



ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Sept/Oct 2000

This issue of ChainLinks
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City Design Christchurch.



NZ Cycle Symposium: Views From The Floor

By all accounts the symposium was a great success. To present a picture of the event we requested personal observations from a few of the attendees and these are printed here. For those of you who missed the symposium the proceedings they are now available on EECA's website at:

<http://www.eeca.govt.nz>

Just follow the transport signpost.

Attendance at the Cycling Symposium on 14-15 July was fantastic, with over 150 people participating. They came from a variety of backgrounds, including central and local government policy makers, Councillors, transport planners, consulting engineers, health professionals, road safety coordinators, cycle industry representatives, cycle advocates and cyclists. The high level of participation was probably helped by the relatively low cost of the forum – as well as fascinating subject matter, of course. The cost was \$80 including GST for the two days, thanks to high levels of sponsorship from a variety of organisations.

The seminar provided policy makers with a clearer insight into the various needs cyclists have, as well as the potential role increased cycling could play in the country's transport task. One senior transport official wrote that he had found the symposium "mind expanding".

Feedback from the seminar was extremely positive from all types of participants, scoring an average of 4.45 out of 5 on evaluation forms. The UK video link with John Grimshaw from Sustrans and Mayer Hillman, Bronwen Thornton from State Cycle Unit, Queensland Transport, Alix Newman from Christchurch City and Roger Boulter from the NZ Cycling Strategy Foundation Project and Hamilton City Council were presenters which delegates commonly highlighted as most valuable. There was a very strong call to continue the symposium on a regular basis.

In the wrap-up session on Saturday, the Symposium made the following recommendations to make cycling viable, based on the two days of information and discussion:

1. Government engages with the cycling community in developing its long term, sustainable transport strategy.
2. The Ministry of Transport develop a separate national cycle strategy linked with the national transport strategy.
3. All roads have, as a minimum design standard, safe provision for cyclists.
4. The Ministry of Transport identifies suitable funding processes for on-road and dedicated cycle facilities.
5. The cycle industry develop a levy used to promote cycling.
6. The government recognises the health, environment, economic, safety and social benefits of greater cycling.
7. Local government recognises the overall benefits to their communities of greater cycling.
8. Individuals and organisations wishing to show their support for cycling join the Cycle Advocates' Network.
9. Central and local government recognises and improves communication with New Zealand's existing pool of cycling expertise and research capability.
10. Where central and local government rely on voluntary sector cycle groups for cycling expertise, a fee for service is provided.

The next Cycling Symposium will be held in Christchurch in September 2001. Progress on these recommendations will be presented in one of the opening sessions.

Liz Yeaman

The idea of bringing Dr Mayer Hillman of the Policy Studies Institute and John Grimshaw of Sustrans to the Symposium via live video link from the UK was brilliant! It was possibly even better than having them present in person as the large screen and excellent sound gave everyone in the auditorium a chance of a close-up view of these distinguished bicycle advocates. As they said, they had decided not to travel to New Zealand in the interest of saving non-renewable energy in the form of vast quantities of jet fuel. Also of course they were not required to consume several kilos of airline plastic sandwiches but this they did not mention. We should make use of video link for future conferences in order to attract contributors from overseas. Let's use technology if we can but not to go overboard otherwise everybody will stay at home in front of their computer screens.

When questions were invited from the floor at the video link session it was amusing to see the images looking at one another and scratching their heads. Finally one said "We can't understand the question. Could we have an English speaker please?" So it seems there can be difficulties in communication in apparently the most simple circumstances.

In my view, one of the most valuable papers for CAN members was Liz Mikkelsen's talk "The Power of Modelling and Commitment". Liz's theme was "If you want to influence people you have to set an example" and Liz certainly practices what she preaches. All CAN members should read or re-read the text of this talk and then go out and do something about it! Good on you, Liz!

I'm sure that John Hornblow's talk on Palmerston North's Green Bike Scheme, plus John's infectious enthusiasm and the sight of Green Bikes parked all over the place and evidently being used, has inspired many delegates to go home and do likewise. Certainly we are thinking of setting up a somewhat similar programme in Nelson and the City Council are making encouraging noises. Watch this space!

