



# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Nov 2000

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## Membership Campaign 1/10 – 31/12 2000

CAN wants to thank the following organisations for their contribution to the production of brochures, fliers and posters and donations for prizes and incentives:

Cycling Support New Zealand, Auckland for printing of brochures, fliers and posters

Jo Kinley, Hullabaloo, Christchurch for design of brochure.

Ground Effect, Christchurch for coordination of design and printing

A benefactor in Nelson for incentives in the form of gifts for groups or individuals around the country for the most innovative/successful campaign idea and safety gear packs as prizes for the campaign .

RepcO Sport for donation a bicycle prize to be drawn from all applications between 1/10/2000 to 31/12 2000. 🚲

## Membership Campaign – Alert! We Need Your Input

The Campaign will be officially launched – tentatively planned for beginning of November. The date will depend on how quickly we hear from Affiliated Groups and Contact Persons in areas with no groups. We need to hear what special activities you can plan for the launch date. Media release is being prepared now, but we need your input. Remember there is an incentive in the form of a special gift for the most innovative/successful campaign idea.

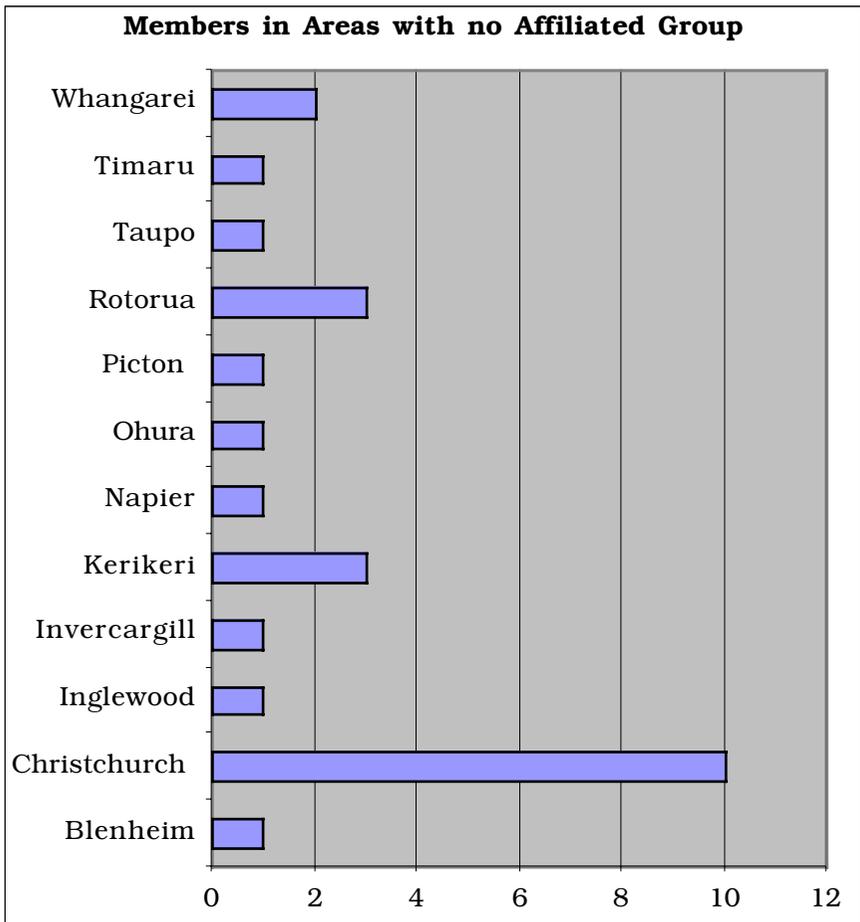
Please contact: Membership Secretary as soon as possible on 06-364-8187 or fax 06-364-8185. Email: [Liz.ocean@xtra.co.nz](mailto:Liz.ocean@xtra.co.nz) 🚲

## Members in Areas with no affiliated group

On behalf of CAN I want to warmly thank the members in these areas for their support in promising to distribute material and generally coordinating the campaign. The membership levels in these areas are as shown in the graph. Total 24.

The CHALLENGE to you is to top the membership total in Affiliated Groups (see below)!!

I am sure that the next graph will show considerable increase in membership in these areas.



### Areas with Groups established

The following groups are affiliated to CAN:

CAW	Cycle Aware Wellington
CAA	Cycle Action Auckland
CAT	Cycle Action Tauranga
CAPN	Cycle Aware Palmerston North
BNB	Bicycle Nelson Bays
Spokes Dunedin	Spokes Dunedin
OCEAN	Otaki Cycling Environment & Access Network (Kapiti Coast)
CAW	Cycle Action Waikato

Total membership in the above groups is 229. Most groups will be using the new CAN brochure with their label on the back for the promotion during October, November and December. We need to hear from Affiliated Groups about their planning and requirements of brochures, fliers and posters. Please contact Membership Secretary as soon as possible on 06-364-8187 or fax 06-364-8185. Email: Liz.ocean@xtra.co.nz for extra material. What was sent to you was just a “taster”.

## **Other Membership Categories**

10 organisations are supporting CAN at present. There has been an increase in supporting organisation membership since the Cycle Symposium in July. ☺

*Liz Mikkelsen, Membership Secretary*

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## **CAN Membership Types**



### **Affiliated Membership**

Originally when CAN was set up back in 1997, we imagined that gradually small groups would form around the country with the support of CAN through email and a Newsletters. This has happened, as you will see elsewhere in this newsletter, many groups have started up and are gradually building their membership. It was thought that these groups would become affiliated to CAN, but would otherwise run as independent groups, sometimes becoming Incorporated. This setup means that the affiliated groups would take care of their own membership issues i.e. collect membership fees, pay affiliation fees to CAN (\$5/member), run a membership database and campaign for new members in their area.

### **Direct Membership**

Back in 1997, we also advertised Direct Membership and supporting membership in our brochure. Direct Membership functions in areas where there are no groups formed, and where people concerned for the safety and well being of cyclists, would like to contribute. Direct membership also functions as a way of an information distribution channel for people who would like to subscribe to our Email Network and receive the *ChainLinks* newsletter, but due to “conflict of interest” issues cannot belong to the local affiliated group in their area.

### **Supporting Organization Membership**

This type of membership is open to any organisation who wants to see the development of better facilities and safety for cyclists in New Zealand by supporting the work CAN does in bringing the issues into public awareness. As above, this Membership type functions as a way of information distribution for people who would like to subscribe to our Email Network and receive the *ChainLinks* newsletter.

## Local Groups which are not affiliated

One of the strategic directions agreed on at the National Meeting on 16 July was: *Strengthening CAN's Organisation*. The new committee of seven are committed to support local initiatives. We are willing to support local groups who want to lobby for better facilities, safety and general awareness of cycling potential in their area, but where the group does not have the manpower for the administration of membership issues as an independent group. The CAN treasurer and Membership Secretary will take care of renewals, running the database, distribution of the *ChainLinks* newsletter and the general well-being of members. This scenario means that the total CAN membership fees goes into the CAN coffers but it will allow the local group to concentrate on advocacy. ☺

*Liz Mikkelsen, Membership Secretary*

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## Road Safety Strategy

The draft strategy to 2010 is out now and definitely needs input from cyclists! Copies are available from the LTSA (phone 0800 699 000, email [info@ltsa.govt.nz](mailto:info@ltsa.govt.nz), or download it from [www.ltsa.govt.nz](http://www.ltsa.govt.nz)) and there are regional meetings being held to discuss the proposals.

CAN will be making a submission (due 22 December), and will put together a list of the issues which we feel need to be addressed, to assist groups and individuals making their own submissions. Anyone interested in helping with the submission, or receiving the issues document, please contact Jane Dawson via CAN's usual channels. Thanks! ☺

*Jane Dawson*

*[See also Editorial]*

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## How Strong Is Your Helmet?

The following exchange was spotted recently on an Internet newsgroup on cycling issues. The posts stemmed from somebody asking "When is it time to replace a helmet?" The two halves of the exchange are shown in *italic* and plain text:

*The salesman in our local bike shop told me about a mother who came in with her (young) daughter wearing a helmet in two pieces taped together. Apparently the daughter had had an argument with her mother, the helmet had been thrown across the room, and had cracked in two when it hit something on the other side of the room.*

Hmmm. That tale **should** make some people question the "My helmet cracked, so it saved my life!!!!" stories!

*The mother had then taped the two halves together so that her daughter could continue to wear it.*

*Apparently the mother didn't feel it was necessary to buy a new helmet, until she was informed of the effectiveness of her repair*

But regarding the repair: I wonder if it was as bad as you think? Clearly, the brand-new helmet was held together rather ineffectively, yet it passed the (amazingly low) impact requirements. I wonder if the tape job was appreciably worse?

Certifiable (um... in the marginally positive sense) helmets have been made completely out of styrofoam, with a thin nylon fabric cover intending to hold them together in a crash. Seems to me that if someone wrapped one of those in duct tape or fiber-reinforced package tape, it would actually be quite a bit stronger than new!

Now maybe this woman didn't do that. Maybe it was just a few inches of cellophane. But even in that case, she might not have lost much effectiveness.

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## Quotable Quotes

*"... it is impossible to build a helmet that will offer significant impact protection"*

Dr. George Shively, The Snell Memorial Foundation

*"You should know that bicycling improvement construction costs run about \$70,000 a mile; for 12-foot shared paths about \$128,000 a mile; 5-foot bicycle lanes about \$189,000 a mile; 5-foot paved shoulders on rural roads about \$102,000 a mile. You should also know that one mile of urban freeway costs on average \$46 million a mile. Don't let anyone tell you we can't afford bicycle lanes! You know better."*

Congressman James Oberstar, (D-MN), at the Interbike bicycle industry trade show in Las Vegas on 9/23, in a speech describing the \$4 billion dollars made available in TEA-21 for bicycle facilities, trails, and greenways.

*"... helmets will mitigate the effects of falling off your bicycle and striking your head... If a cyclist is accelerated by a car, then the helmet will not work and will not prevent a severe or even fatal injury"*

Dr. Michael Schwartz, neurosurgeon and member of Canadian Standards Association Committee establishing helmet standards

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## Cycling Advocates Network – Draft Media Policy

Members' comment is invited on the following draft media policy for CAN. Feedback should be sent to Robert Ibell, Campaigns/PR Secretary, dawbell@actrix.gen.nz or c/- PO Box 6491, Auckland by the end of November 2000.

