



ChainLinks

The newsletter of the Cycling Advocates Network (NZ) July 1999

New Groups Form

New Group Connecting To CAN

Otaki Cycling Environment & Access Network (OCEAN) has been formed by two keen cyclists living locally, one a secondary teacher, Vicky Shuker and the other, old time cycling campaigner, Liz Mikkelsen (from Cycle Aware Wellington). Although the name of the group indicates it is an Otaki initiative, invitations to join, and publicity has covered the whole of the Kapiti area, including Levin.

OCEAN's main aim is to lobby for establishment of a coastal cycling link between all the small towns from Otaki (possibly extending to Forest Lakes) through Queen Elizabeth Park to Paekaekariki. Such a link would help all cyclists, local as well as tourists. There has been quite a bit of interest expressed in this issue. OCEAN has the support of the Environmental Group KEA, who are working on a walking track between Te Horo and Paraparaumu.

OCEAN's first public meeting is a Planning Evening on the 15th July at 7.30 pm at 5 Kowhai Street in Otaki. It would be helpful to OCEAN if any CAN members know people in the area who might want to join and help with the campaign that they pass on OCEAN's contact information: Ph 06-364-8187 weekends only. Email: ourworld@actrix.gen.nz. Snailmail: OCEAN, PO Box 53, Otaki Railway, Otaki. ♿

OCEAN

Cycle Action Tauranga

Cycle Action Tauranga held its first public meeting on July 1st with guest speaker Paul Ryan from Cycle Action Waikato.

The idea for the group originated at a meeting organised by Anna Casey as part of her public health work with Pacific Health in the Bay of Plenty and our first meeting included representatives of Community Sport and Road Safety organisations. I was invited along because I had recently written a letter to the editor of our local newspaper criticising some supposed improvements to a local highway that had made a relatively safe section of road into a potential deathtrap for cyclists.

The idea of an advocacy group has grown from there and through the use of the internet we have been able to get in contact with like-minded people. I for one never knew that an organisation such as CAN existed prior to surfing around a bit. It helps immensely to see that right throughout the

country there a lot's of like minded people all of whom have a common interest in cycling in its many and varied forms and all of whom are prepared to try and make a difference.

Sixty people turned out to the inaugural meeting of Cycle Action Tauranga. Councillors, council staff, parents and cyclists were all represented. Everyone was greeted at the door with a survey and a map to draw current and desired cycle routes upon. The night kicked off at 7pm with a welcome from Steve Lake a founding member of the group. Steve set the ground rules for the evening stating that "we are not here to complain about the past, we are here to more positively forward."

Guest speaker, Paul Ryan from Cycle Action Waikato was then called to address the audience. We were captivated from the outset as Paul strode up to the front wearing a fluorescent bike vest stating "one less car." Paul provided us with some valuable insights into Cycle Action Waikato's advocacy work. He spelt out options for improving the safety of cycling in Tauranga and for getting more people onto bikes. Questions were in abundance after Paul's presentation and this made for some lively discussion. Luckily Steve was there to pull us back on track.

The Tauranga Safe Cycling Map (an idea of the founders) was then presented. This spurred interest from the crowd with people making suggestions for safer cycling routes. The evening then progressed into some further lively discussion. Council staff and councillors made positive contributions toward the discussion.

Someone eventually asked the question "where to from here?" It was decided that a committee would be formed of enthusiasts for cycle advocacy and that those interested in being part of this committee would stay on after the meeting. The meeting was closed at 8.40pm. A committee of about 20 people will be meeting in two weeks.

So there you have it, Cycle Action Tauranga is born. We have an exciting future ahead of us and are keen to put some of ideas into action. Tauranga will be a cycle friendly city yet! 🚲

Anna Casey and Steve Lake, Tauranga

Thermoplastic Working Group

Practical tests of thermoplastic road marking's affects on cycles are due to begin on Friday, June 2nd. Progress is being made, but not much to report.

The Transit working party has met once to review Central Laboratories' proposed test methods and objectives.

They had attempted to narrow the focus of testing to finding a safe thickness of the material for cycles.


