

Chainlinks



That CAN Do
attitude



CHAINLINKS 2008 Issue 4, DECEMBER

2008 ISSUE 4, DECEMBER

NEWSLETTER OF THE CYCLING ADVOCATES NETWORK (NZ)

Editorial

The government has changed, and the parties with carefully thought out policies on cycling and sustainable transport are now in opposition. Instead of encouraging a governing party to implement its policy, advocates now need to encourage parties to think through, create and adopt some policy. We need to work, if we are to keep the gains we have made under the previous government. Government MPs who support cycling will need to be supported and encouraged.

The good news is there are 18 cyclists in the government (another 16 on the cross benches), and that Nick Smith, National's strong voice for the environment, has that portfolio to manage. Mind you, he also has to manage the Climate Change portfolio, potential changes to the Resource Management Act and to ACC — all likely to be time consuming; and ACT seems to have exacted from National the chance to review the science of the IPCC within NZ's select committee process. Infrastructure, a new policy area that has implications for transport, has gone to Bill English. And of course there

Letters to the editor

Dear Editor;

It is hugely mistaken to claim that *compulsory helmets have 'caused' a decline in cycling in NZ*. I am sceptical about statistical 'evidence', preferring personal experience.

The period of compulsory helmet use coincides with vastly cheaper cars; more congested roads and higher urban vehicle speeds, plus a lower drinking age and increased drink driving.

The argument that *...most cycle impact accidents are with the flat roadway and helmets don't add much protection...* ignores kerbs and vehicle impacts. I was concussed but avoided serious injury when my front wheel locked at low speed throwing me over the handlebars, hitting and cracking my helmet on the kerb.

On an earlier occasion, I was first on scene after a low speed collision between a turning car and **helmetless**

is Health, Transport, Education, all with implications for cycling. It will be interesting to see what policy National does in fact have — we've heard very little on the campaign, and there is little on their web site.

The world financial crisis will impact on our advocacy work too. It may result in more people looking for cheaper forms of transport. It may mean less money available for changes to foster more people cycling safely, on both local and national levels. However it could be that cycling is part of the infrastructure that the government plans to borrow and invest in, to tide us over the recession. We need to be in there, keeping the issues clear and explicit while the thinking and decisions are being made.

Cheer yourself up with the Cycle Friendly Awards; the full descriptions of these inspiring projects are on the CAN website. Take this opportunity to sign up on our web site (all welcome).

And have a read of the CAN Do articles in this issue. There are lots of good things happening for cycling in New Zealand!

Miriam Richardson ■

cyclist. The cyclist was thrown several metres — landing on the **roadway**, apparently fracturing a femur, and still unconscious 20 minutes later.

In my experience of falling heavily on the road many times I have never experienced *whiplash neck injury* from the weight of the helmet.

Helmet use should not be a personal choice for children, or anyone using publicly funded emergency services and medical care - at least for head injuries.

Helmet advocates are no more of a self-selected group than helmet opponents.

Outside of CAN, the commonest reasons given why people seldom cycle are traffic density and speed, not wearing helmets.

Simon Miller
(cycle commuter 40+ years)
CAW member

This correspondence is now closed.

Summer cycling: the pleasure and possibilities of cycling in NZ

Next issue; submit by 21 Jan.

Photos: Set your camera to 1024 x 768 pixels or more, and keep them at **good/better quality**.

This will be the issue to pass on to your non-cycling friends to inspire them to get on a bike.

Due out 16 February, in the middle of Bike Month.

CAN: Cycling Advocates Network

PO Box 6491, Wellesley St,
Auckland, New Zealand.

Tel 04 972 2552

secretary@can.org.nz

www.can.org.nz

Chainlinks

ISSN 1175-9364

chainlinks@can.org.nz

Editor: Miriam Richardson

Contributions manager:

Stephen Wood

Next Quarterly Issue: February

Contributions by 21 January

Email content to:

chainlinks@can.org.nz

Pictures: 1024x768 pixels preferred

Advertising: patrick@can.org.nz

Webpage

can.org.nz/chainlinks

The views expressed in Chainlinks are not necessarily those of CAN.

CAN receives financial support from



Cover photo: Photo from the
CANterbury ride

©2008 Gaz Sanvicens

ISSN 1175-9364

CANDo bike loan and airport pickup service

Steven Muir

Airport pickup by cycle, bike loans for commuting and field trips, and for the 2-day Little River Rail Trail after the CAN Do. Steven Muir demonstrates how you CAN DO in Christchurch.

In October 2008, 56 cycling enthusiasts gathered for the Cycling Advocates Network CANDo conference in Christchurch, which included some field trips by bike. Steven Muir coordinated the bike loan to enable those without bikes to participate in field trips, commute around the city and go on the Little River Rail trail two-day excursion that followed the conference. Steven also offered an airport pickup service using his tandem and bike trailers that he produces himself.

There were eighteen people expressing interest in a bike loan and so the first task was to locate suitable bikes, which wasn't too hard. Two local Spokes members were away for the weekend and were happy to loan their families' three bikes. Steven and his neighbour Nigel made up the rest of the numbers from their extensive collections of bikes.

Getting the bikes

The first problem was how to transport the bikes to Steven's house, to be later handed out to delegates, preferably without using a car. Steven managed to do this by mounting the three bikes on his large size trailer, bolting the front forks to three sets of bent, threaded rod. Being the first time that Steven had carried more than one bike on a trailer, it took about twenty minutes of fiddling around, removing front wheels, getting them mounted securely, as well as locating as many lights and locks to accompany them as possible. The setup worked extremely well and Steven took them 7 km or so back to his house without too much effort, though the pace was a bit on the slow side to avoid any potential accidents with the valuable and somewhat top-heavy cargo.



Three bikes being collected by bike trailer using a bent threaded rod bracket to secure the front forks.

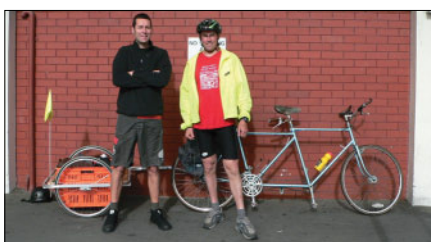
The airport pickup

The next piece of action happened on the way to the digital strategy hackfest on Friday morning with the meeting starting at 9am. There were three people arriving on the 9.25am flight from Wellington, two of whom (Thomas and Pete) were concerned that they were running late and so turned down the offer of a bike pickup and opted for a taxi. Nathaniel, on the other hand, accepted the ride into town on the tandem, with luggage in one of Steven's trailers. All passengers emerged from the airport terminal about the same time, and Steven and Nathaniel waved to the others as they set off into a slight head wind along the relatively uncongested, 60km/hr Memorial Ave route into the Central City, expecting to be overtaken by the taxi at any moment.

Twenty-four minutes (approx. 11 km) later the tandem pulled in to the Twisted Hop café/bar where the digital strategy meeting was being held, and were pleasantly surprised to see they had made it there first, beat-

continues p 8e

Nathaniel and Steve about to leave the airport on the 'Clean Green Limousine' featuring one of Steven's own trailers.



Highlights this issue

Catching up from last issue we have

- Election results and their implications for cycling p4.
- Winners of the Gemini Cycle Friendly Awards p12

Reports back from CAN Do in Christchurch

- Bike pickup from the airport p3
- The organisers' view p9
- The Aucklanders' report p8
- Getting people loan bikes for the rides p3
- Technology helps with the numb bum on the Little River after CAN Do ride p9

Getting inspired:

- The Digital Strategy p15
- Sustrans: getting people out of cars in the UK p5

Find out what's been happening in New Zealand (p7), in local groups (p16), in the government (p4), overseas (p6), and on the web: virtual bikes for sale (p19).

