects where the local group is prepared to contribute a minimum 20% (e.g., claim \$200 for a \$250 project) or apply for 100%

- Examples:** funding of projects up to \$100.
- downloads and membership campaigns,** Download the application form: 64kb pdf <http://tinyurl.com/2828ro>
- help towards making a film,** 47kb Word <http://tinyurl.com/2ejf2j>
- Bike Week events;** Send or email the completed form to CAN. ■

## CAN provisional policies heading for final adoption

These policies will be reviewed in March in the light of submissions and will then go to the CAN executive for approval.

You can download the provisional policies:

Compulsory Third Party Insurance <http://tinyurl.com/28dnru> 112kb pdf

Health and Fitness 112kb <http://tinyurl.com/yo5omr>

Speed Tolerance Reduction 187kb <http://tinyurl.com/yvxtxa>

Once adopted, policies will be reviewed annually to ensure they remain cogent. ■

## Back pedalling

Chainlinks in years gone by

Summer 1998 saw Chainlinks increase yet again in size and scope. There was a large amount of overseas news, ranging from Sustrans rail trails to the Dutch dominant vehicle law.

Sustrans acquired over 200 miles of former railway routes to be incorporated into the UK National Cycle Network. While NZ railways were never developed to the same extent, relics available to cyclists can be found in Nelson, Central Otago and the Rimutaka Ranges, with more on the way.

Another article noted that 1,300 people died on Dutch roads in 1996. Four hundred of those were pedestrians or cyclists. This sad statistic prompted the drafting of a ‘dominant vehicle law’ (to take force in 1999). The law made motorists automatically at fault and liable for damages in the event of a car-bike collision.

Closer to home, there was a piece by Dave Kelly on the demise of the humble pedestrian crossing (in favour of raised crossings, which offer no legal rights to pedestrians) and a bit about the merits of helmet use in cars (which some claim to exceed the benefits of helmet-wearing by cyclists).

The next issue in March was a whopping 24 pages long. This could have been a reviewer’s nightmare, but for the fact it was largely focused on one issue — the ‘Better Transport, Better Roads’ strategy. It proposed radical changes in the funding of roading, including the possibility of tolls on new roads, the creation of “TransFund” and the removal of rates as a funding source for roads. The strategy promised reduced congestion, improved safety for cyclists, and improvements in public transport. Sound too good to be true? Well, we didn’t get to find out for sure, as National was voted out at the next election.

This issue also contained some ‘Bike to Work Day’ reports for 1998 — all very positive. The free breakfasts attracted 400 riders in Auckland, over 100 in Wellington, and ‘hundreds’ in Christchurch. See this issue’s ‘Go By Bike Day’ report for a comparison a decade on. ■

**Continental Dealers**

**Auckland**

CYCO, Multisport Bikes, Bicyclette, Calibre Cycles, Full Cycle  
Kiwivelo, R&R Sport, Pack & Pedal (Botany and Albany)

**Waikato/Bay of Plenty**

Cycle Time Hamilton, Bike Vegas Rotorua, Kaimai Cycles Morrinsville  
R&R Sport Hamilton, Corner Shop Taupo

**Lower North**

Capital Cycles Wellington, Bike Shed Wanganui  
Burkes Wellington, Pack & Pedal Porirua

**South Island**

Chain Reaction Christchurch, Fleet Cycles Christchurch  
Bike HR Road Christchurch, R&R Sport Dunedin  
The Bike Fix Queenstown, Bike Right Christchurch  
Bike HQ Blenheim

**NZ Distributor:**  
WH Worrall & Co. Ltd  
0800 80 80 20  
tech@worrall.co.nz

**Continental**   
**GET THE GRIP** 



## Competing in an eco-friendly way

*continues from p3*

replenishment and soon after that the wind and the gentle slope of the rail trail were both favourable again. Ranfurly was a welcome overnight stop.

On the second day, everyone had to complete the distance from Ranfurly to Middlemarch. But it is generally slightly downhill, and there was a gentle tail wind for most of it. A group set out an hour and a half before the race start and dropped people and bikes at each transition. By the time the tandems got to the final transition, the race was rapidly catching up with them and the early competitors were doing their legs of the race. Those people all started cycling to Middlemarch in their own time.

