



# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Aug/Sept 1999

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## **Cycle Action Waikato (CAW)**

CAW was formed in 1995, and joined CAN in August 1998. Our nine active members have been very busy with projects over the last year. We would like to share our experiences.

### *Addition of an unscheduled link-path.*

CAW had major input on one of Hamilton City Council's (HCC's) arterial road construction projects (the \$7M Wairere Drive Extension). In a submission on the resource consent applications for the project, CAW sought the provision of an additional \$40,000 link-path to directly connect existing cycle paths in this area and the many residents of Flagstaff and Harrowfield to this project's \$1.8M combined pedestrian/cycle path.

The Consultants were adamant that this could not be done. CAW kept asking for more and more information, made several site visits, drew up plans, estimated the costs, and presented our case to the consultants. After intensive negotiations over several months, the consultants finally agreed it was feasible and HCC agreed to construct the link-path concurrent with the main project.

### *Initiating Hamilton's Cycle Network.*

In a submission on HCC's Annual Plan, CAW sought to have a Cycle Network Strategy (CNS) report prepared for the city. CAW considered that the city needed a strategy to develop a comprehensive, safe and convenient cycleway network throughout the city and to promote safe cycling. Council accepted CAW's submission and provided the necessary funding for the Strategy. The contract for the preparation of the report was awarded to OPUS Consultants.

Several consultations were held with a diverse group of interested parties. These were well attended and brought out many issues. CAW member's intensely scrutinised the draft Strategy report and supported provision of a comprehensive and high standard cycleway network for our city. The Cycle Network Strategy Report is now completed. HCC has yet to formally adopt the report. It will trial the standards recommended in the report when it develops two links from the University to city centre over the next twelve months.

### *Councillor's involvement in Cycling issues.*

CAW made two presentations on the Cycle Network Strategy to the City Councillors. This has provided many benefits:-

- Improving Councillor's understanding of cycle facilities and cyclists' needs.
- Funds being allocated for the Uni-City links (part of the proposed Cycle Network).
- CAW has now established a good working relationship with the City Councillors. This in turn appears to be opening up better interaction with HCC Staff.

### *Redevelopment of Hamilton's Central Business District (CBD).*

With the blessing of both HCC Staff and Consultants, and utilising information provided by Christchurch Cycling Officer Alix Newman, and Christchurch "City Design" Traffic Engineer Axel Wilke (via the CAN Network), several CAW members put together a presentation on "Pedestrianising the CBD."

The presentation was given at a Public Working Group meeting on redeveloping the CBD. Retailers were very opposed to pedestrianisation at a prior meeting as they thought it would put them all out of business (no cars = no shoppers). This was a major stumbling block, stalling this project. After CAW presented the benefits and experiences of both N.Z. and overseas examples on pedestrianisation, Hamilton Retailers have embraced the concept and the CBD redevelopment is now going ahead.

### *Looking to the future.*

CAW has started actively recruiting to increase its membership, and is looking at the possibility of becoming an Incorporated Society, so as to be eligible for funding grants. ☺

*Rob Davidson, CAWaik*

## **Request for Comments Against Proposed Helmet Law**

*[This request is printed as it was received from cyclists against the proposal. Individual members must make up their own minds on the issue, CAN currently has no policy for or against cycle helmet laws. Ed.]*

The province of Alberta, Canada is calling for comments re possible changes to it's highway laws by September 17. See the Ontario Coalition for Better Cycling's web site, <http://www.globalx.net/ocbc>, for more details and access to the questionnaire. The government is conservative and generally believes in less government the better, so doesn't necessarily endorse MHL... The local press is generally opposed.

Here are the questions:

### Issue 11.0

Should the requirement to wear a helmet while riding a bicycle be included in the regulations for the Traffic Safety Act?

Agree/Disagree/No Opinion/Comments

## Issue 11.1

Should the regulations to wear a helmet while riding a bicycle apply to a select age group only?

Research-based responses, particularly from outside of Canada would be very powerful. I believe you may respond via email to: ron.smitten@gov.ab.ca

Here are addresses for the principal newspapers in Alberta.

The Calgary Sun:

Letters to Editor: [callet@sunpub.com](mailto:callet@sunpub.com)

Newsroom: [calnews@sunpub.com](mailto:calnews@sunpub.com)

The Calgary Herald

Letters: [letters@theherald.southam.ca](mailto:letters@theherald.southam.ca)

Newsroom: [campbelld@theherald.southam.ca](mailto:campbelld@theherald.southam.ca)

The Edmonton Sun

Letters to Editor: [edmonton.sun@ccinet.ab.ca](mailto:edmonton.sun@ccinet.ab.ca)

The Edmonton Journal

Letters to Ed: [letters@thejournal.southam.ca](mailto:letters@thejournal.southam.ca)

*Avery Burdett, Ontario Coalition for Better Cycling Ottawa, Ontario*



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## **Australian Bicycle Council, Sydney, 28<sup>th</sup> May 1999** **“State Of The Nation” Report, New Zealand**

### *National Government Agencies*

At national level, government ministries, including the Ministry of Transport, may have a broad directional role with a very much “hands off” distancing from day to day local management matters. A comprehensive review of management and funding of the road system has been led by the Ministry of Transport over the past year and longer. The Land Transport Safety Authority has also embarked on a major review of driver licensing. Both these factors mean that it might be premature to expect formulation and adoption of a national cycling strategy, if indeed one is considered desirable, within the short term.