Contents

- 2 Editorial
- 3 CAN Do bike loan and airport shuttle
- 4 Government news
- 5 Sustrans
- 6 International snippets
- 7 New Zealand roundup
- 8 Aucklanders at CAN Do
- 9 Yes we CAN!
- 9 To Little River and back and no numb bum
- 11 Marketplace
- 12 Cycle Friendly Awards
- 12 CAN news and prof le
- 13 New staff for CAN
- 13 Farewell to retiring CAN Chair
- 14 CAN updates
- 15 The Digital Strategy
- 16 Regional groups
- 17 Join CAN
- 19 2009 Dates
- 19 On the web

Government news

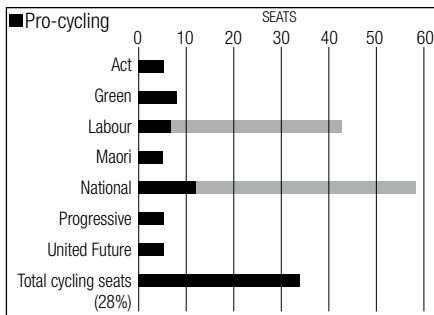


Pro-cycling seats in parliament

This summary shows the number of pro-cycling seats by party (dark bars) and the total number of seats.

This is provisional pending the official results.

Seats 9 Nov 2008



The summary shows pro-cycling MPs total 34. These include National (12), Green (8), Labour (7), Maori (5), Progressive (1) and United (1). These 34 seats total 28% of all seats in Parliament.

In combination National, Maori, Act and United total 18; Labour, Green and Progressive total 16 seats.

NZTA meeting report

Patrick Morgan and Robert Ibell had CAN's regular monthly catch-up with NZTA staff in November. There are quite a few things of interest to report:

Notes on points 1, 2 and 3: <http://tinyurl.com/NZTA-nov08>

1. Driver training/licensing & the Road Code

As a result of our meeting with Annette King and Harry Duynhoven in September on our Nine Point Plan for Cycle Safety, Jim Furneaux, NZTA's Manager of Driver Licensing Stand-

ards joined us to give NZTA's response on our request for greater consideration of cyclists in driver instruction, driver licensing and in the Road Code.

Briefing notes issued by MoT/NZTA are on the CAN website at <http://tinyurl.com/5pj3t>.

2. Share the Road

Notes on NZTA's response to our call for a national Share the Road campaign are also on the CAN website (references as above).

3. Legal issues

Cyclist priority over side roads & burden of proof.

4. NZTA walking & cycling team

Ian Appleton has moved out of the walking and cycling team at NZTA, leaving Jason Morgan and Gerry Dance as the only two staff in this area. Staff will know where they're placed in the new organisation in the next few weeks, and it's hoped that someone will pick up the walking and cycling stuff that Ian was doing.

5. NZTA regional education advisors

After Natalie Hazelwood's presentation to the CAN Do in October a couple of CAN groups have tried to engage with regional education advisors at their regional NZTA offices, only to be told that their 'assist and advise' role only relates to Approved Organisations. I raised this with Gerry and Jason who tell me that this is not the case, and that the education advisors will be reminded that they are also to liaise with community organisations, including user groups.

6. Professional walking & cycling network

We asked whether any professional networks had already been set up for people working in the area of sustainable transport. Apparently there is an e-mail group set up by Local Govt NZ (<http://tinyurl.com/localgovt-maillist>) which may be open to people in the private sector and organisations like CAN. This group is currently pretty inactive, and we offered to help NZTA

identify some people who can help to stimulate and moderate discussions in various areas. The USA has an excellent professional network, which can be found at <http://www.apbp.org>

7. Economic case for walking & cycling

NZTA are embarking on a research project to build the economic case for more walking and cycling in NZ. They are about to issue a Request for Quotation.

8. Modelling software

NZTA are in the process of developing an online photographic collage and multimedia resource package to enable people to model or demonstrate transport solutions or options through videos, photos or maps. This could be an extremely useful tool for CANners.

9. Economic Evaluation Manual

We briefly discussed the concept of a National Cycle Network and how one might develop the case for it. NZTA have an economic modelling tool available that can help with this. The link to the Economic Evaluation Manual software is <http://tinyurl.com/LTNZ-EEM>

NZTA may be able to provide training for a small group of CAN members.

The National Cycle Network idea could be a useful one to catch the attention of the new government. It may need to be presented in a way that shows the overall vision but also identifies some key sections that could be tackled first up.

10. Footpath & shared foot/cyclepath survey report

NZTA have just published a report giving results from a survey about pedestrian footpaths, and shared footpaths/cycleways which was conducted with some territorial local authorities between 30 April and 30 May 2008. It's available at <http://tinyurl.com/NZTA-survey08> (Word doc). ■

Sustrans

From being, in one employee's words: 'eight people working out of a shed with good ideas' back in '95, they now have 2,500 volunteers, 270 paid staff, and £26 million (70m NZD) annual income.

The founder has been given a CBE. Their aim is to get people out of cars and into more sustainable forms of transport. They are well known and popular, and the cycle network they have created passes within 3 km of 75% of people in the UK. They are Sustrans.

Living in the UK, and intrigued by this buoyant charity, I decided to visit Sustrans's head office in Bristol. It wasn't so hard to find. By day, employees' bikes are chained to every inch of the cast iron fence outside.

The first aspect of their work I learned about was the National Cycle Network (NCN) which consists of both custom-built infrastructure and disused railway corridors and links many of the cities of the UK to each other. On a Sustrans route, a multitude of blue signs guides you along bike paths and quiet or traffic calmed roads in an unbroken link through countryside and city alike. If someone knows just one thing about Sustrans, it will probably be the Network. But Andy Wishart, the director of the NCN, is keen to stress that his project is a major branch of the Sustrans tree, not

A selection of Sustrans projects

- National Cycle Network: the flagship network of routes across the country
- Connect2: the extension of the NCN, focusing on bridging barriers to walking and cycling in the urban environment
- Travel Smart: Sustrans officers provide door-to-door personalised information to the public about their sustainable transport options.
- Bike it: active, intensive promotion of cycling in schools.



Early morning journey to school & commuters on traffic-free greenway, Bristol & Bath Railway Path.
© J Bewley/Sustrans

the trunk: Sustrans has a portfolio of many separate yet interrelated projects (see text box).

One of the most exciting of these is Bike It, in which a Sustrans officer works full-time promoting cycling in four schools. It's proved to be a successful intervention: the percentage of children cycling to school rises generally from under 1% to a sustained level of 12–14%.

Andy believes the kids are key. "What we are reaping at the moment is the lost generation of people who didn't cycle when they were children. People who are now the car drivers in the UK didn't cycle in the 80's and nineties. And all the evidence shows if children learn the habits, they will carry that on."

Sustrans's family-friendly approach does not escape criticism. Some say that the NCN routes are too focused on segregating motorised and cycle traffic, and cyclists are ushered off roads onto less direct routes, when they should be asserting their right to the road. Spokesperson Matt Davies sees this view as utopian. "People gain confidence on the NCN and then may move on to 'reclaim the open road.'"

Sustrans has a history of public acclaim — back in the 90's, the NCN won an award for the public's favour-

ite 'Millennium Project' after they delivered twice the length of cycle routes they first proposed. Connect2, one of their latest projects to improve cycleways in urban areas, comprehensively won a public vote (televised in Pop Idol style) against four other major charities for the allocation of £50 million. They attracted some media attention (and the wrath of beaten

'the work that we do makes people from the health sector talk to people from the transport sector or the education sector.'

finalist David Bellamy) for the fact that Sustrans encouraged its supporters to vote in the three ways available, not just one. There is evidence, however that all the finalists used such a strategy. In any case, there's no doubt that Sustrans has an impressive level of public support.

So what lessons can Kiwi cycle advocates take from the success of Sustrans? Of course we can't simply import templates. The UK, among other things, lacks real mountains, NZ lacks a certain population density, lottery money distributed in huge chunks, and a bunch of rail corridors made redundant in the 60's. So is there anything of Sustrans's approach we can emulate in New Zealand?