Safety was of course a recurring theme of many speakers and the point was made that if the streets can be made safe for children to walk and cycle (particularly to and from school) then they will be safe for adults also. CAN supports schemes such as Kid Safe Week and Street Skills National Bike Week but these do not address the problem of the road environment. We need positive action from National and Local Government to make the roads safer. This is where CAN members can contribute. Read the ACC Injury Prevention Programme "Down with Speed" and get your local Council to post lower speed limits (preferably 30km/h) in the vicinity of schools and at the approaches to pedestrian crossings. Traffic calming is central to urban road safety. Of this there is no doubt.

To sum up: A most enjoyable and worthwhile conference and the organizers are to be congratulated on a fine effort and also thanked for all the time, sweat and possibly tears that went into it. For myself, one of the important spin-offs was the opportunity to connect faces to names of people who, until then had been just that, names or possibly disembodied voices over the telephone. Perhaps that is what such conferences should be chiefly remembered for. Thank you.

Brian Brett, Bicycle Nelson Bays

Creakings From The Chair

As the hyperactive buzz from the Symposium fades, I am left with a framework of important themes in my mind. Like everyone else, I couldn't go to everything, so my framework will be different from others.

Mine has an earthquake-proof link with health issues. It was good to hear some rational comment on the helmet law. People tend to be polarised about the merits of the helmet law, and what gets lost is sensible debate on the pros and cons (there are both!). What also gets lost is a sense of perspective: helmets are not the only – or even most important – thing about cyclists' safety. Papers on speed reduction, public health and injury prevention, and increased activity highlighted the real health dangers of NOT cycling.

A slightly more wobbly side of my framework leans on a National Cycling Strategy. It is potentially a vital bit of the structure, but at the moment it needs support. Roger Boulter's Strategy Foundation Project is only funded to look at the need for a strategy, and we all now have to think and work towards the next step of making it happen.

Another strong element, related to the two already mentioned, is the problem of segregating policy into areas which then develop independently. We have, for example, Ministries of Transport, of Health, of the Environment, of Social Policy, but no Ministry of Connections. A cycling strategy would have strong links with all the groups mentioned, but would probably be lumped into the Ministry of Transport with the danger that its focus would be restricted. Mayer Hillman, one of our UK guests, addressed this problem very clearly in his paper "Cycling at the Top of the Policy Agenda" (N.B. not just at the top of the Transport Policy Agenda!).

The fourth side of my framework is the wealth of good ideas for local projects that are out there – green bikes, car door stickers saying "STOP. LOOK. CYCLIST.", cartoon programmes, railway-cycleways. Lots for us all to pick up on.

And the fifth side (yes, this box is outside the square!) is the value of talking and making connections at morning tea, lunch, dinner etc.

The importance of having Cycling Symposia was brought home to me rather abruptly two days after I got home. I was representing my local group at a meeting where an (unnamed) major consultancy firm was asking our opinion on the "roading improvements" they were designing for an (unnamed) major road-controlling authority. Two other cyclists and I spent 1.5 hours (not including travel time) telling them what they should have known anyway, i.e. that multi-lane roundabouts are lethal for cyclists, and that putting 2 of them between a residential area and city/schools/shops will pretty much kill any cycling. Neither of the consultants had been to the Symposium, but I'll be sending them brochures for next year's one.

Cheers everyone!

Jane



Comment: Cyclists Meet To Discuss Paths

A large and enthusiastic meeting of cyclists interested in the construction of cycling paths in the streets of Auckland and suburbs, was held in the YMCA rooms last evening. Mr S. Thorne presided and introduced the business of the meeting, stating that they were there that evening for the purpose of considering if something could not be done to get the City Council and the councils of the boroughs round Auckland to begin a programme of constructing paths for the purpose of cycling. The roads had been so bad during the past two months, that it was practically impossible to cycle.

Of the various suggestions, one was the putting of a small tax on the bicycle, but that would hardly work because most of the bicycles were registered in town. A further suggestion was that the channelling on the sides of the street be widened. This was a good suggestion if one side was used for the going the other way.

Mr J. Cooper then moved the following resolution, which was unanimously carried: "That in the opinion of this meeting, it is desirable that steps be taken to provide suitable cycle tracks or improved roads in and around Auckland, for the convenience of cyclists".

Further discussion was carried on by Mr Vaile and a number of others, one of whom suggested that the Road Boards should be approached and asked to make it possible for cyclists to use footpaths. This would be acceptable so long as the speed was not dangerous to pedestrians. The resolution was withdrawn. Mr Vaile then moved, "That those present at this meeting form themselves into a league, with power to add to their numbers, with the object of obtaining such cycle tracks or good roads." The resolution was unanimously carried.

