



ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

May/June 2000

Making Cycling Viable – NZ Cycling Symposium 2000

Friday 14 & Saturday 15 July 2000
Massey University, Palmerston North

**The event for all New Zealanders with
an interest in cycling issues.**

A flyer and registration form is enclosed for this not-to-be-missed event. With such a great line up of speakers and papers, and the first ever CAN Do to follow, who could resist the temptation to make the pilgrimage to Palmy.

The organising committee has tried to keep the fees low, but if you need some help to make it to the symposium contact CAN. Also try contacting your local authority — they all received a letter suggesting they might like to provide some support for local cyclists and some have already said they'll do so. See you there... ☺

*This issue is later than planned and the deadline for the next issue is hence closer, our apologies. The next issue is due in July and will be published early in the month prior to the Cycling Symposium. All contributions for the next issue **must** be in by Friday 23rd June.*

ChainLinks is unlikely to reply to any communications in the two weeks before the next deadline due to other commitments (more details below), again our apologies. If you have any questions regarding submissions during that time please contact CAN directly. ☺

Editor

CAN Do

The first ever national meeting of CAN members will take place in Palmerston North in July after the NZ Cycling Symposium 2000. Read on to find out what's in store for those who make the journey. The 'formal' parts take place in the same venue at Massey University as the symposium. Social events happen in the city.

Tick the box on the Symposium registration brochure enclosed with this issue if you're intending to come to the CAN Do. If you can't make the Symposium, but would still like to meet your fellow CANners at the Do, just drop us a line.

Draft Programme

Saturday 15 July (following on from the Symposium)

- 6:30pm: drinks & dinner @ Moxies restaurant (PN city centre)

Sunday 16 July

- 10:00am: first CAN Annual General Meeting (see draft agenda below)
- 11:00am: the CAN Plan (see below)
- 12:00pm: the “alternative Green Bike tour”, or a Massey campus Green Bike race
- 1:00pm: lunch at Elm Cafe (on route to University)
- 2:30pm: CAN Do finishes



CAN Plan

Not an old idea for recycling, but (hopefully) new ideas for cycling and for CAN. A chance to address some light-hearted questions that have arisen over CAN's shortish history:

- are we doing the right things?
- where are we going? (do we need a strategic plan?)
- how can we get lots more members?
- how can we get more money?
- if we had more money, what would we spend it on?
- should we be aiming to 'get professional' & hire staff?
- if we don't, how can we best involve the people we have already?
- what else would you like to talk about?

Accommodation

Cheap accommodation available for the Saturday night at the Massey University student hostels — just indicate your requirements on the Symposium registration form. Cycle Aware Palmerston North (CAPN) have offered to help find billets for CAN members if necessary. Please contact Christine Cheyne; Tel: 06-356 3588 (h), 06-350 5799 ext 2816 (w); Email: C.M.Cheyne@massey.ac.nz; if you need a place to stay.

Travel

Liz Mikkelsen from OCEAN has prepared the following information about travel options from Palmerston North after the Do. CAPN can help deliver people to the airport, railway station etc. Note that some buses will collect passengers from the University.

Transport Solutions For CAN Conference 16th July 2000

Transport Company	Departure City	Connects to Ferries?	Departure Time	Departure Location	Arrival Time	Arrival City/Town
Intercity/Newmans	PN	Yes	12.40pm	Massey Uni*	2.55pm	Wellington
Intercity/Newmans	PN	Yes	2.20pm	Massey Uni*	4.35pm	Wellington
Intercity/Newmans	PN	N/A	9.15am		6.30pm	Auckland
Intercity/Newmans	PN	N/A	10.40am		8.15pm	Auckland
Tranzrail Train	PN	N/A	10.57am		7.35pm	Auckland
Tranzrail Train	PN	N/A	10.09pm		7am	Auckland
Tranzrail Train	PN	Yes	5.12 pm		7.27pm	Wellington
Tranzrail Train	PN	Yes	5.27am		7.35am	Wellington
Ansett Air	PN	N/A	11.05am**	Airport		Christchurch
Ansett Air	PN	N/A	11.05am**	Airport		Dunedin
Ansett Air	PN	N/A	3.00pm**	Airport		Auckland
Ansett Air	PN	N/A	Fully booked	Fully booked		Nelson
Ansett Air	PN	N/A	Fully booked	Fully booked		Wellington
Intercity/Newmans	Christchurch	N/A	5.30pm	Fully booked	11.05pm	Dunedin
Tranzrail Ferry	Wellington	N/A	9.30am	Ferry Terminal	12.30pm	Picton
Tranzrail Ferry	Wellington	N/A	2.30pm	Ferry Terminal	5.30pm	Picton
Tranzrail Ferry	Wellington	N/A	5.30pm	Ferry Terminal	8.30pm	Picton
Topcat Fast Ferry	Wellington	N/A	1.15pm	Ferry Terminal	2.55pm	Picton
Intercity/Newmans	Picton	Topcat/Intercity	6.05pm	Ferry Terminal	8.15 pm	Nelson
Intercity/Newmans	Picton	Yes	1.15pm	Ferry Terminal	6.40pm	Christchurch
Tranzrail Train	Picton	Yes	1.40pm	Ferry Terminal	7pm	Christchurch
White Star	PN	N/A	4.05pm	Massey Uni	6.05pm	Wanganui
White Star	PN	N/A	4.05pm	Massey Uni	8.25pm	New Plymouth
Intercity/Newmans	PN	N/A	1.00pm		3.45pm	Napier
Intercity/Newmans	PN	N/A	3.00pm		7.00pm	Napier
Intercity/Newmans	PN	N/A	2.35pm		9.00pm	Tauranga
Intercity/Newmans	PN	N/A	5.45pm		8.15pm	Whangarei
Auckland	Auckland	N/A	1.45pm	Airport	3.55pm	Whangarei
Air New Zealand	PN	N/A	4.00pm	Airport	7.15pm	Dunedin

*Buses leave respectively 5min later or 5min earlier from Massey Campus.

**Book early – almost booked out.

What to Bring

Come to the CAN Do with clothes suitable for a bike ride (Green Bikes come with helmets, but you might want to bring your own). Bring ideas and resources to share — things you, your group or your local council has produced, photos, articles, books... There'll be a slot for reports on what's happening around NZ, so prepare a short report on your own patch. Bring money for the drinks and meals — both cafes are reasonably priced. ☺

CAN Annual General Meeting

Our first AGM will be held as part of the CAN Do on 16 July, following on from the symposium. We'd like to keep the formalities to a minimum and will try to do as much of the word-smithing in advance as we can.

The draft agenda for the AGM is:

1. Attendance & apologies
2. Secretary's report
3. Treasurer's report
 - (a) financial statement
 - (b) subscription rates
4. Election of office holders
 - (a) Chairperson
 - (b) Secretary
 - (c) Treasurer
 - (d) Membership Secretary
 - (e) Newsletter Editor
 - (f) Other office holders as required
5. Constitution — to agree a constitution (draft to be circulated)
6. Incorporation — to decide whether to become an incorporated society & to take necessary steps as required
7. Policy Statement — to review the CAN Policy Statement (copy enclosed)
8. Any other business



If you have items you wish to have added to the agenda, please contact the Secretary (see below). A final agenda will be circulated with the draft constitution. ☺

Travelling Under The Bridge

A novel new cycleway that provides greater safety for cyclists was completed this month under and alongside the Whirikino Bridge, south of Foxton.