A few lessons were learnt about what did and didn't work. The tandems were great, but on the rail trail surface they were more vulnerable to punctures (5 in all for the weekend). It was important to watch for people who hadn't eaten or drunk enough to go the distance, especially in the hot sunny conditions. One added bonus of doing the event this way: the "zero-CO<sub>2</sub>" teams avoided the frightening rush and traffic jams experienced by support crews of other teams who were travelling by road. Many thanks to NIWA for its support of the teams, including purchase of the bio-diesel, and to the Ranfurly Squash club for a great place to stay. ■



NIWA-Wellington Bike Wise team

## Supporting Local Groups

We're often asked what support CAN has to offer local cycle advocacy groups. The following list is a summary. If you'd like to know more, or make a request for assistance, please contact one of CAN's project Officers (p13).

- ◆ **Micro funding** Groups can apply to CAN for up to \$200 per year to assist with specific projects. This comes from the 'Local Group Fund' and is allocated by the CAN executive.
- ◆ **Resources** Existing resources include hundreds of publications available for loan from the CAN library. Cycle facility design guides are particularly popular. Also, we have give-away pamphlets on cycle safety, cycle-friendly employer guides, 'How To' guides aimed at councils, and extra copies of Chainlinks for promotional purposes.
- ◆ **Website** The CAN website is currently being upgraded, but it is already a great mine of information. See [www.can.org.nz](http://www.can.org.nz). We can host a local group's website on ours if that makes life easier.

- ◆ **Membership drive material** In most cases we simply try and sign up new people as free 'e-members' in the first instance. They then get e-CAN and are encouraged to become financial members if they like what they see. We promote the e-membership with our postcard prize-draw each summer. If a local group has their own email group, we forward the details to them. We also provide a generic CAN membership form for signing up financial members and assistance for groups to create a custom

membership form for their region's group.

- ◆ **Training** Each year we run training workshops at the CAN Do mini-conference (which is heavily subsidised by CAN). CAN also subsidises the registration of local advocates to attend the biennial Cycling Conference, and the more regular 'Fundamentals of Planning and Design for Cycling' course run by ViaStrada. This year we will also run a presentation on submissions in each town where the local group requests it.
- ◆ **Advice** One of the greatest strengths of the Cycling Advocates' Network is that it is a network of experienced experts in cycle advocacy (as it should be). Local advocates can ask for advice via one of the email discussion groups or the staff. A member in Dunedin might be faced with a technical issue that somebody in Taupo overcame a year previous, or vice-versa.
- ◆ **Promo** We'll promote our local groups through Chainlinks and our website, and forward individual cyclists to the local group where appropriate.
- ◆ **Entertainment** Want a slide show or a speaker to help draw a crowd to one of your local group meetings? Just let us know and we'll sort something out. We can do this once or twice a year.
- ◆ **Administration** We offer an optional administration service to local groups. This includes the processing of membership fees and mailing of Chainlinks.

- ◆ **News** Through press releases, Chainlinks, e-CAN, CAN Forum and our website, we alert local groups to national issues which might affect them. Examples include the proposed changes to minimum driving age, the Bike Wise Community Partnership Programme, and National Transport Strategy. ■

## NZ Roundup *continues from p7*

one is a "skeleton" at best and has only been going for a few years!

### Advice to others

Tenacity! Talk to Brian Harris (09 430 4101, ext. 7867) as he talked to every other fleet bike operator in New Zealand! Keep putting it before the right people (the oily wheel syndrome) and use keen cyclists within the organisation to keep the pressure on!

## 2008 Mini cycle conference in ChCh

### Spokes Canterbury

A condensed (2hr) version of the 2007 National Cycle Conference was successfully offered in Christchurch in February.

Opened by the Mayor it attracted a large and diverse crowd including several city and ECan councillors: cycling is obviously still alive and well in Chch. <http://tinyurl.com/ytfqkm> ■

# Regional groups

## North Taranaki Cycling Advocates

Graeme Lindup, NTCA Chair



New Plymouth

NTCA had regular monthly meetings throughout 2007 and attended the NZ Cycling Conference and the CAN-Do. We shifted our membership with CAN to become an 'Affiliated Group' in order to take advantage of the benefits in terms of income to the group, and assistance from CAN employees. We developed a group logo and launched our website: [www.ntca.org.nz](http://www.ntca.org.nz).

