



ChainLinks

The newsletter of the Cycling Advocates Network (NZ) April/May 01

Membership Campaign: 100 new members or 43% increase in national membership from 1 October to 31 December 2000.

A huge effort in advocating for members was made by everyone from North to the South. I want to thank you all for the tremendous job done in distributing our new brochure at events, in companies, in parliament, through organization newsletters, street leafleting, sports clubs, cycle shops. Brochures being stuck on bicycles, sent to friends, and exhibited at library displays and many more places. I would like to mention some outstanding feats: In Rotorua there is as yet no affiliated or other group working for cycling, nevertheless the registrations kept coming in, mostly through personal persuasion, it seemed, from the sources mentioned. From just two members Rotorua grew to 10. Auckland had great success campaigning at the Grey Lynn Festival. Other successes were brochures inserted into race packs, Ecolink mail-out and the Green's mail-out bringing registrations from all over the country.

But the reward for the most successful and innovative campaign goes to Dunedin. In fact Dunedin was so quick off the mark, they signed up 50% of the new members even before the campaign started on 1 October. Dunedin increased their total membership to 22 (since 1 September), seven of these joined after 1 October. This means an increase in membership of 144%. Pretty good isn't it? Dunedin wins the Austroads 14 Manual with a nice certificate to go with it.

A big HURRAH for Dunedin!!!!!!! 🚲

Liz Mikkelsen, Membership Secretary

Commuter Challenge:

Car, Bike Or Bus – Which Is The Quickest?

On the Wednesday of Bike Week in Wellington the Bike Wise Commuter Challenge pitted three teams against each other – one on bikes, one in cars and one travelling by bus. The aim was to see who got to Civic Square fastest.

Team members departed from Johnsonville, Brooklyn, Roseneath & Karori.

The results: The Commuter Challenge proved beyond doubt that biking was the most effective – then bus, then car.

From Johnsonville the bike took 20 minutes, beating the bus by 12 minutes and the car by 18.

From Karori the bike took nine minutes, beating the car by eight minutes and the bus by 10. From Brooklyn the bike took six minutes, beating the car by three minutes and the bus by five minutes.

From Roseneath the bike took six minutes, beating the car by one minute and the bus by five minutes.

Not only did the cyclists get to work faster, but they got there for less cost, were able to exercise and helped the environment.

The bus team were able to relax, read the paper on the way and not have to find a park.

With two-thirds of all journeys in New Zealand being 6km or less, the Bike Wise group is encouraging people to take up biking to work. 🚲

*Source: Bike Wise, Health Sponsorship Council
(published in the Auto pages of "Contact")*

Editorial: Contrasts

One: In mid January I drove from Utrecht, The Netherlands to Ely, UK – with the help of a ferry! Leaving Utrecht I drove for a short distance south along a motorway until I had crossed the Amsterdam-Rijn canal, then I headed west along the Lek through the towns and villages towards Hoek van Holland and the ferry.

The motorway was of high standard, built for moving motorised traffic across the country. The local roads were of high standard too, but these of course were built for all traffic modes and here the car certainly was not king. Indeed driving through many of the towns and villages involved negotiating a well-designed obstacle course. As a driver I was not inconvenienced by this, drive at an appropriate speed and you have no problems. As a human it was great to see people being put before cars.

Two: At the end of January I undertook the same trip, but this time by bike. I took a different route, heading east along the IJssel to Gouda, turning slightly north to Zoetermeer, then back south east through Delft to Hoek van Holland. No obstacles courses this time, no need to put those in front of cyclists and pedestrians, just courteous drivers, great scenery, and cycle paths and tracks were needed.

On the road from Zoetermeer the cycle track was being repaired and was closed for a short section. This road is a medium-trafficed route between two towns some 10Km apart, the motor vehicle lanes are not overly wide. Where to put the cyclists and pedestrians with cycle path/pavement closed without creating a conflict with the motor traffic? Easy, give them one of the motor vehicles lanes and install lights to control the one way flow of motor vehicles over the other. What a novel idea, people before cars...

Three: By mid-February I was back in New Zealand. With my bike yet to be reassembled after its flight I resorted to driving to work at Massey University for the first week (I would have used the bus but from where I live they are rarer than moas).

The first trip started well, I was on back roads. Then I hit one of the arterials... During my year away I'd driven in the Netherlands, the UK and the US on anything from quiet lanes to multi-lanes highways, but this was different. Suddenly I was the *slow* vehicle, after all I was only doing up to 50Km/h. Then I turned onto Fitzherbert Avenue...