A vote of thanks to the chairman terminated the meeting.


This article is not a report from the recent Cycling Symposium, nor a recent meeting of Cycle Action Auckland. It was published in the New Zealand Herald on 21 July 1900.

Have cycling advocates made any progress in the last 100 years?

Robert Hynson, Rotorua

NZ Land Transport Symposium 2000: Engineering for Road Safety

This conference is convened by Transit NZ and will be held in Rotorua from 9-11 October. Transit NZ have called for papers relevant to road safety under a wide range of suggested topic areas (including cycling strategies!). Cost is \$560 + GST.

For technical information, contact Stuart Fraser, Transit NZ, PO Box 5084, Wellington, 04-496 6600, sfraser@transitnz.govt.nz. To register interest in attending or giving a paper, contact Symposium Co-ordinator, NZ Institute of Highway Technology Ltd., PO Box 4273, New Plymouth, 06-759 7065, admin@nziht.co.nz 

Land Transport Rule: Vehicle Dimensions & Mass

The red draft of this proposed rule has been released for public comment. The aim of the rule is to set dimension and mass limits for vehicles and their loads operating on public roads. The proposed rule will enable specialist vehicles exceeding the limits to operate under restricted circumstances, with safety and road protection measures imposed.

Some aspects of the rule may be of interest to cyclists, particularly the dimensions of trucks and other large vehicles. Copies of the draft rule can be obtained by calling the LTSA's Help Desk on 0800 699 000 or from their website at www.ltsa.govt.nz. Closing date for submissions is 29 September 2000. ☺

Introducing The CAN Executive

At the AGM a new Executive was elected. In accordance with the Constitution the Executive consists of the officer holders of the Society; Chair, Secretary, and Treasurer; and four others. In a future issue will we print short autobiographies on the new executive. For now this photo of the executive was taken at the AGM (Nigel Perry, Newsletter was not present):



Left to right the members and their roles are:

Adrian Croucher, Secretary; Jane Dawson, Chair;
Axel Wilke, Technical; Liz Mikkelsen, Membership;
Robert Ibell, Campaigning/PR; Glen Koorey, Treasurer

Demise of NZBike Magazine



Phoenix Magazines will not be producing the magazine NZBike any longer. The NZBike team said, "although the magazine has received a wonderful increase in support from advertisers, the distributors and the new subscribers, we have not been able to make the magazine a viable publication... Thank you for all your appreciation, patronage and enthusiasm for NZBike. We have loved every minute of our involvement and wish that it were possible to carry on".

NZBike intends to refund the unused portion of subscriptions as soon as possible. They have a limited supply of T-shirts available, as well as copies of back issues of the magazine. 🚲

Editorial: When Child's Play Becomes Too Simple

Returning from the USA on July 15 I was given a copy of The New York Times to read. I was struck by an article under the above title which discussed the “dumbing down” of playgrounds. Experts have criticized safety-conscious recreation as boring and bad for child development. Telling quotes included:

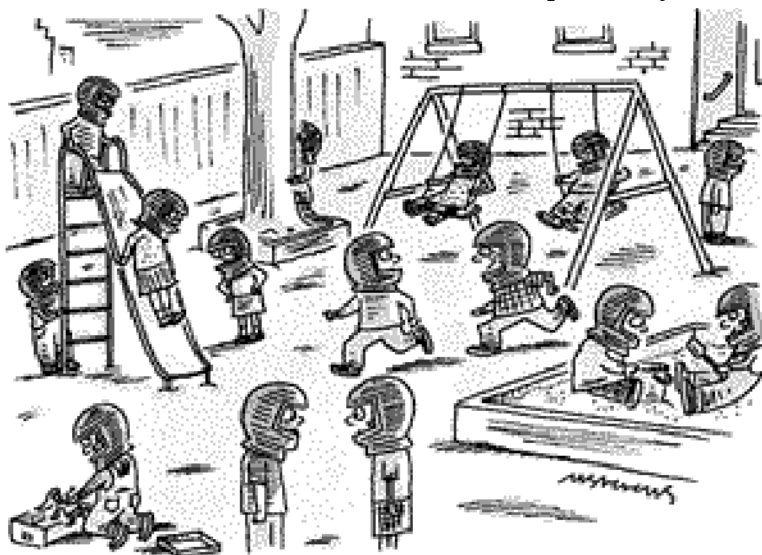
“The truth is there is something wrong about the way we value our childrens development”

Roger Hart, Children's Environment Research Group

“Better a broken bone than a broken spirit”

attributed to Lady Allen

One might question what this has to do with cycling. Cycling, along with walking, is important for childrens independent mobility, which in turn is vital for their social development. Today we also know that children who are driven to school suffer educationally compared to those who walk or cycle. However in NZ we lie about cycling, changing it from a healthy and beneficial activity to a dangerous one, and thus actively discourage cycling to the cost of our children. The article was accompanied by the cartoon:



“I liked recess a lot better before the safety helmets”

The sad future for NZ schools maybe?