NTCA completed cycle audits of three areas in New Plymouth and featured in Endurance Magazine, Chainlinks, The Daily News and The Midweek community newspaper.

We made submissions on the Taranaki Regional Council Walkway and Cycleway Strategy, the New Plymouth District Council Budget for 2007/2008 and the preliminary draft of the NPDC Cycling Strategy.

Our advocacy work continues on the New Plymouth District Council Cycle Strategy — NTCA is on the Steering Group overseeing the implementation of the strategy— and Transit, where we have been lobbying hard to see improvements in cyclist safety on the Waiwhakaiho River Bridge.



New Plymouth

## Cycle Action Waiheke joins CAN!

Marie-France Duhamel  
Cycle Action Waiheke

Cycle Action Waiheke was created in December 2006 and has just become a CAN affiliated group. We presently have just under 100 members.

The group's main goal is to create a safe and easy cycle route through the most populated portion of the island, between Matiatia ferry landing and the village of Onetangi.

There are about 8,000 permanent residents on the island, but numbers swell to 30,000 in summer. The bulk of Waiheke tourists are day-trippers from Auckland who should feel encouraged to take their bikes across on the ferry — Waiheke is such a beautiful island to cycle!



Cycling on Lake Rd, North Shore on the way to the Go by Bike breakfast

## Cycle Action Auckland

Mark Bracey, CAA secretary

### Bike racks on Buses

CAA is actively pursuing options for a bike racks on buses scheme in Auckland. We have received some interest from Auckland Regional Transport Authority who are seeking to have a pilot scheme funded in 2008/09.

<http://tinyurl.com/yqzbbk>

### Bike Stations in Auckland

Cyclists who bike into Auckland's CBD now have the option of a hot shower and somewhere safe to store their bike thanks to the recent opening of a Bike Station in the Britomart precinct. [www.bikecentral.co.nz](http://www.bikecentral.co.nz)

Meanwhile CAA is on a steering group with Auckland City



Cycling on Waiheke

Council and the Auckland Regional Transport Authority, developing a business model for a bike station project.

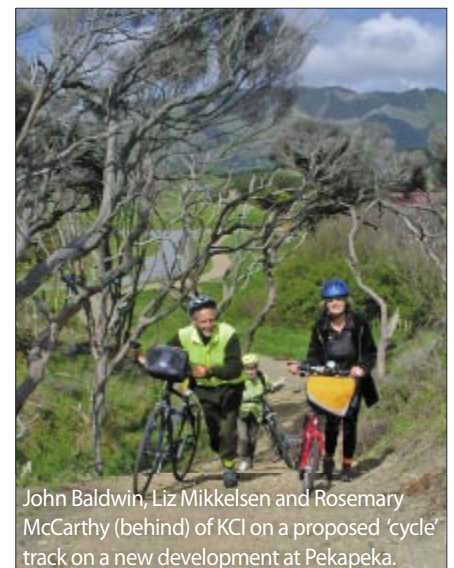
### Traffic calming

Pedestrian and cyclist safety is the driving force behind a new proposal to slow down Queen St traffic in Auckland's CBD. Auckland City Council is asking for public feedback on a plan to cut the speed limit to 30km/h.

Traffic calming and speed limit restrictions are something that CAA sees as essential components of a cycle and pedestrian friendly city and we would like to see these measures implemented widely through residential areas and city centres.

### "Share with Care" culture on our roads

RoadSafe Auckland's latest campaign, "Hey, we're all on the same road" was launched mid-February. Spokesman Peter Kippenberger says, "Cyclists are legitimate road users entitled to mix with other traffic." Cycle Action Auckland was on the working group for this project which aims to raise the awareness about the care that motor-



John Baldwin, Liz Mikkelsen and Rosemary McCarthy (behind) of KCI on a proposed 'cycle' track on a new development at Pekapeka.



ists need to take around cyclists and pedestrians.