Had I forgotten the way and driven onto the runway at the airport? A true excess in homage of the car, a river of tarmac past school and park. Here the 10-20 rule was in full effect – vehicles *must* be driven at 10-20Km/h over the speed limit.

I'm back on my bike now, but of my 8Km or so journey to work only a few hundred of it is on the roads, and those are back streets. I'm therefore not in the midst of the excessive speeds and bad driving. I'm privileged. In the Netherlands I'd just be normal.

We've a lot to learn. 🚲



Palmerston North Update

Palmerston North's cycle advocacy group, Cycle Aware PN, was pleased to be invited to assist CAN representatives who are working with Transit New Zealand in their efforts to develop a process of establishing, within the TransitNZ planning system, systems for taking into account the needs of cyclists using state highways. The upgrading of a piece of SH57 passing through and near Levin and Palmerston North is being used as a "pilot project" in the development of the new systems.

Having seen the very positive initiative taken by Nelson Bays Bicycle Group and the Nelson City Council Road Safety Co-ordinator to improve reporting of accidents involving cyclists, CAPN approached PNCC in February to seek support for a similar system for reporting accidents. As yet (as usual?) we have had no response. We are interested in how other cycle advocacy groups have approached the issue of accident reporting and we are pleased to know that CAN has taken up the issue directly with the Police (in a recent meeting).

New and experienced cyclists to Massey campus on the first day of the new academic semester this year found themselves cycling into a pile of loose gravel deposited at precisely the point where cyclists move from a cycle lane into a road shared with vehicular traffic at the entrance to the campus. This was extremely ill-timed road work on the part of the council which claims to want to promote cycling. Several people had nasty accidents. Not a good way to encourage new cyclists and a wonderful deterrent for those of us who are experienced/determined!! We asked for information

on PNCC's contract with the contractors and found that there is no mention of cycles or cycle lanes in the sections that outline what is to be done for the safety and passage of road users during road work. Is this a problem that only we in Palmerston North experience? We would be interested to know from other cycle advocacy groups and from transportation engineers/planners who read this newsletter what is done in other places to ensure that cyclists' needs and interests are taken into account when roadwork is being undertaken for local authorities by contractors.

We have requested a mid-term report on the implementation of the PNCC Bike Plan which was published in June 1998. It is now more than half way through the 5 year implementation plan. Thus far, there has been one significant project completed – the one kilometre long cycle-pedestrian path on the river bank beside the Esplanade (cost \$85,000), opened in October 2000.

Unfortunately, we relied on our local authority to organise National Bike Week activities locally but nothing was done although the Council allocated funding in last year's annual plan for this national event.

Last October we were disappointed to learn of the resignation of the PNCC Cycle Officer, Rebecca Blyth, but we wished her well in her new post. We are even more disappointed to report that at the time of writing, nearly five months later, the position had not been advertised let alone a replacement made, hopefully it will be soon! ☺

Christine Cheyne, Cycle Aware PN

Bike Week In Auckland

This year saw the busiest Bike Week on record for Auckland cyclists. It was kicked off in fine style with Avanti's "Bike the Bays" on February 18th. Against all odds, the rain held off, and a huge mob of bikers descended on the Domain for a mass start. A healthy number took the opportunity to avail themselves of the CAN brochures peddled by CAA volunteers. Tamaki Drive was closed to traffic, making it a pleasant 25 km spin for the punters.

Auckland City turned on another sumptuous Bikers Breakfast on February 21st. The sight of several hundred cyclists all enthusiastically wolfing cereal and bananas in one place is always enough to restore one's faith in humanity.

More inspirational material was aired at the inaugural CAA video evening the following night. Mayer Hillman and John Grimshaw gave a repeat performance of their presentations first seen at the Cycling Symposium 2000 – always good value. After that came an excursion into avant-garde bicycle design, in the form of the "Encyclopedia 99" video.

The long-awaited publicity event for the North-West Cycle Route was staged on February 24th, once again by Auckland City. This was geared

towards family groups, and had a good turn-out. CAA volunteers were pleased and surprised by the many positive comments and enthusiasm of people visiting their info stall.

And as if all that wasn't enough, the week was rounded off on February 25th by the monthly CAA social urban bike ride, in which Bruce led us on secret routes from the city to Mt Eden, over to Grey Lynn, and back through Newton to town (taking in the Symonds St cemetery on the way).

A big thanks to Avanti, the Auckland City Transport Planning and Events teams, and all the CAA members who gave time, energy and folding tables, for making it a hugely successful week. 🚲

Adrian Croucher, CAA

PM Opposes West Coast-Golden Bay Road

Nelson, March 30 – Prime Minister Helen Clark is “strongly opposed” to proposals to build a road between Collingwood in Golden Bay and Karamea on the West Coast.