- as a voluntary organisation, CAN relies on members to bring issues needing media comment to the attention of the Committee
  - help from members and groups to write media releases and provide background material is appreciated & may be essential if some issues are to be pursued
  - CAN members and groups are free to make their own media statements; members and groups are encouraged to ask for CAN support on local issues where appropriate
  - all media statements issued under CAN's name are to be cleared by the Campaigns/PR Secretary (or in her/his absence, by the Chairperson)
  - the Campaigns/PR Secretary, in consultation with the Committee, will decide who are the most appropriate spokespeople for media statements issued under CAN's name
  - official CAN media comment will be guided by CAN's Policy Statement, campaign strategies and, where necessary, by seeking a specific mandate from members
  - specific media strategies may be drawn up for particular campaigns or events by the Campaigns/PR Secretary in conjunction with others responsible for the campaigns/events
  - local group contact details will generally be included in CAN media releases; groups will be sent the releases as far in advance as possible to enable them to prepare local responses or input
  - media releases will generally be emailed or faxed by the Campaigns/PR Secretary; media releases will be sent to NZPA, major and regional daily newspapers, Sunday Star Times, National Radio, Independent Radio News, TVNZ and TV3, with copies to politicians & others as appropriate
  - media release will also be sent to members on the CAN email network
  - local groups and members have the responsibility of sending media releases to local radio stations and weekly newspapers, local MPs, local government etc.
  - to gauge the effectiveness of CAN's media strategies, it is important that groups and members let the Campaigns/PR Secretary know whether CAN media statements are reported by their local media (e.g. send copies of newspaper articles).
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## News from The Kapiti Coast

On the 22 October the Coastal Cycleway that OCEAN has been campaigning for will be part opened. The route will open between Peka Peka and Paekakariki. OCEAN will be celebrating this event by cycling through. See details below:

The OCEAN Committee will be cycling from the Raumati end of the Queen Elisabeth Park track to Paekakariki to meet the walkers at Paekakariki joining the Opening Ceremony there at 10 AM. The public is welcome to join us on this ride, but a special ride (anyone who has a bicycle can manage at least part of this route) is planned for anyone who would like to find out where the track goes. Groups of children have been invited to join and the ride will be advertised on local radio and newspapers.

Start: Fisherman's Table cycle route entrance, OCEAN Members will lead and cyclists can drop off wherever they would like on the route (cyclists must arrange for their own pick-up at these points). Drop-off points might be: Raumati, Paraparaumu, Otaihanga Reserve, Waikanae and the end – Peka Peka. Participants should bring lunch, we will endeavour to have a caravan at Peka Peka to celebrate completing the trip with a cup of tea and lunch together.

For further information please contact: Harry Hall on 06-364-5865 or Liz Mikkelsen on 06-364-8187. 🚲



## Cycling Support New Zealand 3<sup>rd</sup> AGM.

Present: John Struthers – Chairman, Paul Ryan, Jack Biddle – CNZ Council, Adrian Croucher, Isy Kennedy – North Shore Road Safety Coord, Francy Parfitt – BIANZ, Bob Tuxford MTB, Graeme Knowles – Tri NZ, John Gregory, Mark Hendry – BMX, Phil Chase – Campaign for Public Transport, Bruce O'Halloran, Perry Bathgate – Secretary. Apologies: 8.

We moved through the AGM business as quick as possible so as we could spend time discussing the more important areas of where we'd been & where we wanted to go in the future, especially as we had the sporting people in full attendance for the first time.

All agreed that we had to address all issues in a unified manner, especially when talking to Government, both local & central. We should be “in the face” of our politicians at every opportunity. Now that we have the support of all the sporting groups, we can take their membership of about 7000 to support our discussions.

What would our numbers be if we could have some registration of all the others , say recreational cyclists????!!!

Considerable discussion was on the registration of “ other cyclists”, whether it could happen when bikes were sold with a swing tag to be returned to the sporting group for that particular bike for them to follow up re membership. Funding future development – always a difficult topic. John

Struthers & Francy Parfitt advised that they would both work harder within BIANZ to secure long term funding for CSNZ & others to use. Hillary Commission – Jack Biddle spoke on the restructuring going on within funding bodies like HC, Sports Foundation & NZOCGA. At the moment they fund directly only to sporting groups & that's where CNZ, BMX ,TRI & MTB get their funding from. There is nowhere that we are all aware of for special funding, if that's the correct word, for recreational cyclists & groups like CAN to apply for funding on a national basis. Local clubs & CAN provincial groups can apply for funding through their Councils & local Government scheme which is funded by HC. It was suggested that the Push/Play promotion of HC would see more people on bikes so it was in everyone's interest that there should be some way to apply nationally for recreational funding if we could all show increased membership in this area. Again it is something that the new Board will take up with those concerned. There is a Taskforce at the moment touring the country, so we should all take the opportunity to make submissions to this Taskforce, which is reviewing all sports funding.

We will have on the new Board reps from BMX, MTB & TRI along with myself representing CNZ. Discussed exchange of newsletters which is fine for those that have them now, but more importantly we discussed linking of all web pages which it seems is the way to proceed now. All of this to be discussed with new Board which will meet again before end of the month.

Auckland Harbour Bridge crossing was discussed & Isy Kennedy advised that Transit now had it on an ongoing agenda but don't hold your breath for it to happen overnight.

Roger Boulter Foundation document – need to liaise with Roger to see how CSNZ could assist him to obtain best mileage now that it is nearly ready to go to print.

I have listed above what I believe are the main items that came out of all discussions. I hope to have all AGM details in the next *ChainLinks*. The concluding comments from everyone was that it was great to have the ongoing support of the sporting groups. ☺

*Perry Bathgate, CSNZ*  
*cyclingsupport@extras.co.nz*

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## **Cycle Action Auckland Participates in Cycle Review**

Auckland's population continues to grow- where to put everyone? The Auckland Regional Growth Strategy has identified several parts of the city as potential growth areas, and the City Council has so far developed "Liveable Communities Action Plans" for the areas of Panmure, Avondale and Glen Innes. These plans aim not only to accommodate growth, but also to "promote initiatives to encourage cycling and walking."

CAA was recently invited by Auckland City Council to participate in a "cycle review" process in the suburb of Panmure, by joining them on a

bike ride round the area and evaluating the existing facilities and priorities for action. Three Council riders were joined by two local cyclists and three CAA members for a two-hour ride with lots of stops for discussion. While this will be followed up by a more traditional review process carried out by an engineer, Council are stressing the importance of involving the community, especially local cyclists. CAA welcomes the opportunity for this kind of consultation in other projects. 🚲

*Adrian Croucher, CAA*

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## **Pedal Power**

London, Oct 9 – It may not have the same kudos as a company car, but 100,000 staff at a British firm were today offered company-subsidised bicycles in a bid to promote fitness and reduce pollution.

The Yorkshire-based Asda chain announced plans to give all employees the chance to buy a bike at cost price.

The offer will begin early next year.

If the take-up mirrors the national average for numbers of work trips made by bicycle (3 percent), at least 3000 Asda staff could ditch the daily drive and let the bicycle take the strain.

To mark the announcement, the company is also launching a “supermarket cycle-pool” at its new store in Derbyshire.

The pool of 15 bicycles will be available to any staff who live locally and want to try pedal rather than petrol power for their journey to work.

“The idea came to us during the petrol crisis,” said Asda chief operating officer Paul Mason.

“In spite of empty petrol tanks, colleagues made it into work, with pedal power proving the most popular choice.

We wanted to make it as easy and cheap as possible to get colleagues out of cars and on bikes and today’s announcement is the result.” 🚲

*Press Association via LTSA [We’re not joking! Ed.]*

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## **Australian “Safety” Plan To Discourage Cycling And Walking**

In February 1999 the Australian Minister for Transport and Regional Development launched a national cycling strategy which promised to promote cycling in all spheres of government and improve cyclist safety. A year later the same minister’s department prepared a national road safety strategy that identifies cycling as less safe than motorised transport AND that transport and land use planning should discourage less-safe transport modes. Submissions from cyclists all over Australia were ignored by the Australian Transport Safety Bureau (ATSB).

Around the world a new approach to road safety is gaining ground. This “Road Danger Reduction” approach urges that vulnerable road users be both protected AND encouraged. Instead this new draft road safety strategy puts most priority on car occupants and explicitly aims to discourage vulnerable road users, such as cyclists. A senior member of the ATSB even said that promoting cycling and walking might be “health” and “environment” policy but it is not transport policy. Fortunately, State transport ministers in Australia declined to endorse the strategy at the last minute (although for other reasons). So a high level task force has been established to review the NRSS. Australian cycling and pedestrian advocates are pushing for the environment and health effects of transport to be given appropriate weight in the revised document. ☸

*Source: via Robert Ibell based on information from  
Dr Harry Owen, Bicycle Federation of Australia,*

*Email: [Harry.Owen@flinders.edu.au](mailto:Harry.Owen@flinders.edu.au), Web: <http://www.bfa.asn.au>*

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## **Draft Recommendations For On-Road Cycle Lane Marking**

Alix Newman, Cycle Planning Officer for Christchurch City Council has have recently released the first draft of a paper on recommending an improved set of standards for on-road cycle lane marking. It is about 40 pages long so we don't include it here! It can be obtain on the web at:

<http://www.ccc.govt.nz/reports/2000/CycleLaneDelineationTreatments>

Alix would feedback from anybody who is interested. You can contact him by email as [Alix.Newman@ccc.govt.nz](mailto:Alix.Newman@ccc.govt.nz), or by post at Christchurch City Council. ☸

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## **NZ Cycling Strategy Foundation Project – Almost There Now**

Many *ChainLinks* readers will be waiting with baited breath for what this project of mine is coming up with.

It's been a long time. A year ago, when I started, it could so easily have ended up as just another document saying “all the right things” but gathering dust of official shelves (or waste bins). Now, if the “Making Cycling Viable” Symposium is anything to go by, the prospects for this document to be taken further look promising indeed.