Eddie Bright and Jill West's unfortunate accident the previous day was a timely reminder for us and for Transit why we were all there. John Christianson, the Veteran's Time Trailing representative had brought along a very thorough accident report.

The input from the cyclists' three representatives caused some delay as the method was revised, but actual testing is almost ready to begin. Skid resistance to cycle tyres of various types is now back on the agenda.

We will be viewing the testing, and meeting twice more, once to review progress, and finally to discuss the results and formulate recommendations on what to do about it.

I will report when we have got somewhere.

It would be helpful if I could receive reports of all accidents around the country, which may have been related to road markings. Information that would be of use is:- Where accidents happen, when, what type of bike is involved, what kind of tyres are involved, tyre pressures, weather and road surface conditions, whether it's wet or dry.

Could information please be posted to me: 34 Mudie Street, Lower Hutt; faxed to (04) 938 9369; or emailed to chip.rush@xtra.co.nz. 

Jim Chipp

Report From Velozity

The Velozity cycling conference was held 17-19 February. I was the "official" CAN representative at this conference and have gleaned some valuable information at this exciting gathering of cyclists. I thank CAN very much for their \$100 sponsorship of my attendance at this conference and will provide further instalments for *ChainLinks* in the months to come.

This first report is on a particular afternoon workshop with good advice for cycling advocacy groups.

Susie Stephens – Thunderhead Alliance – USA “Effective Cycle Advocacy – It Is Like Cycle Touring”

The Thunderhead Alliance is a coordinating body for 36 (or so) Cycle Advocacy Groups in North America. Susie has been the director of the Alliance in the past and spoke emotively to a group of about 40 cycle advocates on her experiences in many years of advocacy. She was in Australia and New Zealand on an extended cycle touring holiday and had the following 9 points to offer – suggesting that forming and sustaining an effective cycle advocacy group was not unlike cycle touring. (She has obviously had a lot of on the saddle time to mull this one over)

1. Be Willing To Re-evaluate Your Resources.

This includes human resources and skills as well as funding. When cycle touring it pays to keep on top of this one or you might end up carting far

too much stuff up the hill with you or in the middle of the Mackenzie country without a bite to eat.

2. Have A Plan But Be Flexible Enough To Seize Opportunities.

You can never be sure what is around that next corner even with the best map in the world!!

3. Cycle Sustainably.

Have enough energy to reach your goal and go beyond – do not burn out by overdoing it.

4. Eat

All groups require energy and capital to continue strategically – make sure you address the sources of energy require for your group to continue. Where is your funding coming from? Do you have a long term membership support base?

5. Take Chances

Sometimes the most successful adventures depart radically from your initial vision.

6. Define Success Carefully

It is not necessarily how many miles you travel. Helping out an individual cyclist may be as valuable for the group as rewriting the entire regions cycling strategy?

(Food for thought)

7. People Mirror Your Attitudes And Actions

Confrontation and anger often generate similar responses in those you are endeavouring to persuade. Give and take. Look for the win/win solution. Some of Susie's most rewarding touring experiences occurred when she really opened up to people.

8. Have Faith

Cycling will rule in the end – it is just common sense!

9. Have Fun

Isn't this ultimately what it is all about – don't forget to remind everyone in your group about this one!!!

I hope Susie's notes are of value to those involved in cycle advocacy up and down the country. She also left this web address as an a good start point for inroads into cycling issues etc. in North America. Worth a surf!!!

www.bicyclealliance.org



Richard Hayman, Spokes (Chch) Acting Chairperson

News From Auckland

With a more enlightened bunch of politicians in power, Auckland City is beginning to see evidence of a commitment to funding the implementation of its Cycle and Walking Strategy. The 99/00 annual plan includes \$750,000 for city wide cycleways. Pending the outcome of public consultation and an application to Transfund, one of the major projects proposed for funding out of this budget is the first stage of an extension to the existing NW motorway cycleway to bring it into the city. The proposed first stage is a route from St Lukes Road to Upper Queen St involving the construction of a new cycle/pedestrian path to connect some existing footpaths (which would be widened) and residential streets on the south side of the NW motorway. If you want to know more about this proposal, take a look at www.akcity.govt.nz/waterview/. We have had an great response to the questionnaires we sent out regarding the cycleway proposal which we hope will help to justify the project to Transfund. Other cycling projects envisaged for the forthcoming year are a trial service of bike racks on buses on Waiheke Island, and further investigations and projects to improve and extend the cycle network.