Miss Clark said in Nelson this morning that New Zealand was “long past the time where we felt the need in New Zealand to push a road through everywhere”.

The idea had received strong backing from Tasman and West Coast local body leaders and was being pushed hard by a group of businessmen, but Miss Clark's comments suggested it would be hard-pressed to win any sympathy from her Government.

She expressed concern about the effect the road would have on the Heaphy Track, saying she understood that in places the proposed route would go “pretty close to the track”.

“We need to be portraying New Zealand as one of the last places which has got untouched wilderness areas... where you can have a beautiful walk in a remote place without the traffic roaring in the distance.”

She was not convinced by arguments that opening up the link between Golden Bay and the West Coast would benefit the Coast's economic development in particular.

“The Coast's future is going to lie in the natural advantages it has for eco-tourism. I don't, myself, believe a road between Collingwood and Karamea would add to that.”

Miss Clark was also concerned about the upfront and ongoing costs of such a road.

The same issues led Miss Clark to oppose proposals for a road linking Haast and Milford in South Westland. 🚲

NZPA, 30/03/01

SPOKES Dunedin Bike To Work Day

Today's the day to get on your bike, announced the Otago Daily Times.

It sure was, with members of SPOKES Dunedin out in force in the morning, giving away free organic apples, CAN pamphlets and BikeWise spot-prizes to commuter cyclists.

Orientation week was in full swing at the university so SPOKES also went there at lunchtime and gave out all our remaining apples and pamphlets. This made an excellent backdrop for an interview with SPOKES by the local television station Channel 9, which screened as part of their news bulletin that night.

It was a really positive day for cycling in Dunedin. SPOKES would like to thank Mrs Sukhi Turner, Mayor of Dunedin for her support, Heavenly Foods for the apples, Bike Wise for the spot prizes and finally all the Dunedin cyclists for whom every day is bike to work day. ☸

Rose Richards, SPOKES Dunedin

Don't Drink And Cycle

Riding a bicycle after just one alcoholic drink increases the risk of fatal or serious injury by five times, while five drinks raise that risk 20-fold, researchers reported yesterday.

Previously published studies had indicated that about a third of all United States bicycle deaths were alcohol-related, but details of the risk had not been assessed till now, the study from John Hopkins University School of Medicine says.

Susan Baker, one of the study's authors, said she was surprised at how much impact drinking had on bicycling.

"The people who have blood alcohol concentrations of .08 or higher ... were 20 times as likely to be killed or badly injured as the bicyclist who had not been drinking ... a huge effect," she said.

The report says just one drink increases the risk of a fatal or serious injury about fivefold.

One drink can lead to a blood alcohol concentration of .02 per cent, while four to five drinks can result in a concentration of .08 per cent, the legal level in many states at which a driver is considered to be impaired..

The researchers studied the death records of 124 bicyclists aged 15 or older who were killed in Maryland from 1985 to 1997, and took breath tests from 342 other cyclists during roadside surveys in the state in areas where bikers had been injured in previous accidents.

The study was published in the Journal of the American Medical Association.

Reuters, 22/2/01

News From Auckland

Auckland City Council has several cycling-related projects on the go at present. Development of the North-West Cycle Route is continuing, with a major upgrade of the off-road path surface near Nixon Park in Kingsland. This section has now lost its abandoned-footpath image and rejoices in a smooth, wider asphalt surface.

Closer to town, the route is being extended from Newton Rd all the way to Upper Queen St, via a new crossing and pathway at the Newton Rd/Devon St intersection. Apparently users will have the choice of either crossing Newton Rd (on cycle signals), or looping around under the Newton Rd bridge, to join the existing path along Ian McKinnon Drive.

A new batch of bus/bike lines is also under consideration for the Auckland CBD. These fall into three study areas:

- The Central Area West, covering Albert Street, part of Hobson Street, Pitt Street and Karangahape Road between Queen Street and Ponsonby Road;
- The Central Area East, covering Symonds Street, Anzac Avenue, Waterloo Quadrant, Bowen Avenue, and Victoria Street East, Wakefield Street and Wellesley Street East;
- The Central Area South, which covered Khyber Pass, Broadway south of Khyber Pass to Alpers, Avenue and New North Road as far as Sandringham Road.