The 3.3 metre-wide cycleway runs the length of and beneath the one-kilometre long Whirikino Bridge. The path is fenced and includes a 22 metre cycle bridge over the main drain in the Moutoa floodway.

Transit NZ Wanganui regional highway engineer Errol Christiansen says the unique cycle lane was constructed in this manner because the extreme narrowness of the Whirikinon Bridge meant there was no room for a conventional cycleway.

“The bridge is only 7.4 metres wide and it is also really long as it stretches for 1 km. Most bridges are much shorter and are at least 8 metres wide.

“It is simply not wide enough and it is too long for cyclists and motorists to travel safely on together.

“The cycleway is a safe alternative for both local cyclists and tourists,” he says.

Its construction follows an accident in 1997 when a cyclist was killed while crossing the bridge.

“There has always been the potential for accidents involving cyclists – and we were concerned for tourists and locals.

“We looked at several options for a cycleway including widening the bridge, but this would have been too costly. This cycleway, costing \$350,000, has provided an excellent solution,” says Mr Christiansen.

The bridge was built in 1938 and mostly spans the Motua floodway.

“In Transit”, Transit NZ, March 2000, Issue 111

CAN is pleased Transit have finally found a way to enable cyclists on State Highway 1 to safely negotiate this difficult section. After the recent death of two young cyclists on Cobham Bridge on a State Highway on the outskirts of Wanganui, Transit is looking to provide a clip-on cycle and pedestrian facility.

New Zealand’s State Highway network has many narrow bridges, and these three fatalities are unlikely to be the last. CAN does not want to see Transit acting only after deaths have occurred. CAN wants Transit to prioritise narrow bridges for preventative action. ☺

Robert Ibell

Tranzrail’s \$10 Charge for Carrying Bikes

A couple of months ago I wrote an email for discussion on the topic of Tranzrail’s \$10 charge for carrying bikes. Thank you to all those who replied, and my apologies for not replying to you individually – I’ve been

trying to compile all the replies, but have got a bit behind on it. For those not on email, here is an outline of my email and the letters I received. I have still not written a letter to Tranzrail as it seems that we need more hard evidence from overseas before we can put forward a convincing argument that they should make a fairer charging system, (or preferably drop the fee for bicycles altogether!). I wrote: "Tranzrail's \$10-per-leg charge for cycles on trains and ferry is a disincentive for cyclists who wish to take car-free holidays, as we must fork out \$10 for every time the bike is loaded onto a Tranzrail vehicle. This means if I want to make a return trip to Christchurch and back, from Auckland, I have to pay \$60 for my bicycle (not to mention the fare for my seat). If I want to do a trip from my home town, stopping in 2 towns only 50 km apart, I still have to pay \$40 return, just for the bike!... Can anyone give me any data about other places, e.g. Europe, where they have a fairer charging system, or other info to help argue the case?"

Many of the replies expressed a lot of negativity about Tranzrail being foreign-owned and not interested in making concessions for good PR, as most of their money is made out of freight. (However, I recently read in the Herald Business section that Tranzrail has made a good profit in the last financial year, and that passenger fares are an increasing source of revenue; further, Alan emailed me saying that the Marketing Manager of Tranzrail was interested in meeting with CAW/CAN: "If we can make a commercial/marketing case for dropping/reducing the fee, they'll consider it." Alan also wrote: "isn't a better option than a per km based charge, to treat it like airlines do, on a total trip basis irrespective of number of stops/ transfers to get to the final destination. For round the country/ multiple stop tickets perhaps a flat fee of \$50. I do agree for short trips a \$10 charge seems odd. Do we know why they want to charge – extra effort loading trains?/ delay in time? Storage space? Seems to me they want to charge coz they think they can – again I agree it is a punitive charge."

Another email pointed out that Tranzrail considers a pram or pushchair to be essential luggage and so does not charge for it, while a bicycle is considered, like a surf board, to be "non-essential!" One reply brought up the fact that Tranzrail charges commuters for their bicycles on the metro train in Wellington, but does not in Auckland. It's a tricky one because they might start charging in Auckland as soon as drop the fees in Wellington. Another wrote: "You can avoid being charged this fee if you bag your bike with a home-made bag. Ground Effect sell them too."

Please, email, write or phone me (details below) with any ideas, as well as reliable facts and figures with citations if possible, that would help make the case. I especially need help from someone who can help me work out the wording for a convincing written proposal to that effect. The competition between Tranzrail's Interislander and Lynx, and Topcat, could be something to play on, with regard to ferries. ☺



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Coming Soon... National Cycling Strategy Recommendations, Watch This Space!

The New Zealand Cycling Strategy Foundation Project is getting into the long slow haul to publication – and hopefully progress.

Having toured a few places, spoken to many people, and read up a bit, I am now getting into writing the “Cycling Strategy Foundation Document” – and a big thank you to everyone who has contributed so far.

Well it won't actually be one “Document.” The “punch line” (or rather, several of them) will come in the form of a “Recommendations Report” (provisional title) and this at least will be presented to the July “Making Cycling Viable” Symposium. This will be backed up by a series of “Background Topic Papers” (using material from the Interim Position Statement, which some of you will have seen, beefed and tidied up in the light of consultation), then reports on process and consultation.

So far, I can see what the “big issues” are shaping up to be. Funnily enough, whether NZ has a National Cycling Strategy is NOT the biggest – far more important than whether we HAVE a Strategy is what goes into it, and how it is related to the rest of transport planning.

“Biggies” among the issues are likely to include: funding and project evaluation; safety, what it is, how it is designed and measured; cyclist/motorist interaction and the lack of guidance on this; the not-too-good (to put it mildly) state of definition of engineering good practice; the desperate need for more “information exchange” (OK that's technicalese for things like *ChainLinks*); integrated urban transport planning; and the conflicting messages from official “safety” and “health” agencies (i.e. please tell us: is cycling “dangerous” or is it “life-enhancing?”).

I could say “watch this space,” but better still come to the July “Making Cycling Viable” Symposium, and hear it straight from the horse's (i.e. my) mouth. ☺

Roger Boulter
Project Manager, NZ Cycling Strategy Foundation Project


Editorial

This issue there is a double editorial. Ashley Bloomfield alerted me to an editorial in the British Medical Journal (BMJ) which I've included below (I'm sure the BMJ won't mind). The BMJ is an academic publication so this editorial had references – 12 in total! – but I've omitted those, if you want to see them visit the BMJ website. I also added kph conversions for those of you too young to remember pre-metric times...

