



CYCLING DECIMATED - HELMET LAW FAILS

Government figures released over recent months paint a grim picture of the state of cycling in New Zealand.

The latest *LTSA Travel Survey Report* shows a DROP of 34% in cycling hours over the 9 years 1989-1997. Given the major health benefits of cycling, and lack of environmental impacts, compared to alternative travel modes the consequences of this drop in cycling for New Zealand is significant.

Both the Minister of Transport and the LTSA have heralded the helmet legislation as a success claiming around a 20% drop in injuries over the 6 years of the law. However the drop in cycling amounts to over 20% in six years so injuries would be expected to drop similarly.

This suggests the helmet legislation has completely FAILED in improving health and safety, while the Governments lack of attention to cycling has produced a huge HEALTH COST.

How to address this drop and lack of success will surely generate much debate, hopefully including within Government. ☺

Creakings From The Chair

It's that time of year again – getting colder, remembering to dodge the raindrops, remembering to take lights, being stuck inside writing endless submissions on the Draft Annual Plan etc. etc. I hope you are all enjoying it as much as I am!

There has been some concern expressed by members about CAN's stance on helmets. Our official policy is as follows: "There is evidence that mandatory cycle helmet wearing legislation is not working as intended and should be reviewed. Priority needs to be given to other safety issues such as motorist behaviour and roading improvements." This recognises that some members think helmets are a good thing, some think helmets are a bad thing and some are in-between.

We don't want this issue to take over, or divide CAN into factions – our advocacy work is too important to get lost in that way. Your committee have settled on guidelines for *ChainLinks* which we hope will allow debate but not domination. I hope that, like me, you continue to find *ChainLinks* a stimulating and motivating read. 🚲

Jane Dawson

We CAN Meet!

CAN will be holding it's annual get-together on Sunday 23rd September at the Chateau on the Park Hotel in Christchurch, and all members are encouraged to attend.

Those of you who are on the ball will notice that it is the day after the Cycling Conference – no coincidence! Come on down to Christchurch and meet other CAN members and put your 2c worth in. Our post-conference meeting last year was a lively discussion session and set the agenda for what we have been doing this year. Anyone with issues they would like brought up at the meeting can send them to <can@actrix.gen.nz> or PO Box 6491, Auckland.

More details later, but the meeting will occupy the morning, with an optional lunch afterwards. 🚲

Calling Members Without Cars...

By the time you read this the deadline for Symposium contributions will just have passed. It has been suggested that instead of papers we could have a bit of "light relief" between the lectures, i.e. drama, workshops, debates etc.

It so happens that four members of your exec committee have no cars and I know that many other members around the country have no cars. I want to ask (or beg) such members to come forward to do that bit of "light

relief” on the stage sometime during the symposium, (you will be there of course :-)). It may turn out to be just a “critical mass” on stage or a choreographed segment of fun. Oh, and by the way, if any of you can choreograph, please come forward.

Even if you do have a car sitting in the garage most of the time, but use your bicycle to work and recreation, count yourself in. Please don't be shy, I promise you that ALL of the exec will be up there too. Contact Liz directly on: email <Liz.ocean@xtra.co.nz>, tel 06-364-8187, fax 06-364-8185. ㊿

Liz Mikkelsen

Recent Meetings

CAN met with Grant McLean of the Ministry of Health's Public Health Directorate on 13 March. CAN urged the need for “joined-up policy” which connects health, transport, environmental and social goals, and expressed frustration with the current situation in which e.g. safety policy can be made with no reference to health policy.

Grant explained that his job is to develop a “toolkit” that can be used locally by Health Boards to achieve the goal to “increase the level of physical activity”. He felt that the Ministry of Health was not the right body to co-ordinate a joined-up policy initiative. It was discussed and agreed that the Hillary Commission (or its replacement) would be a more appropriate organisation to do that.

CAN shared some of the publications it has collected relating to health benefits of cycling, and we agreed to exchange newsletters.