The introduction of Auckland's first on-road cycle lanes, marked on Carrington Rd in February received a mixed response from local residents. Although there was only ever one marked traffic lane on the road, cars used to double up to two lanes in places, and the cycle lanes were perceived to have increased traffic congestion. A larger proportion of cyclists were counted using the road rather than the footpath since the cycle lanes were introduced, though in actual number terms, there is no evidence that the lanes have increased cyclists numbers. A survey is planned this month to get cyclists views on the effectiveness of the new lanes. As a result of this survey, improvements, e.g. laying red surfacing on the cycle lanes up to and across intersections, may be made this year. Council will also be working with Gladstone Primary School on Carrington Rd to develop a safe routes to school programme.

Council is looking to mark out cycle lanes on more roads this year. The idea is to give priority to areas where the existing or potential demand for cycling is highest, for example routes from suburbs surrounding the CBD and in areas which are to be the focus of Livable Communities Strategy's. The difficulty is that the roads in these areas are often under high demand by other road users and creating space for cycle lanes or wide kerbside lanes will often require taking away carparks, traffic lanes, or narrowing the footpath, which could be difficult to justify given the relatively low numbers of cyclists in Auckland.

On most major arterials in the city, cyclists will be provided for in peak hour bike/bus lanes. Buses and bikes don't always mix well – diesel fumes and buses travelling too close too fast can be very unpleasant and intimidating. On the other hand, 12-15 buses per hour is probably better than 800-900 cars whizzing past you each hour. Depending on the width of the lanes, frequency of buses, and the attitude of the bus drivers, bus/bike lanes can be OK and they act as de-facto cycle/parking lanes in off-peak

times. When the first bus/bike lanes were introduced, a 'code of practice' was developed that outlined appropriate behaviour on the part of both bus drivers and cyclists, to help both users share the road safely. A guide for bus drivers (what cyclists would like bus drivers to know) has been produced in poster form which is up on the canteen wall at the bus company depots.

In Auckland, due to competing demands for road space, cyclists will often have to share the roads with motor vehicles in a lane which is less than the ideal kerbside lane width. Inconsiderate motorists have been identified through cyclist surveys as a major problem affecting the safety of cycling in Auckland. A big banner with the message 'Share the Road – Watch for cyclists' will be in drivers faces, hanging across busy roads, from May 24 to the end of August. It is anticipated that this years Auckland Regional Road Safety Forum will have a cycle safety theme which we have suggested includes the development of a region wide cycle safety campaign targeted at motorists.

Council's Transport Committee has given its support for the Auckland City Bike to Work Day Bikers Breakfast as an annual event (subject to growing levels of attendance and high levels of satisfaction by attendees and sponsors). Francis Scordino is the Auckland City event coordinator. Anyone interested in networking to try and get Bikers Breakfasts sponsors involved at a national level could contact Francis by email: scordinf@akcity.govt.nz or on Ph 021 664 836. 🚲

Liz Ross, Transport Planner, Auckland City Council

Snippets

ECO Annual Conference



This will take place in Wellington on 27-29 August. A flier for the conference is enclosed with this newsletter. If you are interested in attending as the CAN representative, please contact us on 04 385 2557, can@actrix.gen.nz. CAN will meet registration costs and may be able to assist with travel expenses. 🚲

Environmental Thesaurus

The Ministry for the Environment has produced a draft environmental thesaurus – a hierarchical listing of environmental terms. This is designed to help people 'discover' environmental information more easily (e.g. in a database or web site) and to help constrain and standardise descriptions of environmental information using an agreed set of keywords.