One of the strengths of Sustrans seems to be their ability to 'cut across vertical silos'. Andy: 'what we've found is that the work that we do makes people from the health sector talk to people from the transport sector or the education sector.'

continues back page

International snippets

Bike-Thru window banking

The drive through windows at fast food restaurants and banks are being augmented with ride throughs in the USA. See it in action at a bank (with complimentary water; a nice touch) <http://tinyurl.com/bike-thru> (video 1:00)

Cycles in Africa



www.flickr.com/groups/africanbicycles/

One of many ways Big Bodas are currently being used in East Africa <http://tinyurl.com/5ggugo>
©2008 Ed Lucero photographer

Earning money by cycling

Project Peak Hour for Cyclists : Anyone cycling to work from Zaandam or Amsterdam Noord, in the Netherlands, in the last week of September, could earn €5.00 a day. This was a special campaign week to draw attention to cycling as an alternative to commuting by car as well as to stimulate people to actually use their bicycles. <http://tinyurl.com/6cvhlu>

London

London's new mayor is a cyclist, but his first moves in office have not endeared him to the cycling or Green contingents. The mayor has overturned the fundamental philosophy that the needs of buses, bicycles and pedestrians must be placed above all else (<http://tinyurl.com/londonmayor1>). He has ended proposals for introducing an anti pollution/congestion CO₂ charge on motor vehicles (<http://tinyurl.com/londonmayor2>), and has agreed to allow motorcycles to share the bus lanes (<http://tinyurl.com/londonmayor3>), a privilege previously extended only to cyclists.

His comments on cycle helmets also draw mixed responses: "As for cycle helmets, we should be allowed, in our muddled way, to make up our own minds. Sometimes we will go for hatless, sun-blessed, windswept liberty; sometimes for helmeted security.

The important thing is that we assess the risk, we make the decision, and be it on our own heads — or, in the case of my helmet, sometimes not." (<http://tinyurl.com/londonmayor4>)

A couple of weeks ago, a frustrated London commuter filmed a stretch of his ride to work and stuck it on YouTube. (<http://tinyurl.com/londonmayor5>)

It is not the most gruelling journey, but this is the very stretch of road where father-of-two Nick Wright ended up killed by a lorry just days before the footage was shot. And with so little space for cyclists, it's easy to see how that kind of accident could have happened.

More on Haute Couture helmets

Last month's item on fashionable cycle helmets sent Liz Mikkelsen investigating.

From the internet I sourced where the helmets could be purchased and came up with this list: Denmark, UK, Ireland, Germany, Switzerland, Spain and Italy. On the website you can see how they are fitted (www.yakkay.com). Since I have a sister in one of the towns where the helmets can be bought, I charged her with sending me more information re these very smart helmets. So here it is:

The helmets are comfortable and very smart looking. The cost in Denmark is: d.kr. 599 for the helmet and d.kr. 299 for the different types of hat to go with

them. (respectively about NZ \$170 and NZ \$85). The helmets and hats are of Danish design and produced by a Danish firm, but she thought they may not be "Made in Denmark" due to high labour cost. Compared to the cost in Denmark of a normal helmet about NZ\$ 115 this does not seem to be over priced.

It would be good to see our very innovative kiwis create our own fashionable version.

Cycling at 106 in Vienna

Being hit by an inattentive car driver at an intersection brought a 106 year old woman into the news in Vienna. She suffered only bruises, and her identity has been kept secret, so that's all we know!

Peace pedallers since 2002

Rent or borrow one of their bikes and join Jamie Bianchini and Garryck Hampton riding their tandem-single mountain bikes ("Tangles") from Brazil to Alaska in 2009. For 2 weeks or 2 months, part time Peace Pedaling with this travel-savvy pair is an experience you will never forget, they tell us. [But not, I think, on the bike pictured below. Ed.] peacepedalers.org ■



A 24-carat gold-plated fixed gear bike studded with more than 600 Swarovski crystals by Scandinavian design firm Aurumania (£65,000). Add £4,000 for the gold-plated wall mount.

NZ Roundup

The Great Harbour Way



A group of walkers prospecting the seaside route between Petone and Wellington

The economic justification of cycle tourism

Otago Central Rail Trail Economic Impact & Trends Survey 2008

Find out how the Rail Trail impacts on the businesses and communities it goes through. <http://tr.im/13zo> pdf 748kb

<http://www.centralotagorailtrail.co.nz>.

GETACROSS Auckland Harbour Bridge

The Getacross Campaign has over 10,000 supporters online, but getting the project included in the Regional Land Transport Programme (RLTP)

for assessing against other walking and cycling projects is seemingly impossible. It is very disappointing at this 11th hour that such a basic issue as the right to submit a project to the RLTP is being debated and tossed around between the three key bodies — the Auckland Regional Council (ARC), Auckland Regional Transport Authority (ARTA) and NZ Transport Authority (NZTA).

Cycle Action Auckland is vitally concerned to ensure the public interest is served by putting the bridge project into the RLTP, to ensure the public transparency and accountability this project deserves, plus a means to progress a funding decision if the project is adopted in the RLTP.

But –amazing progress has been made! Mike Lee, Chairman of the Auckland Regional Council has challenged the NZTA to open one lane of the Auckland Harbour Bridge to walkers and cyclists on the weekends and public holidays. If a judgement not to add the walkway and cycleway is being based on the cost relative to projected demand by walkers and cyclists, then this 3 month trial proposed for the summer offers a wonderful opportunity for Aucklanders and visitors to prove that 'if you put it there, people will use it'. ■

There has been a groundswell of support from local authorities in the Wellington Region for the Great Harbour Way, a cycling and walking route around Wellington harbour (greatharbourway.org.nz). Fifty people attended a public meeting in October that called for the route to be adopted as part of the regional cycling and walking network, and for urgent action to be undertaken to fix the gap between Petone and Wellington, preferably with a new cycle/walking path on the seaward side of the rail line. The existing inadequate track is squeezed between the rail line and the highway.

Following this meeting, and submissions to Wellington City Council and the Greater Wellington Regional Council, WCC has included the Great Harbour Way in its submission on the Regional Cycling Plan, and the Regional Walking Plan includes investigation of the Petone-Wellington link in its actions.

The Great Harbour Way is being promoted by a coalition that includes Cycle Aware Wellington, Living Streets Wellington, and Hutt City Rotary Club who are keen to develop the route, building on their experience in implementing the Hutt River Trail.

While it will still be some time before the gap is fixed for cyclists and walkers the prospects are more hopeful than they have been since the original cycle path was allowed to deteriorate in the 1970s.

Cycling participation survey in Dunedin

Carla Jellum has a summer studentship to examine cycling participation in a sample of Dunedin households — she will be looking at what equipment people are using; expenditure on cycling equipment and activities (e.g.travel); concerns regarding access and cycling safety within Dunedin and wider Otago region; cycle club membership motivations and general demographic data - the household survey will seek data from all household members of any cycling age.

Sustainable transport in Southland

Sustainable Transport Southland is beginning work towards a sustainable transport choices programme to encourage alternatives to private vehicle travel.

The project includes gathering information of existing public transport services, developing a sustainable transport choices programme, and delivering workshops on cycling and walking to work.

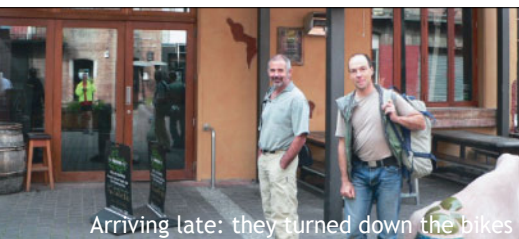
Contact Ken Wuschke, (03) 217 2571 sustainable.transport.southland@gmail.com

Would you like to walk & cycle over the Auckland Harbour Bridge?

Vote "yes" on getacross.org.nz for a healthy transport choice

CANdo bike service *continues from p3*

ing the taxi by a clear five minutes. Thomas and Pete had apparently made a small detour to look at previous places of employment, and then were dropped 50m or so from the actual venue, which slowed them a minute or three, but it still seems a good example of how unexpectedly efficient the bicycle really is in terms of commuting.