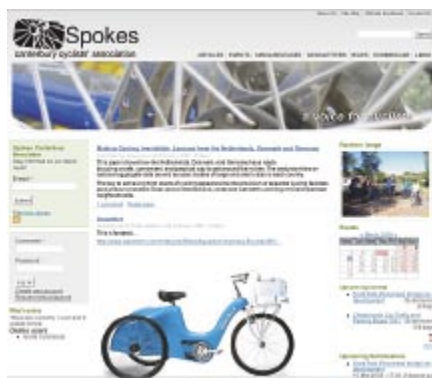
## Cycle Action Waikato

John Meekings

We are pleased with a much more cycle friendly intersection after major changes to the northern entrance to Hamilton. We put in lots of consultation time on this. "Good on Transit for listening, well done."

We are currently looking at the plans for a completely new approach to the city via a Te Rapa Bypass. Hopefully Transit will continue with their current cycle friendly attitude on this project.

## Spokes Canterbury



Check out Spokes' new website [spokes.org.nz](http://spokes.org.nz). The people who made this website are making our new CAN website.

## Join online or clip this form

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

Name

Address

Phone

Email

- Please email the e.CAN email news fortnightly.
- Please send me information about 'cycle safe' insurance.

Occupation:

How did you find out about CAN?

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

Membership fees per calendar year

Unwaged	\$15
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Supporting organisations	\$75

Membership fee	\$.....
Donation	\$.....
Total	\$.....
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**CAN**  
**Freepost 147092**  
**PO BOX 6491**  
**Wellesley, Auckland**

## Contact the local group nearest you

### Bike! Whangarei

Paul Doherty 09 436 0033  
[paul@cycletoours.co.nz](mailto:paul@cycletoours.co.nz)

### Cycle Action Auckland

[caa.org.nz](http://caa.org.nz) [chair@caa.org.nz](mailto:chair@caa.org.nz)  
Bevan Woodward 021 1226 040

### Hamilton Cycle Action Waikato

Rob Davidson 07 856 5217  
[rob.davidson@actrix.co.nz](mailto:rob.davidson@actrix.co.nz)

### Cycle Action Waiheke

Tom Ransom  
[ecologic@nettel.net.nz](mailto:ecologic@nettel.net.nz)

### Bike Taupo

[biketaupo.org.nz](http://biketaupo.org.nz)  
Richard Balm 021 919 851  
[bike@biketaupo.org.nz](mailto:bike@biketaupo.org.nz)

### Cycle Action Tauranga

Iris Thomas 07 578 7025  
[iris.thomas@xtra.co.nz](mailto:iris.thomas@xtra.co.nz)

### Cycle Aware Hawke's Bay

Bernie Kelley  
[bernandpaula@xtra.co.nz](mailto:bernandpaula@xtra.co.nz)

### New Plymouth North Taranaki Cycling Advocates

[www.ntca.org.nz](http://www.ntca.org.nz) [ntca@ntca.org.nz](mailto:ntca@ntca.org.nz)  
Graeme Lindup 06 757 2062

### Wanganui Bicycle User Group

Anne Mohrdieck 06 345 6959  
[jmilnes@callplus.net.nz](mailto:jmilnes@callplus.net.nz)

### Cycle Aware Palmerston North

Christine Cheyne Ph 06 356 3588  
[c.m.cheyne@massey.ac.nz](mailto:c.m.cheyne@massey.ac.nz)

### Kapiti Cycling [kapiticycling.org.nz](http://kapiticycling.org.nz)

Liz Mikkelsen 06 364 8187  
[kapiticycling@kapiticycling.org.nz](mailto:kapiticycling@kapiticycling.org.nz)

### Cycle Aware Wellington

[caw.org.nz](http://caw.org.nz) [caw\\_wgtn@hotmail.com](mailto:caw_wgtn@hotmail.com)  
Alastair Smith 04 972 2552

### Nelson Tasman Bicycle Nelson Bays

Richard Butler 03 539 0355  
[bnbnelson@gmail.com](mailto:bnbnelson@gmail.com)

### Bike West Coast

Helen Gillespie  
03 756 9037 | 027 273 8303  
[helen@sportwestcoast.org.nz](mailto:helen@sportwestcoast.org.nz)