Copies of the thesaurus are available in PDF format from the MfE web site at <http://www.mfe.govt.nz/monitoring/epi/geninfo.htm>. Hard copies or electronic copies on Word 6.0 format are also available: contact Brigit Stephenson on 04-917 7423. 🚲

LTSA Rule Submissions Made

CAN put in submissions on two draft Rules issued by the Land Transport Safety Authority: on Glazing, and on Tyres & Wheels. Proposals contained in both drafts would have a significant negative effect on cyclists if adopted and were strenuously opposed by us. Bike tyres with minimal or no tread would be banned, and car side windows could be strongly tinted, reducing driver visibility.

Requests for input from CAN members via the email network resulted in more responses than on any other issue! It was great to hear from you all – thanks for your contributions. Thanks also to Dave Kelly in Christchurch for putting together the Glazing Rule submission. Copies of the submission are available. 🚲

CAN Membership Benefits

All CAN members are eligible for discounts from selected cycle touring companies in NZ and Australia. See our web site for details.

CAN members can also take out CycleSafe insurance (courtesy of Bicycle Victoria in Australia). Contact CAN for a brochure if you're interested in this.

Some CAN groups have arranged discounts at cycle shops for their members. If your group does not have these, contact them and suggest it – it will help if you're prepared to offer to organise the discount with the retailers! Cycle Aware Wellington members, for example, receive 10% off purchases from several bike shops in the region. 🚲

Lonely Planet to Publish NZ Cycle Touring Guide

CAN was contacted recently by the person who is producing the Lonely Planet guide to cycle touring in New Zealand. She had a very tight deadline to meet, but we were able to give her some information on our organisation and the history of cycling advocacy in NZ. Several individual CAN members put a good deal of effort into providing further help – many thanks to those of you who were able to do so in the time available. Keep an eye out for the book next year. 🚲

No Time For Road Reforms

The Government says there is now almost no chance of introducing its controversial roading reform before the election.

Finance Minister Sir William Birch says there is now too little parliamentary time to introduce the legislation.

Under the plans, the roading portion of rates would be slashed and road would be funded and managed by commercial companies which would have the power to impose regional fuel taxes and levy tolls. 🚲

Teletext, 5 July

Web Watch

For those who are against the mandatory helmet law take a look at the European Cyclists Federation web site.

It puts forward some compelling arguments for the benefits of riding without a helmet, as compared with not riding at all.

<http://www.dcf.dk/ecf/html/helmetgb.htm>

Take a look around the rest of their site also as there's some interesting stuff there. 🚲

Iain Dephoff, Nelson

CAN Joins ECO

CAN is now a member of ECO, the Environment & Conservation Organisations of NZ. ECO is “an alliance of 70 national, regional & local organisations with a concern for the way we treat our environment”. CAN is currently the only cycling body in ECO. Our membership gives us:

- representation at regular meetings with Government departments & on working parties
- inclusion of stories & inserts in their quarterly newsletter “ECOLink” and regular “ECOinfo” news sheets
- access to the ECO resource centre, catalogue updates etc. and other ECO member organisations
- support & advice
- joint campaigning & networking, with links to international networks

More information on ECO is available on their web site at:

<http://www.converge.org.nz/eco>

Material from their newsletters will be included in *Chain Links* as appropriate. CAN members can receive electronic copies of the newsletter and newsheet by emailing ECO at eco@reddfish.co.nz – mention that you are a CAN member. If you have news or information you'd like to reach the wider environmental movement, send it to CAN for forwarding to ECO.

🚲

Cycle Steering Committee Report

CAN Secretary, Robert Ibell, attends meetings of this body in his capacity as a representative of Cycling Support NZ (“the Cycling Umbrella”). Other organisations represented on the CSC are Health Sponsorship Council (who convene it), NZ Police, the Land Transport Safety Authority, the Bicycle Industry Association, Cycling NZ and road controlling authorities (via

Roger Boulter). The CSC controls the “Street Skills” cycle safety brand and co-ordinates National Bike Week.