Cycling solutions from design engineers with miles and miles of cycling experience

Christchurch's City Design roading and traffic engineers Axel Wilke and Warren Lloyd are passionate cyclists, who combine their traffic engineering skills with their cycling experience in the innovation and design of intersection, roadway and off road cycling facilities in Christchurch and other cities. They work closely with planners in other units of the city council to encourage cycling and to enhance cyclist safety.

On-road, their goal is to increase visibility and enable motorists to anticipate the cyclists' position on the roadway. On-road cycle "facilities" include road marking, coloured surface cycle lanes, signals, holding rails and signs.

Off-road, City Design contributes innovative design-power to council development of parks, riverbanks and rail corridors as an alternative to road commuter routes.

Christchurch has a leading edge in cycling in New Zealand. City Design's experienced cycling specialists can help your city to achieve successful cycle way design.

Please contact Warren Lloyd or Axel Wilke on Tel 03 371 1350, fax 03 371 1783 or email city-design@city-design.co.nz



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w o r l d c l a s s u r b a n d e s i g n e r s

The Amsterdam Declaration, Vélo Mondial 2000, 22 June 2000

Introduction: The right to use the bicycle

We, the participants at the World Cycle Conference Vélo Mondial 2000, assembled in Amsterdam in June 2000, proclaim that people (including children) should have the right to use bicycles when they want to. We declare that the use of bicycles requires greater acceptance and promotion by all relevant organisations and governments world-wide and call for action.

Call to action

Recognise and act



We the participants at Vélo Mondial 2000 call upon elected representatives and officials of governments at all levels, cycle related industries, and upon national and international organisations to:

- recognise the right to cycle for all parts of the population including children;
- recognise the potential of cycle traffic in both policies and projects;
- fulfil the conditions for making cycle use more attractive;
- make budgets available to fund cycle-friendly projects;
- address cycling issues;
- establish strategic partnerships with relevant stakeholders.

We also request that the potential benefits of cycling are clearly stated when drafting international treaties on quality of life, the environment, public health and poverty eradication such as Kyoto and Habitat II.

Make Cycling Master Plans

We request that governments and institutions draw up a Cycling Master Plan before the end of August 2003. These Cycling Master Plans would contain targets to be reached by the year 2010. These targets must be both ambitious and realistic, and be measurable and be monitored. Furthermore, the Cycling Master Plan would:

- define policies to increase cycle use, and take account of the conditions as above;
- stimulate local and regional authorities and other relevant organisations;
- define the roles and responsibilities of those involved;
- provide support and funding for the policies and programmes.

Create Benchmarking

The participants call upon international organisations and upon governments for the creation of a platform for international benchmarking and exchange of knowledge on cycle traffic.

Our Commitment

Publicise and promote



For our part, the Vélo Mondial delegates and the organisations that they represent, will actively publicise this call to action and promote its realisation. We commit to contribute our knowledge, experience and networks to help secure the demands in the call to action.

Participate and monitor

We will make available their experiences to provide the content for catalogues on current cycle policy and the situation on the streets. As much as possible they will monitor the extent to which plans and good intentions result in action and ultimately in more cycle use.

They will assess the interim results at the next World Cycle Conference, which will be held in...

Your response to this call

We challenge the addressed organisations to inform us on their response to this call for action. Therefore a special web site will be established. An announcement will be made within 4 weeks on the Vélo Mondial 2000 web site (www.velomondial2000.nl). We warmly welcome your report.

Advantages

Cycle use has many advantages, for the individual as well as for society and the environment.