### Christchurch Spokes Canterbury

[www.spokes.org.nz](http://www.spokes.org.nz)  
Paul de Spa 03 942 2939  
[spokes\\_chch@can.org.nz](mailto:spokes_chch@can.org.nz)

### Timaru Squeaky Wheel

Hamish Milne 03 686 6302;  
Daniel Naudé [drivesafe@timdc.govt.nz](mailto:drivesafe@timdc.govt.nz)

### Spokes Dunedin

Dick Martin 03 453 6667  
[dmartin@ihug.co.nz](mailto:dmartin@ihug.co.nz)

### Harbour Cycle Network

[www.hcn.co.nz](http://www.hcn.co.nz) Niki Bould 03 472 8947  
[harbour\\_cycleway\\_network@hotmail.com](mailto:harbour_cycleway_network@hotmail.com)

# Supporting Organisations

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

His first effort surprised him. "When we do traditional traffic calming with speed bumps we typically expect about a 10% drop in speed. But with no disincentives, the speed was down by almost 50% – down from 57km/h to under 30km/h. I could not believe my eyes ... All we had done was make the village look more like a village."

He replicated the results in 30 villages, was consultant on another 17 and the European Union is funding 5 demonstration projects across Europe ([www.shared-space.org](http://www.shared-space.org)). ■

# European Transport Conference

October 2007, Leiden, the Netherlands

By Bevan Woodward

This overview covers the plenary speakers, focussing on 3 key topics: road pricing, holistic approach to transport and sustainability issues. In all, 270 papers were presented over the 3 days!

## Road pricing

The opening speaker of the conference was Wim Kuijken, Secretary-General of the Dutch MoT. He explained how they were planning a complete restructuring of the way motorists pay motoring taxes: the Dutch will pay for using their cars, not owning them.

Road pricing will apply to all residents for the entire country based on:

- When you drive
- What you drive
- Where you drive.

Consequently, you would be well advised not to drive your Hummer into Amsterdam on a Monday morning!

The Dutch officials see road pricing as the most effective technique to reduce congestion, but realise it is indeed a "political hot potato". Hence they were promoting road pricing as revenue-neutral and that most motorists would pay less (especially the older generation who don't drive very often but are a significant voting group). Instead, it is the high users and peak time users (predominately business users) who will pay more, but for that they will get improved travel times.

During his opening presentation Wim Kuijken also mentioned that their target for rail patronage was a growth of 5% pa. In the Q&A session that followed I asked him what the forecast growth in traffic was, he replied: "Growth?! We want a reduction in traffic!" Point taken.

The subject of road pricing seemed to attract the most interest at the conference. There were presentations on the two

zone-based road pricing schemes in operation in Europe. They are London and Stockholm who have each experienced a reduction in traffic in the vicinity of 20%.

## Holistic approach to transport

A number of keynote speakers talked about transport and the need to take a holistic approach, in particular an American consultant, Gary Lawrence of ARUP who showed this slide of Whack-A-Mole:

He talked about transport planners' tendency to solve one problem but



inadvertently cause other issues and likened this to Whack-A-Mole, a popular arcade game in the USA where once you whack one mole, another immediately pops up! For example, reducing traffic congestion but causing increasing CO<sub>2</sub> emissions through induced traffic, or improving access for cars but making it less safe for walking and cycling.

A number of speakers encouraged transport planners to take a much broader view of the impacts of their projects and find solutions that solve multiple issues, including energy use, land use, air quality, inclusion, health, employment, economy, form and space, quality of life, etc.

## Sustainability issues

There was a notable amount of concern at the conference over the rapid increase in CO<sub>2</sub> emissions from transport.

Professor Jeff Kenworthy of Perth's Murdoch University presented on their study of 100 cities and how those cities with strong rail networks have much lower emissions and more walking and cycling than cities with weak or no rail networks, as highlighted in this slide:



## 2008 dates

### Healthy Cities and Communities Short Course

Christchurch  
7–10 Apr

First time in NZ, by Healthy Christchurch this course is relevant to anyone with an interest in taking action towards creating healthy and sustainable cities and communities.

<http://tinyurl.com/276y2l>

### NZPI Urban Design Workshop Course

Hamilton  
17–18 April

Presentations and practical hands-on workshop exercises based on local case studies. Places are limited.