The CSC meeting on 14th June included a discussion of these issues:

- **Sponsorships** – a range of events and projects are to be funded in the coming year, including competitive events, the Kiwi Cycling scheme and a road safety exhibition. For the first time, a healthy chunk of money is to be set aside for participatory events (like Bike the Bays rides) and other projects inside or outside of National Bike Week. *If you need funding for a good project which has a cycle safety component or aims to get more people cycling, try Street Skills (Contact Felicity Close, Health Sponsorship Council, Tel: 04 472 5777, Email: felicity@healthsponsorship.co.nz).*
- **Kidsafe Week** – the CSC is keen for Kidsafe Week (co-ordinated by Safekids in Auckland) in 2000 to have cycle safety as a major focus. CAN groups and individual members are encouraged to contact Safekids (tel 09 820 1195, fax 09 820 1191, PO Box 19-544, Avondale, Auckland) to persuade them to choose cycling as their theme.
- **Christmas Promotion** – last year Street Skills produced tags (blue discs) containing safety messages to go out with new children’s bikes. This year they’re looking at using the “Out And About” road safety board game as the reward for children whose bikes pass a check at bike shops.
- **Morbidity Data** – the provisional 1998 morbidity data from the NZ Health Information Service was handed out. This shows cyclist injury rates by region, location, age, gender, ethnicity, time of year etc. A copy is enclosed for all CAN groups. Others wanting copies should contact CAN. ☺

News from Cycling Support NZ



CAN is planning a joint mailout with Cycling Support NZ (the cycling umbrella body) to all local authorities in NZ. CSNZ is producing a “selling document” outlining the benefits of cycling and ways to encourage it for politicians, planners, engineers... all those who need to know! CAN has produced “14 Key Cycling Issues for Local Authorities” (copy on the CAN web site) which will be in the mailout, together with a letter inviting people to join us.

John Gregory (CAN/Cycle Action Auckland) has resigned as CSNZ secretary and has headed off for another lengthy overseas cycle tour – thanks for your work over the past year, John. The post has now been filled by Perry Bathgate (Cycling NZ).

CSNZ has its AGM in Auckland on Tuesday 17th August. CAN is a CSNZ member organisation with a place on their board, along with reps from Cycling NZ, NZ Mountain Bike Association, Triathlon NZ, the Bicycle Industry Association of NZ, the Heart Foundation etc. CAN members

wishing to place items on the CSNZ AGM agenda should contact CAN by Friday 23 July. 🚲

: An Overview

Safe Routes to School (SRTS) is a community based road safety programme aimed at making children's journeys to and from school safer. The SRTS method is one which uses a collaborative approach to bring the stakeholders; such as pupils, parents, school staff, the local authority, the Police, and local interest groups; together to focus on:

- environmental change (usually through engineering treatments)
- education and school policy
- enforcement.

The process is undertaken in three distinct phases:

- **The Set-up Phase** – wherein the stakeholders are identified and enrolled. The time frame for this phase is up to four months.
- **The Data Collection and Action Planning Phase** – during which hazardous environments, behaviours and attitudes are identified through an intensive data collection process. Action is planned to address the identified issues, using a combination of engineering, education, enforcement and policy strategies. The time frame for this phase is up to three months.
- **The Implementation and Monitoring Phase** – during which the planned action is implemented and monitored. The time frame for this phase is approximately two years.

Overseas SRTS schemes have been justified using a broad range of arguments, including the need to transport options for school children (thereby improving their fitness, health and independence). In NZ to date, SRTS schemes funded by the Land Transport Safety Authority have had to be justified solely on the basis of clusters of crashes involving children. Some local authorities (e.g. Christchurch City Council), however, are part-funding schemes to achieve wider objectives than just crash reductions.

: Regional Workshops

Safekids are organising regional workshops throughout NZ as part of a national consultation project aimed at gathering information to guide the future development and national spread of the Safe Routes to School programme.

The workshops/meetings are aimed at gathering information to guide the future development and national spread of the Safe Routes to School programme.

(Note: Workshops or meetings may also be held in Hawkes Bay, New Plymouth and West Coast. Details of these are still being discussed at press time.)