**Road safety for
cyclists can only be
improved
by removing the
danger at its source:
CALMING
THE TRAFFIC**

As reported in the last *ChainLinks* the issue of road safety and speed limits is a hot topic in the UK at the moment and this BMJ editorial is part of that debate. Unlike in New Zealand, where speeding up traffic still appears to be a common goal, in the UK 30kph zones have been introduced over the last decade resulting in a huge reduction in accidents. Europe of course has had them for even longer than that.

When will we tackle the helmet issue? In this issue are a number of reports on meetings between CAN and “officialdom”. Where among these is the helmet issue mentioned? By saying nothing we implicitly accept the legislation and that it is good for cyclists and cycling. Even if we simply state that it is known concerns have been expressed and we feel the issue should be looked into we are doing something without taking a “side.” Who can argue, whether they support the law or not, that investigating its effect and the international context of helmet legislation is wrong? Only those with something to fear. Silent acquiescence is **not** the way to go.

Personally I have already started corresponding with Mark Gosche, our new Minister of Transport, over this issue. In his first reply he states the “LTSA informs me” which included blatant misrepresentation of which I have of course informed him. Why would they do that if they had a good case? It really is time that New Zealand ditched its anti-cycling, anti-safety and plain hypocritical helmet legislation and got its act together! 

Editor

Cycling and health promotion



A safer, slower urban road environment is the key

The consensus that regular physical exercise is a vital part of maintaining health and wellbeing has existed for at least a decade. The human body is made to exercise, yet our increasingly motorised existence means that we now walk an average of eight miles less each day than our forebears 50 years ago. Cycling has shown a similar decline: in 1949 34% of miles travelled using a mechanical mode were by bicycle; today only 1-2% are.

The car, weighing the best part of a ton and often conveying only one person and a briefcase, is a highly inefficient mode of transport. The fumes cars expel cause appreciable mortality and are a major contributor to greenhouse gas emissions. The excessive use of motor vehicles severs communities and makes active modes of transport such as walking and cycling more difficult. Yet 70% of all trips made by car are less than five miles long and eminently suitable for cycling or walking.

Regular exercise has worthwhile effects on several cardiovascular risk factors, notably a reduction in blood pressure of 10/8 mm Hg among hypertensive patients and of 3/3 mm Hg in normotensive people. Today 70% of British adults take exercise less than once a month. Although the risk factor changes seem small from the perspective of the individual, across the population they could reduce deaths from cardiovascular disease by a quarter.

Building walking and cycling into daily life is much more likely to be sustainable in the long term than gym based exercise prescription schemes. We own more bicycles than ever – an estimated 27 million in the United Kingdom – so why do we not use them? The most important deterrent that non-cyclists express is fear of motor traffic. The fear is exaggerated in comparison with the statistical likelihood of injury, but lowering the speed limit in towns to 20mph [30kph] would be a straightforward way of reducing it. Seventy per cent of motorists currently exceed the 30mph [50kph] limit in free flowing traffic. The government's recent road safety review passed responsibility for speed reductions to local authorities – with no extra resources to implement them. Compounding this was an announcement by the Association of Chief Police Officers that it will standardise enforcement of the 30mph [50kph] limit at 37mph [60kph]. This may reflect the realpolitik of British roads, but it is irrational. We know that the difference between 20mph [30kph] and 37mph [60kph] is quite literally life and death. Those with a clear sighted view of road safety issues will continue to press this point.

But the best rule is self rule. Doctors have bought the motor myth as hard as anyone, and it is time to change. We doctors love our status as “essential car users, though whether such claims would stand close scrutiny for the many who use their cars simply to commute to work is questionable. The difficulties of a return to utility cycling – that is, cycling for ordinary journeys such as to work or for shopping – are easily overstated, though neither is it a trivial step. The *BMJ* is holding a seminar on cycling and aerobic exercise on 14 May followed by a cycle ride. We hope that this and other cycling events organised for the Millennium Festival of Medicine will inspire more than a few doctors to make the change. After all, “do as I do” is more effective advice than “do as I say.” ☸

*Douglas Carnall, associate editor
British Medical Journal, April 2000*

Good News: A Squeaky Wheel Story from Auckland

In my journeys around Auckland I regularly use a route known as Bond St. This street crosses the North-Western motorway over a bridge, and has always been a bit hair-raising on account of the narrow lanes, fairly heavy traffic, and cross-winds gusting along the motorway gully. It seemed to me that the strange presence of parking spaces along one side of the bridge was part of the problem, and if they were removed then the lanes could be widened.

Now, Auckland City Council runs a hotline service they call “Making Auckland Easier to Get Around by Bike,” which means any cyclist can contact them by phone, email or internet, and complain about anything the cyclist thinks is dangerous. “If you tell us we can fix it,” says the leaflet. There are many things for cyclists to complain about in Auckland, as there are anywhere, and I've been using this service pretty regularly since they set it up.

So I emailed my complaint in about Bond St bridge and suggested that they consider removing the parking spaces, not really expecting much to happen. To my great surprise, I got a reply 3 days later, basically saying, "OK, good idea, we'll do it within 4-6 weeks." To my even greater surprise, when about 6 weeks had passed (maybe 7, but hey) they actually did it.

Moral of story for Auckland cyclists: *use the hotline* and complain loudly about all your (cycling) woes. So far, I've had very good responses from them. The number to ring is 379-2020, or email enquiry@akcity.govt.nz, or jump on your cyber-surfboard to:

<http://www.akcity.govt.nz/around/transport/cycle_fixit/index.htm>

Remember to tell them explicitly that you're responding to the "Making Auckland Easier to Get Around by Bike" hotline service. ☺

Adrian Croucher, Cycle Action Auckland

Letters

Please write to the Editor, ChainLinks, email <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 11-964, Wellington.

Hello CAN workers,

This is just a note to say I enjoy reading *ChainLinks* and to say "Thank You" to everybody who helps make it happen.

Also, on the issue of compulsory wearing of cycle helmets, myself and nearly all of the adult cyclists in Ohura are against having to wear helmets.

Paul Christiansen, Ohura

Hi there,

Great news about the Cycling Symposium in July, and many thanks to the organisers for giving us the opportunity to discuss cycling-related issues. It occurs to me, though, that there are lots of people (well, most of NZ, actually) who won't be there to hear the arguments for and against, and that they are the people who we'll have to bring up to (bike) speed if we want things to change.

There will probably be news coverage of the symposium, but that is likely to focus on one or two issues which grab attention. What would be more use would be a documentary programme (radio or TV) (or both!) that went into all the main issues in depth. Do any CAN members know documentary makers who might be able to make that happen?