Of particular interest to cyclists are the ones proposed for Karangahape Rd, Symonds St, Khyber Pass, Broadway and New North Rd – all important routes for cyclists. Adrian Croucher is attending the meetings for this project on behalf of CAA. 🚲


Adrian Croucher, CAA

NZ Cycling Conference 2001 Call For Papers

*Friday 21st – Saturday 22nd September 2001
Chateau on the Park, Christchurch*

The New Zealand Cycling Conference 2001 is the ideal opportunity to communicate with 300 of New Zealand's transport professionals; cycle advocates; land use planners; and education, environment and health practitioners about Cycling – Transport for Living. What role can and should cycling play? How can practical policies be implemented?

Your contribution is sought. Now is your chance to suggest papers you would like to present, discussions you would like to lead or debates you would like to be part of. Papers and/or presentations are welcomed in the following areas. Papers in areas not outlined are welcome and will be considered:

- Getting the brain working; why are we doing what we do; identifying contentious issues, myths and other barriers – how have they been treated, how could they be? Should anything be done at all?
 - Funding of cycle infrastructure
 - Funding of support, promotions, education
 - Tourism and cycling
 - Cycling and other modes
- 
- Advocacy
 - Consultation
 - Children
 - Mobility
 - Urban design
 - Living Streets
 - City Revitalisation
 - Engineering design
 - Measurement/audit

The conference is not only looking for presentations about what has been done, but also thought provoking forums that explore ways forward.

To keep things interesting, a variety of communication methods are invited, including video, the chairing of debate, workshops, role-playing or other personally chosen methods.

Please include in your submission an abstract/outline or your presentation (up to 300 words); an indication of desired length of presentation (20 minutes as a guide), and proposed presentation method.

Please note the submission of an outline for a paper/presentation will not guarantee its acceptance. Conference content will be at the discretion of the organising committee.

Please forward your submission no later than 5 June 2001 to:

NZ Cycling Conference,
PO Box 237,
Christchurch

or

cycling@ccc.govt.nz

Organised by:

Christchurch CC, EECA, BIANZ, CAN,
Spokes (Canterbury), Hamilton CC.

Contacts:

Email: cycling@ccc.govt.nz
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CAN Meeting With Police

Four of CAN's national committee recently met with John Kelly and Errol Brown from Police National HQ's Traffic Safety Branch (Stuart Badger who looks after LTSA's crash database was also in attendance). The purpose of this meeting was to start a dialogue with the Police on a number of issues, including ways of improving their investigation of cycle crashes, and how to train Police to recognise motorist behaviour that's risky/intimidating for cyclists.

First up, some good news: The Police informed us that a cyclist and pedestrian crash investigation course was being arranged within the next month to train staff in specialised procedures relating to these crashes. A specialist investigator from the US would present the week-long course to hopefully about 26 police staff from across the 12 police districts. It is expected that the course would be repeated again next year. CAN was particularly impressed with this initiative and supported the police on this.

CAN expressed their concern that not enough targeting is done of motorists exhibiting poor behaviour towards cyclists. In some previous "cyclist awareness" enforcement campaigns, only cyclists have ended up being ticketed. It was acknowledged by all that one of the problems is that many police officers are not aware what constitutes unsafe practices from a cycling perspective. CAN offered to provide a checklist of some key behaviours that could be targeted by Police; this offer was gratefully accepted.

Given the lack of understanding of the scale of cycling problems, it was agreed that the Community Roadwatch report (aka: "dob in a driver") could be used as a starting point for collecting data. There is no reason why cyclists can't also use the form to report poor motorist behaviour. The results will then be reviewed by the Police to assess whether any further initiatives need to take place.

Other discussion included crash investigation resources, bicycle-mounted police patrols, mandatory use of cycle tracks and possible changes to the Traffic Crash Report. All in all, it was a constructive meeting that helped each party to present their perspectives in a candid manner. Errol Brown (national specialist crash investigator) exhibited a keen interest and knowledge of cycle crash issues, so if cyclists are having difficulties with local Police on a crash investigation, it is suggested that they contact Errol on the matter or suggest that the local Police do likewise. A more detailed summary of the meeting will be put on the Web Site.

Police Community Roadwatch Reports

As discussed above, the Police are interested in feedback from cyclists on motorist behaviour. In the first instance they suggest using the existing Community Roadwatch forms to let them know about such incidents. This one-page form is for reporting dangerous behaviour by motorists, who are then sent a warning letter about the transgression.

CAN encourages cyclists to use the forms to provide feedback. They are available from Police stations or you can download one from the Police Web Site:

http://www.police.govt.nz/service/traffic/roadwatch_form.pdf (51kb)

In their current form they are designed more for motorist reporting, but it's no great difficulty to use them as a cyclist (and with luck we will get some cyclist-related changes into the next version). You can post, fax or hand them back to the Police. Note that you'll need to record some details about the vehicle for a letter to be sent out. Come on, let them know what's happening out there!