<http://tinyurl.com/26vobt>

### Double the feet on the street

NZ's walking conference

Auckland  
4–5 August

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

## 100k's

When I hear we are heading for Scargill I think, craggy with fish fossils.

Seventy kilometers on I am the salt encrusted one rutting sealed beds of bitumen with tyres and muscles smelting.

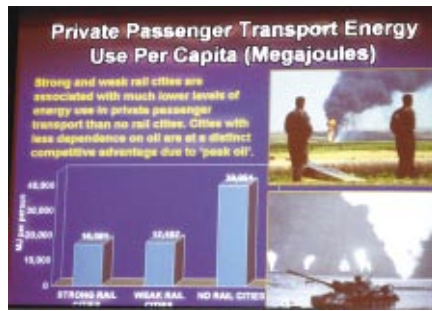
The flensing south wind good friend for the first fifty now bullies into my side. Antarctica trembles.

I long to slide into water skin fish floating.

At Scargill, how ever, a snug stone house built hand over hand, with fire bath, blossoms, smooth green hills.

Nicola Easthope ■

### European Transport Conference *continues from p18*



Other speakers reported on their work on social impacts of traffic, in particular noise and community severance. It seemed to me that there was a much greater awareness and understanding of transport's contribution to these issues than what I typically encounter in New Zealand.

[www.aetransport.org](http://www.aetransport.org)

Any questions, e-mail Bevan at [chair@caa.org.nz](mailto:chair@caa.org.nz) . ■

## Cycling and walking over the Auckland Harbour Bridge

Mark Bracey, CAA secretary

The latest efforts to push for a walkway and cycleway over Auckland Harbour Bridge are continuing to make positive progress.

Cycle Action Auckland believes Transit's suggested design for a cycle/walk way over the bridge, costed at \$35 million, was "gold plated". Instead the CAA's campaign team, in talks with Peter Spies of Transit, have come up with a cheaper — \$5 million — solution. This option would involve slightly narrowing the width of the clip-on lanes of the bridge in order to make space for a cycleway on the western side of the bridge and a walkway on the eastern side.

Auckland City Council, North Shore City Council, Auckland Regional Council and the Regional Land Transport Committee have all passed resolutions in support of a walkway/cycleway. And the Additional Harbour Crossing Executive Implementation Team have undertaken to look at CAA's proposal.

[getacross.org.nz](http://getacross.org.nz) for the latest news ■

## On the web



### Warm Showers

An international list of cyclists offering hospitality to touring cyclists. From simply a spot to pitch a tent to meals, a warm (hot!) shower, and a bed.

41 New Zealanders are currently offering hospitality.  
[www.warmshowers.org](http://www.warmshowers.org)

### Monkey Dust — The Cyclists

"We are The Cyclists. The intermediate stage between humans and pure energy." youtube video  
<http://tinyurl.com/2xskek>

### Moving house by bike

A herd of cyclists help a woman move her household goods in Portland, Oregon. Video.  
<http://tinyurl.com/355ezo>

### Making it hard for bike thieves

Or lock it and still lose it? I bought a bunch of expensive locks and watched two burly 'bike thieves' smash into them within seconds. But it's possible to make life difficult for professional thieves: there are locking techniques that will make your precious harder to pinch.  
<http://quickrelease.tv/?p=327>

### Armchair cycling

Spend some time in Adventure Cycling's online Ride Registry: you'll find great reading posted by cyclists who have taken trips to virtually every corner of the globe. From a self-guided tour from Vienna to Dresden, pedaling along ancient Inca trails in Peru, to cycling at the roof of the world in Nepal. Add your own rides to the register or plan your next one.  
<http://tinyurl.com/3x8ux6> ■





Gap Creek, Otago



Makara Crater



Craters of the Moehi, Taupo



Makara Peak, Wellington



Mt Stromia, Canterbury



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Berrimal MTB Park, NSW



Whare Flat, 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, bang a note to [slushfund@groundeffect.co.nz](mailto:slushfund@groundeffect.co.nz)**

# and gear for the cycling revolution

Only available directly from Ground Effect. Call free on 0800 655 733 in NZ or 1800 145 333 in Oz.

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