Jane Dawson

Email: dawbell@actrix.gen.nz



Review

Urban Bikers, Tricks and Tips Low-tech and no-tech ways to find, ride and keep a bicycle, Dave Glowacz, Wordspace Press 1998 (cost \$35)

My eyes lit up when I saw this book. At last, I thought, some enterprising biker has gathered all that hard-earned knowledge I've had to find out for myself over the years, and put it in one volume. On closer reading, I'm still enthusiastic about the book, but with a few reservations'

The layout is very nice, an accessible semi-cartoon style. The emphasis is on low-tech, low-cost solutions to urban cyclists, problems. These problems range from the everyday (preventing bike theft, avoiding helmet-hair and sweat) to the more esoteric (fog-proofing your glasses with gel toothpaste, preventing tan-stripes from your helmet vents if you are bald). Since the book is American, all the traffic diagrams are unfortunately back-to-front for us down here. And some of the security tips, designed for surviving the rigours of New York cycling, may seem slightly over-the-top for most parts of New Zealand (at the moment anyway).

But my main reservation is that a few of the tips are downright dodgy – for example, how to catch rides from moving vehicles, and what appear to be thinly-disguised instructions on how to smash a windscreen. The risky stuff is at least tagged with warnings, like “you shouldn't do this, but if you do, here's how”. But I don't know that I could recommend the book wholeheartedly to a beginner urban cyclist. It's a useful hoard of urban cycling lore, but parts of it should be used with caution. 🚲

Adrian Croucher, Cycle Action Auckland

Kiwi Cycling

Kiwi Cycling is part of the Kiwisport education programme which aims to provide enjoyable participation for all, regardless of ability, culture or gender.

The philosophy underlying Kiwi Sport in general, and Kiwi Cycling in particular, is to involve children in simple activities and games that allow them to learn through play.

Kiwisport has been adapted from adult sporting activities and games that allow them to learn through play.

To deliver the programme, Cycling New Zealand required funding support. The Health Sponsorship Council, a government agency responsible for delivering health messages to the public through their brands “Sun Smart,” “Smokefree” and “Street-skills,” provided this and together we developed the Street-Skills Kiwi Cycling Programme.

Street-Skills is a cycle safety brand that focuses on improving the cycle skills of 8-12 year olds. Kiwi Cycling has the same target group and specifically focuses on developing their physical skills on a bike.

Street-Skills Kiwi Cycling is now operating in ten centres throughout New Zealand and is delivered by trained co-ordinators and instructors, most of whom have a wealth of cycling knowledge to share with participants. A minimal cost of \$2.00 per student is charged and has a two fold effect, not only does it help cover the cost of an activity book and an award (either a medal or puncture repair kit depending on age bracket), but it also establishes a commitment from parents to the cycling course taking place at school. It also opens up lines of discussion about cycle safety and cycling as a sport. Parental involvement is encouraged, and there are always many willing helpers at Kiwi Cycling sessions.

Road Safety Co-ordinators in conjunction with Police Education Officers, are using Street-skills Kiwi Cycling staff to promote safe and skilled cycling in schools. Street-skills Kiwi Cycling is supported and endorsed by Street-skills, New Zealand Police, Land Transport Safety Authority and BIANZ.

Street-skills Kiwi Cycling has Avanti as a sub sponsor and continues to seek other partners to assist with the future development of the programme.



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Reading Matter

Some Links...

Check out the links below for cycle literature:

<<http://www.city-design.co.nz/publications/>>
<<http://www.press.co.nz/2000/19/000511106.htm>>
<<http://www.press.co.nz/2000/19/000511106.htm>>

Be aware that the Press link expires after some 8 weeks, I think. 🚲

Axel Wilke, Christchurch

And Some More...

Here are three interesting URLs (the first in French...)

About car free days in France in 2000:

<<http://www.environnement.gouv.fr/actua/com2000/avril/07-enville-smv.htm>>

About car free days in Europe in 2000

<<http://www.22september.org/>>

About the UK campaign for lower speed limits in residential areas:

<<http://www.speed-campaign-info.fsnet.co.uk/>>

Bob Lambourne, Cycle Aware Palmerston North



Lies, Damned Lies and...

Well not quite, but the NZPA news item below does show how easy it is to read what you wish to into figures.

The item below starts with “Aucklanders would stick to cars no matter what” yet later states that only “nearly half” would continue to drive if petrol was increased by a \$1. Doesn't that mean more than half would stop driving? Now \$1 on petrol might be unlikely (and even unreasonable), but bumping inner-city car parking charges by a similar amount may not be. When the AA report quoted found “63% would not” use public transport, doesn't that mean 37% would?

Now I wouldn't suggest that we can hope to convert Auckland into a city where the use of the car is the exception for commuting, at least not overnight, but we should set ourselves higher goals. The 20% figure mentioned as the future usage of public transport is the same as the UK's goal for the usage of bicycles with public transport on top of that. If 80% of Londoners drove to work nobody would get there!

So this month's challenge to cycle, and transport reform, advocates, is to make sure the public and policy makers see the other side of the figures.

Nigel Perry

Aucklanders Would Stick To Cars No Matter What

Auckland, April 2 – Auckland's car-loving motorists want an improved public transport system – but they may not use it.

They are happy for it to get more money, but many would still stay in their cars, even if two-hour journeys to work became the norm and they were paying \$2 a litre for petrol.

A Colmar Brunton survey of 1005 drivers has confirmed the perennial bugbear for planners working on Auckland's \$1 billion passenger transport schemes that motorists prefer the convenience of their cars.

Only 10 percent would hop on a bus, ferry or train if Auckland's congestion got worse, while only 9 percent would switch to public transport if they were charged \$4 a day to drive on the motorway during rush hour, the Automobile Association-commissioned survey revealed.

Nearly half of the drivers would still take their cars to work even if the price of petrol goes up by \$1, while 40 percent would still drive even if the trip took an extra hour.

Yet motorists listed improving public transport as the top priority if current petrol taxes were reallocated and more than half said they would pay more if they knew it would go to roading, congestion or passenger transport.

About 8 percent of travellers currently use public transport.



AA northern region manager Stephen Selwood said he believed the survey pointed towards public transport attracting about 20 percent of people in the future.

An earlier AA survey of its own members had shown 72 percent favoured improving public transport yet 63 percent said they would not use it.

“We think that potentially public transport could pick up 20 percent of the market overall and that during peak times on key routes into the central business district it could be 30 to 35 percent,” he said.

“The survey says that public transport has the potential to make a significant contribution, but the reality of growth is such that it would only soak up potentially 20 percent of growth and we will still have a traffic scenario that is not much better than what we have.

“The conclusion is the absolute need for a balanced strategy to push public transport and a roading network to support it.”

Clr Les Paterson, chairman of the regional land transport committee, said the survey showed the mentality public transport had to battle.

“People have got to realise we are all part of the problem,” he said.

“It is going to be very difficult to get people out of their cars, but we have to provide decent public transport alternatives and roads to give them alternatives.” ☞

NZPA



In Touch With Officialdom

Following a meeting with the Minister of Transport (reported on in the last issue of *ChainLinks*) CAN representatives have been busy recently meeting with government transport agencies. Our aims have been to meet the key players, introduce them to CAN and our purpose, and to lobby them. Many thanks go to CAN members who have provided ideas and comments for the meetings.

Land Transport Safety Authority — 23 March

CAN reps Daryl Cockburn, Jane Dawson and Robert Ibell met LTSA Director Reg Barrett and Senior Education Advisor Michael Cummins.