Arriving late: they turned down the bikes

After another trip to the airport and back, Steven turned his thoughts to the eleven bikes required after the digital strategy meeting around 4pm. There wasn't time to do four runs using the bicycle trailer, back and forth to the Twisted Hop, with associated loading and unloading times, so the car-free principle was sacrificed, and the bikes were put on a car trailer for mass delivery. This proved to be the most frustrating part of the weekend as the Twisted Hop is on a very narrow street, and the Poplar Street entrance was blocked by a campervan. Steven had to circle the block (avoiding several one way streets) and find another side road to get in, and unloaded in a great hurry, before a traffic parking attendant started glaring at the car and trailer blocking the road. In the end Steven departed with the car and returned on a more practical bike to sort out the lights and locks for everyone.

On Saturday the CAN Do conference started and required a further five bikes to be delivered, which was achieved by biking on one bike, holding the other bike at the side, then jogging the short distance back home to collect the next set of bikes.

This took about the same time as setting up a bike trailer to carry three bikes. Conference delegates then enjoyed a pleasant outing through Hagley Park and Riccarton Bush on their lunch break.

Sunday was the last day of the conference and, while Steven was rounding up all the loan bikes to be returned home on the car trailer, Rory used his tandem and BOB trailer, with Steven's old Dahon folding bike, to accompany three delegates (one with his own bike) back to the airport. Steven dropped another two delegates to the airport later on Sunday, and had another trip to the airport on Monday to retrieve a loan bike from an early morning self-drop-off.

There were a few more bike retrievals on Monday after it became clear who had taken a bike on the Rail Trail and who had left theirs in the conference bike shelter. It was quite hard to keep track of who had which bike, as the initial allocations were all changed when preferences for size, suspension and bike racks all emerged, despite a table of bikes and delegates being kept. One puncture was suffered and resulted in a bike swap also. Eventually all bikes were returned to their original owner, but a foolproof system for tracking who has which bike would be very

a foolproof system for tracking who has what bike would be very helpful



3 travellers for the airport: Rory securing the baggage for three people to the BOB trailer.

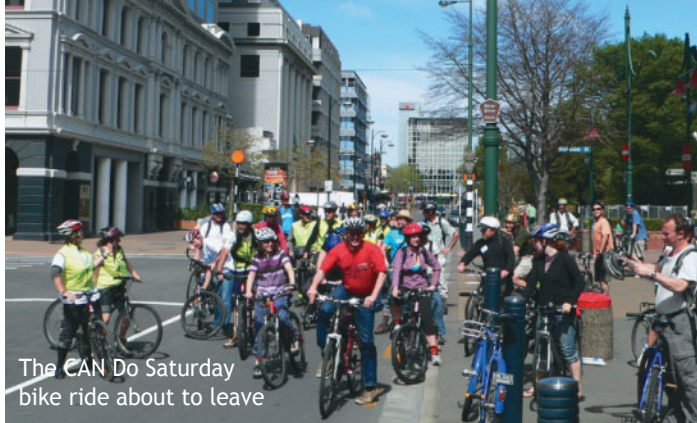
helpful for anyone considering such a scheme for another conference. All in all, it was a fair bit of work, but much appreciated by those who received a bike and so well worth the effort. ■

To get one of Steven's bike trailers contact him by email thepope@cyclingchurch.org.nz or phone 03 365 8238.

Kitset: \$180 small, \$200 large. Fully made trailer +\$140 for wheels.

Trailers in your region

Steven is looking for people with an engineering bent and access to a tube bender to produce and sell these trailers in their own region. ■



The CAN Do Saturday bike ride about to leave

Aucklanders at CAN Do

Barb Insull & Barb Cuthbert

CAN Do: Four enthusiastic Cycle Action Auckland committee members attended the CAN Do in Christchurch and loved every minute. By the end the whole national scene/big picture had fallen into place.

Immaculate preparation characterised the CAN Do! Bikes were lent if we needed them, the meetings were held in some of Christchurch's most beautiful heritage buildings, delicious healthy food was provided almost continuously and the Cycle Friendly Awards were an event of true drama!

After the weekend conference twelve of us rode off along the Little River Rail Trail into a bike-stalling headwind to our Okuti Garden Eco Stay. After a divine home-cooked meal we fell into cosy beds at our a gorgeous organic retreat — some in caravans, some in a yurt or a house truck. The fit ones biked home over the Port Hills while the rest of us returned in more leisurely fashion along the rail trail. We never heard whether Robbie from Hamilton made it back, in the dark, cross country, the same day! Guess we'd have heard if he hadn't!

There was a great sense of camaraderie at CAN DO and we all left feeling we had friends in all the other local groups and CAN exec. There have been quite a few emails back and forth continuing topics brought up in conversation at the conference. We are keen to organise some 'sub-regional meetings' for the upper North Island.

We will all be returning to CAN Do next year — and bringing a few more along with us. Another digital workshop and 2 day ride please! ■

Yes we CAN! CAN Do 2008

Christina Burns

The 2008 CAN Do was a success. With attendance at a record level, feedback was very positive and the weekend went like clockwork.

The CAN Do is the annual meeting of members of the Cycling Advocates Network (CAN). This year's CAN Do was hosted by Christchurch at the Our City venue on October 3–5, 2008. 56 members attended, with 18 local groups represented.

The CAN Do opened with the Hack-fest. The all-day workshop showcased how groups can use the Digital Strategy and the new CAN website to their advantage. This included setting up their group's web space.

The Gemini Cycle Friendly Awards celebrated national and local cycle-friendly initiatives. The Hon. Lianne Dalziel hosted the awards. The ViaStrada website has made the awards presentation available (pdf 3.8mb). With CAN chair Robert Ibell stepping down, CAN's AGM voted for a new executive. Glen Koorey and Axel Wilke were elected as co-chairs. This marked the end of Robert's 3-year term as chair.

The CAN Do is a space to share ideas and knowledge. Session topics included relationship building, successful campaigns, funding for cycling projects, submissions, and membership. There was also discussion on how CAN and local groups can best work together. 18 local groups presented their successes and challenges of the last year. Notes are available on the CAN Do 2008 webpage (can.org.nz/2008-can-do). Cycling field trips throughout the weekend allowed attendees to see the cycle infrastructure in Christchurch. Bike loans and an airport pickup service were generously provided by Steven Muir. The CAN Do came to a close with a two-day ride on the Little River Rail Trail. This was the perfect opportunity to see the countryside and explore Banks Peninsula. Thank you to all who attended and had a hand in making this event such a success. ■

To Little River and back with no numb bum!

Gaz Sanvicens

Last autumn my enjoyment of the Rail Trail was marred by a numb bum. This year, with a new saddle, it was a different story.

The Little River rail trail is a linear narrow off-road cycle/walking track in Canterbury which used to be a narrow gauge single track railway line. There are fabulous vistas and many wildfowl — White Herons, Spoonbills, Canada Geese, Black Swans, Pied Stilts to name a few of the ones spotted.

Last autumn some members of the CAN executive and staff rode the trail to the CAN 'Exec away' week-end held in Te Oka on Banks Peninsula. However, my enjoyment of the ride was marred by a progressive numbness creeping over my bum and groin area. The numbness was relieved with temporary halts and shifting around in the saddle.

Fortunately a member of CAN's staff shared a magazine article extolling the virtues of the Moon Saddle as a solution for numb bum. The article had some web links which I followed up on my return home. In addition, I explored the web by doing a Google search on 'cycling numb bum'.

Different saddle designs have been proposed from the radical 'no nose' crescent moon shaped Moon Saddle to exceptional cut outs. I already used a cut out saddle made by Topeak, but the softness of the gel was still uncomfortable even though I wore Ground Effect Juggernaut Softail liners.

Others had tried to solve the problem by setting up their bikes with sloping saddles. However, I tried that first



and it only put more weight on my knees (with potential for damage) and numbness in the palms of my hands, even though I wear Specialized Body Geometry gel padded gloves.