If only I could get the thing out! I'm now working in my spare time on it, but the text is complete. All I need now is to add a bibliography (essential, since so many readers will be new to the cycling field) and a few illustrations to invite people to read it! So not long now (honest).

But I can tell you what I'm recommending.

## Strategy

Firstly, yes there should be a “New Zealand Cycling Strategy” – but said with some trepidation, since *having* a strategy isn’t the main issue – the real need is to see it worked into the several “mainstream” policies the government is working on, like in transport, health and energy. This should be accompanied by a national “Cycling Forum” to bring key stakeholders (including CAN) into the dialogue which so badly needs to accelerate. We saw a bit of this at “Making Cycling Viable” – mainstream professionals and decision-makers and cycling specialists learning from each other.

On engineering, there’s a lot of good work being done in Christchurch and other places, but almost none gets through to “official” channels like LTSA – important if it is to have some “clout” beyond the “green few” of interested Councils. Whilst suggesting a lead role for LTSA in a cycling engineering research programme, I’m saying they should learn from the “Christchurches” of New Zealand, not try to “compete” with them. There’s a wealth of good work to draw on there.

## Funding and Evaluation

Project evaluation (which determines how transport funding is shared out) needs to take on board the largely ignored benefits from more cycling – preventive health is one of the more obvious and well-researched of many. There’s no logical reason not to count these – they are savings to the “nation” just like crash savings are, and dollar values have been put on them.

And Transfund should not even look at projects which effectively block off cyclists’ right to pass and repass (a big fast-flow roundabout with no suitable alternative is a classic). This isn’t a question of economics, but of common law rights.

And the whole benefits cost calculations systems should be put in a context of wider government strategy. This hasn’t been the case up to now, but the government’s Transport Strategy is coming at just the right time for this.

## Health and Road Safety

A real “divide” here. Talk to a doctor, and cycling seems really good for your health. Talk to a road safety professional, and they will probably give you a helmet and warn you of the crash risk. Here I’m saying that since the preventive health benefits have been shown conclusively to outweigh the crash risk, road safety strategy must be set in the context of a wider strategy to encourage more cycling. At present the “crash data” basis on which road safety priorities are set works the other way.

Sorry Nigel, I’ve not called for the helmet law to go (I haven’t endorsed it either), but I have said that too much store is set on helmets, and that they should be marketed far more subtly [*but the law, among its other*

*negatives, surely results in the “to much store” Ed.]. Far more important, I’ve said, is road user behaviour – and so I’ve called for more education for both cyclists and motorists.*

Cyclist education is presently fragmented between three main providers, only really school-based, and overwhelmingly in off-road simulated situations. This should be taught to all children as a basic life-skill (like swimming is) and involve a lot of *on-road coaching*, since this is the only way you can build up the skills of interaction with other road users (just like learning to drive a car in fact). Then the cyclist training should be targeted at adults as well, to overcome the idea that you drop cycling when you “grow up” enough to get a driver’s licence, and to give some help to all those adults whom I suspect would love to try cycling but are intimidated by the road traffic, and have no one to teach them how to cope with it.

The Road *code* looks like a “how to get your driver’s licence” guide, and even is PUBLISHED with this on the front cover! That’s hardly likely to get motorists to read it once they’ve got their licence, nor cyclists to read it at all. It’s no good just having “the Safe Cycling Book” welcome though that is, because *motorists*, too, need to know how cyclists should and are likely to behave.

There are significant deficiencies in both guides. The Road Code has NO guidance on motorist/ cyclist traffic interaction, and all the pictures (except one) create a false picture of roads only inhabited by motor vehicles. The one picture of a cyclist comes in a test of “which is the main hazard you as the driver have to avoid?” and you’ve guessed it – the “hazard” is a bike, trying to sneak round a parked car. *None* of the official cycling facility signs or marking are shown in the Road Code, except for one sign which is incorrectly described. All the “bikey bits” of the Road Code are talking about *preparation* for cycling on the road (e.g. helmets, signalling, clothing, maintenance, carrying loads etc.), and *none* is on interaction with traffic. Even the Safe Cycling Book partially fails here in that it gives you guidance on how to *give way* to traffic, but none on how to *exercise your right of way* (including how to behave if it is not respected!) – an essential part of every cycling journey.

## **Integrated Transport Planning**

And then there’s a particular pet hate of mine “integrated transport planning”. The laudable attempt to be “multi-modal” often ends up as some sort of “holy grail” faith in public transport. The big complex technical urban studies on this (mainly outside New Zealand so far, but they’ll be coming in) either totally ignore cycling and walking, or dismiss its potential on quite spurious grounds as “not really practical” for most transport needs. The curious and inconvenient fact that blows this apart is that there’s an awful lot of it about – for example as much cycling as public transport use in Auckland, and *Three times* as much in Hamilton – and that’s in situations where cyclists say that road traffic is intimidating!

These studies rarely look at the *weaknesses* of public transport (like reliance on timetables and routes and mass numbers for viability), and our travel patterns have changed vastly since the classic transport studies of the 1960s – much more diffused in space, time and purpose nowadays. All this works *against* public transport and *in favour of* bike, foot and – it must be said – car! I'm not saying bike is “the answer” either, but I AM saying we need to be level-headed and professional in this area and put a stop to cosy obsessions with *any* particular mode of transport. They all have a role to play, so let's examine what their strengths and weaknesses are and how they can all work together. (End of personal rant).

## And now?

After concluding with a big plug for more “information exchange” – and suggestions of ways to learn from each other, and for “mainstream” professionals to get in touch with the basics of cycling policy and practice – the questions on my (and I'm sure your) lips is: *Where does it go from here?*

My guess is it won't go in the bin. We are in a climate of a rethinking of government policy in a range of different areas, and there have been indications that more cycling, and cycling policy development, is wanted within the corridors of government. So watch this space for the final report, which I'd hope would be some time in October. Then let's see what happens. ☺



Roger Boulter  
Hamilton City Council, roger.boulter@hcc.govt.nz

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## Slippery Paint Will Kill Again – Cyclist

Wellington, July 10 – A Wellington cyclist says treacherous road markings could have caused his death on Saturday – on the same piece of road on which a cyclist died last year.

Jim Robinson fell on new white road markings at the Maungaraki intersection on SH2 near Lower Hutt on Saturday, the fifth cyclist in his group to fall at the spot within minutes of each other.

The crashes came just months after Mr Robinson took part in Transit New Zealand tests following 28 year old cyclist Sam Raphael's death last year.

Cyclists and Mr Raphael's family believe slippery thermoplastic paint on SH2 north of the Korokoro intersection was the biggest factor in the triathlete falling and being hit by a car.

Mr Robinson said Transit appeared to have taken cyclists' concerns seriously after Mr Raphael's death.

He gave paint tested earlier this year the thumbs-up but was shocked at its slipperiness on Saturday, saying it was like black ice.

“I would have died if there was a car behind me...Someone else will die.”

He had contacted police and Transit since Saturday's fall.

Transit released a statement last week saying thermoplastic edge lines were at the optimum level to benefit cyclists and motorists.

Regional manager Dave Rendall said Transit had today sent a team to investigate Mr Robinson's complaint.

He confirmed the paint had been laid recently and was of the type used elsewhere. He could not say whether it would be removed or replaced. 🚲

NZPA

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## Transit Gets Rough With Slippery Paint

Wellington, July 12 – Transit NZ has sandblasted slippery new white lane markers, on SH2 after five cyclists fell at Maungaraki in the Hutt Valley on Saturday.

Cyclist Jim Robinson's feared he and his cycling companions could have been killed after crashing into a traffic lane.

Transit regional manager Dave Rendall said the thermoplastic paint, laid recently, was tested on Monday night and immediately repaired then re-tested.

All other thermoplastic paint lines laid at the same time are being reviewed.

Mr Robinson said he was happy with Transit's quick action.

He understood the skid resistance where he fell was significantly lower than required, but after being corrected was higher than the required standard.

Mr Rendall said the error occurred when contractors laid the thermoplastic paint.

Transit would investigate how the mistake occurred and ensure it didn't happen again. 🚲

NZPA

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## Lincoln Connection Update



In the July/August issue of *ChainLinks*, Helen Rance described the Lincoln Connection rideshare website and wondered how it was doing. As a result of the scheme, a significantly higher number staff and students are shunning the drive alone commute to Lincoln University and carpooling instead.

First, a reminder about what we are talking about. Lincoln University and the Energy Efficiency and Conservation Authority (EECA) developed an

internet-based carpool or “rideshare” matching system to help make it easier to find carpooling partners. Potential drivers and passengers who register their travel details on the Rideshare website are put in touch with others with similar travel routes and times automatically by email. The Lincoln University Rideshare website, called “The Lincoln Connection”, was launched in January 1998 and is at:

<http://www.lincoln.ac.nz/rideshare/>

A September 1999 survey showed that the number of staff and students who usually carpool to Lincoln has increased from 25% in 1997 to 32% in 1998 and then to 33% in 1999. Now 53% of students carpool at least once a week to Lincoln (up from 40% in 1997 and 47% in 1998). This modal shift has not been at the expense of public transport, cycling or walking. The proportion of staff and students driving alone to Lincoln has fallen from 58% in 1997, to 53% in 1998 and then to 46% in 1999.

The Rideshare website also provides on-line information about buses to Lincoln, courtesy of Environment Canterbury. It also has information on Christchurch’s “bike and ride” facilities, taxis and long distance transport providers.

The rideshare scheme is supported by a priority parking system incentive, where those carpooling to Lincoln get sole use of the most coveted parking spaces closest to buildings. The number of priority parking spaces has had to be increased from 17 in 1997 to 25 in 1998, then 30 in 1999. In the late mornings and around midday, the average occupancy of priority car parks is 90%, with demand sometimes exceeding supply.

The Rideshare software has been designed to be adapted for use in other locations. It is a very low cost transport demand management tool suitable for large tertiary education facilities, hospitals and employment nodes. Replication of the Lincoln experience is currently being actively pursued in a number of organisations. Auckland Regional Council and Wellington Regional Council are currently investigating regional Rideshare pilot schemes. ☺

*Liz Yeaman, EECA*

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## **Cycle Strategy for Taupo Town – healthy lifestyles and a healthy environment**



The concept of a cycle strategy for Taupo town was presented to the Taupo-Kaingaroa Committee as part of the annual plan submission process. Committee members embraced the concept and have requested the development of a ‘cycle strategy’.