Discussions to date on “Australia Cycling” indicate that it should not be adopted uncritically as policy in New Zealand. Tentative consideration is being given in some quarters to the possibility of a national cycling strategy, but this is at a very early stage, and a wide range of bodies would need to be involved. It should be noted that New Zealand does not have any equivalent of the state or territory “bicycle councils” common in Australia.

In the meantime, “Australia Cycling” has been disseminated to key organisations as “overseas good practice”.

### *Road Controlling Authorities*

Management of the road system is the responsibility of “road controlling authorities”. At national level this includes Transit New Zealand, responsible

for management of the national State Highway network, as well as undertaking some national policy functions. The latter includes membership of Austroads, through which New Zealand's representation on the Australian Bicycle Council has been nominated.

Transit NZ also convenes the non-statutory "Road Controlling Authorities Forum", which brings itself together with the 74 "territorial local authorities" in their role as "road controlling authorities". These manage the road system (excluding State Highways) for their respective local areas.

It is likely that the Road Controlling Authorities Forum will play a key part in any national activity regarding cycling.

There follows brief details of local authority action reported since the last "State of the Nation" report (National Bicycle Council meeting, Adelaide, 16th February 1999), moving roughly from south to north.

#### *Dunedin City Council (southern part of the South Island)*

Dunedin City Council is in the process of completing its Transportation Strategy, which specifically includes cycling and integrates the approach to planning for cycling with planning for other forms of transport. It has a cycling policy dating from 1996, which sets out an intention to develop an advisory on-road cycle route network for "commuter" (utility) cycling.

#### *Waimakariri District Council (central/eastern part of the South Island)*

Waimakariri is a rural district of 32,000 population, with about 40% of the district's workforce working in the neighbouring city of Christchurch. 6.3% of the district's population – 11% for the main town, Rangiora – cycled to work (1996 census).

Initiatives currently being undertaken in relation to cycling are focused upon the two main urban areas. A traffic study has been completed for Kaiapoi, which highlighted some improvements for cycling in this area. The report has a map detailing a network of on-road cycle lanes which aim to provide dedicated lanes within existing carriageways. The routes identified focus particularly on school-age cyclists travelling to and from the three main schools. The proposed cycle lane network aims to define the safest and most convenient connection between the schools and the two footbridges.

A similar traffic study is proposed for Rangiora and will map designated cycle routes being the safest and most convenient for this area.

#### *Nelson City Council (north of the South Island)*

Nelson City Council adopted a cycleway study in 1997, which recommended a network of both on- and off-road facilities. This network has been implemented in stages, in all cases achieving a benefit/cost ratio sufficient to achieve national subsidy. Currently Nelson has 14.2 km of on-road cycling facilities. A 1.2 km off-road cycleway has been completed this year (1998/99). 2.6 km of cycleway construction is programmed for 1999/2000, including a 40m cycleway overpass.

### *Hutt City Council (Wellington Region, North Island)*

In the past year, Hutt City Council has initiated and supported two “bike to work” days, involving pull-in stations along key routes with giveaways for cyclists. The response was encouraging, and the number of stations was increased for the second “bike to work” day. It is proposed to continue developing this theme. Plans are in preparation for a cycle hierarchy throughout the city.

### *Palmerston North City Council (south-west part of the North Island)*

Following the adoption of its “Bike Plan” last year, Palmerston North City Council has employed a Cycle Officer, Rebecca Blyth. A Resource and Environmental Planning graduate from Massey University, her main objectives are:

- Establishment of a cycling advisory group to provide assistance and advice to the Council, and monitor the implementation of the Bike Plan;
- Develop an initial strategy to increase awareness of cycling, including a high-profile launch of the Bike Plan;
- Develop the council’s leadership role and establishing the Council as a role model in promoting cycling.

Palmerston North City Council are currently trialling a new red coloured bitumen formula, which if successful will be the beginning of coloured cycle lanes in the city.

### *Hamilton City Council (central/ north part of the North Island)*

Within the last year, Hamilton City Council commissioned and received a Cycle Network Strategy Study, setting out engineering standards for a cycle route network based on the road system and off-road paths, with indicative costings and a series of broad-ranging strategy actions. The Study is being given further consideration by Council staff, with a view to a final Strategy being prepared for adoption. Meanwhile, Hamilton’s cycle facilities programme, which has been funded each year since 1995, continues, and of particular interest in the coming year is the trial of cyclist “advanced stop limit lines” at traffic signalled intersections, in conjunction with the Land Transport Safety Authority as a national trial. These involve a cycle lane, a cycle “reservoir” width ahead of the general traffic limit lines, and coloured surfacing.