In addition there were health related articles on the numb bum issue with concerns over trapped nerves and reduced blood supply (due to crushing the soft tissue of the groin). This could result in exacerbating pre-existing, or causing the onset of, prostate problems in men as well as sexual dysfunction for both men and women!

The Moon Saddle and variants with 'no nose' were of concern since there was nothing to tuck one's thigh into on a downhill to prevent sliding off sideways. Also the makers recommended a sloping saddle set up, which would only put more pressure on the knees and palms of the hands.

The saddle I found that really impressed me was the Italian Selle SMP saddle, designed by urologists, who had done excellent medical physiology research on the interaction between the saddle, different rider positions and the pelvic bone and soft tissue areas of the groin. This saddle, as can be seen from the photos, has a huge cut out and firm narrow rails on either side to provide support only to the pelvic bones.



I emailed the manufacturers in Italy who replied instantly informing me of their agent in Howick, Auckland. I was amazed when the agent advised saddles were in stock at my local bike shop, Hot Cycles on Long Drive, St. Heliers! (I note these

TIFOSI® 2009

Forza FC™ Matte Black >>
Featuring AC Red Lens

RRP
\$49.90

For Single Lens Models



<< Envy™ Metallic Silver
Interchangeable Clear,
Smoke, & AC Red Lenses

RRP
\$109.90

For Interchangeable Lens Models



Check out www.tifosioptics.co.nz to locate
your nearest Tifosi stockist

 **TIFOSI**
Enthusiastic Eyewear™

can now be bought
on-line via their
updated web site).

Hot Cycles did a
saddle fit and bike
set up. The saddle
was fitted by sit-
ting on a piece of
memory foam that left an imprint of where the pelvic
bones are from the pressure indents in the foam. By
measuring the distance between the centres of these
pelvic bone impressions in the foam, they were able to
gauge the exact saddle size for me.



From the wide selection
of different saddle mod-
els, I chose a Selle SMP

<http://tinyurl.com/jimlanglely>
<http://tinyurl.com/sellesmp>

Pro saddle with firm padding over the side rails and
rear which is much more suited to recreational riders.

The bike set up was done by observation of my riding
position and adjustment of the handle bar height (so
that the riding position was slightly more upright from
the previous more downward position). The result was
a firm saddle, which took some getting used to, but
with no pressure on the groin, knees or palms of the
hands and greater pedalling power!

Having ridden around Auckland and the waterfront on
Tamaki Drive for a couple of months on mainly short
10 –20 km rides, I have experienced no problems with
numbness in my bum or hands. Wow that was great!

However, I realised the “acid test” would be re-riding
the Little River rail trail, wearing the same Ground Ef-
fect Softtail liners. That opportunity came following the
CAN Do in Christchurch with the CANterbury Ride
to Little River.

The result — I am a really happy bunny! No numb bum
or hands! The ride this time was so enjoyable despite
the strong NE wind gusting sideways, and head-on at
times, and a grunt back on the Summit Road over the
Port Hills.

As with many things in life we “get what we pay for”!
The Selle SMP Pro saddle may be considered expensive
(at around \$300) but so worth it in order to enjoy long
distance rides and cycle touring again. KPO — Keep
Peddling On! Happy cycling! ■





CUSTOM CYCLE CLOTHING



THE ULTIMO ADVANTAGE

Best custom clothing in NZ + Stand out designs

- + Fast delivery + Low minimums
- + Value pricing + Free sizing samples
- + Printed proofs + Exceptional quality
- + Superb service + Supporting local events
- + Tested by elite athletes



W www.ultimoclothing.co.nz
E sales@ultimoclothing.co.nz
P (04) 568 6293



Market place



\$45/\$55
Sizes: S M L



Reflective pack cover
\$25/\$35

Spacemaker \$15/\$25
Hinged to fold when parked



Prices

Member / Non member

Three ways to order

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

Gemini Cycle-Friendly Awards 2008



The Minister of Commerce, the Hon Lianne Dalziel, presented the awards to the winners and finalists.

■ Avanti Award for Best Cycle Facility Project: New Plymouth District Council for Foreshore Coastal Pathway.

FINALISTS: North Shore City Council for Lake Road, Devonport - Takapuna Cyclelane; NZTA, Nelson for Atawhai Off-road shared cycleway/walkway.

■ NZ Transport Agency Award for Best Cycling Promotion: Tauranga City Council for Kids Can Ride — for life.

FINALISTS: Manawatu TriAthlon Club for Manawatu TriA Club's Summer Series for Adults & Kids; Selwyn District Council & partners for Selwyn Mayoral Cycling Challenge.

■ NZ Transport Agency Award for Cycle-Friendly Commitment by Business: Bike Central for Cyclist Services/Facilities at Britomart Transport Centre.

FINALISTS: Cycle Tour Operators New Zealand for Group formation & "Sharing the Road" protocols; Nextbike for Nextbike – Public bikes.

■ ViaStrada Award for Cycle-Friendly Commitment by a Public Organisation: NZTA for Bike Wise Week.

FINALISTS: Dunedin for Share the Road in Central Otago and Queenstown; NIWA for cycle friendly culture and support

■ Boulter Consulting Award for Cycling Champion of the Year: Robert Ibell — Chair of Cycling Advocates Network.

FINALISTS: Bevan Woodward - Chair of Cycle Action Auckland – Getacross Auckland Harbour Bridge; Graeme Lindup, Chairman of the North Taranaki Cycle Advocates. ■

Read about the projects:

<http://tinyurl.com/cycle-friendly-awards>



CAN in the media

- Cycle to your polling booth on voting day! (1 Nov)
- Cycling advocates call for full review of cycle accident at the K2 Cycle Challenge. (1 Nov)
- Government by National threatens cycling. (25 Oct)
- Cycle helmet safety regulations questioned. (22 Oct)
- Cycling stirs up pre-election agendas. (18 Oct)
- New executive team for CAN. (4 Oct)
- Gemini Cycle-Friendly Awards winners announced. (1 Oct)
- Cycling advocates call for cyclists to vote 'with their wheels.' (28 Sept) ■



CAN Co-Chair Glen Koorey (right) recently visited sustainable transport expert Todd Litman (VTPI) in his hometown of Victoria, Canada. Glen will tell us more about his trip to the Pacific Northwest (and the 2008 ProWalk-ProBike conference) in the next issue of ChainLinks.

Glen Koorey

CAN Co-Chair

Hi, I'm Glen Koorey, one of CAN's new Co-Chairs. Those of you who've been around CAN a while will know that I was previously on the CAN Exec until 2005. Since then, I've been doing my best to avoid a lot of cycling advocacy work, mainly because of the small matter of a PhD in highway safety that I'm trying to finish. With the prospect of thesis completion now looming, I've been enticed to come back and help out with CAN again. Axel is currently looking after things in CAN for the next half-year or so, after which I will take over the reins (thanks, I think).

Away from CAN, I'm a lecturer in transportation engineering at Canterbury University - this comes in pretty handy for dealing with cycling issues (and promoting the right stuff to our future budding engineers)! And when that isn't enough work, I can count on my wife and four kids to keep me busy. ■

\$\$ available for local groups

See feature box on page 15.

The new CAN exec

At the AGM on 4 October 2008, Glen Koorey and Axel Wilke were elected as co-chairs to replace Robert Ibell, chair for the last three years.

"We are very thankful for Robert's fantastic leadership over the last three years, and are glad that he has made himself available to continue on the executive", Wilke said.

Adrian Croucher and Liz Mikkelsen were confirmed as secretary and treasurer, respectively. Last year's executive members Andrew Macbeth, Jane Dawson, Robert Ibell, Gaz Sanvicens and Graeme Lindup will also continue. Christine Cheyne and Bevan Woodward were welcomed back after a break, while Anne Fitzsimon is new to the executive.