Following on from that, CAN met with Nigel Cass of the Hillary Commission on 3 May. We discussed ways the Hillary Commission could support non-sport cycling, since it can make an important contribution to achieving the Hillary Commission's daily exercise goals. Nigel said they are planning a “Push Play Day” on 9 November, including a walk-to-school day. He will put us in touch with appropriate people in Regional Sports Trusts. The

<p>transport for living cycling 2001</p> 
<p>NZ CYCLING CONFERENCE FRIDAY 21ST-SATURDAY 22ND SEPTEMBER 2001 Chateau on the Park, Christchurch</p>
<p>join...</p> <ul style="list-style-type: none">> cycle advocacy groupseducation/health sectorscentral government agenciesthe cycle industrycity/district council repsand the tourism industry <p>to move cycling forward in New Zealand</p>
<p>for info > NZ Cycling Conference PO Box 237 Christchurch NZ ph +64 3 371 1472 or email: cycling@ccc.govt.nz</p>

Hillary Commission are putting together a document on creating an activity-friendly environment, and will consult with CAN about it. The idea of “Kiwi Rides” (short, easily-accessible rides) and the development of Cycle-Friendly Employer resources were discussed, and CAN will be putting concrete proposals to the Hillary Commission in the near future.

Another meeting with the Ministry of Transport was held on 9 May, with Roger Boulter also in attendance. It was a very inconclusive meeting, since both the Road Safety Strategy and the Transport Strategy seem to be at a rather sensitive stage where Cabinet has to make some crucial decisions – a good time to lobby your local MP, maybe! Decisions are expected in a month or two, and the Ministry of Transport will be sending a policy-maker to the Cycling Conference, where developments will be outlined. 🚲

CAN and Transfund Meeting Report

Robert Ibell, Glen Koorey, and Axel Wilke from CAN met with Kate Collins and Andrew Body from Transfund’s policy section on 14 March 2001.

The Project Evaluation Manual (PEM) sets the parameters for Government subsidy to roading projects in New Zealand. Following a submission by CAN, general health benefits are to be included in the next PEM issue. CAN to receive the first draft of the work on health benefits in April 2001 for review.

A possible Cycling Working Group (for government agencies, transport professionals and bicycle organisations) was again discussed. Reasons for setting up such a group are:

- Cycle planning & engineering requires a multi-disciplinary approach in recognition of links between cycling & other areas of government.
- Reversal of long standing neglect of cycling in most areas of NZ will require intensive & co-operative work.

CAN to work on the concept and deliver these ideas to Transfund. Something similar already exists for public transport and is administered by Transfund.

The use of standards and guidelines in New Zealand was discussed. Transfund is to investigate the adoption of “Cycle Audit and Cycle Review” and “Austroads 14”.

Transfund commissioned an article about “Cyclists at Roundabouts” with CAN, to be published in *TranSafe*. The findings included that cyclists have a very high proportion of injury crashes at roundabouts (26%!). Follow up discussions with Transfund are necessary.

The atmosphere of the meeting was very positive. Good progress has been made, for which CAN like to thank the Transfund staff. 🚲

Axel Wilke & Robert Ibell

New Zealand On Its Feet 2001

What

A Hillary Commission Push Play event taking place around the country on Friday 9th November (in Auckland the promotion might be based around a number of events happening over the weekend of 10-11 November) encouraging New Zealanders to undertake 30 minutes of physical activity by:

- walking or cycling to work;
- taking part in a Push Play activity event (eg. a walk, come & try event);
- going to the gym, pool or leisure centre;
- taking part in a school based activity

How

Each Regional Sports Trust will lead the organisation of at least one “City on its Feet” event under the overall banner of “New Zealand on its Feet”. The event will be based around selling passports that are then stamped or collected when people complete one of the events identified as part of the promotion. This could include:

- a walk/cycle to work with checkpoints;
- a Push Play walk or participation based sports event (with the Mayor invited to take part);
- participation in other existing events (e.g. fun runs, triathlons, come and try it events);
- using a gym, pool, or leisure centre who are part of the promotion;
- taking part in a school physical activity promotion

Partners In Running The Promotion

At the national level the following agencies have been invited to join the promotion:

Heart Foundation	Diabetes New Zealand
Asthma & Respiratory Foundation	Osteoporosis NZ
Arthritis NZ	Cancer Society
Te Hotu Manawa Maori	Pacific Island Heartbeat
Agencies for Nutrition Action	Stroke Foundation

Those who decide to participate will be recognised in national promotion and will share in any profits made from the sale of the passports.

The organisations will be asked to commit resources to support the promotion at both the national and regional levels. They will also be asked

to designate the event as their primary physical activity promotion of the year, and to reduce the range of health related walking promotions being run throughout the year.