The establishment of the cycle strategy will provide the framework for the provision of cycling facilities in the Taupo town area. In developing the cycle strategy the Council will identify how it can promote, manage, plan and prepare for cycling.

It is envisaged that the integration of this 'soft' transport option with conventional motorised transport will offer the Taupo residents flexibility and provide ecological, community and individual health benefits.

A draft cycling strategy document is expected mid year. It will then go out for public consultation and amendment, before going to the Taupo District Council for ratification.

For further information contact Gerry Dance (377-9804), Chris Todd (377-9842) Lisa Rowland (377-3600). ☹

*Gerry Dance*

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## **The Ken Everett Cycleway At Whirokino Trestle**

State Highway 1 crosses the Manawatu river about 2.7 km south of Foxton on its way to the Tasman Sea. This is the main highway linking Wellington to the south and destinations further north (Wanganui, New Plymouth, Taupo, Auckland). As such it is likely to be used by long distance touring cyclists, especially overseas visitors who often travel with large scale maps which only show main roads and are not likely to be familiar with alternative quieter routes (if any).

The only alternative route to State Highway 1 north and south in this area involves a long detour via Highway 56 at Himatangi in the north, through Opiki, Highway 57 through Shannon to Levin in the south.

State Highway 1 where it crosses the Manawatu River consists of two trestles (bridges). The main trestle is flat, straight, 1.1 km long with two lanes 3.2 m wide with a 45 cm shoulder on each side.

For comparison, heavy trucks are 2.5 m wide, not including exterior mirrors. Consequently there is not much spare room for cyclists and trucks on the main trestle, especially if there is traffic in both directions when the cyclist is crossing the bridge. The main problems for cyclists crossing the main trestle are the length, the relatively narrow lane width (3.5 metres is a minimum standard for state highways) and lack of adequate shoulders, combined with truck traffic at the time cyclists are crossing the trestle.

The southern trestle has similar lane widths and shoulders, but is not such a problem for cyclists as it is only 160 metres long.

Ken Everett, a much-travelled Foxton cyclist, had written to both the local Council and Transit New Zealand pointing out the dangerous nature of the main trestle for cyclists and added he hoped that a cyclist would not have to be killed on the trestle to get some action on an alternative method for crossing the Manawatu River. Tragically in April 1997 Ken Everett was hit by a semi-trailer and killed while crossing the bridge in daylight on a fine day.

Before Ken was killed the official responses to providing a cycleway were the usual: high cost; low benefit to cost ratio; not enough cyclists crossing the bridge; no previous crash record of cyclists being injured on the bridge (being scared out of your wits by a large truck and trailer passing within centimetres of your bicycle does not count in the crash statistics!); other higher priority spending areas etc.

However there is some good news. Ken did not die in vain. Transit New Zealand has constructed a paved 2.75 m wide cycleway which bypasses the main trestle at river level. The cycleway was opened earlier this year. At times of high river flow part of the cycleway may be flooded and therefore there is a OPEN sign at each end of the cycleway indicating that the alternative similar to the highway signs indicating the Desert Rd etc. is open.

Photo 1 shows approaching the cycleway from the Foxton (northern) side. The cyclist sees two standard diamond PW35 bicycle signs with an information sign about the safer alternative route for cyclists.



Photo 1: Northern approach to the main trestle with information sign and PW35 bicycle signs

Continuing south Photo 2 shows the entrance to the cycleway at the northern end of the main trestle. Cyclists descend on the ramp and cross under the main trestle to the cycleway which is on the western side of the main trestle. There is a green sign indicating the cycleway is open and in the background there is a memorial plaque for the Ken Everett cycleway and a brief summary how the cycleway came about (Photo 3).





Photo 2: Northern entrance to the Ken Everett cycleway



Photo 3: Memorial Plaque for the Ken Everett Cycleway

Photo 4 shows the cycleway emerging from under the northern end of the bridge beside the northern stopbank of the Manawatu River (fence line). It then continues along the flood channel of the river and rises over the southern stopbank (railings near the power pole in the right of the photo) and continues parallel to the bridge. The section of the cycleway between the two stopbanks is sealed, but is subject to flooding at times of high flow of the Manawatu River. Presumably when this happens, the signs at each end of the cycleway are changed to CLOSED and cyclists have to take their chances on the bridge. The brackets for some of the eighteen yellow bicycle signs that were used to warn motorists of the presence of cyclists on the bridges before the cycleway was completed are still there. Possibly these signs could be temporarily installed when the river is in flood to warn motorists that cyclists may be using the bridge.

Just to the south of the power pole there is provision for the local farmer to shift stock across the cycleway. This short section is corrugated concrete rather than the smooth hotmix seal for the rest of the cycleway and there are gates and fences to keep stock off the cycleway.



Photo 4: Cycleway emerging from under the bridge just south of the northern stopbank for the Manawatu River (fence line) and continuing over the southern stopbank (railings/power pole, top right of photo)

Photo 5 shows a view in the flood channel looking at the ramp over the southern stopbank. As noted before the cycleway is sealed with hotmix (ultra smooth) apart from the short stock crossing and is 2.75 m wide. There are bollards at each end of the cycleway to stop motor vehicles (other than motorbikes) using the cycleway. A victory for cyclists!



Photo 5: View from the flood channel towards the ramp over the southern stopbank (railings at power pole)

Photo 6 shows a typical semi-trailer coming off the northern end of the main trestle. The northern entrance to the cycleway is on the left of the photo.



Photo 6: Typical semi-trailer at the northern end of the main trestle. Cycleway northern entrance is on the left of the boat launching ramp sign

Photo 7 shows another truck and trailer unit exiting the northern end of the main trestle. Note that the truck is over the centre line with some clearance between the truck and the concrete bridge railing. Imagine the situation where there are trucks travelling in both directions on the bridge where the drivers move over to the left to give clearance for both trucks and how much room is left for a poor unfortunate cyclist caught on the bridge at the time.



Photo 7: Truck and trailer exiting the northern end of the main trestle. Note truck is over the centre line. Cycleway northern entrance is to the left of the boat launching ramp sign

Photo 8 shows a view looking north from the southern end of the main trestle. Photo quality is not very good unfortunately, but one can see there is not much spare room on this two lane State Highway 1 bridge.



Photo 8: Looking north along State Highway 1 from the southern end of the main trestle. Cycleway entrance for northbound cyclists is on the left

Cyclists travelling north can quickly travel over the short southern trestle and then descend the approach to the southern end of the cycleway which begins at the southern end of the main trestle as can be seen in Photo 6.

The Whirokino Main Trestle is probably the most dangerous example of narrow bridges on New Zealand's state highways. However there several shorter bridges with no shoulders on State Highway 1 south of Levin which cross the main trunk railway line and a couple of overbridges over the railway line in Wairarapa with non-existent shoulders.

Some bridges on state highways, such as the one on State Highway 1 over the Rangitikei River south of Bulls, have pedestrian footpaths which double as cyclepaths. Others such as Cobham Bridge over the Whanganui River on State Highway 3 where two young cyclists were killed in February this year are being investigated by Transit New Zealand with respect to retrofitting the bridge with footpaths/cycleways.

Maybe Ken Everett did not die in vain. However cyclists still have to be killed (e.g. the two young Wanganui cyclists) before any official action is taken to reduce the danger of certain sections of highway. It's high time this callous practice was outlawed! 🚲

*Ron McGann*





**SERIOUS  
SAFETY**

## Letter From Canada

I did a 3 week trip in NZ in Feb 1999 & biked from Auckland to Christchurch (i.e. mostly on the North Island, but some on the South). Overall, NZ is a great place to cycle – good roads, relatively little traffic, lots of (very economical) amenities & nice people. I also had great weather (only 2 days with rain from Feb 1 to Feb 21), but I gather that's not always the case!

The maps I used were the Pathfinders series, available at any tourist bureau in NZ for about NZ\$4 each. I'd also recommend the "Pedaller's Paradise" books (one each of the North & South Islands), which give you gradients along all the major routes & also tell you where food, campgrounds, etc. are available (handy when you're hungry). Do a search on the web & you can order them.

The roads are good, as I said, although the asphalt tends to be rougher than here – sort of gravelly – but still good. There are still a number of unpaved roads and you're bound to do at least some travel on them, but they were fine for short distances. I took my own bike (a hybrid), but met a number of people who rented. My advice would be to take your own (it's easy to take on a plane & you'll have a bike you're comfortable with). I would also never do a trip again with a hybrid or mountain bike, but rather take a proper touring bike unless you're planning off-road riding. I was passed many times by people on old ten speeds (!), & have done another trip since with a touring bike – they are much better!

One of the best things about cycling in NZ is the great balance between relatively quiet roads & easily available services. There are lots of private campgrounds and "backpackers" hostels, all considerably better equipped and cheaper than in Canada where I live. I generally paid NZ\$9 for campgrounds (that included hot showers, kitchens, etc.), and NZ\$10 – 45 for backpackers accommodation (\$10 for a bunk bed in a 6 person dorm in a small town, \$22 for a single in a small city, \$45 for a single in Auckland). In fact my impression was that the whole country seemed to be set up for outdoor recreational tourists. Great! If I were doing the same trip again, I think I would definitely not take stove, cooking equipment, etc. again. It adds a lot of weight (weight is very, VERY bad), supper was usually the only meal I really cooked anyway, and there was almost always a restaurant/pub nearby at suppertime.

Check out <http://bora.dacom.co.kr/~boonstra/nz/cycle.htm> It's a good website of one guy's travels thru NZ, including the South Island. The maps he shows look like the Pathfinders ones I mentioned. ☺

*Bob Adair, Canada  
first posted to the CAN Discussion Forum*



## NZ Travel Survey (1997/98)

LTSA has recently released the results of their NZ Travel Survey (1997/98). This was based on 14,000 interviews, and gives some insights into how travel patterns have changed since the last survey in 1989/90.