Stephen McKernon and Illona Keenan retired from the executive, though Illona has since been co-opted back on following a change in circumstances. Magdalena Lorenzo has also been co-opted on, and Andre Cymbalista will be similarly coopted soon. ■

Contact CAN

- **Chair**, Axel Wilke and Glen Koorey, chair@can.org.nz
- **Deputy Chair**, Illona Keenan, illona@can.org.nz
- **Secretary**, Adrian Croucher, secretary@can.org.nz
- **Treasurer**, Liz Mikkelsen, treasurer@can.org.nz

STAFF

- **Networking Project Co-ordinator**
Patrick Morgan, patrick@can.org.nz
Wellington: 04 385 4967 / 027 563 4733
- **Networking Project Officer, South Island**
Fiona Whero, fiona@can.org.nz
Christchurch: 03 366 2645 / 027 449 1845
- **Networking Project Officer, Upper NI**
Anne Gummer, anne@can.org.nz
Auckland: 09 378 0953 / 027 449 1848
Tues–Fri 9am–2.30pm
- **CAN Administrator**
Claire Metcalf, claire@can.org.nz
Wellington: 04 385 4967
- **Digital Strategy Coordinator**
Andre Cymbalista, andre@can.org.nz
021 773 839

SOME EXECUTIVE ROLES

- **Membership secretary**,
Adrian Croucher, membership@can.org.nz
- **Email & DNS Server Administrator**, Thomas Schwarz, thomas@can.org.nz
- **Media & marketing co-ordinator**,
Stephen McKernon, media@can.org.nz

OTHER CAN ROLES

- **e.CAN editor**,
Adrian Croucher, secretary@can.org.nz
- **Chainlinks editor**,
Miriam Richardson, chainlinks@can.org.nz
- **Chainlinks contributions manager**,
Stephen Wood, chainlinks@can.org.nz
- **Mailouts co-ordinator**,
Ritsuko Ogawa, mailouts@can.org.nz
- **Merchandise co-ordinator**
Karen Hunn, shop@can.org.nz
- **Awards co-ordinator**,
Gaz Sanvicens, gaz@can.org.nz
- **Cycling Conference Committee Chair**
Magdalena Lorenzo magdalena@can.org.nz

WORKING GROUPS

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

MORE

For the full list of CAN roles:
can.org.nz/can-roles
Contact CAN: can.org.nz/contact

CAN staff profiles

Christina Burns CAN Intern

Christina came all the way from Canada to work with CAN. Yes, she does love maple syrup!

Her 12-week internship is part of her university studies in environmental politics.

Some of you may recognize her from the CAN Do. In addition to help at that event, Christina is updating the Local Advocacy Group Handbook, setting up a permanent internship programme, assisting the start-up of Hutt Cycle Action, and updating the website.

Christina is a new commuter cyclist. She says learning to cycle in traffic for the first time, on the other side of the road, in Wellington, has been heaps of fun. She would like to thank Marilyn Northcote for kindly lending her a bike during her time here.

Her internship continues until Christmas. Christina is already sorry to be leaving New Zealand, but hopes to return after finishing her degree in Canada.



Claire Metcalf CAN Administrator

Claire is a new addition to the Wellington CAN office. She works part-time as administrator extraordinaire and is always ready with a smile.

A few things you should know about Claire are:

She loves hot chilli sauce, tractors, hates comic sans typeface. Anyone at this year's CAN Do will tell you she has great skills when it comes to organising events.

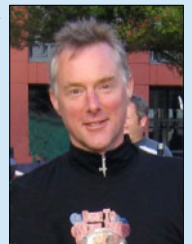
Claire has her own event management business, Infinite Ingenuity. She is also a whiz quiz mistress! She can be found entertaining the crowds at Wellington's Courtenay Arms on Wednesdays and grilling the geeks at the Paramount Movie quiz nights on Thursday nights. Claire's background is in public relations.

Previously she was President of the Student Association at Massey University, Wellington, and the founder of the Massey student radio station, MUNT FM. Claire grieved for her priceless, pink bike when it was stolen recently. If you see "Starlight" on the streets of Wellington, be sure to contact the Wellington CAN office. ■

Staffers wish Robert well – what a great person to work with

Robert Ibell's stewardship as CAN Chair has been fantastic from the staff's point of view. We are glad Robert is staying on the CAN Executive and will be the liaison person between Executive and Staff. Robert was integral to making the Networking Project "work"—helping to manage huge expectations, and exercising democratic but authoritative decision making. His great people skills make everyone feel valued. He's a great listener and provides excellent advice when ideas are bouncing. His "exotic" job of cello player for The NZ Symphony Orchestra (and being a Union delegate) makes him an even more interesting person to talk/work with! Robert's award of Cycling Champion of the Year in the 08 Cycle Friendly Awards, despite Robert's humble acceptance speech, is heartily endorsed by everyone that works with him. We look forward to continuing working with Robert to strengthen user groups' effective participation in transport planning processes. We hope Robert gets more time for himself, Jane, and his career (his paid work that is).

Thanks heaps Robert from Andre, Anne, Fiona, Claire, Christina, & Patrick. ■





deutsche technik
seit 1871

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 

The Digital Strategy

After fifteen months of hard work the Digital Strategy has been implemented, and the development project ended.

As the Digital Strategy moves out of its establishment phase into the main stream this is what CAN has got:

- 200+ users registered on the website, increasing 10 to 15 every week.
- 65+ people trained to add and edit content, either in group workshops or individually.
- 23 groups with a presence on the website, including ten local cycling groups, eight special interest groups, and some internal subcommittees.

How people evaluated the project

Users were given a survey asking them to judge the value of the Digital Strategy and the website for their work as advocates and for themselves.

33 users completed the survey. The responses were very positive. The percentages indicate the number of respondents who valued the following capabilities of this digital initiative.

■ Improved internal (93.6%) and external (83.8%) communications.

■ Helps to organise collective action (87.5%).

■ Fosters participation in local/regional/national transport planning processes (77.5%).

■ A valuable resource for sharing experience and 'best practice' with other groups (81.3%).

■ Enables their group to publish to their website using an easy to use, 'point-and-click' tool ("successful" or "very successful", 88.5%).

■ Enable coordination of calendars, discussions and files in a single, centralized location (80.8%).

■ Increased (63%) and transferable (74%)

personal ICT skills as a result of participation in the project.

■ The training workshops were evaluated as either "useful" or "extremely useful" by 78.9% of respondents.

■ The tutorials and how-to guides were evaluated positively by 72.2%. Technical support by telephone and email, and peer-to-peer was also evaluated positively.

We know that we have something good going on, and we want to share the goodness with more people and more groups.

What's Next

Here are a few recommendations that emerged from the project evaluation:

- Expand the use of the website to more groups.
- Improve the features of the website.
- Support continued learning and capacity building.
- Improve the external communications functions of the website with focus on public relations and building membership.

We will continue to pursue those objectives with more resources from the Digital Strategy Community Partnership Fund. The next funding round is open now, and we have lodged an

Open an account today at the website, and join the conversation too!

Expression of Interest to obtain a grant that will allow us to take the next steps. Additional funding will be advised in June 2009.

Meanwhile, you can count on the Digital Strategy Expansion Team to take your group to the next level in managing your advocacy tasks online.

Digital Strategy Stories

Share your stories about the use of the website or other internet tools to advance cycling advocacy in your community. Every Chainlinks issue you will find something new. To start with read what the guys from Cycle Action Auckland are up to. ■

Cycle Action Auckland

Following on from the success of the Digital Strategy Workshop in Christchurch, at the CAN Do, CAA is keen to explore the capabilities of the new website.

We've established a team of people in our group to develop the website and now we are adding, editing and reviewing content, including our submissions, meeting minutes and calendar. We'll document our learnings as we go so those following in our newbie footsteps have resources to guide them efficiently on their way.

What we've discovered so far is that the website is deceptively simple, in easily being able to add content, yet beneath the surface lies an incredible amount of flexibility and power to tailor and customise, once the necessary skills are acquired.