- Cycling, as an individual mode of transport, offers quick and efficient door-to-door transport:
 - » bicycles are instantly available, and relatively cheap to run;
 - » cyclists enjoy reliable travel times, and do not suffer from traffic congestion.
 - » the bicycle offers privacy, independence and freedom; cycling emancipates.
 - » cycling, by its exercise nature, improves physical and mental health.
- In today's changing society the bicycle offers a flexible means of transport:
 - » cycle traffic keeps cities moving, and prevents or reduces congestion;

- » cycling enlarges peoples activity radius, be they young or old, rich or poor, male or female;
- » cycle use saves space, and cycle provision is cost-efficient.
- » cycle use saves time and promotes the development of local economies.
- » greater cycle use means better accessibility to job opportunities, increased job creation and better public health.
- Cycling improves people's living space and the vitality of our cities:
 - » cycling is silent, clean, and sustainable;
 - » cycling does not threaten nature or landscapes;
 - » cyclists are a negligible threat to others;
 - » cycle use places no demands on fossil fuel reserves.

Opportunities and potential

New technology is bringing the whole world into many peoples living rooms. The global village exists, but most of it is virtual. Most activities of people still involve them leaving their home.

Distance seems to be no impediment to where one can travel. Nevertheless, across the world, most people's trips are short. A large majority of trips take place within their own city or village: between 60% and 90% of journeys are less than 6 or 7 kilometres. In many cities and villages, walking and cycling are the most-used means of transport. This is true now and we expect it to remain so for a long time to come.

There are many places where the share of cycling in local transport can be increased further.

- Compared with walking, cycling considerably increases the area people can cover, their capacity for load carrying, and also gain time for other activities.
- Of all car journeys, around half are shorter than 7.5 km. – half an hour's cycling. Cycling is a realistic alternative to approximately half of these short car trips.

Within big cities and on inter-urban routes, bicycles can enlarge the potential of public transport.

- For individuals, by providing an efficient access and egress to public transport.
- For public transport operators, by recognising bicycles as a *feeder*, thus increasing the catchment area of stations and stops.

In situations where car parking close to the origin and destination of trips is limited, bicycles offer easy onward transport to and from the parking places.

Conditions

Circumstances in the various countries can vary considerably. However, if the potential of the bicycle is to be realised, a number of universal conditions have to be met to ensure attractive and safe bicycle use:

- A basic condition in many countries is better availability of reliable, safe and affordable bicycles.
- Making cycle use more attractive requires space and provision, for both moving and parked cycles.
- It is desirable that barriers to smooth-flowing cycle traffic be removed and it is necessary to remove the threat from motorised traffic.
- In situations with motorised traffic increasing it is essential to protect the remaining cyclists.

It is also important to ensure a place for cyclists in the whole traffic and transport system.

- This requires attention from city and country planners to ensure that most trips can take place within the area a cyclist can cover. Therefore it is necessary to avoid low densities and stimulate mixed land use in urban areas.
- This demands transport plans in which the bicycle is regarded as equal in value and functionality to other modes of transport.
- This requires such design of infrastructure that confrontations between cyclists and faster road-users are avoided wherever possible. Depending on the situation, this implies separating the different types of traffic and/or regulating the speed of motorised traffic.
- Education of all road users and enforcement of traffic laws are the final elements of a cycle-friendly transport policy.
- Special attention is needed to provide possibilities for independent mobility by bicycle to children.

Vélo Mondial 2000, Amsterdam June 2000



Minutes of Annual General Meeting

held at: Massey University, Palmerston North: Sunday 17 July 2000

This is an abbreviated version of the Minutes of the AGM, the full version is available on the CAN web site.

2. Secretary's Report

Robert Ibell outlined a brief history of CAN: formed in October 1996 by Cycle Aware Wellington (who had begun lobbying at a national level),

Cycle Action Auckland and Cycle Action Waikato. First *ChainLinks* issued July 1997. Membership now fairly steady at around 300, spread from Keri Keri to Invercargill (incl. 100 in Wellington and 50 in Auckland). Recent growth areas are Dunedin & Whangarei.

CAN has helped some local advocacy groups to get started: Cycle Action Tauranga, Bicycle Nelson Bays & Cycle Aware Palmerston North. It has also provided support for existing groups and functioned as a network for sharing of information (particularly via email and *ChainLinks*). Feedback suggests members (and others) find the material in *ChainLinks* useful. There's room for improvement on the part of CAN or local groups in passing on the results of their labours to others for their use.

An area of potential membership growth is amongst local authorities. Christchurch City & Taupo District Council are supporting organisations (Hamilton City is considering joining) and a number of CAN members are local authority employees. The potential for conflict of interest (esp. when local groups present) can be overcome by direct membership of CAN.