Passports

A national template for the passport will be developed and provided by the Hillary Commission. Passports will be used to measure the number of people taking part in New Zealand on its Feet. They will be used at checkpoints on the walks and as an admission ticket for participating gyms and leisure centres. Passports will cost \$2.00. Those charities taking part in the promotion will be offered the chance to sell passports with 50 cents from each sale being retained by the charity with the balance to be managed by the RSTs and used to help fund the cost of promoting and running the event.

CAN groups and members are encouraged to contact their Regional Sports Trust (e.g. “Sport Wellington Region”) to find out more about NZ On Its Feet and how they might be involved in the event. 🚲

Robert Ibell

Cycle-Walkway Network

As a CANner in Whangarei I am pleased to report on a new initiative called “The Cycle-Walkway Network”.

Momentum has gathered following a meeting with Rhonda Stoufis of the Whangarei Tourism Trust whom I met with a couple of months ago to discuss our Cycle Touring Company. Last July I was in the UK and visited the Sustrans (from Sustainable Transport) offices in Bristol. Sustrans is a civil engineering charity that has overseen the construction of 5,000 miles of cycle and walkways throughout the UK with a further 5,000 miles in the pipeline. I met Philip Insall, their International Liaison Manager. Philip said that the UK was doing “OK” in the field of providing cycling/walking facilities but challenged me into thinking that New Zealand could leap-frog them and do even better – “How about a car-free city?” Now there’s a thought! Philip told me about a very successful 3,000 mile cycle-way scheme recently opened in Switzerland that we could perhaps use as a model. The government, railways and tourism groups collaborated to plan and construct the routes. Their investment paid for itself in its first year of operation!

I mentioned my vision for a cycle-walkway wilderness experience in Northland that could rival anything in New Zealand, by way of upgrading and linking existing tracks and walkways. Rhonda suggested a meeting with Craig Brown, mayor of Whangarei District. Craig was more than interested with the concept, and it fitted well with an eco-tourism theme being promoted in the mayoral forum, involving Kaipara District and the Far North District mayors.

We have since met with representatives from the Department of Conservation, Ngati Wai, Destination Northland, Work and Income NZ, the Department of Labour Community Employment Group, Skill NZ, Sport Northland and have been in touch with The Hillary Commission. We met with Dover Samuels on the 18 May and have meetings scheduled with Phil Heatley (National MP for Whangarei) and Brian Donnelley (NZ First List MP). Many thanks to CAN for your excellent letter of support.

The feedback has been very positive and we want to use this to start the ball rolling with a trial section on the coast. We are calling ourselves facilitators and hope to bring the various partners together to support the concept. We are looking to apply to outside sources for funding so as not to place a financial burden on the partners. We see there being very real benefits for the community, namely in skill development/employment in the planning, construction and maintenance of the paths, educational and health opportunities for schools and other groups in using the network, opportunity for Maori empowerment with potential for marae-stay accommodation and cultural awareness possibilities etc.

The Whangarei District Council has investigated possible walkway routes along the Pacific Coast and has invited us to become involved in the development of their strategy. We are thankful for this opportunity and believe that we, as an independent body, may be able to bring the partners on board. We will keep you posted!

Feedback would be appreciated. Maybe the scheme can go national?! Maybe, because it simply makes such good sense, the network will snowball?

Feedback invited. Contacts:

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Paul Doherty

News From Cycle Action Waikato

Cycle Action Waikato is very much alive and well. Our membership campaign, which started in July last year, (about the same time as CAN's) increased our numbers more than three fold.

The lines of communication between the Hamilton City Council and CAW have dramatically improved in the past year. This is partly due to the setting up of three Cycle Working Groups (Planning/Engineering, and Safety, and Encouragement) at the beginning of 2000. These groups are guided by and report to the Cycling Advisory Group (CAG) consisting of Councillors, Council Staff & CAW representatives. The Advisory Group

can then make recommendations to the Works & Services Committee consisting of Councillors only. Having a formal structure like this provides a mechanism for ongoing consultation about cycling developments. The biggest problem with this formal structure is the tendency for the different groups to lose momentum as council staff become busy with other things. We have also found that even with staff support council management has the final word on any the progress being made. CAW is hoping that these groups will continue being productive in the future, which will be determined by the effort that CAW members, Council staff, and the Councillors put into the process.