Over time it's likely we'll build on our humble beginnings to develop our content into a fully branded CAA website. As a lobbying organisation, one of our greatest requirements is effective communication, both within our membership, and disseminating consistent information to target organisations and the public. The easy to use framework arising from CAN's Digital Strategy initiative is well suited to this task. ■

Steve Southall

THE DIGITAL STRATEGY EXPANSION TEAM

It's a group of volunteers committed to support others to use the website. The group's objective is to share knowledge about how to use the website, and develop a series of resources to assist people to explore and utilise all its capabilities.

JOIN THE EXPANSION TEAM!

Expand your local group, or help with documentation and resource development.

We are looking for 6 more team members in the next 3 months. You don't have to be a computer guru to participate.

Steve Southall (team leader):
SteveS@plexus.co.nz

André Cymbalista (expanding the team):
andre@can.org.nz

Richard Sewell (liaising with the community as System Administrator):
rpsewell@gmail.com

Stephen Molloy (Dunedin web):
estephen@viastrada.co.nz

Regional groups

Cycle Action Auckland

The Lake Road Cycleway Project: a Cycle Friendly Awards finalist

CAA is popping corks and toasting Devonport councillors whose staunch and patient work has delivered a great success — a decision by the North Shore City Council to approve work to widen Lake Rd to continue the on-road cycle lane from Jutland Rd to Esmonde Rd. The job is a major, and will include flush median strips, and better road design for buses and pedestrians. The work will start early next year, and take 12–18 months to complete.

Our local elected reps have had to endure a talkfest of nonsense at Council. They have steadily worked their way through the issues, aided by the traffic engineers at the Council, including Kit O'Halloran. Too often Council staff get all the flak and no credit for their professional work, so we owe them our gratitude.

Digital Strategy: For the two IT freaks and the two IT novices, the Digital Strategy Workshop at CAN Do was an extremely useful introduction to a more interactive system that would meet our needs to communicate within the group and with our members. We have a test site up within the CAN site thanks to the long hours put in by Steve Southall and our committee is learning as we go.

Barb Insull & Barb Cuthbert

\$\$ available for local groups

CAN has set aside a fund of \$1500 to help local groups fund activities. This might be public meetings, displays or other events.

This fund has not been fully used up this year. With Bike Month activities coming up in the new year, you may want to apply now to help you run that special event to get more people cycling more often.

The fund is available in \$100 or \$200 lots. Application forms: www.can.org.nz.

Nelson: Bobbies on bikes

Nelson has another first; "Bobbies on Bikes" — no, it's not a misprint, excuse the pun, of "Boobs on Bikes", which I heard a couple of people remark on at the recent CAN Do in Christchurch! This idea was first mooted by Bicycle Nelson Bays and we are pleased to see the project rolled out. We are currently talking to Police about the emphasis on cyclist and pedestrian behaviour. Apparently they plan to target wearing of cycle helmets and cyclist behav-



©2008 Nelson Mail

our on shared paths. We're hopeful the reality of cycling will soon ensure their focus will also include observing motorist behaviour around cyclists and cycle lanes. Although the uniform will mean driver behaviour is modified slightly.

Thanks to our in-house media specialist, Bob, we managed a page 3 large photo and story on motorist behaviour around advance stop boxes and cycle lanes in the Nelson Mail.

During the photo opportunity, I had a great discussion with the photographer who informed me that his wife is 'always telling him off' about drifting



Critical Mass rally in Timaru

into the cycle lanes. He had no idea that it's actually illegal! While we were waiting for a good photo op, I noticed some interesting driver behaviour.

The main people encroaching on the cycle lanes were the older drivers. The younger drivers, driving themselves to school and the like, (it was spitting that morning) had been through driver licensing more recently and appeared to know what to do (or rather what not to do!).

Again, the equal importance on the 3 E's, engineering, education and enforcement must be applied.

Anne Fitzsimon

Squeaky Wheel South Canterbury

Squeaky Wheel has begun involvement in the Timaru District Council's LTCCP review process. We have had two meetings with Council transport staff to discuss the process, the Council's preparations for the RLTP deadline of November 14th, and a wish-list of projects prepared on behalf of cyclists. We are getting the message that while staff are willing enough to put active transport projects onto the drawing board, we need to foster councillors' desire to invest the local share of the funding. One approach to this is to raise the profile of cycling and encourage more cyclists onto the city streets.

A recent cyclist fatality on a local highway prompted Squeaky Wheel to issue a statement regarding the need for safer roads and driver education in the local paper, the Timaru Herald. The result was a front-page article and photo of a cyclist on the highway in question. This has stimulated an ongoing discussion about cycling safety in

the letters columns, along with a series of articles by a supportive Herald reporter.

On October 31st Timaru saw its first Critical Mass. Stimulated by the discussions in the local media and an article the previous day, there was a very good turnout of at least 50 on an ideal, warm and sunny evening (see photo). The riders' progress along the main street attracted a lot of attention, including an intervention by a plain clothes policeman who spotted a rider with no helmet. He went away having learned about exemptions. The Critical Mass, including the helmet issue, became a topic for discussion in the letters to the editor. It has been a chance to clear up a few misconceptions about cycling.

Jon Harris

What's happening in Hamilton

The Wairere Dr. Stage III four-laning is moving ahead at speed with the adjacent off road shared use paths included. The underpass that separated stage II from stage III has now been completed after a long battle with council. This underpass would have been easier and cheaper to construct if it had been included in the original development of stage II. Along the same lines, an underpass crossing this main arterial at the roundabout at the other end may not be included because there is some doubt about the need. Suppressed demand is a very difficult thing to measure. Unfortunately, without an underpass, any cyclists using the off-road path will find themselves confronted with a busy Roundabout

Regional groups continues p18

Join online or clip this form

Join online at 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
Waged	\$30
Family	\$35
Supporting organisations	\$75

Membership fee	\$
Donation	\$
Total	\$
Make cheque payable to CAN	

CAN
Freeport 147092
PO BOX 6491
Wellesley, Auckland

Contact the local group nearest you

Bike! Whangarei

Paul Doherty 09 436 0033
paul@cycletours.co.nz

Cycle Action Auckland

caa.org.nz chair@caa.org.nz
Bevan Woodward 021 1226 040
www.caa.org.nz

Cycle Action Waiheke

Tom Ransom 09 372 3215
ecologic@nettel.net.nz

Hamilton Cycle Action Waikato

Rob Davidson 07 856 5217
rob.davidson@actrix.co.nz

Rotorua Cycle Action

Mark Dyer mdyer@canmaphawley.co.nz

Bike Taupo

Richard Balm 021 919 851
bike@biketaupo.org.nz www.biketaupo.org.nz

Cycle Action Tauranga

Phil Browne 07 544 3123 philip@ksl.net.nz

Cycle Aware Hawke's Bay

Bernie Kelly 06 356 3588
bernandpaula@xtra.co.nz

New Plymouth North Taranaki Cycling Advocates

Graeme Lindup 06 757 2062
north-taranaki-cycling-advocates@ntca.org.nz
www.ntca.org.nz

Wanganui Bicycle User Group

Hadi Gurton 06 345 5048
radiohadi@hotmail.comz

Palmerston North Cycle Aware Manawatu

Julie Dalziel 06 357 6962 can.org.nz/manawatu cycleawaremanawatu@yahoo.com

Kapiti Cycling

Janet McDonald info@kapiticycling.org.nz
www.kapiticycling.org.nz

Cycle Aware Wellington

Alastair Smith 04 972 2552
www.caw.org.nz info@caw.org.nz

Nelson Tasman Bicycle Nelson Bays

Richard Butler 03 539 0355
bnbnelson@gmail.com

Bicycle Lanes in Paradise Golden Bay

Victoria Davis 03 525 9298
moonbow@goldenbay.net.nz

BikeWalk Marlborough

Paul Millen pmillen@xtra.co.nz

Bike West Coast

Jack O'Conner 03 768 0775 027 438 6285
bikewestcoast@yahoogroups.com

Christchurch Spokes Canterbury

Matthew Cutler-Walsh 03 385 6306
spokes_chch@can.org.nz
www.spokes.org.nz

South Canterbury Squeaky Wheel

Jon Harris 03 614 8777
jon.jan@xnet.co.nz

Spokes Dunedin

Dick Martin 03 453 6667
dmartin@ihug.co.nz

Supporting Organisations

Adventure South Ltd
ARTA
Auckland City Council
Auckland Cycle Touring Association
Canterbury District Health Board
Central Otago District Council
Crank It Cycles
Cuthbert Ashmore Consultants Ltd
Cycle Tour Operators NZ
Cycle Touring Company Ltd
Dunedin City Council
Engineering Outcomes
Environment Canterbury
Francis & Cambridge
Greater Wellington Regional Council
Ground Effect
Hamilton City Council
Herriot & Melhuish Architecture Ltd
Living Streets Aotearoa
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
Ultimo Clothing
University of Canterbury
US National Center for
Bicycling and Walking
ViaStrada
Vorb
Waimakariri District Council



© www.bicycledewa.com.au

Public toilets are few and far between in the Outback but Western Australian ingenuity has found a solution for the touring cyclist.