Workshop	Date	Venue	Times/Catering
Auckland	Tue 13 July	Fickling Centre, Mt Roskill, Auckland	10.00am – 2.30pm am tea & lunch
Canterbury	Thur 15 July	Rolleston Room, Avon River Centra Christchurch	10.00am – 2.00pm am tea & lunch
Otago/ Southland	Fri 16 July	TBA Dunedin	12.00noon – 3.30pm lunch and pm tea
Waikato	Mon 19 July	Reception Lounge, Hamilton City Council	10.00am – 2.00pm am tea & lunch
Tauranga/ W. Bay of Plenty	Tue 20 July	Totara Room, Bureta Park Motor Inn, Tauranga	12.00noon – 3.30pm lunch & pm tea
Northland	Fri 23 July	St Johns Ambulance Station, Whangarei	12.00noon – 3.00pm lunch and pm tea
Nelson/ Tasman/ Marlborough	Mon 26 July	Nelson City Council Meeting Rm 1, Nelson	10.00am – 2.30pm am tea & lunch
Wellington	Tue 27 July	Rembrandt Room Hutt Valley Health, Lower Hutt	12.00noon – 3.30pm lunch & pm tea
Palmerston North	Thur 29 July	LTSA Regional Office	10am - 12.00noon

CAN groups should be receiving workshop invitations directly from the SRTS National Project Manager, Rebecca Williams. Please try and make sure cyclists are represented at each workshop.

If any cycle advocacy group would like a representative to attend any of these meetings and you haven't had an invitation contact:

Rebecca Williams
Safe Routes to School
National Project Manager
PO Box 19-544, Avondale,
Auckland

Tel: 09 820 1195
Fax: 09 820 1191
Email: RWilliams@ahsl.co.nz



Around The World

UK: British Medical Journal, Helmets Should Not Be Compulsory

The British Medical Journal (BMJ), today published it's official viewpoint on the issue of mandatory helmet laws.

The BMJ's Board of Education and Science concludes, that mandatory helmet laws are likely to reduce the number of cyclists – and would therefore – “not be in the interest of health.”

The article quotes research from the Australian state of Victoria, which made the use of helmets compulsory in 1990: “In the following year deaths and head injuries among cyclists fell between 37% and 51%. However, 40% fewer adults and 60% fewer children continued to cycle after the introduction of the laws.”

BMJ's Board of Education and Science, has previously concluded, that the benefit of health of regular exercise from cycling outweighs the British cyclist's comparatively high risk of head injury.

The British Medical Journal instead points to countries as Denmark and Holland where fewer cyclists and pedestrians constitute a comparatively smaller portion of those injured or killed on the road. These countries have concentrated on safety programs to reduce speeds in residential areas to 30 km/hour – and on separating cyclists from fast moving traffic.

Bicycle News Agency

Iran: Women Cyclists Banned

Women cyclists have been outlawed at a northern Iranian seaside resort as an affront to Islamic morality.

The district governor in charge of Ramsar, formerly a plush holiday resort on Iran's northern Caspian coast, said women cyclists would be prosecuted even if they were covered from head to toe as required by Iran's Islamic laws. “Women cyclists cannot protect their chastity even if they are fully covered, so they should avoid this altogether or they will be dealt with,” the governor said. He called on city police to stop offenders.

Female cycling is a controversial issue in Iran. Moderate politicians such as MP Faezeh Hashemi, daughter of former president Akbar Hashemi Rafsanjani, have urged women to go out and play sports, including cycling. This has aroused the ire of Conservatives who feel this might lead to uncontrolled freedom and promiscuity.

Reuters

Norway: Bicycles May Become Vat Free

“If you consider what the bicycle saves society for in terms of CO₂, and pollution – while also improving health and social contact, then maybe bicycles should be VAT free.”

The positive statement came from the under secretary to the Norwegian minister of traffic, Mr. Svein-Ottar Sandal. He has not yet presented the idea to the minister of finance, but Nettavisen.no – a Norwegian Internet newspaper – calculated that the idea would cost around 250 million Norwegian Kroner (NZ\$60M) in lost vat revenue.