In the past couple of years record numbers of submissions about cycling were made to Hamilton City council's Annual and Strategic Plans. This year, for the Annual Plan, more submissions related to cycling than to any other single subject.

Town to Gown cycle route finally gets approved

This has been accompanied by considerable progress towards cycleways in Hamilton, the main developments being Wairere Drive and the University–CBD Link. One of the most significant steps in the latter link is the removal of parking on one side of the street to provide enough space for cycle lanes. The acceptance of this is crucial to the overall effectiveness of this development as these two narrow corridors would otherwise have been weak links. An important element to the project going ahead was the general support from the residents whose on-street parking would be taken away. Another promising development is the acceptance by CAG of the 'WEB' concept. That is, the Uni-CBD Link can be seen as one 'spoke' in the 'wheel' and used as a blueprint to develop cycleways accessing each major zone of the city. Once this is done, cross linkages can be made, thus forming a web pattern. Of course all this requires funding, commitment and ongoing consultation. If progress in these areas continues, Hamilton may become a leading centre for cycling.

Other recent developments CAW has previewed the city's road resealing programme 2 years in advance and identified opportunities to mark in new cycle lanes immediately following reseal, thus minimising cost. Cycle users are now represented on the Regional Land Transport Committee

Some of our current undertakings A "Guide to Cycling in Hamilton" including: a map showing travelling times by bike; health, financial & environmental benefits of cycling; safety tips for cyclists and tips to motorists for interacting with cyclists; a list of bike shops and clubs. As an offshoot of this, we hope to produce a poster size version of the map to be displayed in the Transport Station Information Centre. Submissions to the Hamilton City Proposed District Plan and Waikato District Plan Change 18: Land Transport. CAW has lodged appeals with the Environment Court about Waikato District Council's decisions on some of the latter submissions. 🚲

Happy Cycling, CAWaikato

Road Safety Trust

The Road Safety Trust was established in 1989. It invests revenue from the sale of personalised number plates and distributes it to road safety projects such as:

- community safety initiatives
- private sector technological developments with road safety benefits
- research grants & study awards
- training, education & overseas travel to attend conferences or undertake study
- any other project which the Trustees consider likely to contribute to the improvement of safety on roads.

Grants have ranged from \$300 to \$30,000. The next deadline for RST funding is in October 2001. CAN groups and members should consider making use of RST funds for bicycle safety projects (e.g. cycle safety training for children or adults, production of resources, training for cycling course tutors, cycle safety research). It might be helpful to discuss potential projects with your local road safety co-ordinator (based at your local authority) or regional office of the Land Transport Safety Authority.

Further information and application forms can be obtained from the Road Safety Trust, PO Box 2394, Wellington or from <www.roadsafety.govt.nz>.

Robert Ibell, Campaigns & PR Secretary

Cycleway Plan Marks Anniversary Of Death

Tauranga, April 5 - Athlete Mark Furlan was one of the most safety conscious cyclists on the road – yet a year ago today the Tauranga athlete died after he was knocked off his bike on the corner of Tauranga's Chapel St and Maxwell Rd.

The tragedy highlighted the safety of cyclists in the city, with Cycle Action Tauranga (CAT) stepping up its pressure on Tauranga District Council for purpose-built cycle lanes.

Twelve months on, the council has completed a major report on the feasibility of having a \$1.5 million cycle lane on the city's most congested street, Cameron Rd.

CAT spokeswoman Iris Thomas said today the former Commonwealth Games competitor's accident had proved a turning point for the cycling community.

"Mark Furlan's death was the catalyst because he was the most safety conscious person I know. It sent a message to us that nobody is safe," said Ms Thomas.

CAT had been lobbying the council for two years about the “nightmare” of Cameron Rd. Members of the group included councillors, council staff, and CAT chairman Mike Bibby.

CAT would promote the plan as part of the council’s annual plan process, and Mr Bibby said alternative funding would be explored to avoid a direct cost to the ratepayer.

“it” exciting that the council is doing something about a cycleway around Cameron Rd, even if it has taken so long,” said Ms Thomas.

The report outlined several problems with the existing lane on Cameron Rd.

As well as making the road safer Mr Bibby said a big part of cycle safety was getting people to change their thinking. 🚲

NZPA

Cycling Strategy Foundation Project – Dead Already?

Readers of *ChainLinks* could be excused for thinking that my last year’s *Cycling Strategy Foundation Project*, having produced its final report (*Into the Mainstream*) has curled up and died without trace.