Regional groups continues from p17

on an 80kph intersection. Not a very useful way to encourage new cyclists!

The shared use river-path from the north end of the city is currently out of commission due to slips caused by a storm in August. We have been advised by council staff re-opened until sometime in the new year. Commuting cyclists from the northern suburbs either use road by-passes and compete with cars, or are simply choosing to drive. If this route was required by fossil fuel based transport it would have been repaired in 24hrs.

Robbie Price, our IT guru, attended the CAN Do as our representative and thoroughly enjoyed himself. He has established a web page on the CAN website for us. He will train more of us in the black arts of managing the site in the near future.

At a recent meeting with Hamilton City Council staff we had the pleasure of meeting the new Cycle Projects Engineer, Steve Taylor. He will be tasked with continuing to oversee the cycle network developments incorporated in the 10 year plan. He will be the new point of contact for CA Waikato members. It is particularly pleasing to see that council staff are taking the opportunity within the road resealing plan to paint cycle lanes on roads that have enough width — with no input from CA Waikato members either. Great initiative. We have had some problems with cars parking in marked cycle lanes. There was an argument from council staff that no parking (broken yellow) lines were unnecessary because there is a law that prevents cars from parking in cycle lanes. There has since been a realisation, with help from us, that motorists recognise no-parking restrictions in the form of broken yellow lines better than they do for cycle lanes. We now have painted no-parking lines where no parking has been allocated adjacent to cycle lanes. We have been advised that these will be reviewed when the road resealing is due on each part of the network.

Merry Christmas and happy cycling into the new year from CA Waikato!

North Taranaki Cycling Advocates

Apart from our regular monthly meetings with the New Plymouth District Council's Cycle Strategy Implementation team, NTCA have been reviewing their draft Cycle Network Infrastructure Upgrade document.

The document is comprehensive and reports on the study work undertaken to review the on-road network within New Plymouth. The improvement of the urban on-road network is a key component of their strategy. With four state highways within the urban area of New Plymouth plus the local authority roads, the objective of the study was to review segments of the network to see which were the most in need of improvement. The review of each segment considered four criteria: safety, utility, recreation, and degree of difficulty.

One hundred and twenty five segments of the on-road network were assessed and 38 came out with a weighted score of over 70 out of 100. These 38 segments were then priced for the suggested improvements and following a peer review, the draft report was issued to NTCA for comments.

To help look at the content of the draft report and its findings, Sunday morning rides were organised during September where NTCA members met up at convenient locations prior to riding over some of the components of the New Plymouth network.



We were lucky with the weather having four great mornings to ride. We stopped often to review what the report suggested for that particular segment of road and occasionally found items that were overlooked. A comprehensive list of what we found over the four Sundays can be seen on our website, ntca.org.nz.

Graeme Linford ■

2009 dates

Bike Month Business Bike Battle Mayoral Challenge

1–28 February

Go By Bike Day

Wednesday, 18 Feb ■

Myths of cycling, No. 1: Real cyclists don't walk up hills

This myth revolves around the definitions of 'real cyclist' and 'hill'. In my opinion a real cyclist is one who uses their bike as a form of transport. Lycra-clad mountain-bikers on forest tracks, all padded up and muddy, probably don't count as real cyclists. For most of them, cycling is a pastime that happens to involve a bike.

A real cyclist's bike has lights, mudguards and a pannier rack, because those 3 things are necessary if one is to use the bike as a form of transport. This type of cyclist probably uses their bike, if not daily, at least several times a week. Their normal route will probably involve a hill.

My definition of a hill is something that makes me puff. Or get off and walk. When they first start cycling, the real cyclist gets off and walks up their 'regular' hill. As their fitness improves, they get further and further up the hill before they get off. But, in some cases, they will never be able to ride all the way up. It is worth pointing out here that it does not require any less energy to climb a hill on foot than it does to cycle up it; Newton's laws apply to cyclists in the same way as the rest of the real world. What is different, when one walks up a hill, is the rate at which that energy is supplied.

So if you have a hill on your regular route, there is no shame in getting off and walking. It is eminently sensible. ■

Andy McNally, Spokes East Kent

SUSTRANS *continues from page 5*

For example, a Connect2 project in Bournemouth is being run in parallel with the health authority there which is implementing a project aimed at increasing children's active play.

Another of Sustrans' hallmarks is the quality of its public relations. The website, for example, is consistently accessible and attractive. It's no accident, according to Wishart: "a lot of the work our marketing team is doing now is very consciously making sure the images we use are of normal people having a lovely time rather than 'serious' cyclists having a bit of a slog in the wet.

I was impressed by the organisational culture of this charity. Visiting the headquarters, I had the sense of a group of people really co-operating to achieve change. All members of the staff, from the receptionist to the top managers, gave the impression they believed in the organisation they

worked for. It's true that the charity has benefited greatly from the efforts of founder, engineer and cyclist John Grimshaw, but hierarchy doesn't seem

to rule here. Recently, the incoming CEO gave every staff member an opportunity to help shape the strategy of the charity.

I walk out of the office, past the shelves of awards given to this charity, and get on my borrowed bike, and look for the bike path. We aren't in the bike-friendly Netherlands or Germany, but after my encounter with Sustrans, I feel a lot of hope for the future of sustainable transport worldwide. ■

You can visit Sustrans's website at sustrans.org.uk

Ewan Kingston is a writer and cycle activist, presently travelling in Europe. Ewan.kingston@gmail.com



Trumpington, Cambridge, UK ©Geoff Jones



© Strawberry Holiday

Second Life and the bicycle

Second Life® is a virtual world created by its residents. Since 2003 it has grown to be inhabited by millions of residents from around the globe.

<http://secondlife.com>

You can use real dollars to buy virtual Linden dollars, and purchase virtual land, houses, or indeed anything else such as music, entry to virtual events, decorators, clothes for your virtual self, and, also, bikes.



The Virtual Africa bike

Uthango (<http://uthango.org>) is a welfare group that has founded Virtual Africa in Second Life. They have had a virtual bicycle developed, called the Blue Lady, which they sell for virtual residents to ride. There has already been the first virtual bike race. The image at the top is of Strawberry Holiday on a virtual bike ride <http://tinyurl.com/69qf6d>.

They have sold more than 250 bikes: it takes 108 virtual bike sales to buy one real world bike for their real world beneficiaries.

The bicycles are available from Uthango's office in Second Life and from affiliated businesses.

Think Second Life sounds wacky? You will find Harvard Law School and Stanford and Princeton Universities in Second Life. ■

can.org.nz/chainlinks/links





Gap Creek Conservation



Waiwaka



Craters of the Moon, Taupo



Makara Peak, Wellington



Mt. Stromboli, Canberra



Port Hills, Christchurch



Beechworth MTB Park, Victoria



Bermagui MTB Park, NSW



Whare Flat, Dunedin



The Heaphy... with luck



Trails for your Treads

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

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