Cyclist Fatalities

The recent spate of deaths had prompted CAN to request this meeting. We asked for the LTSA's reaction and what they intended to do to reduce cyclist risk.

Reg said any fatalities were bad news. The LTSA indicated that fatal crashes didn't happen in a regular pattern and it was too soon to tell if the latest lot of cyclist fatalities were a trend. There are many calls on their funds and attention, and things have to be prioritised.

CAN asked if the LTSA were confident they had the data they needed to properly assess cyclist risk and measure the effects of any programmes to reduce it. Reg said they have loads of statistics.

Road Safety Strategy

Reg indicated a draft Road Safety Strategy 2010 had just been sent to the Minister of Transport and would hopefully be released for public comment later this year.

Follow up

Reg invited CAN to meet again with Michael and to write to him to raise the concerns we had not been able to discuss at the meeting.

CAN has since written to Reg asking for a formal response to the recommendations in Kerry Wood's report "Bicycle Crashes in NZ" and received a reply saying the letter has been referred to the National Road Safety Advisory Group.

CAN's other letter (to Michael Cummins, following our further meeting with him) elicited the following responses:

- What is the LTSA doing to reduce cyclist risk? — Promoting a revised road safety plan; "Streetsense" primary school curriculum resource; revision of primary school based road safety education; development of "The Safe Cycling Book" (currently undergoing a major re-write following input from CAN members & others); participation on the Cycle Steering Committee ("Street Sense"); monthly "Code Red" mini-campaigns (including one on cycle safety in October).
- Why did the LTSA not make public comments in support of cyclists safety after the recent fatalities? — LTSA policy is not to make comment on individual crash circumstances; media did not ask for comment except on one occasion when the LTSA responded with generic information on cyclist casualties.
- CAN suggests the LTSA mount a "Share the Road" campaign — LTSA is funded for large-scale campaigns for drink-driving, speed and passenger restraints only; little or no flexibility for funds to be used on other campaigns at this stage; need involvement of other groups such as the Cycle Steering Committee.
- CAN suggests LTSA increase the competence of drivers — LTSA referred to a recent European Commission study of road safety; it recommends that novice driver education includes elements that increase driver awareness and accommodation of needs of cyclists and pedestrians. LTSA will look for opportunities to include this in future editions of Road Code and in driver training syllabuses.

Other issues are being raised individually with other managers within the LTSA.

Transit NZ — 20 April

CAN reps Jane Dawson, Robert Ibell, Patrick Morgan and Tom Bennion met TNZ's General Manager, Robin Dunlop, and John Donbavand. CAN presented a letter listing our concerns. TNZ will formally reply in due course. The half hour meeting briefly touched on the following:

Thermoplastic road marking

The final report on this issue is available. TNZ say they now have possibly the best regime in the world in this area. This is an example of TNZ taking responsibility in areas which are solely under its control.

July Cycling Symposium

TNZ representatives will attend and will present a paper. They will also provide sponsorship and will publicise the symposium in its publications.

Recent cycling fatalities

Of the annual road toll, about 220 were on TNZ highways. TNZ is reliant on Transfund to pay for improvements. In some places they are not possible e.g. narrow roads in the Coromandel. In places where local council joins the party there is better luck, e.g. Auckland. Not such a good relationship in Wellington. Often TNZ doesn't have legal authority over cycle lanes (including when land is under control of Transrail, as in Wellington). Unless Transfund provides for cycleways, TNZ can't undertake work.

CAN advanced its view that making the main roading network cycle-friendly was the top priority, not necessarily a separate system of cycle facilities. Good surfaces and shoulders needed.

Road design

TNZ will prepare a memo on best practice in new roads and road works so that in completing road edges, painted lines, account is taken of cyclists. CAN invited to input to this. TNZ has adopted informally the AustRoads guidelines. Is also preparing a "geometric guide" i.e. best practice in road alignment and related issues – which will cover some of these issues such as shoulder width etc., and may replace the AustRoads guide.

CAN noted that cyclists are not homogeneous e.g. school children might prefer footpaths, sportspeople or commuters require faster travel on the road shoulder.

TNZ noted that NZ roads are not designed for some cycles and tyres e.g. narrow-tyred road bikes. This is an LTSA issue.

CAN advised they have been talking to Transfund about widening the benefit/cost analysis to take account of cyclists.

Narrow bridges

This is a difficult issue, since have to justify alterations on a benefit/cost

basis. Unfortunately, passing on bridges is legal. Extreme examples where this is dangerous to cyclists – Rakaia river, Whirikino, and Whanganui bridge – site of recent fatalities. TNZ is willing to look at signs warning to watch out for cyclists, but less interested in a “no overtaking” sign.

Surveys

Cyclists are generally not counted in traffic counts. New roads have specialist counting undertaken. Could think about including cyclists.

CAN made the point that NZ is being marketed as a cycle touring destination. CAN also suggested that State Highways were used as local roads by many cyclists.

Road user satisfaction survey

TNZ is working on the form of this now and is happy to include cycling issues. CAN to be consulted.

Cycling advocate within TNZ

CAN expressed interest in having an advocate within TNZ who is informed on all relevant overseas codes and local issues (not just a keen cyclist who happens to work in TNZ). TNZ indicated this might be possible within its policy section.

Robin to clarify for CAN when and how the safety audit of existing roads (Feb 1996) is used.

Overall, the meeting was amicable and TNZ showed a good awareness of the issues and a willingness to listen and seek solutions.

Ministry for the Environment – 9 May

Robert Ibell, Jane Dawson and Patrick Morgan met MfE’s Chief Executive, Denise Church; and Nigel Jollands, senior policy guy for transport and energy.

Modal Share

MfE acknowledged modal share for trips to work of cyclists is 3%, similar to public transport. CAN pointed out that it’s not just the 3% we’re interested in, but the potential cyclists out there. UK has set target of 20% modal share.

MfE’s priorities

MfE indicated it has to prioritise its work programme, and cycling’s best opportunity is to fit in with existing projects. “Look for points of contact, be creative.” Possibilities include: air pollution, urban amenity, climate change/greenhouse gasses, vehicle fleet emissions

Nigel is leaving MfE for Massey in 3 weeks, no immediate replacement. CAN will need to re-establish a link.

MfE's role...

...is to influence other government agencies to do their job. If they are doing their jobs, MfE is less likely to take a role. MfE has 60 policy staff working on 30 projects. MfE has just one policy person with responsibility for transport, for maybe a third of their time.

MfE encouraged CAN to contribute hard data — not from places like Netherlands, but “culturally similar” places like Aussie or US, e.g. data from places where modal share has increased and how they did it. CAN to send copies of UK & Australian strategies.

[Culturally similar?! I suspect some might disagree... Regardless, it does demonstrate what a huge job CAN has. In the Netherlands they have as a direct result of Government policy decreased the modal share of cars in favour of bicycles and public transport. This is well known, do we live on an isolated island or something? Ed.]