The Ministry of Transport (after three inconclusive meetings CANners and myself have had with them) have balked at the idea of a *New Zealand Cycling Strategy*; of any formal inter-Ministry working body to co-ordinate cycling strategy work; or of a stakeholder-consultation based “NZ Cycling Forum”. They have said that cycling will be considered in the forthcoming *NZ Transport Strategy*, but without a clue as to what this means (and quite frankly I can’t see how cycling WOULD’N’T be covered in such a document in some way). The MoT did promise me before Christmas a formal written response to my report, but at time of writing this article (mid-May), I am still waiting. The possibility of a Transfund-based “cycling fund” was hinted at late last year, but MoT a month or too ago indicated to CAN that this was “off the agenda”.

Depressed? Worried? Well no I’m not, and I’ll tell you why.

Being a bureaucrat myself, I know that wheels move fairly slowly, but move they do. I have a lot of respect for the MoT people CAN and I have been dealing with, and suspect it’s more a case of cycling getting crowded out by other work. That’s worrying in itself, but at least it shouldn’t be unexpected, and certainly I don’t feel shows any conscious subverting of previous intentions.

I can also see quite steady signs of progress. I deliberately wrote “Into The Mainstream” in a flexible “pick ‘n mix” format. Many of the recommendations can be implemented in a number of different ways, and by individual stakeholders and groups of stakeholders working separately from each other. And that is exactly what is happening (in some areas). Whilst I

would have liked a Ministerial announcement that there would be an “NZ Cycling Strategy,” such a strategy would only provide a “recipe”, not the “pudding” itself that we all would like to “eat”.

The Australian experience is quite salutary. Here, in February 1999, the atmosphere was heady at the Adelaide *VelOZity* conference, as the Federal Transport Minister launched the *Australia Cycling 1999 – 2004* National Strategy. Since then there have been concerns that the “Australian Bicycle Council” (ABC) has failed to deliver progress on the Strategy, as it was required to do, to the inter-state *Austrroads Council* to which it is responsible. The ABC’s industry and advocacy representatives have also commented that the ABC has changed its nature into more of a “government business meeting,” in contrast to its “semi-advocacy” nature when it was pressing for, rather than administering, a national cycling strategy. As the NZ representative, I have voiced concern that this initially Australian body has never made the jump to being a truly Trans-Tasman body, which the ABC officially became when it came under “Austrroads” in 1998 (NZ is a full member of “Austrroads”). NOW PLEASE NOTE: All this has happened AFTER the launch of the *Australian National Cycling Strategy*!!

There are, in fact, advantages in things in NZ still being at the “pick ‘n mix” stage sketched out in my report. Discussion can be freer, and it certainly needs to be while we are still exploring how things can work out in practice. Remember, my project attempted to lay out “Foundational” issues (hence the project’s title); no way did I want to set out a “blueprint,” since we can’t yet see what the blueprint should be. We also avoid getting bogged down in splitting hairs over the finer points of wording, or defensive wrangles as to how far we are, or are not, achieving a laid-out set of “targets.” All that can (and of course – in due time – should) come later!

So let’s look at signs of progress being made – or not made, as the case may be.

Well a big pat on the back for certain CANners for getting the Cycling Engineering Course off the ground (and good on Transit and LTSA for their support and peer reviewing of it). This fits my report’s Recommendation 26 pretty exactly – specialist cycling engineers filling a gap in mainstream engineers’ professional knowledge.

The *Cycling Transport for Living* Symposium, and a lot that surrounds it, fulfils several of my recommendations on “information exchange” – opening the lines of communication between the cycling specialists and mainstream professional and government people. “Information exchange” is quite fluid as to the forms it could take (by its nature – it’s really down to the people involved, since they are the ones driving it). However, this and last year’s *Making Cycling Viable* Symposium provide a veritable beehive of frantic communication which, quite frankly, hasn’t happened in New Zealand before, and badly needs to happen. What is needed now is for more specialist individual networks to develop (like, for example, on nutting out engineering best practice and getting it into recognised rules and standards), but a very good start has been made. Those reading this who do attend

“mainstream” conferences and read mainstream newsletters and journals, will know that it is not all that unusual nowadays to see cycling specialists popping their heads above the parapet and holding forth to a generally hungry audience.