For the coming year (1999/2000), a four-fold increase in the cycle facilities budget will see further development of the existing Waikato riverside cycle/ pedestrian path, as well as on-road trials of the engineering measures recommended in the Cycle Network Strategy Study.

### *Auckland City Council*

Bus lanes, installed within the last year, can be used by cyclists, and are a valuable supplement to the other elements of the City’s Cycling and Walking Strategy (reported in the last “State of the Nation” report).

## **Other Initiatives**

### *Energy Efficiency and Conservation Authority*

The Energy Efficiency and Conservation Authority (EECA) is developing a proposed Energy-Wise Councils Partnership Seminar series on Energy Efficiency Health and Transport. It is currently proposed that the seminar series will run in Auckland, Wellington and Christchurch in late September 1999. The seminars will feature:

- Todd Litman from the Victoria Transport Policy Institute in Canada;
- Dr Carolyn O'Fallon, Pinnacle Research, presenting the preliminary results of her Public Good science Fund research into people's propensity to switch transport modes'
- Dr Boyd Swinburn, Heart Foundation and Department of Community Health, University of Auckland, on the health benefits of cycling, walking, and cycling and walking to public transport;
- Reena Kokotailo, pedestrian advocate.

### *Street Skills National Bike Week*

From 13th to 21st February, "Street Skills National Bike Week" took place (coinciding with "VelOZity" and the last Bicycle Council meeting). This was initiated by the Health Sponsorship Council, managers of the "Street Skills" brand, with the support of other organisations represented on the Cycle Steering Committee.

Under the theme "Always Look on the Bike Side of Life" (with apologies to Monty Python!), this included national and local media campaigns to encourage safe road sharing behaviour by both motorists and cyclists, and a host of activities at a local level, often on a safety theme. Local urban cycling organisations also held high-profile mass ride "Bike the Bays" events in Auckland and Wellington, and "Bike to Work" days were held in various places.

The week saw a 500% increase in events from the previous year's Bike Week, with 203 events involving 51 community based organisations and 152 primary and intermediate schools. "Street Skills" targets 8 – 12 year olds and their parents, but accepts that it would be desirable to diversify their focus onto a more general encouragement of cycling – hence the event theme this year. It is planned to repeat "Street Skills National Bike Week" next year.

### *Street Skills Women's Cycle Classic and World Cup*

The "Streets Skills Women's Cycle Classic and World Cup" races, held in early March, had very good national sports coverage. In sponsoring it, "Street Skills" hoped that positive role models would be created, to encourage more cycling especially among young women.

## *Street Skills Kiwi Cycling*

Within the last year, cycling has been admitted to the Hillary Commission's "Kiwi Sports" (roughly, the NZ equivalent of "Aussie Sports"), again under the "Street Skills" brand. "Street Skills Kiwi Cycling" offers schools, clubs and families an opportunity to learn basic cycling skills, and thus to increase safe recreational cycling usage. The programme is being organised by Cycling New Zealand (the sport peak body), with sponsorship from Street Skills and Avanti.

### *Hillary Commission "Push Play Get Active" Campaign*

Building on the success of its "Green Prescription" programme (reported in the last "State of the Nation" report), in April the Hillary Commission launched its "Push Play Get Active" campaign. This cited the now well-known exhortation from the US Surgeon-General to work into lifestyles 30 minutes of gentle exercise, in total each day, on most days of the week. Regular cycling, such as to and from work, fits well into this objective.

The Hillary Commission has been set up by Government to develop sports and physical activity so that more people can be involved, enjoy an active lifestyle, and develop their skills. The "Push Play Get Active" campaign aims to get all New Zealanders enjoying physical activity as part of their everyday lives, and is supported by the National Heart Foundation, Local Government New Zealand, Agencies for Nutrition Action, the YMCA and sports trusts throughout New Zealand.

### *Cycle Advocates Network*

The Cycling Advocates' Network of New Zealand (CAN) continues to put most of its energies into consolidating its network and into submissions. Their email network and web site are now well developed and successful in informing and involving members and the wider public. Contact: Robert Ibell, Secretary, P O Box 11-964, Wellington, NZ.