Please note that if you feel that the incident was particularly dangerous, or involved injury or property damage, you should still report this directly to the Police for follow-up and possible prosecution. 🚲

Glen Koorey

Summary Of Transit NZ & CAN Meeting Wed 14 March 2001

1. **“Cycling champions” in Transit**

Transit to send CAN a list by Easter.

2. **Left Hand Bends**

Transit have looked at installing profiled edge line (e.g. “vibraline”) on selected l.h. bends to prevent use of hard shoulder for cornering by motorists. Cost: ca. \$1,000 per curve for urban, \$2,000 per curve for rural. Use of profiled edge line needs to be balanced against possible increased risk for cyclists – thermoplastic has been shown to be hazardous at 7mm, the thickness of vibraline. Main problems come where cyclists are forced to cross edge line. CAN to liaise with Triathlon NZ and Cycling NZ re possible use of profiled edge line on l.h. bends & to send suggestions for trial site.

3. **Narrow Bridges**

Transit still to give CAN information on bridge programme. “No overtaking” review still in progress. Report (incl. passing lane requirements) due out by June.

4. **Draft Geometric Design Manual**

CAN has looked at Transit's new cross section on their website. Some problems regarding standards & lack of attention to cyclists' use of road shoulder. CAN to make a more formal submission and Transit to do further work on it.

5. **Standards**

Issue of standards for cycle facilities to go to Road Controlling Authorities' Forum meeting in July 2001. Alix Newman to be asked to speak about

paper he's written on required changes. Working group will probably then be formed.

6. Cycling policy in National State Highway Strategy

First draft considered and amendments agreed. Further work required on some issues. CAN & Transit to consult within their organisations.

Other issues discussed: cycle training course; cycling conference in Sept; cyclists & roundabouts (Transit concerned about findings from new analysis of crash records); Transit still to send draft project development guidelines for scheme assessment reports. 🚲

Robert Ibell

Report: AA Driver Education Foundation Conference 2001

Robert Ibell and Glen Koorey from CAN recently attended this conference (held in Wellington, 1-2 March) and co-presented a paper entitled "Share the Road: Teaching Motorists and Cyclists to Coexist Peacefully". The abstract is given below:

"Cyclist issues have a low profile or are absent in most driver education material in NZ. This paper identifies the key messages that should be reaching new and existing motorists (and cyclists) in NZ and looks at examples of good practice from this country and overseas"

As well as tackling topics such as the Road Code, cyclist training and Annabel cartoons, the pair also showed cycle awareness TV adverts used in Queensland and South Australia.

CAN has since had a letter from Peter Sheppard of the AA Driver Education Foundation, thanking us for our contribution to the conference. He said, "Your presentation on cycling issues was most informative and interesting. Many drivers are also at times cyclists, but somehow the rights of cyclists as road users are severely overlooked. I am of firm belief we (as drivers) still have some work to do in order to recognise cyclists' rights and where possible I will be promoting this through the Foundation and other driver education forums." 🚲

Snippets

Wellington, March 9 – Auckland Justice of the Peace Suzanne Sinclair has been appointed chairwoman of the Road Safety Trust. The appointment was announced today by Transport Minister Mark Gosche.

The Road Safety Trust funds training, education and other activities benefiting road safety. 🚲

NZPA

As part of this years Australian Institute of Traffic Planning and Management conference in Melbourne, there is a one day workshop on bicycle and engineering planning, conducted by Bicycle Victoria. It's on Wednesday 6 June. More information at <<http://www.aitpm.org.au>>. ☺

Liz Yeaman

A report by the UK National Audit Office (NAO), claiming that obesity in England was nearing epidemic proportions, was rapidly followed by another, from the World Health Organisation, showing that British death rates from alcohol-related liver disease had risen by nearly half in the past 10 years. The NAO, which called for a national campaign against obesity, said that more than 31,000 people a year (6% of all deaths) were dying prematurely because of fatty diets and over-reliance on the car and energy-saving devices such as lifts. ☺

Source: The Guardian Weekly

There is a new register of cycling initiatives available on the UK Department of Environment, Transport and the Regions website at:

<<http://www.roads.detr.gov.uk/roadnetwork/ditm/tal/index.htm>>

Robert Ibell

High-Tech Solution To Congestion And Pollution In The US

In a move that may make the ecologically minded breathe easier, Maryland and Annapolis officials will unveil today the latest high-tech solution in the state capital's fight against traffic congestion and pollution: a bicycle.

But not just any old bicycle. It's the "SmartBike."