Funding

MfE has a funding scheme for new projects (Sustainable Management Fund); CAN encouraged to find things that would qualify.

Ministry of Transport — 15 May

Patrick Morgan, Robert Ibell & Jane Dawson met MoT's Strategy Facilitator Paul Roberts.

New Zealand Transport Strategy

The Government is intent on implementing a New Zealand Transport Strategy (NZTS), following its election manifesto. MoT is developing the NZTS over the rest of this year.

MoT structure

Paul noted MoT had restructured from 1 Feb 2000. Three policy groups are now two “home teams” Safety and Environment; and Infrastructure and Services. Project teams work across MoT.

Info sharing

CAN provided copies of UK and Australian cycling strategies, and offered access to our publications database.

Cycling Symposium

Roger Toleman, a Deputy Secretary at MoT, will present a paper at July's Cycling Symposium.

National Cycling Strategy

Our impression is that MoT are currently not really thinking of putting in place a cycling strategy — they'd prefer to restrict strategic issues to a National Transport Strategy. Cycling advocates need to inform their politicians better. Government departments act on Ministerial orders —

we need to show the Ministers of Transport, Environment and Health why cycling needs to be encouraged.

The next step

MoT tabled a draft “Cycling Issues” paper. Currently they are at the ‘identification of issues’ stage. Strategy, policy and implementation are to follow. This paper has been sent to all CAN members on the email network. Hard copies can be obtained by contacting CAN. Comments need to be back to CAN by Sunday 11 June. ☸

Patrick Morgan & Robert Ibell

New Recommendations Published in USA

I found this on a website advertised by the Adventure Cycling Association (USA). It said:

“A CALL TO ACTION A Joint Statement has been drafted by the U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21) with the intent that public agencies, professional associations and advocacy groups will sign on to this Joint Statement and take the necessary steps within their control to implement the action plan, adopt this approach to accommodating bicycle and pedestrian travel, and embrace the policy that bicyclists and pedestrians must be included as an integral part of all transportation investments. A copy is available at the National Center for Bicycling and Walking at:

<<http://www.bikefed.org/pdf/jtstate.pdf>>

You should take a copy of this very positive policy statement to your city, county and state government and ask them to adopt it.”

I haven’t read it all yet, but thought you would be interested... ☸

Lyneke

[We have not read it all either, all we can say is it doesn’t contain the word “helmet” (excellent, “transportation equity” does require either both or neither of cyclists and motorists are required to wear helmets) and all the references appear to from the USA (maybe limiting). If somebody would like to review it for ChainLinks please do! Ed]

More From The USA...



The US Federal Highway Administration (FHWA) has produced a “Guidebook on Methods to Estimate Non-Motorized Travel (July 1999).

This two-volume guidebook describes and compares the various methods and tools that can be used to forecast non-motorized travel demand or that otherwise support the prioritization and analyses of bicycle and pedestrian facilities. The guidebook is intended to be used by bicycle and pedestrian planners, technical staff, researchers, advocates, and others


who may wish to estimate bicycle and pedestrian travel demand or to prioritize bicycle and pedestrian projects.

This first volume, *Overview of Methods*, provides a concise overview for each available method and tool, including some typical applications, pros and cons, and a quick reference guide on ease of use, data requirements, sensitivity to design factors and whether widely used. It discusses general issues for consideration in forecasting non-motorized travel demand, such as the dimensions of travel behaviour and factors influencing bicycling and walking, and identifies future needs in this arena. The other volume, *Supporting Documentation*, provides the details on the methods as well as real world examples.

The full documents are on-line at:

<<http://www.tfsrc.gov/safety/pedbike/vol1/title.htm>>

<<http://www.tfsrc.gov/safety/pedbike/vol2/title.htm>>

(These are hosted at the Turner-Fairbanks Highway Research Centre, which contains a lot of other useful information on Pedestrian & Bicycle Issues – see <<http://www.tfsrc.gov/safety/pedbike/pedbike.htm>>) 

*Glen Koorey, Principal Researcher,
Traffic Engineering & Road Safety OPUS International Consultants*

Snippets



Wanna Bike to Palmy?

I'm planning to cycle from Wellington or Paraparaumu to the Cycling Symposium on 13 or 14 July. Contact me if you'd to join me.

*Patrick Morgan,
Tel: 04 384 6260, Email: patman@paradise.net.nz*

Transport Committee Members

Members of the Transport and Industrial Relations Committee at Parliament are: Harry Duynhoven (Chairperson, Labour), Roger Sowry (Deputy Chairperson, National), Gerry Brownlee (National), Willie Jackson (Alliance), Damien O'Connor (Labour), Simon Power (National), Penny Webster (ACT), Dianne Yates (Labour). Clerk of the Committee is Marie Alexander.

Membership Renewals

Renewals have been flooding in — thanks for the prompt response and for the donations too. A reminder notice is enclosed for those who have yet to pay their 2000 subscription. If you have any queries about membership, please contact the CAN Membership Secretary, Elizabeth Yeaman (contact details at end of newsletter).

Velo Mondial 2000

This international conference on cycling will be held in Amsterdam, The Netherlands, in June. I will be in The Netherlands at that time with my work and am pleased to report that with the support of CAN and Cycle Support New Zealand (CSNZ) I will be attending Velo Mondial. I don't know yet whether anybody else from New Zealand will make it – its a long way to go! I'm expecting an interesting and tiring time, not helped by my expecting to be in the USA the week before! However I promise to stay awake and full reports will be sent to CAN and CSNZ, and of course expect some news in *ChainLinks*.

Nigel Perry, Cycle Aware Palmerston North

Recumbent Rides (Again?)

CAN member Bob Stowell would like to hear of any recumbent rides taking place around NZ. If you can help please contact Bob by writing to him at RD1, Kerikeri.



A Frightening Image of New Zealand...

The letter below was posted on the NZ MTB forum and has been forwarded to ChainLinks by Robert at CAN and Iain from Bicycle Nelson Bays. Iain has also written to the author expressing what I am sure is our collective sorrow that these people should have had such a bad experience.

You may make up your own minds as to the cause and solution to problems like these; but for myself when you choose to blame the victims, call them knuckleheads, pass a law requiring them to wear ineffective padding not even designed for the job, and then make this the central (and just about only) plank of your so-called "safety" strategy then you get what you deserve. In some countries a motorist is automatically held liable for injuries caused to cyclists & pedestrians unless the opposite can be proved.

We live in the Dark Ages. We should be ashamed. Ed.

My girlfriend and I just returned from a 2-month, 2000 km cycle tour of New Zealand's South Island. Although we really liked the spectacular scenery, we were disappointed and outraged by so many rude, inconsiderate, and dangerous drivers. Time and again, we found ourselves on an open stretch of road with no on-coming traffic, only to have a car pass us from behind at 120kph. with less than a meter of space. The strong winds we experienced during much of our tour made these situations even more dangerous. Our worst experiences involved the big trucks, especially the stock trucks with two trailers in tow. Several times a day, we found ourselves hugging the edge of the road as they came zooming by with only inches to spare! Even in sharp, narrow turns with oncoming traffic, the trucks almost never slowed down. Many times, we were forced to resort to a last-second hop into the ditch for our safety.