Interesting statistics include:

- 51% of all travel trips are by car, 28% as a car passenger, 17% on foot, 2% by bicycle and 2% by bus.
- Over the last eight years, driving has increased by 35%, car passenger travel by 14%, bus travel by 16%, time walking by 7%, but cycling has decreased by 19%.
- The average driver spends about 280 hours driving per year (46 min per day).
- People in Canterbury and Hawkes Bay cycle most – averaging over 150km a year for every man, woman and child over 5.
- One third of all driving trips are under 2km long; two thirds are under 6km.
- In cities, being driven by car is now the most common way for kids to get to school. The number of children being driven to school by car has more than doubled over the last eight years, at the expense of walking or cycling.

The survey results are available in full and in summary form from the LTSA website: <<http://www.ltsa.govt.nz>>. The published summary is also available from LTSA on freephone 0800-699-000. ☺

*Adrian Croucher & EECA*

*[The coincidence of cycle helmet promotion and legislation, combined with the consequential “dangerisation” of cycling, and the huge drop in cycling over the last 8 years is something only a Government could ignore. Ed.]*

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## Europe Celebrates Car Free Day, Erupts In Protests Over Fuel Costs

On 9/22, 822 cities in Europe and such places as Bangkok, Buenos Aires, and Tel Aviv banned cars from streets in favor of bikes, roller blades, scooters, transit and feet. Sponsors of the third annual Car Free Day, which range from the European Union and member states to transportation advocacy groups, celebrated the occasion in ways ranging from an official day of painting outdoors in towns along Italy’s Amalfi coast to a critical mass ride in Boston. Pedestrian signals were doubled in Dublin and Londoners were invited to bicycle through car-free boroughs on organized rides converging in Trafalgar Square. Car-free day has taken off dramatically since 1998 when it was initiated by 35 French towns and 200 localities the following year. The event enjoys broad support according to a poll

conducted in six participating cities which found 81% of the 1900 polled thought Car Free Day is a good idea. For more information on the car free campaign, see: <<http://www.22september.org>>

Coincidentally, this year's Car Free Day occurred after weeks of protests in Europe over high fuel costs. Farmers, taxi drivers, and truck drivers began blocking roads, ports, gas stations and refineries in France in late August after the country's fishermen won tax concessions from the government. Similar protests have followed in nearly every county in Europe, including England where blockades prompted lines at gas stations. Most governments have responded by cutting diesel, road and social taxes, postponing proposed tax hikes, and, in the Dutch case, returning \$300 million to truckers.

Having touted high fuel taxes as the core of their clean-air policies, the European Commission is now launching a joint research project with the car industry to develop fuel-efficient vehicles that is expected to get as much as 280 mpg. The cost of diesel fuel has increased nearly 30 percent in Europe by some accounts since last year in part because countries pay a value-added tax on top of a fixed per-gallon tax (Investor's Business Daily, 9/29). ☺

*STPP (Surface Transportation Policy Project*

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## **Report From The Road User Forum, Dunedin**

Dunedin hosted the 32nd Traffic Management Workshop. This is an important annual event organised by the Transportation group of the Institute of Professional Engineers of New Zealand. As part of the conference for the first time a Road User Forum formed part of the conference process.

I found it a very rewarding experience and if there was anything I brought away from it it was that good things are happening for cyclists, there is some good will out there but we will need to storm the battlements as the "vehicle" continues to take over our lives and invade our space.

My presentation was for three minutes along with 25 others and it was well chaired by Gretchen Kivell who with Steve Reddish former traffic engineer of Auckland summed it up well saying that the forum had pointed out well that there was:

- 1] A need for awareness and understanding by and for all road users.
- 2] We need to work on the lack of tolerance of some for the others.
- 3] Quality in roading networks was for all users and processes needed to define quality in this way so that account was taken of all needs.
- 4] We needed an infrastructure that recognised all users.
- 5] Mostly the greatest need was to work on our attitudes to each other.

Prior to the Forum a lot of the technical arguments and science had already been presented by our advocates who were attending the conference in their role as engineers. They were:

Glen Koorey on "Making Cycling Viable"

Roger Boulter on "The NZ Cycling Strategy Foundation Project"

Susan Cambridge on "Cycle Audit and Review"

Axel Wilkie on "Cycle Activate Extended All Red" [needs explanation!] and "Cycle Design for Signalised Intersections".

My presentation was very different and perhaps to some a little naive but certainly passionate as it was meant to be. This is what I said.

The scientific stuff has been said many times...So here is the passion.

What is the significance of my wife in her late 50's being knocked off her bike travelling 10 blocks to do her shopping by a student in his early 20's driving a car 4 blocks to Uni?

What is the significance of a young woman screaming at me because I crossed in front of her? She was doing well over the speed limit.

What is the significance of having "no where to go" with a logging truck on your tail on the Port Chalmer's highway?

The significance of course is that all cyclists must be twits! It is too dangerous to ride a bike. The logic is simply not to!

HOWEVER I find this approach bizarre. It actually defies a greater logic.

Sure we can have more cycleways, speed limits, cycle friendly intersections, but the problem is much more serious.

Ladies and Gentlemen THE CAR is killing us all. To save our environment, to save our obese kids who cannot even walk to school these days, to save you and me from our coronaries and diabetes. To cope with our stress, to hear the birds in our cities once more, we need less cars, not more. We need less carparks except in the periphery of our cities. It will be a demanding discipline for us all. We will carry our laptops on our backs as I do. We will walk and cycle with our kids to school. We will have transport for the disabled but our work place will have mainly bike stands. We will have started to save the planet and ourselves."

There was some applause but I have to admit all presenters were well received.

Among the other presenters were the Automobile Association, The University Students Association, Bus operators, Cartage Contractors, Pedestrians, Motor Cyclists, Skateboarders, Age Concern, Grey Power, the Blind Foundation, the Disabled Persons' Assembly, the Hearing Service

Association and groups like the Police, Fire, and Ambulance services as well as Driver Education.

The recent formation of the Dunedin cyclists group Spokes Dunedin will help to give us a voice in the cacophony of requests and discussion that has to continue.

The Transport Group of IPCNZ need our congratulations on setting up this initiative and are delighted to know that this will be an annual event as the conference shifts its venue around the country. ☺

*Peter Strang*  
*(University of Otago, Student Health & Counselling Service)*

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## **Debate (Not Quite) In Christchurch**

*The following article was published in The Mail, Christchurch. Alix Newman, Cycle Officer for Christchurch Council, responded but to our knowledge his reply has not yet been published – we include that here as well. Ed.*

### **One Rule Doesn't Suit All**

Some North Island researchers have come to the conclusion that there are “hard core” drivers who will not give up their cars even if costs rise and public transport improves. Oh really? What naughty folk we are.

Get real. People don't spend thousands of dollars on a car to leave it at home and subject themselves to inconvenience and discomfort. Public transport does not suit everyone, their movements or family circumstances. But if people want to use it, that's great. It should be encouraged. But not enforced.

These days many commuters prefer to live outside the city boundaries, and in areas where public transport is not available. Carting large numbers of youngsters to sports events, schools and other activities is often not practical other than by car. We should not use the car unnecessarily? Fine – but who has the right and arrogance to decide for you when it is necessary?

Plans to modify the city for cycles at the cost of other traffic movement are not sensible. Cycle promoters forget that NZ is not Europe – indeed in many ways it is more allied to Australia and the US – and it does not have European conditions and population densities.

Mixing different traffic modes is a bad idea, which is why exclusive cycle tracks are a good idea. But cyclists do not help their cause by being widely contemptuous of traffic laws and regulations.

Allowing cyclists to ride on footpaths, as suggested, would be hazardous for older pedestrians who are more vulnerable to being knocked down, and risky to the disabled.

Making city streets cycle friendly at the cost of making them vehicle hostile is foolish. A taxi-driver recently told The Mail that a particular traffic feature had, he was sure, been designed by "...a (deleted) bicycle-riding (person from England)....". We do not know whether he had inside knowledge, but the implication was that the designer was not au fait with NZ conditions, and even less wised up on details like the space required to manoeuvre a motor vehicle. It was fair comment.

We back the Council's plans for dedicated cycle tracks. Let any who wants, cycle if they can – it's healthy, cheap, non-polluting and helps reduce motorised traffic. But forget about trying to ram personal proclivities down the throats of the rest of the community

*Alix Newman's response:*

Your article "One rule doesn't suit all" (21 Sep) appears to contain an element of paranoia. Nowhere in any of the research or conclusions into public transport and/or cycling use does anybody say their use should be enforced. Nor does anybody say when it is right to use or not use your car. Choice of transport mode is and must remain an individual right.

What both research and planning efforts within Christchurch and nationally, do say, is that there are types of journey, typically done by car, which could easily be done by public transport, cycling, or even walking. Strong efforts are being made to bring this point into the public forum and to back this up with information about the benefits of changing mode. Inevitably there are social, individual and environmental health benefits to be gained from a reduced dependency on private car use.

Not only are efforts being made in the information world. Christchurch in particular is trying to give effect to many of the benefits by providing cycle facilities to further encourage cycle use. Your article makes some sweeping generalisations about how these cycle facilities in Christchurch are planned. Sadly, your comments reflect very little effort to understand what is occurring and why, and you look to a very one sided, blinkered perspective to substantiate your stance. Time to grow up I think.

The City Council recognises Christchurch's huge potential for an increase in numbers of people cycling, and believes there is plenty of demand for that to happen. Recent surveys in schools have shown that most children would like to cycle to school, even though only about 30% of them are currently allowed to.

To satisfy this demand, and reduce the risk to those currently cycling, the Council is embarking on a programme to allocate road space more clearly between cyclists and vehicles, and also develop off-road pathways. We agree totally that NZ is not Europe and therefore European style road treatments are not totally appropriate for NZ. We make no effort to emulate European treatments (often to the dismay of many cyclists). Every road treatment in Christchurch is specifically designed by Christchurch people (not all of whom are cyclists) for the conditions that prevail on individual roads.

And it is time to get real about cyclists and vehicles operating together on roads. Exclusive cycle tracks are NOT the total answer. There will always be cyclists on roads, and they need to be catered for – both by engineering and the attitudes of other road users. Does your partner, child, friend or stranger become less worthy of your care and respect merely because they choose to cycle, and not surround themselves with a tonne of metal?