The city plans to use the 33-pound, four-speed vehicle as part of a community bike-sharing program similar to programs in northern France and Singapore. It uses specialized bike racks that allow public access for short city commutes to holders of computerized "smart cards" – prepaid fare cards linked to regional transit systems.

Annapolis, backed by \$50,000 in state and federal grants, will be the first city in the United States to use the card-controlled bicycles, city officials said yesterday.

Mayor Dean L. Johnson and Maryland Secretary of Transportation John D. Porcari are scheduled to pedal a prototype bike up and down St. John Street this afternoon, introducing the program as part of an annual Bike Maryland! Symposium being held in Annapolis.

"The notion that you get in your car and drive belongs to the 1950s, '60s and '70s. This is another transportation option rather than being forced to drive," said Annapolis Director of Transportation Danielle Matland, who test-rode the imported bicycle hours after its arrival from London yesterday.

Annapolis has built bus shelters, installed exterior bike racks on buses and plans to expand its downtown shuttle service as part of a goal of doubling transit ridership by 2020, Matland said. The SmartBike initiative is a two-wheel tool to help reach that goal and ease traffic and parking problems, she said.

Environmental officials said they support the program and hope it will aid in reducing automobile emissions that pollute the air and the Chesapeake Bay.

Automobiles are a major source of airborne pollutants that end up in the bay watershed, said Theresa Pierno, Maryland executive director of the Chesapeake Bay Foundation.

“We support anything that will get people out of their cars,” she said. “It’s a wonderful idea.”

The SmartBike was developed by Adshel, an international supplier of bus shelters, litter bins and other “street furniture,” as a way of encouraging commuters to cycle at little or no cost.

The idea is simple: Cyclists go to high-tech bike racks at railway stations, bus garages and other city center locations, and insert a prepaid fare card to release a bicycle. When they’re finished riding, cyclists return the bicycles to the nearest rack, locking them into place with the fare card.

City officials plans to launch a small-scale pilot program this summer to test it on the thousands of tourists who visit the capital each year. Bike racks will be placed at three locations: the City Dock, the visitor center and Navy-Marine Corps Stadium. Each rack will hold five bikes, and users will pay a nominal fee for pedalling privileges. Officials said they have yet to determine how much to charge for the cards. Adshel will generate revenue by selling advertising on bike-borne panels.

Bicycle-sharing programs are popular in Europe and have been launched with varying degrees of success in several U.S. cities, including Portland, Ore.; Austin, Texas; and Boulder, Colorado. Theft of the bikes has been a major problem with other programs, but Annapolis officials are confident that the SmartBike will prove theft-proof.

The bikes are made of nonstandard parts that would be unsellable if stolen. Also, the prepaid cards identify users so transportation officials will know who last used a bike.

The program was first implemented in May 1998 in the city of Rennes in northern France. Adshel officials said it was so successful there that the number of bicycles in use has tripled from 100 to 300.

It was implemented last year in Singapore, where the smart-card technology runs on a communication network allowing transportation officials to monitor usage and bicycle traffic flow. If a bicycle rack has too many bikes, a signal alerts officials and a dispatch vehicle is sent to relocate the extras.

Adshel officials said the program will soon be implemented in London and in Drammen, Norway, the fifth-largest city in that county.

“Annapolis is a city that was designed for pedestrians and horse traffic,” said Matland. “Let’s see if the European solution works for our American problem.” 🚲

*Johnathon E. Briggs,
The Baltimore Sun, February 7, 2001*

ChainLinks – Editorial & Advertising Policy

CAN is committed to ensuring that *ChainLinks* remains a respected publication in helping to achieve its aims. Because of the costs involved in copying and distributing the printed version, CAN is also constantly looking for means to help finance its production. As a result, CAN’s committee have produced a draft *Editorial and Advertising Policy* for *ChainLinks*, shown below.

Readers are encouraged to review it and submit feedback on it to Glen Koorey (koorey@paradise.net.nz or c/o CAN’s PO Box). In due course a final version of this policy will be placed on CAN’s website.

Anyone interested in advertising in or sponsoring *ChainLinks* should consider the policy below as the current basis for agreement and contact the CAN to discuss this further.

Editorial Policy

CAN welcomes contributions to *ChainLinks* that are *relevant to and broadly in line with CAN’s aims* (stated below for your information):

- To increase public and official recognition of the benefits of (more) cycling.
- To increase safety for cyclists by educating cyclists and other road users and by improving provision for cyclists in transport planning and engineering.
- To promote the development of a cycling environment that is convenient, accessible, safe, comprehensive, connected, pleasant, and constructed to standards reflecting international best practice.
- To develop cycle advocacy and cycle action.
- To encourage cycle tourism.
- To promote the integration of cycle and transport planning with planning in areas like housing, land use, education, health and the environment.