Some of our best cycling was on the unsealed roads (Rainbow, Mavora Lakes, The Catlins) – but here again we had problems with inconsiderate motorists. Most of the drivers passing us zoomed by at a relatively high 70-90kph, leaving us choking in their dust. On one occasion in The Catlins, I motioned to a passing car to slow down, only to have the guy slam on his brakes. He then backed up toward us at high speed, skidded to a halt, and asked if I had a “f**king problem!!!” I tried to politely explain to the four big meatheads with bloodshot eyes that we would really appreciate it if they would slow down a little when passing us on loose gravel. The driver said he had a “right to do a hundred-f**king-k’s an hour.” At that point, I decided it was best (for my personal safety) to merely agree with him and wish them a nice day. Although these guys obviously weren’t New Zealand’s finest, their driving was no different than about 95% of the people passing us.

Another thing most NZ drivers don’t seem to understand is the concept of safe following-distance (relative to the car in front of them). Time and again, we saw groups of cars driving by at high speed with only 10 or 20 meters separating them. It’s like they have no concept of reaction and braking time. This is a very dangerous thing for cyclists because the cars that are following have limited visibility of what’s ahead of them on the road. The first car may see you and pull over, but the following cars usually don’t have time to react.

Sadly, our concerns about drivers were underscored by the deaths of a number of cyclists during our 2-month stay. The more we talked to people about it, the more horror stories we heard. A couple of cyclists were hit near Dunedin. Two young boys were killed biking across a bridge on the North Island. The driver didn’t even stop. The boys weren’t found for more than a week because they had been knocked into the river. I also read about several triathletes that were killed on their bikes in 99. In most of the cases, there was no apparent cause for the accidents. Finally, a Swiss couple we met bike touring told us about the death of cousin who had come to NZ some years ago. The woman and her newly-wedded husband were cycle touring on their honeymoon, when they were hit by a truck near Twizel. She was killed, he survived with permanent disabilities. These kinds of stories really took the edge off our enjoyment of cycling in NZ.

It’s important to mention that there are some nice stretches for cycling, where the motorists seem much more considerate. In particular, the West Coast route, from Wanaka all the way up to Greymouth was nice. Here, motorists were generally considerate, passing us at slower speeds and with wider clearance. The difference may be due to the higher percentage of tourist traffic and the slower pace of life. We also enjoyed cycling the Otago Rail Trail, which is 150km of an old railway that has been converted to a cycling/hiking/horse riding trail. Although the trail was a little rough in many places, the solitude and complete lack of motorized vehicles was a very welcome relief. The Rainbow Road was also very nice, though we were a little disappointed at the relatively high number of four-wheel-drive trucks and motorbikes. On the weekend days, we had 50+ vehicles passing us each day.

Some of the worst cycling sections were into and out of the big cities, particularly Nelson on SH6 and Dunedin on SH1. In these areas, we found no good cycling alternatives to the busy highways, which were choked with speeding cars and diesel-spewing trucks. It was really disappointing to find that none of the big cities on the South Island have put much effort into providing safe bike routes. Nelson had sections of a bike path along SH6, but it was covered with broken glass and debris, in addition to suddenly disappearing here and there. SH6 from Westport to Nelson was also particularly bad, with hundreds of large trucks passing through this route every day.

Wellington, on the North Island, also presents some major problems for cyclists. The route from the train station to the ferry terminal (and vice versa) is a nightmare, with multiple, narrow lanes of converging traffic, and railroad tracks that cross at acute angles (which have caused many a cyclist to crash, I'm sure – I know of two!). Add to this the very strong winds and rain that characterize the city and you have a very dangerous situation for cyclists. For a country that seems to revere physical activity, we wondered why Kiwis have put so little effort into making their cities more welcoming and safe for cyclists.

We shared our stories about bad drivers with many other cyclists and Kiwis during our trip. The strange thing was, nearly everyone we talked to had very similar stories – even the Kiwi drivers! If you are considering a bike tour in New Zealand, I would strongly recommend avoiding the high-traffic routes and the busy East Coast cities. There are lots of alternatives to cycling these sections, such as taking the train or buses. Better yet, stick with the West Coast and the unsealed roads – or go tramping instead. Unfortunately for us, New Zealand is no longer “Pedallers’ Paradise.”

“Doug” (Sorry, no other details, the original was **not** anonymous. Ed. _____)

Trip Report: Texel

I recently spent a few days on Texel, pronounced Tessel, the largest of the Waddeneilanden (Wadden islands) in the north of the Netherlands. Texel is just 24km long, sand bank to sand bank, and no more than 10km wide. Texel is a 4km/20min pedestrian, cycle and car ferry journey north from Den Helder in the province of Noord-Holland, during the summer a pedestrian & cycle ferry leaves the northern tip of the island to Vlieland (cars forbidden on there), the next of the Wadden islands.

Over the last 100 years or so the Dutch in their usual manner have pushed back the sea and created a large number of polders, so that today it is hard for me to tell how much of the island is “man made”. The east coast, on the Waddensee, is one long dyke, while the west coast, on the North Sea, is protected sand dunes, the two meeting at the North & South of the island. In between are lush fields, nature reserves and a large wooded area. The island only has a population just over 13,000 but this is usually swelled by large numbers of holidaying Dutch visiting what, the locals at least claim, is the sunniest place in the country.

Texel is a cycling, and walking, paradise. There is little motorised traffic, a network of dedicated cycle lanes, and walking tracks through the numerous nature reserves. The best way to get around the island is by bike, and most people do. Cycling is of course a normal mode of transport in The Netherlands, where it is used quite literally from birth to retirement; but on Texel it is predominant.

I rode up to Texel from Egmond ann Zee, 60km away, where I had been at a conference and stayed in B&B in the largest town Den Burg – the Youth Hostel was full but B&B only costs about f5 more and you get a huge Dutch breakfast of bread, rolls, cold meat, cheese, egg, fruit, etc. (YH's also serve good breakfasts, but usually not quite as large).

Though it was early May (similar to early November in NZ) the sun beat down every day, so I believe the locals claim! I spent 3 days cycling around, across, up and down the island; through the woods, small villages, along the sea dyke, even a little along the beach – which stretches the whole length of the island. Everywhere life was blooming, from lush green fields covered in dandelions and buttercups, to farm animals with their young – the island is a major agricultural area. Along the coast flocks of sea birds were to be seen and bird watchers were out in force there and in the reserves. In the bulb fields row after row of stunning colours marched across the landscape.

Despite the large number of visitors the island is largely unspoilt. Only one small town feels like a seaside resort for holidaymakers with a road chockful of cafes, restaurants and souvenir shops. For the rest of the island you are simply in relatively unspoilt villages with a church or two, small shops, a pub, and maybe a cafe.