CAN's membership has risen steadily, doubling in a year, but actual numbers are still modest at 250. A lot more resources and a new approach are needed if CAN is to achieve the sort of mass membership Australian advocacy organisations enjoy. However, they now have groups in six centres, with two more being formed. They are also starting to have success in recruiting from among local authority transportation staff. They have recently joined ECO (Environment and Conservation Organisations of New Zealand) in order to raise their profile and to participate more fully in environmental advocacy at a national level. ☺

*Roger Boulter  
Transportation Policy Planner, Hamilton City Council  
New Zealand Co-Representative, Australian Bicycle Council*



## Lies, Damned Lies, and...

Statisticians must get tired of this old quip, but unfortunately for them numbers are often interpreted to fit the result, rather than to produce it, or simply to “prove” silly things. In the latter category is the “fact” that red cars are more dangerous than any other colour. Whether this is an apocryphal statistic or not is lost in the mists of time, but supposedly if you look at the accident statistics it is (or was) indeed true. Unfortunately this doesn’t mean if you go out and buy a car then choosing a non-red one is safer. The statistic apparently comes from the fact that red is a popular colour for sports cars...

Of the former variety is the following question: “If 10 cyclists, 10 motorists and 10 motorcyclists each travel for 6 hours for a Saturday outing and on the return journey, with only a few metres left to travel, 1 cyclist, 1 motorist and 1 motorcyclist are killed in an accident, which was the most dangerous mode of travel?” The answer depends on what you are out to prove. If you want to prove cycling is as safe as other travel modes you measure injury rate in terms of exposure, and in this case get one death per 60 hours for each mode. However if you want to prove cycling is dangerous you measure injury rate in terms of distance travelled and find that cycling is the most dangerous mode. In New Zealand the latter choice is made, the UK’s National Cycling Strategy recommends the former...

Why write about the dangers of statistics? Well as cycling advocates you may have recently heard about, or be challenged with, a recent study by Dr Tim Bentley of the *Massey University Centre of Tourism Research*. Dr Bentley’s research was recently publicised by Massey and has apparently found that horse riding is more dangerous than bungy, and the most dangerous activity is cycle touring. The research found the mean injuries per million participation hours (IPMH) by various activity sectors were:

<b>Activity</b>	<b>mean IPMH</b>	<b>Activity</b>	<b>mean IPMH</b>
<i>Cycle touring</i>	7401	Marine encounter	48
Caving	6636	Jet boating	33
Fishing	3164	Adventure education	33
Quad Biking	3096	All terrain vehicles	25
Horse Riding	718	Guided walking	20
White water rafting	537	Kayaking	14
Black water rafting	483	Scenic flight	7
Mountain recreation	216	Eco tour	5
Diving	125	Skydiving/parasailing	0
Bungy jumping	117	Balloning	0
Windsurfing	50		

The figures are based on people taking part in organised adventure activities, which doesn’t presumably include people who cycle to work or education (though some may describe it as an “adventure” nevertheless!) However, the figures don’t look good if you’re a cycle advocate. Turning to “1999-2004, *Australia Cycling, The National Strategy*”, we find the following injury rates quoted:



Activity	mean IPMH
Football	1900
Squash	1300
Net/Basketball	1100
Soccer	600
Cycling	50

Which looks a lot more favourable! How come the difference? Well there's lies, damned lies, and... Seriously, if the next time you're promoting cycling somebody asks "But what about the Massey study?" point out the above figures and suggest that maybe more research is required. You also won't go wrong by quoting the *British Medical Association*, just as the *Australia Cycling* does:

*"... existing evidence would suggest that, even in the current hostile traffic environment, the benefits gained from regular cycling are likely to outweigh the loss of life through cycling accidents."*

You might also want to ask what the IPMH for car occupants is – figures out of context are just that and prove little whereas the BMA quote at least argues that cycling is likely to be beneficial. 🚲

*Nigel Perry, IIST, Massey University*

## Snippets



### Christchurch Critical Mass...

... an alternative solution to the city's pollution – ride your bike – safe bike networks – clean air – quiet streets – CRITICAL MASS is a global organised coincidence where hundreds of cyclists, roller bladers and skateboards happen to ride together in the same direction, at the same time, through peak hour city traffic.

Meet at the Bridge of Remembrance at 5pm – on the last Friday of each, for a slow relaxed ride of around 30 minutes. 🚲

*Joy Hurley, Christchurch Cyclist*

### Grey Gives Way To Green In Hasselt, Belgium

The city of Hasselt in Belgium is a commercial, educational and service centre for a regional population of 800,000. Just as in other European cities, vehicles began to flow into Hasselt in ever increasing numbers over the last decades. Hence the decision in 1996 by the city council to take a new approach to the issue of transport. The grey would have to give way to green.

The ring road around the city centre became a Green Boulevard, with half of this 2 x 2 ring road redesigned. The space gained was used to lay broad pedestrian and cycle paths and 450 trees and thousands of shrubs were planted.

The most impressive aspect of it all was the city's selection of free transport and an improved bus timetable in 1997. Three times as many buses made six times as many trips on twice as many routes, compared with the old system. This move multiplied the number of bus users by eight, taking the figure to 3.3 million per annum. The benefits to the living environment and traffic safety are there for all to see. There are less accidents, traffic speeds are lower, and the car is less frequently used as a means of moving around the city. A recent questionnaire has revealed that sixteen percent of today's bus users would have made their trip in the car previously.