Positive moves are afoot in Transfund, who are considering factors other than benefits to motorists, like preventive health, in their consideration of roading projects. You might say (and rightly) that we have yet to fully see the fruits, but I was told only 18 months ago that this sort of thing just couldn't be countenanced. Transfund's procedures are quite involved, so don't expect miracle overnight, but as I said – the wheels of change are moving.

Perhaps the biggest change around is happening in Transit. It must be to the credit of any government organisation to say that they need to improve – well that is what Transit have sometimes said quite openly. It seems to be led “from the top,” and “cycling champions” now exist not only in Wellington, but in all regional offices too. Transit is not just making noises either. It is grappling with specific issues, like their road design standards, the tragic spate of cyclist deaths on long bridges, and the strange logic in Transfund's rules that will not (as yet) allow Transit to get funding for off-road cycle paths. Then again, some of my Recommendations are “tough nuts” that still need to be “cracked.” The wide divergence between health strategies (“cycling is good for you”) and road safety strategies (“cycling is dangerous”) is as stark as ever. I had suggested, since it is now well-demonstrated that cycling's health benefits outweigh its crash risk many times over (even in our current road environment) that we should have a priority order of firstly increasing cycling levels, then within that reducing crashes, then lastly reducing injuries. The response I have had? Well, nothing in writing, but a verbal comment at a conference from someone pretty senior in road safety that “someone hard-headed” ought to evaluate Mayer Hillman's famous “20:1 years added/ lost” ratio. Pointing out that much of Hillman's work was endorsed by the British Medical Association, the response was “I always say, never trust a health professional.” I won't do in who said that, but clearly there's a lot of bridge-building to be done here!

But anyone concerned about encouraging a lot of cyclists out onto our roads as they are now would have a point about the danger, which is why I put so much stress in my report on on-road cycle coaching and motorist/ cyclist road sharing education. The “Take Care” and “Watch for Bikes” message we sometimes get is laudable as a start, but the education needs to get much more specific. If you are a non-cyclist (unlikely among *ChainLinks* readers?!), ask yourself where you'd get education and coaching if you wanted to start. It isn't in the Road Cade. It isn't even what kids (some of them, that is) get at school. There are no “cycling schools” (are there?) Another “tough nut.”

Yet again on safety (sorry, but that's how it is) is the big mindset problem of seeing “safety” as solely measured by a low crash and injury record.

The whole “crash reduction versus injury reduction” debate, which is raging in some countries, has yet to even start going in NZ, in spite of Kerry Wood’s 1999 *Bicycle Crashes in NZ* Masters thesis stressing it so eloquently. Put simply, the present approach means that low cyclist numbers (at least in part because of the danger) = low crash record = (so it seems) “safe for cyclists.”

Another “tough nut” so far as I am concerned is the constant tendency in professional and government circles to see “alternatives to car use” as equalling “public transport”, perhaps with “cycling and walking” as “add-ons.” A lot of money is poured into the former, and officials and politicians are genuinely surprised to learn that cycling and walking are just as big as public transport in usage terms. In the light of this – and bearing in mind the yawning lack of any serious study of the strengths and weaknesses of the respective transport modes – it really does seem downright unfair that public transport has had several big dollops of money thrown in its lap over the past year or two, while cycling has had ... well, those meetings with the MoT I referred to earlier.

I know that the government’s slowness to announce a “cycling fund” to match that on public transport is a real concern to CAN, but I remain optimistic even without this. There are more ways to put money into cycling – and ensure it is well-targeted – than announcement of a fund (which you then need to decide how to set and share out). Let me explain one example.

Some road projects get funded which effectively deny cyclists the “right to pass and repass” which Transfund and Road Controlling Authorities, as agent of the Crown in legislation, are obligated by common law to safeguard. In one particularly striking example I know, a “seagull” intersection requires cyclists (like other traffic) to merge FROM THE RIGHT with two lanes of heavy traffic doing 100kph. Not a manoeuvre I would try! If a rule were set requiring every road design to be at least reasonably safely negotiable by bike (we need ask for no more), then schemes like this one would have a cyclists’ and pedestrians’ underpass system. This might well push up the cost, and thus lower the “benefit to cost ratio”, perhaps below that at which Transfund would fund the road, thus effectively delaying the whole road scheme by several years – “just for the sake of a few cyclists,” it would be said.