What's wrong? Well this is The Netherlands – literally “low country” – cycle the wrong way, which is fairly inevitable at some point during the day, and you'll be heading into the wind... Fortunately it wasn't too strong while I was there, and as the distances are short it isn't really a problem (unlike the 60km I did to get there, a hard ,into the wind, tiring slog!) Of course, contrary to what you might have heard if you've never left New Zealand, the weather has little effect on cycling – the Dutch ride come rain, wind or just about anything else.

I would have included some photo's, but I'm afraid they're still in the camera – maybe next issue. If you're lucky enough to get to Europe and The Netherlands, it is easy to miss out the Wadden Islands – I have on previous visits – but don't, you won't regret it. Unless...

If you are one of those people who think cycling is dangerous and people who ride without helmets are knuckleheads I must warn you: DON'T visit Texel (better yet, don't leave New Zealand). You'll have nightmares.

I slept great (and full of pancakes :-)), I'll be back. ☺

Nigel Perry

CAN Resource Database Finally Published

Groups will find enclosed with this newsletter a copy of the resource database compiled by CAN. Many thanks are due to Patrick Morgan for getting the project on the rails again with his hours of data entry. Currently it lists books, leaflets, articles etc. held by CAN and Cycle Aware Wellington — ultimately our wish is for other CAN members and groups to list their resources on the database too. The intention is for the database to indicate whether material may be borrowed, copied (for a fee), or is listed for reference only.

The database is in the process of being put on the CAN website — check out <http://www.kennett.co.nz/can>. Comments (and assistance) welcome! Other members wishing to have a paper or electronic copy should contact CAN. ☺



Welcome to the UK National Cycle Network

Billed as the biggest outdoor event of the year — a flag-waving extravaganza involving more than 500,000 people — the opening of the first 5,000 miles of the UK National Cycle Network will be a true celebration of a remarkable five-year achievement.

Built by a successful partnership between national and local government, and the private and voluntary sector, the Network which inspired the public at the time of the funding bid to the Millennium Commission is now becoming reality.

The Millennium Commission grant of £43.5 million has attracted match funding of £160 million. The original forecast of 2,500 miles to be open by June has doubled to 5,000 miles and the Network in progress has grown from 6,500 miles to 10,000 miles.

By its very nature, the Network is the most geographically extensive of any Millennium project, reaching to all parts of the United Kingdom and within easy reach of millions of people. Entry is free and inclusive.

A wave of publicity surrounding the grand opening on 21 June is expected to enthuse thousands of people to use their bikes and to rediscover the joys of cycling both for transport and for leisure. Public artworks, incorporating such features as seats, drinking fountains and mileposts enhance the experience of using the Network. The celebrations form part of the Millennium Festival of Cycling, with hundreds of thousands of people scheduled to take part.

New links to stations, schools and centres of employment are planned to expand the potential of the Network still further and will be accompanied by good signing and regular maintenance. Joint promotion of Network routes by Sustrans and its partners will encourage long-term usage through the provision of high-quality maps and guides.

Although the first phase opening ceremony is yet to come, work has already begun on the second phase to build a further 5,000 miles over the next five years. Partners in construction now have a valuable bank of experience to draw on and the development of the Network in such a short space of time is attracting attention from overseas.

Many authorities on routes not originally scheduled to open until 2005 will also be holding opening celebrations as they have timed construction of vital sections to the 21 June deadline. ☺

Source: Network News, Sustrans, UK

[John Grimshaw, the Director of Sustrans and the National Cycle Network, is one of the keynote speakers at the July symposium. Ed]

Transport Safety Rules Changes

The statutory responsibility to make transport rules rests with the Minister of Transport. A series of changes was agreed last year which should ensure that the Minister of Transport has full ownership of the rule-making process from its initiation, and that there is provision for him to consult his Cabinet colleagues before the rule is finally made. At the same time, these changes will safeguard the quality of the consultation process and the rule drafting processes.

In practical terms the changes will mean that in future Cabinet will approve a multi-year programme of new rules, and changes to existing rules, before substantive work starts on developing those rules. This programme will be based on the nominations of the safety agencies and other interested parties. The key determinants continue to be safety at reasonable cost and compliance with international obligations.

For each individual rule the Minister of Transport would seek Cabinet's approval for the policy that is to be incorporated into the rule before drafting of the rule starts. Consistent with existing practice, interested parties would then be consulted and public submission would be called for. Before signing a final rule, the Minister would seek Cabinet's agreement to its content.

Consultation with industry and other stakeholders will continue to be an integral part of the rules' development process. Government recognises that technical advice needs to come from technical specialists and this will continue.

To ease transition into the new system, and ensure that plenty of time is given to developing the new arrangements in partnership with the safety authorities, the 2000/1 year is being treated as a transition year. For more information, contact the MoT's Principal Adviser, Rules: Leo Mortimer, Tel: 04-472 1253, Email: l_mortimer@transport.govt.nz

MoT Report, March 2000

Making Walking & Cycling Safer: Lessons from Europe

Here's an abstract from a new article by John Pucher and Lewis Dijkstra which will appear in the July 2000 issue (Vol.54, No.3) of *Transportation Quarterly*. If you're interested in a PDF version of the article, contact John Pucher at pucher@rci.rutgers.edu

"The neglect of pedestrian and bicycling safety in the United States has made these modes dangerous ways of getting around. Pedestrian fatalities are 36 times higher than car occupant fatalities per km. Walking and bicycling can be made quite safe, however, as clearly shown by the much lower fatality rates in The Netherlands and Germany. Pedestrian fatalities per billion km walked are less than a tenth as high as in the US, and bicyclist fatalities per billion km cycled are only a fourth as high.

The Netherlands and Germany have long recognised the importance of pedestrian and bicyclist safety. Over the past two decades, these countries have undertaken a wide range of measures to improve safety: better facilities for walking and bicycling; urban design sensitive to the needs of non-motorists; traffic calming of residential neighbourhoods; restrictions on motor vehicle use in cities; rigorous traffic education of both motorists and non-motorists; and strict enforcement of traffic regulations protecting pedestrians and bicyclists. The United States could adopt many of the same measures to improve pedestrian and bicycling safety here. The necessary technology and methods are already available, with decades of successful experience in Europe. 🚲

Photo Album



"Two Knuckleheads Abusing A Child" (New Zealand)
"Healthy & Fun Family Day Out" (Rest of the World)

Just a little room this issue, but nobody sent any in (and ours are still in the camera), so I copied the one above off a road map cover (needless to say, not a road map of New Zealand!)

If you have good photos why not send them in? We will include photo's subject to space (each issue of ChainLinks has to be a multiple of 4 A5 pages long due to the printing format, better a few photo's than blank paper). Please submit your photo's as full colour scans of at least 150dpi by email. We can accept most formats, if in doubt just send it and we'll get back if we can't handle it. Each photograph should come with a short description. 🚲



Please submit news items, articles, "Letters to the Editor," "comment" etc. Send by to <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 11-964, Wellington – electronic submission is strongly encouraged. 🚲



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CAN is a member of ECO (Environment & Conservation Organisations of NZ) and of Cycling Support NZ

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