*via EECA*

## **Bike Nelson?**

Cycle Advocacy for the top of the south. Anyone out there interested? The Nelson/Golden bay area needs a cycle advocacy group. They're springing up all over the country and we're being left behind. We need to hear from anyone with ideas, anyone willing to help, in fact anyone at all. You don't even have to be a cyclist. Give me a call: Iain Dephoff phone 03-543 3639 or email [depwell@ts.co.nz](mailto:depwell@ts.co.nz) 📧

*Iain Dephoff*

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## **Sustainable Energy Forum**

At the end of June Cycle Action Auckland was invited to present a paper at the annual Sustainable Energy Forum (SEF) conference on Urban Sustainability. The conference could well have been renamed Transport and its Role in Hampering Urban Sustainability as this came through as a major issue worrying attendees.

The objectives of the conference were to identify barriers to achieving sustainability and then ways to overcome them. SEF will be publishing the proceedings and many of the ideas from the conference on overcoming barriers will be disseminated then (including through *ChainLinks*). Meantime, I will outline the approach I took at the conference. Some of you may well disagree with it.

As we know, a major barrier is failure to ensure all environmental impacts are paid for. These include social, economic and ecological impacts. Once society starts paying for such environmental externalities, investing in "alternative" transport cannot be seen as a subsidy but as a form of ecological debt repayment. This would mean transport alternatives would get greater financial support.

Once a framework for true costing is set up, it makes it easier for politicians to sell the need for integrated transport. The present national road reform review (now apparently on hold) could help set up such a framework.

In addition, we have not budgeted for roading asset depreciation and, if we did, this on its own would provide a significant incentive to use alternatives to the private motor car. Again, local bodies are now beginning to do this.

Finally, debates over sustainability accept the need to question whether people have a “right” to consume goods and services, given the resource implications. Such questioning also applies to travel locally, nationally and internationally. Decisions over acceptable transport modes must be made within such a framework.

Returning to the economic theme, the benefits to the individual (Table 1) and society (Table 2) are clear.

Second hand car p/a running costs	\$5,000
Av. NZ income	\$22,100 gross
Allowing for a 22.125% tax rate	604 hours pa to cover annual car costs
Average weekly cost	\$96.00
Equivalent average expenditure for a cyclist based on a 3:100 ratio	\$3.00 pw or \$156 py or 18 hours pa to cover annual costs

**Table 1: Comparative Costs: Private Car vs. Cycling**

Costs of Treatment of Stormwater Discharges to Remove Transport-Generated Contaminants	\$1.8 and \$2.3 billion
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**Table 2: Economic Valuation of Ecological Costs**

In addition, traffic congestion can be eased (Tables 3 and 4).

<b>Vehicle</b>	<b>Bike</b>	<b>Car</b>
Length (metres)	2	4
Width (metres)	2	3
stationary footprint (m <sup>2</sup> )	4	12
2 second rule footprint (m <sup>2</sup> ) [1]	11.2	16.8
at 10 km/h total area required (m <sup>2</sup> )	15.2	28.8
total area required per person at 10 km/h (m <sup>2</sup> ) [2]	15.2	24
at 20 km/h total area required (m <sup>2</sup> )	26.4	45.6
total area required per person at 20 km/h (m <sup>2</sup> ) [2]	26.4	38

[1] a vehicle travels 5.6 m in 2 seconds at 10 km/h

[2] 1.2 persons per car

**Table 3: Space requirements of cyclists and car occupants**

	m <sup>2</sup>	% of 5 car space
space for 6 bikes at 10 km/h	91.2	63.33
space for 5 cars at 10 km/h	144	
difference	52.8	36.67
10% switch from cars to bikes		3.67

**Table 4: Area required for 6 travelling by bike and by car**

The Auckland region has recognised since at least 1980 that cycling, along with walking, is central to integrated transport planning in Auckland. This is evident in policy documents at the time. Yet there has been a steady decline since 1986 in the number of Aucklanders cycling to work, to 1.8% as of 1996; and a steady increase in car ownership, from 1.38 vehicles per household to 1.55 vehicles per household by 1996.

This is due to the significant and constant change in where people live, work, shop and play, resulting in changing transport needs; cheap cars, cheap fuel; and limited options due to physical layout of Auckland. And overwhelmingly there is the perception that Auckland cyclists are at a higher risk of being a dying breed. (Indeed, research indicates that cities with a higher proportion of cycling trips show lower cycle crash rates – see Transfund New Zealand’s June 1999 Draft Report on Development of Procedures for the Evaluation of Cyclist Facilities).

So the argument is not that cars are bad, but that **flexibility** is good. As Auckland has opted for facilitating private vehicles, this has **biased the city against other options**. Thus as economic, social and ecological pressures and goals change, the city has relatively little room to manoeuvre.