And in direct contradiction to one of your statements, plans to modify the city for cycles at the cost of other traffic movements ARE sensible – in some situations. Where the safety of all road users may be enhanced by restrictions on traffic movements it would be to neglect our road safety responsibilities if we did not take such action.

Let's not forget, in the broader context, that all of the modern efforts to encourage and facilitate cycling, public transport and walking are trying to restore some balance to individual transport choices. For decades most road planning and building have pandered only to the car, much to the detriment of the other, forgotten, modes. Efforts to redress the balance can only be good for Christchurch.

We have excellent examples of how bad cities can become when accommodating the car dominates transport planning (Los Angeles for example). It must be a curious type of insanity that says we can do what these other cities have done, and yet expect to end up with a completely different result.

Christchurch will never remain a clean, green, garden city unless there are concerted efforts to make it so. It will not happen by default while we plan our way into an LA style environment.

It seems to me that the antagonism and disrespect that can develop between cyclists and vehicle drivers must end. After all, the only difference between the people involved is the transport choice they make. True, some cyclists are “widely contemptuous of traffic laws and regulations”. Their actions should be condemned as loudly as those of the bad driver. But it is interesting to note that privately, some transport authority staff acknowledge that cyclists need to behave illegally if they are to behave safely on the road. Such has been the neglect of cycling as a transport mode, that the road rules can't accommodate safe cycle movements on the roads.

Still, the way through this debate is not to continually butt heads. Resolution, mutual respect and consideration can only come from efforts to see the problems from the other person's point of view. I would be happy to escort the editor of The Mail, and any other steadfast drivers, on a cycle tour of the city. Do you really want to know what it is like out there? 🚲

*Alix Newman*  
*Cycle Planning Officer, Christchurch City Council*

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## **Deliveries in car free areas? Leave it to ZERO**

On Friday 22<sup>nd</sup> September Car Free Day, Camden Council closed the roads in the Seven Dial area in London's Covent Garden to all motor vehicles (including delivery vehicles), and yet all the local businesses were able to receive their supplies and parcels thanks to an innovative scheme introduced by ZERO, the leaders in neighbourhood logistics.

A pick-up drop-off point (PUDO) was installed at the edge of the Car Free Area. It consisted of a cabin, constantly staffed and equipped with cool boxes to store chilled goods. It acted as a "clearing house" for all incoming and outgoing parcels. The link between the local businesses and the PUDO was provided by a fleet of delivery bikes.

Fears that bikes could not cope with the Car Free Day were dispelled. This is a partial list of what was transported by human power on the day: 200kg of vegetables, 20 large cartons of shoes, bread, several cases of wine, boxes of CDs, many boxes of clothing, a fridge, cakes and sundry parcels and envelopes.

ZERO believes that the PUDO, supported by the bike delivery service represents a model for 21<sup>st</sup> century urban logistics. Friendly, efficient and considerate to the quality of urban life. Therefore, in collaboration with the Borough of Kensington and Chelsea, ZERO is going to open the first permanent PUDO based off the Portobello Road Notting Hill very soon. It hopes to cover all the necessities of local businesses and residents, and to work along with the various delivery companies saving them time and money. ☸

*Andrea Casalotti, ZERO*

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## **Green Lanes Chosen For Buses, Cyclists**

Auckland, Sept 6 – A pleasant colour, but car and truck drivers will have to keep off it from now on when they see it on our roads. That is because Transit New Zealand has endorsed the colour green as the standard for the special bus and cycle lanes proliferating through Auckland. The roading authority is now looking to adopt the colour nationwide. A national stamp of approval for green will be a good thing for Auckland and Hamilton, where that colour is already used for specialist lanes. It will be less useful for Christchurch, which has been using the colour red.

Auckland transit traffic operations engineer Derrick Hitchins said the coloured bus lanes decision was made after visits to Edinburgh, Glasgow, Sydney and Brisbane.

If used on a major scale, the special green roading chip will cost 20 to 30 percent more than standard chip.

A Transit document said trials in Auckland showed that green surfacing in bus-only lanes brought an immediate cut in the amount of other traffic using them illegally.

Mr Hitchins said the colour red was being reserved for emergency areas on motorways, but Christchurch would not be forced into immediately changing its use of the colour.

Transit has been working on the Auckland lanes in a joint venture with local councils. ㊦

NZPA



## Car Sharing Pilot In Wellington

New Zealand's first car-sharing programme is being started in Wellington. The pilot programme is being run by Budget Rent a Car Ltd. and is aimed at inner city residents. Instead of owning a car, the "Wellington City Car Club" members choose to use one of a pool of vehicles, paying for use on an hourly basis. Wellington Mayor Mark Blumsky launched the scheme and was the first to sign up for it. Contact Budget's Wellington City Car Club: Ph 04 802 4548, email [rmconaghty@budget.co.nz](mailto:rmconaghty@budget.co.nz)

Car-sharing typically reduces average vehicle use, and consequently energy consumption, by 40-60% among drivers who rely on it, making it an important transportation demand management strategy, according to the Victoria Transport Policy Institute in Canada. More information on the economic, environmental and social benefits of car sharing is at <http://www.vtpi.org/carshare.doc>.

More information on car sharing internationally, including links to car sharing clubs world-wide is at <http://www.carsharing.net/index.html>.

EECA

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## The "Axel Pause"

A Christchurch traffic engineer has developed a way of making wide intersections safer for slow cyclists.

The intersections with the city's main avenues are 60% wider than any other central city crossing. Slow cyclists can get caught in the middle when the lights turn yellow and not have enough time to clear the intersection.

Axel Wilke, who works for City Design Christchurch, first became aware of the problem as a student. He was working in the traffic signal department at the council in the summer holidays when he received a call from an older cyclist who complained that he was always running out of time crossing Bealey Avenue.

Signal engineers confirmed that over the years many cyclists had criticised the signal settings.

Mr Wilke consulted the crash database of the Land Transport Safety Authority and found that crashes occurred where cyclists might not have done anything wrong.

“It’s just because the system is not designed for this particular case,” Mr Wilke said.

The bigger the intersection, the bigger the problem. Everything was designed for slow cars clearing an intersection, he said.

“This is three times as fast as a slow moving cyclist and that’s where the problem comes from,” he said.

When the lights changed from yellow to red there was a brief “all-red period” where the lights stayed red for both streets of the intersection. This period was calculated for slow-moving cars. Cyclists required an all-red period three to four seconds longer at wide intersections.

If the all-red period was simply extended research showed that problems could arise. Motorists learned it was safe to run a red light.

“We don’t want to solve one problem and create another that is far bigger than the one we wanted to solve in the first place,” said Mr Wilke.

He discussed the situation with his boss Bill Sissons the signals engineer, and began to research overseas design manuals for ideas and hints.

“To my knowledge nobody’s ever tackled this problem before,” said Mr Wilke.

It became obvious that a device was needed that would extend the all-red period on demand, so that motorists could not learn how to anticipate the extension.

Mr Wilke took the challenge on mostly out of interest and spent months on the issue. “The sheer volume of maths involved is incredible,” he said.

Mr Wilke decided to place detector loops in the middle of the intersection, where a cyclist would ride over them. The loops would then feed information to the traffic signal-controller and extend the all-red period on demand.

The loops are cables with a current passed through them to create a magnetic field making it possible to detect any metal that passes over them.

Detector loops under the road at intersections let the traffic signals know when a car is coming.

“The whole design process was about knowing where to place the loops,” said Mr Wilke.

He also faced problems such as how traffic signal software could detect a cyclist was on the loop or it was a slow cyclist at the wrong time in the signal sequence; that the cyclist might be in trouble because they couldn’t get past the “conflict point”, the point where the path of the cyclist crossed the path of another vehicle.

He came up with a time distance diagram, to show where to place two detector loops so the speed of the cyclist can be calculated. When the speed is worked out it can be seen whether or not the cyclist will pass the conflict point in time.

Software can then work out exactly how long to extend the all-red period.

Mr Wilke's paper was presented at the Velosity Cycle Conference in Adelaide to engineers, government authorities and health professionals.

New South Wales and Victoria are interested in the invention and are thinking of making it a standard component of their bigger intersections.

Christchurch City Council has decided to trial the invention on the intersection of Ferry Rd and Fitzgerald Ave, and report back before the end of the year.

City Councillor Denis O'Rourke has called the invention the "Axel pause".

Cycle planning officer Alix Newman said, "I think it's a very smart system because it doesn't require public information, it operates invisibly."

The council hoped to use the system on Christchurch's other large intersections, Mr Newman said.

Mr Wilke expects other local authorities in New Zealand will be interested in the invention and is confident about the outcome of the trial.

"The trial will certainly be successful – no doubt about it. It's such a simple system", said Mr Wilke. ☺

*Maya Dannan,  
Journalism student at the University of Canterbury*

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## **Pollution Deaths**

Florence, Italy, 2 Sept: Traffic pollution is responsible for about 3 percent of deaths across Austria, France and Switzerland – half of all outdoor pollution deaths there, a scientific researcher said Saturday.

Dr. Nico Kunzli of the Institute for Social and Preventive Medicine at the University of Basel, Switzerland, told colleagues at the World Congress on Lung Health that his team estimated that 6 percent of deaths per year, or 40,000, are directly attributable to outdoor air pollution across those Alpine countries.

He used the level of invisible inhalable particles floating in the air to measure outdoor air pollution. Many experts believe that about half of those come from traffic pollution, which includes not only exhaust emissions but also dust from tires and debris disturbed by traffic. On that basis, Kunzli assigned half the blame to traffic.

"More than 60 studies now have come up with virtually the same result" of 6 percent, said Daniel Costa, chief of the pulmonary toxicology branch

at the National Health and Environmental Effects Research laboratory of the U.S. Environmental Protection Agency. "This is an international confirmation."

Previous research has focused on cities, a collection of cities or single countries. Not all of them used the same methods to measure the impact of air pollution on health.

The new study emerged from a World Health Organization project to create a coordinated European transport policy to reduce pollution.

"Despite unavoidable uncertainties, the authors have reported a straightforward method for estimating health costs of traffic-related air pollution," Stephanie London and Isabelle Romieu of the U.S. National Institute of Environmental Health Sciences wrote in a critique of the work published in *The Lancet* medical journal. They said the results were a first step toward the European goal of making motorists pay for the true costs driving imposes on society.