The Norwegian Ministry of Traffic is working on a national Transport plan, scheduled to be presented to parliament next spring. So far this intention is the give the bicycle a more prominent place.

Bicycle News Agency

UK: More Die from Car Pollution than Road Accidents

Road traffic is the fastest growing source of pollution in Europe and in some countries more people are dying as a result of this air pollution than are being killed in accidents, health experts said yesterday.

A new report by the World Health Organization (WHO) showed long-term air pollution from cars in Austria, France and Switzerland triggered an extra 21,000 premature deaths per year from respiratory or heart diseases, more than the total number of annual traffic deaths in the three countries.

“Air pollution from traffic at the levels we have today does cause a major health impact,” Dr Carlos Dora, of the WHO center for health and environment in Rome, told a new conference.

The report shows air pollution from cars caused 300,000 extra cases of bronchitis in children, 15,000 hospital admissions for heart disease and 162,000 asthma attacks in children in the three countries.

“The growing evidence that air pollution is causing a major health burden adds to the effects of road traffic through noise, accidents and barriers to cycling and walking, and we need to address this head on,” Dora added.

Reuters

TRAFINZ Conference – 9-11 August

The NZ local authority traffic institute (TRAFINZ) are organising their 1999 conference with the theme “A Community Approach to Traffic and Safety” – cycling advocacy groups can make an important contribution to this. The conference will be held in Christchurch from August 9-11. A brochure about the conference is enclosed for CAN groups.

If you are interested in giving a paper, or in attending the conference please contact:

Maurice Smith

Ph: 03 371 1738/025 386 052. Fax: 03 371 1788

Email: Maurice.Smith@ccc.govt.nz


If you are interested in attending on behalf of CAN (ideally to deliver a paper) please contact us (details below). We will try and assist with conference expenses. ☺

Transit NZ Customer Driven

As CAN Secretary, I wrote to the General Manager of Transit NZ asking if efficient use of road space is taken into account when considering the efficiency of the State Highway network. I suggested that because bicycles are space-efficient, increased use of them will free up space for other vehicles, helping to reduce journey times and reduce congestion.

I also pointed out that bicycles cause negligible road wear and are non-polluting. Increased bicycle use would therefore save Transit NZ money, and reduce the overall environmental impact of vehicles using State Highways. I asked Transit NZ to take a pro-active role in encouraging bicycle use on State Highways.

In his brief reply, Dr Robin Dunlop stated "Transit is not in the business of promoting or discouraging any particular mode of usage of state highways. Rather, Transit is a customer driven organisation seeking to safely and efficiently meet the needs of all road users, including cyclists".

I take that as a challenge – as cyclists we have to continue to contest Transit NZ's view of efficiency. Also we must all tell Transit NZ what our needs are. Now! 

Robert Ibell

Letters To The Editor

Please write to the Editor, ChainLinks, email ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North

Dear CAN,

This is just a short note to let you know that we (Spokes East Kent Cycle Campaign) have just found out about you from Brian Brett, one of your members. Brian is also a member of our organisation. Brian joined when we met him on the Sustrans Belfast to Land End ride in 1997. This is how we get regular updates about cycling in NZ and previously Sydney Australia, hence the ChainLinks newsletter.

Your newsletter is very informative and judging by it's content, cycle campaigning is a universal thing. I have not had a chance to look at your web page but as soon as time allows I will.

You might be interested to know we publish a quarterly newsletter and you can view it on <http://www.cantweb.co.uk/spokes>. If you are interested.

In the mean time I wish you well with your campaigning.

Martin Farbrother, Publicity

Dear Fellow Cyclists,

I had this great idea. It was (note I say was) going to be the greatest thing for cycling since the invention of the wheel. I would make Millions, retire, buy a Rolls Royce. Well lots of bicycles anyway.

Imagine my disappointment when I opened my latest copy of ChainLinks and there it was for all the world to see. MY IDEA. A wind tunnel for cyclists to ride in. No more head winds, rain, big trucks, etc. Just a continuous tail wind. My ego was deflated faster than a tyre with a snakebite. Ah well such is life.