There are signs that things are getting better. In 1997-98, 0.75% of the Auckland City Council’s transport budget was allocated to developing further cycleways. Roading received almost 90%. Then in March 1998 the ACC released its Cycle and Walking Strategy. The intention was to spend \$14 million over 20 years (from 1998-99 through to 2018-19).

Note however that the \$14 million over 20 years compares with the \$24.7 million expenditure on roads projected for 1998-99. And the 1998 document largely repeats undertakings made in 1980. The 1980s document had no influence because of political backsliding. The C&W Strategy recommended \$390,000 expenditure on cycling in 1998-99. But Auckland City Council’s draft Annual Plan set aside about \$75,000. Cycle groups lobbied and it was accepted this was too little. Auckland City now says it will also review the possibility of accelerating the strategy in future years and has flagged its intention to spend \$750,000 in the 1999-2000 financial year.

So what is it that this cycling and walking funding is having to overcome? Firstly, the overt long-term subsidising of motorised transport (Table 5).



<b>Mode</b>	<b>Subsidy</b>	<b>% of population using this mode</b>
Regional public transport historic subsidy	\$30 million pa	5.80%
Walkers and cyclist	received \$1.8 million annually	5.80%

**Table 5: Overt long-term subsidising of motorised transport**

And then there is the failure to pay for the real capital costs of roading, as noted by Guy Salmon, chief executive of the Maruia Society (now called Ecologic):

*“In dollar terms this is a much bigger issue – and therefore a much bigger disincentive to investment in public modes and cycleways – than the failure to incorporate environmental externalities in prices, and it is much easier to fix, the only methodological problem being lack of political will. The [national] roading network is valued at \$23 billion in the Crown Accounts and charging say 6% per year interest on that capital would give you a huge increase in petrol prices and road user charges.”*

The ecological debt issue is summarised by modifying a 1997 National Land Transport Strategy Discussion document statement:

*An economically efficient result is where ecosystem sustainability is optimised such that the value of the benefits to the nation exceeds the value of the full costs to the nation, where those costs are fully accounted for. Full costs must include ecological costs.*

(The additions are in italics).

The NLTS Background Document refers to the market ensuring efficient use of resources. However, this is not possible if full ecological costs are not accounted for. If this is not done, existing distortions will be repeated in regional LTSs.

Neutrality is also an NLTS objective. If neutrality includes the concept of accounting for all costs, then historically private vehicle use has been subsidised by not sheeting home the full costs of environmental externalities. Again, modifying an NLTS recommendation:

*To propose to the Government a regulatory regime covering the provision of land transport services and infrastructure that is neutral between land transport providers and modes. This will take full account of the environmental externalities associated with the different transport modes and, where appropriate, ensure economic instruments are used to guarantee neutrality is maintained.*

As noted, in Auckland the ecological subsidies are possibly worth over two billion dollars. Hidden subsidies create distorted incentives to drive.

Investing in the integration of cycling and other options into the Auckland transport system could reap several times that expenditure in ecological, economic and social benefits.

Such benefits would have been much easier to realise had politicians, planners and roading engineers heeded the information available since the 1970s, and allowed for greater transport flexibility in a geographically limited city.

However, a market model for transport planning now being pushed by central government opens up the opportunity to charge the full ecological, social and economic costs plus asset depreciation costs of private vehicle use. Present political commitment to do this properly seems limited.

The above notwithstanding, Auckland City continues to make significant strides in improving cycling facilities. It is actively seeking cyclist input into proposed cycle ways, and City Design engineers are contacting CAA to get input into proposed roading changes – for example, what is the best option of cyclists among several options for facilitating cycling in the city. **This is excellent and CAA has ensured it takes part.** ♻️

*Stephen Knight*  
*Chairman, CAA. PO Box 78 157, Grey Lynn, Auckland.*  
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## Resource Database – HELP!

CAN has been promising to issue a database of cycling resources (books, leaflets, reports...) held by advocates and others around NZ. Much work on this has already been done, but Robert Ibell, CAN Secretary, needs help if it's ever going to be finished.

If a member (preferably in the Wellington region) has a few hours to spare to help with collating and data entry, please contact Robert on 04-385 2557, email [can@actrix.gen.nz](mailto:can@actrix.gen.nz) ♻️

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## Environmental Effects of Transport – Submissions Due

The Ministry of the Environment is developing a set of environmental performance indicators to show trends in our environment over time and to measure the success of our environmental policies.