The study estimated that each year, traffic pollution causes more than 25,000 new cases of chronic bronchitis in adults, more than 290,000 episodes of bronchitis among children and more than 500,000 asthma attacks. Costa said Kunzli used the best method available to make his estimates.

"The higher the level of pollution, the higher the fraction attributable to traffic," Kunzli said. "But Switzerland, Austria and France is a rather good example for conditions in mid-Europe."

Air pollution has been blamed both for aggravating illnesses and for bringing on heart and lung diseases. Most of the deaths are from heart or lung complications.

Research has shown that because pollution affects different people in different ways, there is no threshold that is "safe" for everybody. A pollution level that may trigger a reaction in one person may be fine for another, experts say. ☺

*Associated Press*

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## **Driver Rams Hastings Cyclist**

Hastings, August 17 – Hastings police were today searching for a car they believed deliberately ran down a cyclist in a pre-dawn road rage incident on the outskirts of the city.

The cyclist, 32, was on his way to work in Hastings when he was rammed from behind about 5.30am.

He was taken to hospital suffering two broken wrists and a shoulder fracture.

The rear wheel and frame of the bike were crushed by the car, which did not stop but sped off towards Hastings.

The injured man said the car cut him off as it made a right turn so he thumped his fist against the car window to remonstrate with the driver.

The car then followed him and ran him down.

A passing motorist stopped and used a mobile phone to call an ambulance.

NZPA

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## **“STOP. LOOK. CYCLIST” Campaign Launched in Christchurch**

Christchurch cyclist Chrissie Williams suffered a near-fatal crash more than two years ago. An opening car door knocked her into the street, where she was run over by another car, and suffered severe back, hip and internal injuries.

Chrissie spent three months in hospital and another six in intensive rehabilitation, but was then back on her bike and the local community board, urging the Christchurch City Council to begin an education campaign to increase driver awareness of cyclists. A project group was set up, funded by the council and LTSA. Last month they launched their first initiative – a sticker campaign with the message “STOP. LOOK. CYCLIST” and a picture of a car door handle. There is a large version, intended as a rear window sticker, and smaller ones for door handles and dashboards.

The stickers were first given to cyclists and school students, as well as being affixed to council and police vehicles. Managers of vehicle fleets are also being targeted. Stickers are available to the public from cycle shops, service centres and vehicle testing stations. 🚲

*(Adapted from LTSA “Road Safety New Zealand”, July 2000)*

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## **New Cycleway Opened in Auckland**

Auckland’s newest cycleway, an off-road path running alongside the Northwestern motorway from Pt Chevalier shops to Western Springs, was opened on 18 July. The 1.5 km path is an important part of the proposed cycle route linking Waitakere City with central Auckland – itself an important element in the Council’s proposed cycle route network.

Apart from a proposed new section of cycleway along Ian McKinnon Dr from Upper Queen St, the entire 9 km route from central Auckland to Swanson is now useable. From Newton Rd it follows quiet back streets through Kingsland to the new section at St Lukes Rd (at present there is no signage on this section, so a map is handy at first to avoid getting lost). The Sutherland Rd end of the new path connects with the existing off-road path beginning at Pt Chevalier shops, through Waterview and thence westward.

The new path features a concrete surface, a small bridge near the Pt Chevalier end, security fencing (to keep cyclists and pedestrians from straying onto the motorway, and also to deflect golf balls from the neighbouring Chamberlain Park golf course), and Auckland's first taste of cycle traffic signals at the St Lukes Rd intersection. These have detector loops buried in the pavement, and are such a novelty in Auckland that I had to ride back and forth through the intersection 3 times just for fun. (Some CAA members, however, have reservations about the fact that the signals themselves are of a non-standard design.) The whole path cost \$500,000 and was funded jointly by Council and Transfund.

At the opening, as soon as Councillor Catherine Harland had cut the official ribbon, mayor Christine Fletcher seized a bike and pedalled off energetically down the path, hotly pursued by a mob of local school kids. The Topp Twins brought up the rear on a tandem, dressed in amazingly loud outfits and wobbling erratically, but apparently lacking the breath to do any yodelling.

A larger "open day" event will be held in spring, inviting people to try the route in more favourable weather. ☺

*Adrian Croucher, CAA*

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## Letters

*Please write to the Editor, ChainLinks, email <ChainLinks@altavista.net>, or post items c/o CAN, PO Box 6491, Wellesley St, Auckland*

Editor *ChainLinks*,

I'd like to describe the large bike trailer I've built as I'm sure many cyclists would be interested. I designed and built this in '92. I bought a broken wheelchair for the bolt on wheels to use on the trailer sides and used a small wheel too when not mounted. The base & towing bar use 4" steel tube – unnecessarily heavy but I had it on hand – and light dexium is used for the corners. The floor of chipboard sits on the tube base and the walls of chipboard are mounted on the inside of the corner pieces. The rear section is a removable door so is held onto the outside dexium uprights by the usual rod catches used on trailer flaps – which are welded to the uprights and poke three metal bars fastened across the door.

The trailer has an automatic braking system which is a marvellous help. A lever is mounted to an auxiliary bar welded to the main towing bar. The mounting plates of flat 1/4 steel attached to the bike have a large hole in them to allow movement of the trailer, as it presses against the bike if the bike slows, and the brake is turned on. Two cables are operated, mounted on a strip of lightweight box section aluminium across the base of the trailer. I frequently tip the trailer on its end to check these brakes are working well. I've found them remarkably effective. Although I never use the trailer at night I've added 2 flashing lights to the rear in case the light dulls.

I use 2 mirrors when riding with it to check on it when necessary – especially clearance with the left hand wheel. It's marvellous for safety to be able to see what traffic's behind you and I always use a mirror when riding – I bought a large convex one cheaply from a motorbike scrap yard and have mounted it using an old brake lever housing. I feel much safer as I know immediately how much road I can use to avoid opening car doors and can see when it's safe to change direction without having to turn and look.

I made my trailer primarily for carrying a large portable loom for demonstrations but have also used it to carry 2 loads of goods from a church fair (including 2 bed frames I bought) and a large coffee table bought at a garage sale. I've also carried a load of rubbish to the dump.

Another useful accessory I've made is a carrying bag on the bike front – flat & strong – to carry (& keep warm) pot luck teas, Chinese takeaways, pot plants etc. This is all mounted on an old front pannier support which I once bought. I made a flat leather mount for the frame, with “tubes” down its edges, and pieces at the back fold down over the tubes & are held in place by domes underneath. I made a waterproof bag (with a hinged lid and carrying handle) with a strong aluminium plate base, and for insulation all about it use carpet insulation. It has domes underneath that clip onto those on the leather mount. When I arrive at a destination I simply unclip the blue bag and carry it in.

You'll see a loud horn on my handlebars. I've made a strong mount for this seen on the photo with my mirrors. The compressed air is carried in my drinking bottle carrier.

Yours sincerely

*Ian R. Butcher*

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*[This is a copy of a letter sent to Transfund. Ed.]*

Mr Peter Wright, Acting Chief Executive, Transfund New Zealand

Dear Mr Wright,

**CYCLE AWARENESS**

I have recently read in the *ChainLinks* Newsletter your response to CAN dated 7 July 2000 on the evaluation of cycle projects.

I think this was, in fact, a positive response from you, as I am sure that any meeting with the “relevant Transfund staff members to discuss how to progress Transfund's work on cycling” will be most productive for all concerned.

I do however think it would be of most benefit for Transfund staff to talk with CAN and other cycling oriented agencies before completion of the “significant components of the passenger transport work (programmed for November this year)”. Inclusion of facilities for cyclists needs to be in planners' thinking from stage one, not as an add on at the end.

It is very relevant that today 'Oil Shocks' are still with us and the benefits of "efficient alternatives to roading" (which is one of the specified roles for Transfund) are very much an area needing to be taken into consideration in current planning. Creation of bitumen cycleways, which can often be much more 'as the crow flies', to encourage people to use this method of travel to connect with passenger transport alternatives, have good potential to save on fuel costs, road use and environmentally unfriendly car emissions.

I say "bitumen" as this material creates a much smoother ride for the commuting cyclist and its use needs to be considered wherever possible if such cycleways are to be successful in attracting patronage.

I am sure that the feedback you will have received from the recent Cycling Symposium held in Palmerston North will encourage consideration of cycling as an important transport mode. The information contained in the video presentation by John Grimshaw, from Sustrans in Britain, in respect of the national cycleway network being progressively 'pieced' together throughout that country, gives much food for thought (and action!!) for New Zealand's options in this respect.

A first step in this direction would be to work towards a common approach by Local Authorities throughout the country to signage, cycle-parking facilities and road markings etc.

And as a final thought, how do you – as a motorist – respond to the signs:

"Beware of Cyclists"

and the alternative:

"Be Aware of Cyclists" ?



Thank you for taking the time to read my comments, I hope they will be of use to you.

*Yours sincerely, J. Macdonald (Mrs)*

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## **Death Prompts Reopening Of Cycle Lane**

Wellington, Sept 16 – A derelict cycle lane is to reopen between Lower Hutt and Wellington, after a cyclist was hit and killed by a car.

Lower Hutt woman Carol Fox was hit from behind by a car on State Highway 2 between Petone and Ngauranga in March.

The death prompted Wellington and Hutt city councils to reconsider reopening the lane.

Wellington City Council transport committee chairman Ian Hutchings said work would start on a six-week \$150,000 upgrade of the track next week.

Police Sergeant Doug Rowan said it was a positive move as heavy traffic, curves in the road and frequent adverse conditions made SH2 dangerous for cyclists.