Seriously though it is a wonderful idea (even if I did think of it first). The ride from the Hutt Valley to Wellington would never be the same. No more Southerlies. Imagine ChCh without the Norwester or the Easterly. Imagine Dunedin without the snow, Auckland without the rain. This idea has such merit that central govt, and local govt should consider implementing some sort of trial immediately. The cost of building such a facility would be small compared with other roading projects, but the usefulness would be just as great. In fact greater if exercise and health are taken into account. Recycled plastic would be a good construction material.

I think CAN should push this idea vigorously. Just make sure the royalties come to me.

Iain Dephoff.

Recent Articles at LTSA

Recent arrived at the LTSA's head office library are the following articles:

Urban speed limits... a tale of six cities, Yeates, Michael, *Australian Cyclist v. 23 no. 2 (April-May 1999) p.35-36*

In 1995, the Bicycle Federation of Australia decided that the urban speed limit was of such importance to road and facility design, not only for cyclists but all vulnerable road users (VRUs), that it should be a national BFA goal to reduce the urban speed limit to speed that was substantially safe for VRUs unless safe and convenient alternatives were provided. Cities looked at are Fremantle, Campsie, Unley, Brisbane and Murwillumbah.

Wider roads and slower speeds, Yeates, Michael, *Australian Cyclist v. 23 no. 2 (April-May 1999) p. 55*

Currently, most roads in Australia are designed only for motor traffic. However, whether in urban, suburban or rural areas, cyclists actually require little if any special provisions. Two primary factors influence the provision for cyclists: traffic speed and volume, and width of road.

Taming the traffic: have conditions got any better for pedestrians and cyclists, *Local Transport Today (22 April 1999) p. 18*

Policy on traffic management has increasingly moved to reducing the dominance of motorised traffic in residential areas, in favour of the most vulnerable modes (cyclists and pedestrians). This article discusses the progress made.

Changing the way we travel, James, Bruce, *Australian Cyclist v. 23 no. 2 (June-July 1999) p. 48-51*

Perth is having remarkable success with some innovative trial programs to encourage car-reliant travellers to cycle, walk and use public transport. The marketing strategy is credited with being a major factor in the success of these "TravelSmart" programs.

Out of cars and onto bikes – what chance?, Lawson, Stephen D.;
Morris, Bert, *Traffic Engineering + Control* v. 40 no. 5 p. 272-276

An AA survey of 1993 showed that about a third of British motorists are also cyclists. Another survey in 1997 asked whether motorists cycled, for what purpose, about their travel patterns and their view on a series of transport issues. These surveys (as summarised in this article) therefore identify who the “cycling motorists” are and provide insights into their attitudes and behaviours.

The use of main roads by utility cyclists in urban areas.,
Sharples, Rosemary, *Traffic Engineering + Control* v. 40 no. 1 (January 1999) p.18-23

This article considers the revealed route preferences of adult cyclists undertaking utility trips, using examples from Britain, Canada and around the world; suggests the reason for the preferences; and discusses the consequences for planners and engineers. This article only considers utility cycling in urban areas as recreational cyclists have different motives.

Swedish lessons, Parker, Alan A., *Australian Cyclist* v. 23 no. 2 (April-May 1999) p. 37

The Swedish Government is implementing what it calls a “Vision Zero Plan” to reduce the already low road toll to zero. Cycling in the towns and cities of Sweden is already so convenient and safe that in some cities more than 30% of all trips are by bicycle and with the Vision Zero Plan, cycling will become even safer. Article also looks at Netherlands, Zurich, Denmark and Western Germany.

This material is best borrowed from your local library via Interloan. You could also try getting it directly from the LTSA (04-494 8600). 🚲

Please submit news items, articles on events in your part of the country, “Letters to the Editor”, “comment” etc. You can email *ChainLinks* as ChainLinks@altavista.net, or post items c/o CAPN, PO Box 961, Palmerston North – electronic submission is strongly encouraged. 🚲



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