The *Proposals for Indicators of the Environmental Effects of Transport* have been issued (CAN received them rather late). A copy of the summary document (and background papers) can be obtained from Karen Bell, Ministry for the Environment, PO Box 10-362, Wellington, 04-917 7476, [karen.bell@mfe.govt.nz](mailto:karen.bell@mfe.govt.nz)

CAN has already arranged for copies to be distributed to groups. You are urged to make submissions on this important document. *Submissions are due on Friday 27 August.* ♻️

# CAN Items for Cycling Support NZ AGM, 17 August 1999

## 1. CAN Report

- Membership has increased to around 250. There are now advocacy groups in eight centres:
  - Dunedin: DUCAG (Dunedin Cycle Action Group)
  - Christchurch: Spokes/Canterbury Cyclists Association
  - Wellington : Cycle Aware Wellington
  - Otaki/Kapiti Coast: OCEAN (Otaki Cycling Environment & Access Network)
  - Palmerston North: CAPN (Cycle Aware Palmerston North)
  - Tauranga : Cycle Action Tauranga
  - Hamilton: Cycle Action Waikato
  - Auckland: Cycle Action Auckland

A new group is currently being formed in Nelson.

Several organisations have joined CAN as supporters, including Christchurch City Council, Ground Effect and Auckland Cycle Touring Association. Local authority cycle planners & engineers are now joining CAN directly to avoid a conflict of interest with local groups.

CAN has individual and family members in 22 centres from Invercargill to Kerikeri.

- The CAN newsletter, *ChainLinks* (edited by Nigel Perry in Palmerston North), has been produced most months in paper and electronic forms. Over the year it has grown in size and coverage, with contributions coming from around NZ and overseas. Feedback from members has been favourable.
- The CAN web site (maintained by Paul Woodward in Takaka) has been refurbished and is regularly updated. It has been the first point of contact with CAN for many members and overseas advocates. Planners and advocates are now starting to make use of the articles and news items posted on the site. The discussion group is now operating again, and the list of web links is growing fast.
- CAN's email network now contains addresses of around 60 members and is used to spread news and seek input.
- CAN (together with its groups and individual members) has made numerous submissions in the last year, including:
  - Better Transport Better Roads
  - LTSA Rules on tyres & wheels and glazing
  - Transfund NZ Research Strategy

- Transit NZ National State Highway Strategy
  - Transit NZ Planning Policy Manual
  - Regional Land Transport Strategies & Annual Plans
- CAN has developed contacts at key government institutions such as Transit NZ, Transfund NZ, Ministry for the Environment, Land Transport Safety Authority, EECA – the Energy Efficiency and Conservation Authority. We are peer reviewing Transfund work on Evaluation of Cycle Facilities. We have a representative on the Transit working party on road markings, and have reached an agreement with Transit to be consulted at a national & regional level on cycling issues.
  - CAN recently became a member of ECO (Environment & Conservation Organisations of NZ), the national umbrella body for non-governmental environment groups. This will enable us to spread our messages around a wider group and keep our members informed of what is going on elsewhere.
  - The starter pack has been put to good use by a couple of new advocacy groups in NZ, and we have received requests for it from overseas. We need users to give us feedback on it to keep it relevant.
  - A resource database is nearly completed and will be available on the web site and sent to CAN groups. This lists books, articles, pamphlets etc. held by CAN and Cycle Aware Wellington – it is hoped that other advocates around NZ will make their resources available to others and add them to the list.
  - In the next year CAN needs to undertake a recruitment drive to boost its profile and membership. Work needs to be done to encourage the formation of groups in centres like New Plymouth, Hawkes Bay, Taupo, Rotorua and Nelson. To do this, and to continue to support its other activities, CAN urgently needs to find new sources of income.

## **2. Future Direction of Cycling Support NZ**

CAN proposes the following:

- that CSNZ take immediate steps to increase awareness of its existence and purpose and to increase involvement in its activities amongst the members of its constituent organisations (e.g. by CSNZ Board members using their own organisation's communication channels to inform them about CSNZ and involve them in decision making)
- that CSNZ recognises that CAN is fulfilling many aspects of the CSNZ business plan and gives CAN greater support (e.g. money to fund a membership campaign and to fund a paid employee to undertake lobbying etc. in Wellington)
- that CSNZ review its business plan and trim it severely to concentrate on a very small number of projects that give member bodies good reasons to be involved, and that these projects be:



- a national database/directory of organisations linked to cycling
- a National Cycling Strategy for NZ (see separate paper on this issue)
- that CSNZ improves internal communication by allowing members to communicate directly with other members rather than going via the secretary, and that CSNZ ensures that newsletters from each member body get distributed to other members.

### **3. National Cycling Strategy**

CAN proposes that CSNZ immediately begins work on a project designed to get a National Cycling Strategy (NCS) for NZ. CAN is prepared to play its part in this project, but regards it as vital that all CSNZ member organisations also contribute fully.