Issues for the future include: need for more members, sorting out our relationship with Cycling Support NZ (overlaps, communication, sorting out who represents who on what issues), do we go professional and hire staff?

Robert thanked other office holders and members for their support over the past two years.

Motion: Accept Secretary's report [Alec Kent/Daryl Cockburn] – Carried

3. Treasurer's Report

(a) Subscription Rates

Motion: That the subscription rates be \$50 supporting organisation, \$20 family, \$15 individual (waged), \$10 individual (unwaged), \$5/member affiliation levy. [Robbie Cameron/Daryl Cockburn] – Carried

4. Election of Office Holders



(a) Proposal to Split Secretary Position

Motion: That the clerical and campaigning functions of the current Secretary position be split and allocated to two elected positions. [Robert Ibell/Liz Yeaman] – Carried.

Motion: The incoming committee explore options of raising funds to support a paid officer for CAN. [Paul Ryan/Kerry Wood] – Carried.

(b) Election of Office Holders

Agreed to elect a committee and let them decide who fills each position. Candidates proposed/seconded:

Jane Dawson [Kyp Kypri/Patrick Morgan]

Robert Ibell [Kerry Wood/Iain Dephoff]

Axel Wilke [Jane Dawson/Kyp Kypri]

Adrian Croucher [Bruce O'Halloran/Robert Ibell]

Liz Mikkelsen [Liz Yeaman/Glen Koorey]

Nigel Perry [Christine Cheyne/Robert Ibell]

Glen Koorey [Daryl Cockburn/Iain Dephoff]



Agreed to have a group of people to support the Committee: Bruce O'Halloran, Liz Yeaman, Iain Dephoff, Richard Hayman, Kerry Wood, Roger Boulter, Patrick Morgan.

Motion: Accept the candidates who've put their names forward. [Kerry Wood/Richard Hayman] – Carried.

6. Incorporation

Discussion of some specific aspects of the draft constitution took place. Concerns raised about number of office holders specified, quorums etc.

Motion: That the draft constitution presented to the AGM be given to the Committee to work on, circulate to all members for agreement, then make the application for incorporation. [Robert Ibell/Bruce O'Halloran] – Carried.

7. Policy Statement

Liz Yeaman – insert “pleasant” in the list contained in the third aim.

Motion: That the current policy statement be endorsed with the amendment suggested by Liz Yeaman. [Robert Ibell/Iain Dephoff] – Carried.

8. Any Other Business

- (a) Funding Options for CAN
- (b) Membership Campaign
- (c) Membership Leaflet
- (d) Website



Motion: That the Committee write to the Kennett Brothers to express CAN's appreciation for them hosting our website and to Paul Woodward for maintaining it. [Patrick Morgan/Jane Dawson] – Carried.

- (e) Next AGM

Roger Boulter – suggested timing the 2001 AGM to fit in with the next symposium (September, in Christchurch).

News From Transfund

In response to our letter regarding Transfund's evaluation of cycle projects, Peter Wright, acting Chief Executive at Transfund replied on 7 July:

"I would like to be able to deliver a more positive message in terms of progress being made on the important issues you raise. Unfortunately, Transfund is under pressure at present to deliver on the Minister of Transport's recently announced initiatives to improve passenger transport in New Zealand, and is unable to invest resources to progress the issues you raise at this time.

"Rest assured, however, that Transfund does intend to work with the Cycling Advocates Network and other agencies representing cyclists to progress the issues raised in your letter. I expect that this work will commence following completion of the significant components of the passenger transport work (programmed for November this year).

"In the interim, I feel it would be useful for you to meet relevant Transfund staff members to discuss how to progress Transfund's work on cycling."

New Auckland Regional Council Air Pollution Programme

ARC has just launched a new programme aimed at curbing Auckland's growing air pollution problem. They have correctly diagnosed the main cause of the problem as being the 459,000 vehicles used to get people to work each day. World Health Organisation air quality guidelines are now being regularly exceeded at various points around the city.

The first phase of the programme is aimed at drivers of poorly-tuned vehicles. Aucklanders are being encouraged to "dob in a smokey vehicle" by noting its license plate number & calling 0800-766539 (0800-SMOKEY) or visiting the www.smokey.org.nz website.

For more information on the programme and on Auckland's air quality problems, visit the ARC news website:

<http://www.arc.govt.nz/news/news.htm>

Please submit news items, articles, "Letters to the Editor," "comment" etc. Send to <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 6491, Auckland – electronic submission is strongly encouraged. ☺

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