Mere Tewhakaewa Manuel, of Wellington, was sentenced to 100 hours community service after pleading guilty to using a car carelessly, causing the death of Carol Fox, and driving without a warrant of fitness. ☺

NZPA

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## The New CAN Executive: Short Autobiographies



*Adrian Croucher*

Adrian grew up in South Auckland, cycled to school and never saw a good reason to stop, although he left school quite a long time ago now. He did voluntary work for Greenpeace, the Greens and Critical Mass in Auckland before joining CAN in 1999. He has an MSc in environmental science and a PhD in engineering science, and currently works as a researcher at Auckland University (specialising in computer models of water pollution problems). Since 1996 he has also been a member of the experimental music/ performance group From Scratch. During the group's European tour in 1998, Adrian took the opportunity to cycle-tour around Hungary, Romania and Turkey. His other interests include tramping, meditation and unusual films. ☺

*Jane Dawson*

When I moved to London I bought my current bike (Eclipse Routier, remaining paint yellow, 18 speeds – mostly slow), became a committed cycle commuter, joined London Cycling Campaign, and took to cycle touring like a duck to wetlands. On returning to NZ I helped to start Cycle Aware Wellington, which has gradually come to rule my life. In the early days of CAN I was a cycling rep on the National Land Transport Strategy working group, and I am currently the CAWgtn rep on the Wellington Regional Cycle Forum. My job has nothing to do with bikes: I'm a part-time accounts assistant and do freelance writing on music. I'm also a volunteer at the Karori Wildlife Sanctuary and occasionally get out tramping. ☺

*Robert Ibell*

I've been involved with CAN since its beginnings in 1996, having been active in Cycle Aware Wellington (including two years as co-secretary) and the London Cycling Campaign prior to that. Until a sideways move to my current post in mid-2000 I was CAN's Secretary.

At times it's a struggle to keep cycling advocacy from taking over my life. I have a paid job as a cellist in the NZSO to attend to, plus other interests, which include playing chamber music, tramping, cooking, eating and drinking. Jane Dawson, my partner, is also heavily involved in CAN, so at least we get to meet over mailouts. Our friends have given up trying to get us to movies.

Although I never actually lived in Dannevirke, I'm pleased to say I was born there in 1961. I'd like to do a cycle tour through there one day. ☺

*Glen Koorey*

Hi, I'm Glen Koorey and I have the fun job of Treasurer! I'm 29 and work as a traffic engineer/researcher for Opus International Consultants at Central Laboratories, Lower Hutt. Most of my work is in the motorised world of passing lanes, road geometry, crash data, etc. but I have been slowly trying to get a foothold into some cycling research too. I have cycled for work and play since I was 10, and have been a member of CAN for the last 2 years. I have a (very understanding) wife Dianna, and three cute kids: Nicolette (3), Stefan (2), and Xanthe (6 mths). All this doesn't leave me much time for cycling advocacy but I'll struggle on! ☺

*Solveig Elizabeth Mikkelsen (Liz)*

I came to New Zealand in 1975 "with my husbands job" after spending seven years working in Melbourne. I have two sons with whom I have done many cycle tours around New Zealand and in Denmark, the country of my birth. I have had no car for the last 10 years, but I have three bicycles – one for every purpose.

In 1994 I joined Cycle Aware Wellington. I became membership secretary & newsletter editor and later shared the secretary role for two years with Robert Ibell, now secretary of Cycling Advocates Network. For three consecutive years I organized the Bike the Bays Ride in Wellington.

In December 1998 I moved to Otaki. Together with Vicky Shuker in July 1999 I started Otaki Cycling Environment & Access Network, which covers the entire Kapiti Coast. In August OCEAN proposed to the Kapiti Coast District Council an off-road scenic cycle way from Otaki to Paekakariki.

I am jubilantly glad that CAN is now "top of the Pops". ☺

*Nigel Perry*

When I first heard well meaning, but misinformed, people calling for cycle helmet legislation I ignored them assuming common sense would prevail. That was my fatal mistake...

When the shocking announcement came of the plans to introduce cycle helmet legislation, despite the evidence against it, my involvement with cycle advocacy began. I applied the "day job" skills as a research scientist to the issue, and then started to communicate the facts to the Government. However they simply were not interested and remain so today despite the growing evidence of failure, maybe because they are caught in a web of lies and hypocrisy. I look forward to the day the law is abolished and can only wonder how many people would be alive, uninjured, healthier, or better educated today if I hadn't made that fatal mistake.

I joined CAN early on, became the newsletter editor, helped set up Cycle Aware Palmerston North and was its first secretary. This year I'm on sabbatical in the Netherlands, but continue to edit the newsletter. I am married to Janet (who hasn't cycled since the helmet law came in) and we have a son Sam (13). ☺

*Axel Wilke*

Axel Wilke started his career in cycle advocacy in 1989 when he joined a club that promotes sustainable forms of transport in Hannover, Germany. Looking for a career change, he started studying towards a degree in Civil Engineering to become a traffic engineer. After graduating from Canterbury University, Axel started working for City Design Christchurch. He is now back at Canterbury to obtain a Masters in Transportation Planning.

Axel enjoys the outdoors – tramping, rock climbing and mountain biking. Socialising is high on the agenda, too. Christchurch is choice for lifestyle reasons. And he's still enjoying his cycle advocacy work. 🚲



## **Cycle Aware Wellington Update**

Submissions to Wellington City Council on their Draft Annual Plan resulted so far in a commitment to spend \$150 000 on an upgrade of the southern part of the old Ngauranga to Petone cycle track which runs parallel to State Highway 2. Currently this is in a very poor condition and is not used by cyclists. Another \$100 000 was allocated to cycle route development and this has been spent on modifying parts of Evans Bay Parade round the harbour and part of The Parade out at Island Bay. The Council is currently seeking feedback on what they have done.

Hutt City Council increased their money to be spent on cycle facilities to a token \$35 000. Part of the problem here is the Council was waiting for the completion of a Hutt corridor study before getting involved in spending money on the northern part of the Hutt Rd old cycleway. Refurbishing the cycleway along the Hutt Rd requires high level discussions among the Wellington and Hutt Councils (through whose territory the old cycle track passes), Wellington Regional Council (responsible for the transport strategy for the Wellington region) and Transit New Zealand which is responsible for State Highway 2 which is adjacent to the cycle track. Not only that if a tidal flow traffic system is implemented along the Hutt Rd it will swallow up the remains of the cycle track and a replacement facility would need to be constructed on the harbour side of the railway lines between the foreshore and State Highway 2. This of course brings in Trans Rail into the discussions. Whew!

Cycle Aware decided to purchase a copy of the Sustrans video made at the Cycling Symposium and show it to local councils to demonstrate what can be done if the will to do something for cyclists is there. In the same vein a request has been sent to Australia to try to obtain a copy of the Dutch video shown at the Vélo Mondial debrief by Michael Oxer at the Cycling Symposium in Palmerston North in July.

In response to a list of dangerous drain gratings Wellington City Council undertook to replace as many as possible with safer ones. A number of these safer gratings has appeared around the inner city. Cycle Aware members have also been involved in discussions with Beca Carter who are designing a major modification of State Highway 2 just north of Petone.

The initial design with roundabouts and overbridges was not very cycle friendly. Discussions are continuing.

Cycle Aware members will have the opportunity to hear some of the talks originally given at the Cycling Symposium if they were unable to attend the Symposium. These talks will be repeated at the monthly CAW meetings in the next couple of months. 🚲



## **Bike Week**

Grab your diary and make a note of the dates for next year's Bike Week – 17-25 February.

Street Skills National Bike Week offers a superb opportunity for us all to promote cycling as a healthy, active, exciting activity that everyone can take part in.

This year's promotion began with a hiss and a roar on February 12 and bustled through to February 20. Minister of Sport and Recreation, Hon Trevor Mallard was an enthusiastic supporter – he launched the week's events at Wilford School in Petone, and he and Hon Steve Maharey then biked to work from Mr Mallard's house in Wainuiomata – in the pouring rain! This gained nationwide publicity for Bike to Work Day, an event held in nine centres this year.

The week generally went well. Wet weather affected some events, but most activities took place either on the appointed day or the next fine day. A huge range of events were held, including bike to work days, bikathons, family cycling and skills days, safety activities, decorate a bike competitions, bike warrants of fitness and bike checks. Well done to everyone who persevered against the adverse weather! 🚲

*Source: Street Skills*

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## **Street Skills Research**

Earlier this year Street Skills completed their annual research, contacting 300 8-12 year olds and their parents to ask questions to ascertain their understanding of the brand and its messages. A full copy of the report is available from Felicity Close, Street Skills, PO Box 2142, Wellington, [felicity@healthsponsorship.co.nz](mailto:felicity@healthsponsorship.co.nz), 04-472 5777. However, here are a few details from the research.

Parents reported that 89% of children use their bikes at least once a week. The majority of children use their bikes on both weekends and weekdays (68%), although a quarter (26%) use them on the weekend only. Nearly every child (97%) uses their bike for fun. Half of the children (53%) use them for visiting friends and family, and less than a quarter (23%) for getting to and from school. 🚲

*Source: Street Skills*

## Editorial: Road Safety Strategy? Not!

The Road Safety Strategy 2010 begins by stating that New Zealand has a much poorer road safety record than many other countries and sets out a goal for improving this. Pointing out that they believe there will be “additional costs to road users” to achieve this they state that the LTSA “is required by law to promote only activities that produce a net benefit to society.”

Sounds good doesn't it? Surely the phrase “net benefit to society” suggests the Government is finally getting the message on integrated and sustainable development? Surely the references to other countries suggests we are going to learn from them?

Unfortunately not.

The rest of the document looks at traffic in isolation, any health and environmental benefits or costs of transport mode choice are simply ignored – hardly pursuing “net benefit”. The only “social cost” considered is the cost of accidents, the fact that New Zealand children are increasingly suffering from obesity due to lack of exercise, exacerbated by increased car use, does not rate a mention. Strategies which have, and are being, successful overseas are more or less ignored.

While other countries have long since adopted 30Km/h speed zones with consequential dramatic safety improvements the best this strategy offers is aiming at a mean urban speed of 51Km/h – note that this is just a *mean* and is higher than the speed limit! This is “safety management”?

Building more roads, or widening/straightening existing ones, is known to increase speeds and car use – hardly a way to improve safety and health. – yet this is again key to the Strategy. What about mutli-modal trips?

In a week when a UK National Health Service study has been released which shows that in London pollution is responsible for a 1/3 more deaths than traffic accidents anybody reading the Strategy might be forgiven for thinking NZ is a small island isolated from the rest of the world...

Get the Strategy, make a submission, make a difference. ♻️

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**Deadline for next issue is 15<sup>th</sup> December.**

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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