Contributions may include articles, reviews, notices, news, photos or pictures, letters to the Editor, and anything else considered interesting to the CAN readership. Items obtained from elsewhere (i.e. non-original) must

include *adequate details of their source and copyright*. Publication of any item is not an endorsement of the views presented.

Articles should generally focus on *issues rather than personalities* and should avoid discriminatory language.

Where appropriate and practicable, the *right of reply will be given* in the same issue or, failing that, in the following issue.

All contributors must provide *adequate contact details and any relevant affiliations*. Where there is potential ambiguity, contributors should indicate whether the material represents a personal or organisational opinion.

Electronic submission of material is preferred. The Editor reserves the right to decide whether to publish material, either in full or in condensed form. Contributions *should generally be no longer than 2 A5 pages / 1000 words*, unless previously agreed with the Editor.

Every effort will be made to publish contributions in a timely manner. However, where space constraints dictate, the Editor may choose to publish submitted material in a later issue of *ChainLinks*. Contributors should *advise of any “publish by date”* after which publication should not occur.

Any misrepresentation by *ChainLinks* or CAN, through genuine error and subsequently brought to the Editor’s attention, will be corrected or retracted at the earliest opportunity.

Advertising Policy

CAN welcomes inquiries from individuals or organisations interested in purchasing advertisements in, or sponsoring complete issues of, *ChainLinks*.

Advertising should *not be for goods or services that conflict with CAN’s aims* (see Editorial Policy above). The Editor reserves the right to reject or request changes to any submitted advertising copy.

Advertisers may submit copy for *ChainLinks* at the following rates (incl. GST):

Size	Details (Note: 1 point = 1/72”)	Price
1/4 (A5) page	180×275 points or 360×135 points	\$40
1/2 (A5) page	360×275 points	\$70
Full (A5) page	360×550 points	\$130
Double (A5) page (= A4 page)	Centre spread – A4 landscape with at least 19 pt top/bottom & 28 pt left/right margins	\$250
Full issue sponsorship	Contact CAN for details	

(rates subject to change)



Advertisers ordering at least two (A5) pages are also entitled to an additional complimentary 1/8 page banner (360x60 points at most) on the front page stating “proudly sponsored by...”.

The Editor will include advertising on a “first come, first served” basis. No more than 1/8 of the total newsletter may be taken up with advertising (excluding a sponsor’s banner on the front page).

The Editor shall have the final say regarding the location of advertising within the newsletter. Generally, no advertising space is available on the front page (other than a sponsor’s banner), and limited space on the back page.

Advertisers must supply text and graphics in an electronic format ready for publication. See Technical Issues below for more details regarding suitable file formats.

Advertisers are entitled to supply additional copies of *ChainLinks* to other parties outside of the CAN membership (e.g. potential clients). The full cost of producing these additional copies will be met by the advertiser. A print-ready PDF version of the issue can be supplied to the advertiser by email.

Short “classified” advertisements of up to three lines (approximately 35 words) will be printed for members free of charge (one per issue), as space permits.

[Technical Issues omitted, available from the Editor.]



Tragedy In Invercargill: Bulbous Kerb To Blame?

Questions Over Kerbs Following Cyclist’s Death

Invercargill, Feb 23 – Bulbous kerbs would be ripped out if police found they had contributed to Amanda Hurring’s death, Invercargill Mayor Tim Shadbolt said today.

“If the cause is bulbous kerbs I think we should rip them up again... and say we made a mistake,” Mr Shadbolt said. The question of cyclist safety in Invercargill streets was raised after Amanda Hurring, 19, was killed on Wednesday morning riding her bike along Tweed Street.

“We don’t want her life to be lost in vain. If there is something drastic to do we will do it,” Mr Shadbolt said.

Questions were raised by truck drivers when the council first considered putting in the bulbous kerbs, he said.

Truck drivers were worried because the kerbs made it difficult for trucks to turn.

Mr Shadbolt took the concerns to council roading manager Tom Greenwood who reassured him the kerbs were safe because they slowed truck drivers down.

The council said this week Invercargill cyclists would have safer routes in Invercargill within five to 10 years. Mr Greenwood said the council had been working on a safe-cycling strategy for the past six months.

Invercargill police Constable Greg Baird, in charge of the investigation, said it was still a mystery why Ms Hurring fell under the truck. It was too early to say whether charges would be laid. 🚲

NZPA

Parents Of Dead Cyclist Aim To Make City Streets Safer

Invercargill, March 9 – The parents of a cyclist killed in Invercargill last month are doing all they can to make Invercargill streets safer.