The project could consist of the following:

- Develop a brief outline of the case for a NCS (using the “selling document”, the new Australian strategy etc.). This would need to include:
  - cycle use and cycle ownership in NZ
  - comparisons with overseas countries
  - NZ and international legislation and policies that support cycling
  - the potential for cycling in NZ and the contribution it can make to the country
  - progress to date (including a regional summary & a list of organisations that support cycling)
- Get advice and support from organisations like ECO, the Cycle Steering Committee etc.
- Contact key players (e.g. Ministry of Transport, Transit, Transfund, LTSA, Health Funding Authority, Ministry of Health, Health Sponsorship Council, Police, Local Government NZ, Ministry for the Environment, CSNZ member organisations) & propose a national workshop with the aim of forming a NCS Steering Group
- Get Government support if possible.
- The Steering Group would then:
  - establish links with other organisations involved in transport, education, health, recreation, sport, tourism, environment etc. to get their participation and support
  - review NZ and international practice (including the UK, Australian and US strategies)

- carry out work in key areas (e.g. establish the potential for cycling in NZ)
  - produce a consultation document to summarise the results of the international review, and to get input on potential NCS contents
  - produce a draft NCS
  - convene a second national workshop to refine the draft
  - issue draft for public consultation
- The NCS would need to establish a national cycling forum to monitor progress ensure that ongoing work does take place to achieve the strategy objectives.

Key factors for success for this project might include:

- a minimum level of Government support (& support from other political parties)
- support & active participation from key national & local government agencies
- money and secretarial support.

*Stephen Knight*

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## **Transport, Health & Energy Efficiency Seminar**

The Energy Efficiency & Conservation Authority and the Energy-Wise Councils Partnership are holding a seminar series titled Improving Health and Energy Efficiency through Physically Active Transport, as follows:

Christchurch – Monday 13 September 1999  
Christchurch School of Medicine

Wellington – Tuesday 14 September 1999  
Wellington School of Medicine

Auckland – Wednesday 15 September 1999  
Manukau City Council

The seminar series will investigate how the more physically active transport modes, such as cycling, walking and public transport, can improve public health, energy efficiency and benefit the environment. A full programme, details of fees and registration information are on EECA's web site at:

[http://www.eeca.govt.nz/content/EW\\_Government/Councils/council\\_health.html](http://www.eeca.govt.nz/content/EW_Government/Councils/council_health.html)

or contact Sheralee MacDonald at EECA: Phone: 04-470 2226. E-mail: [Sheralee.macdonald@eeca.govt.nz](mailto:Sheralee.macdonald@eeca.govt.nz)

More information on Todd Litman and the work of the Victoria Transport Policy Institute is at: <http://www.islandnet.com/~litman/> ☺

## Transit NZ Contact

CAN sent a letter to Transit NZ General Manager, Robin Dunlop, expressing its appreciation of the efforts being made by Transit to deal with the road marking issue (see July *ChainLinks*).

At a meeting of the working party on road markings, Transit had expressed an interest in having a cycling organisation to consult with on issues of interest to cyclists. CAN wrote and offered its services – Robin Dunlop has indicated that national and local contacts details for CAN have been sent to Transit Regional Offices and Head Office divisions.

Local groups are strongly urged to make personal contact with staff at Transit Regional Offices – Transit control both urban and rural roads, and their activities can have a major impact on cyclists. ☸

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## Letter 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 ChainLinks,

Every month I read of the latest publications to arrive at the LTSA library. Some look really interesting and I would love to read them. However my local library has a \$5 charge for every publication accessed via the interloan service. Is there a cheaper way to get this material? Perhaps CAN could access it on behalf of its members.

*Iain Dephoff*

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## A Web Site to Watch

Have you looked at the CAN web site lately? Thanks to webmaster Paul Woodward of Takaka, the CAN site is being regularly updated with articles, news items and links to other great sites. The web site also has a discussion group on cycling issues – use it to find or share information...

Paul is always after material for the site – pieces of news from your area or overseas, photographs, thought-provoking articles, anything considered! Please send material to CAN (see contact details at end).

Thanks to Paul for his work on the site, and to the Kennett Brothers for hosting it. The CAN site can be found at <http://www.kennett.co.nz/can> ☸

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## Recent Articles at LTSA

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

***Pedestrian and bicycle safety in Australia – Investigation of accidents in different road environments.*** Tziotis, Michael ; Cusack, Simon ; Morrissy, Zoanne. Australia : ARRB Transport Research Ltd, 1999.

This report presents the results of a comparison of pedestrian and bicycle casualty accident characteristics for different road environments in and around Sydney, Melbourne and Brisbane.

***Recent developments in pedestrian and cyclist safety.*** Cairney, Peter. Australia : ARRB Transport Research Ltd, 1999.

The purpose of the report is to review developments in pedestrian and cyclist safety, particularly over the last ten years, with a view to identifying emerging issues and practice and describing new insights into pedestrian and cyclist safety. The report identifies significant issues which have yet to be resolved, suggests priorities for future research and development activities, and explores many of the issues confronting walking and cycling.

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

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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](mailto:ChainLinks@altavista.net), or post items c/o CAPN, PO Box 961, Palmerston North – electronic submission is strongly encouraged. ☺



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