They want to make sure no other family has to deal with what they are going through.

Theresa and Russell Hurring's 19-year-old daughter, Amanda, was killed on February 21 when she fell from her bike under the wheels of a truck in Tweed Street.

The accident prompted questions about cycle safety in Invercargill and the virtues of bulbous kerbs.

The police said this week the truck driver was not at fault and would not be charged.

Mr and Mrs Hurring said they were anxious not to upset the truck driver by speaking out about road safety issues because he was as much a victim as their family.

"Nothing the truck driver could have done would have changed the events of that day," Mr Hurring said.

The Invercargill City Council invited Mr and Mrs Hurring, who live in Dunback, North Otago, to Invercargill yesterday to discuss ideas on how to improve cycle safety.

The Hurrings met mayor Tim Shadbolt, city manager Richard King, councillor Geoff Piercy, roading manager Tom Greenwood, Graeme Rice from the Land Transport Safety Authority, and Southland Road Safety co-ordinator Jane Ballantyne.

"We are trying to address the issues which caused problems for Amanda," Mr Hurring said.

The couple welcomed the news the council had decided to shift the bulbous kerbs back half a metre at the Tweed Street crossing where their daughter was killed, to allow more room for cyclists.

However, they still have some reservations that the crossing was too narrow to accommodate cyclists and two traffic lanes.

Mr Hurring said Invercargill was a hostile cycling environment.

Their daughter had often talked about how dangerous it was to cycle in the city particularly at roundabouts.

Since the accident, Mr Hurring has researched ways of making the road safer where his daughter was killed and has collected information on what other areas have done to make their cities safer for cyclists.

Better communication between drivers and cyclists was the key to making roads safer for all, the couple said.

“Cyclists are not perfect, either... often they are their own worst enemies.”

Mr Hurring said city administrations often focused on accident statistics rather than risk reduction when they designed roads or made alterations.

Separate cycleways were not always the answer. 🚲

NZPA

Comment



Appropriately designed and secure parking for cyclists invited to the opening of Palmerston North Esplanade riverbank cycle way.

Nearly 3 years have passed since PNCC adopted its Bike Plan. Action 12.1 of the Bike Plan states “The Council will implement a programme of installing appropriately designed new cycle parking facilities and upgrading existing facilities where necessary.” This photo was taken at the opening of the Esplanade riverbank cycle way (1km of cycle-pedestrian path) constructed over 4 months during 2000. The opening took place at the Palmerston North Esplanade Education Centre. Guests were encouraged to bring their cycles and cycle along the new path. The organisers chose a venue that had no cycle stands even though it is a centre for environmental education and would normally attract visitors on bike. 🚲

Christine Cheyne, CAPN

Book Review

“Divorce Your Car”, Katie Alvord, Canadian New Society Publishers, 2000.

This 300 page account of our affair with the automobile is most convincing. After a history of the last 100 years, the reader is then asked why we continue to live with cars that are destroying the environment.

You can “divorce your car” in many ways. Walking of course and public transport, but the bicycle reigns supreme. And it can be fun.

Here’s a quote from the foreword by Stephanie Mills:

“Alvord’s perceptive gloss of the late, great, 20th century’s pitiful auto intoxication is a fascinating read and a stunning contradiction of the fatuity that technology is neutral... Her gathering of stories illuminates the existence of a vital planet-wide, counter-car-culture... Witty, substantial and penetrating, *Divorce Your Car* is a mighty persuasive job of work.”

Robert Stowell, Kerikeri

[Robert has generously given copies of the book to Auckland University and to the Auckland Public Library. Adrian Croucher, CAN Secretary]

Letter

Dear friends and colleagues,

It’s time to begin to gather your thoughts as to how you are going to support one of the most promising planetary sustainable transport initiatives presently on the horizon – notably Earth Car Free Day 2001 which is going to take place on April 19th this year, barely 77 days, 11 hours and 3 minutes, from the time we pen you this line.

What can you do to cooperate and make this work without losing a lot of time? A lot! So, please do take the time to check into <http://www.carfreeday.com> and see how this great cooperative can be put to work for you, for your family and city, and for the planet.

If you were impressed by the accomplishments in Bogotá over the last year, wait until you see what happens during and in the aftermath of Earth Car Free Day. And by the way, we need you a lot!

Your partner is sustainability and social justice,

Eric Britton, Ecoplan



Is This NZ's Shortest Cycle Lane?



This picture was taken in Mt Maunganui by Patrick Morgan. Anybody know of a shorter one? 🚲

Deadline for next issue is May 18th 2001

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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