Now for the bit where I risk offending *ChainLinks*’ largely “green” readership with a crafty dose of pragmatism. Increase the roading budget to compensate! This could be presented, politically, as “safeguarding” the building of roads which many see as “essential,” but on closer examination, that “extra funding” can be seen as spent on cycling, and what’s more, spent where it would be to best effect. It’s more important, I would argue, to prevent this sort of roading design “freezing up” cycling accessibility across the whole system, cumulatively over time, than an expanded “cycling facilities programme.”

And where, someone will ask, would the extra money come from? Well,

“strange bedfellow” time again! The motoring lobby have time and again complained that some of the road-related charges they pay doesn't find its way back into the roads. This way, it can! But surely the cyclists should pay for their own facility? Well, no, because the only reason cyclists need a separate facility in the case I've given is...all those cars “merging like a zip” at 100 kph! Besides which cyclists, like motorists, pay their general taxes and expect their needs to be reasonably met out of them; some have argued in fact that cyclists receive LESS than motorists relative to what they pay towards the roads that belong to all of us.

To conclude, I don't think it's a disaster that a national cycling strategy, fund or forum hasn't eventuated in the six months since I produced my report. Steady progress is being made in some areas – on some quite rapidly (in bureaucratic terms), on others still through well-intentioned “nutting it out.” On others, as I have said, there are some very hard nuts still to crack.

Now we need to take my *Into The Mainstream* report and look at translating the DETAIL into reality. And that could equally be without, as with, some glossy document with “NZ Cycling Strategy” on the front cover. 🚲

Roger Boulter, Hamilton, May 2001

Letters

Dear *ChainLinks*,

I have found a travel insurance which will actually cover bicycles for more than \$1000 (the standard limit on most travel insurance policies). Since we saw the way a friend's bike came out of a plane last month (he had to buy a new bike...), we have been searching hard, because we are off on a trip on the 19th.

This policy is from Comprehensive Travel Insurance, PO Box 33 313, Auckland, free phone 0800 800 048, free fax 0800 800 167, email <custserv@comprehensive.co.nz>, or website: <www.comprehensive.co.nz>

You do have to pay 1.5% of the value of the bike, but I consider this a small price to pay for peace of mind, especially if you have a new/expensive bike.

CAN: This may be a useful addition to your other insurance information, which wasn't useful for us in this case.

Good luck and happy cycling!

Lyneke Onderwater, CAWaikato

[Publication of this letter is not an endorsement of this product. Ed.]

Hi there,

I've just returned from a very nice holiday in NZ – while I was there I picked up one of your leaflets and I'm sorry I wasn't able to make contact at the time but I thought I'd just drop you a line to say hello and best wishes for your cycling campaign.

We were in Christchurch during the local bike week, and to show our solidarity we hired bikes for the day from our Backpacker Hostel – but we hardly met another cyclist all day!

Your leaflet says “it happens in Europe” – well, it does in Denmark, Holland and to some extent in Germany but here the authorities have a long way to go to catch up!

Please feel free to use anything from our website that's of use to you, and invite any cyclists coming over here to cycle to let us know, and perhaps drop in and see us for a pint or a cuppa. This is a beautiful county for cycle tourism..

Yours sincerely,

Michael Evans, Dorset, UK
Dorset Cyclists Network email: <dcn@facoho.freereserve.co.uk>
DCN website: <http://www.bigfoot.com/~dorset_cyclists_network>

Dear Editor,

Re: Shortest Cycle Lane? ChainLinks Apr/May

At the south end of Manchester St, Christchurch, where it ends at Moorehouse Ave is a 2 metre coloured cycle area.

This is really a trick answer – but it would make a great photo – the coloured block is there to let right turning bikes get in front of turning vehicles. This reduces the risk of being run down by the few cars going straight ahead rather than turning right.

Sincerely,

R Robins

Green Bikes...

In Nelson...

Nelson celebrated St Patricks Day by launching a Green Bike scheme for the city.

The scheme is modelled on the successful operation in Palmerston North which now has a total of 1000 bikes available free for people to use and then drop off at strategic points around the city centre.

The Nelson scheme has started up with 50 of the distinctive green bikes but the council hopes to quickly increase that number up to 100. The fleet of green bikes have been built up by the Kahurangi Employment Trust from donated bikes, with the impetus for the scheme coming from local biking advocates, Bicycle Nelson Bays.

The council has provided bike racks at strategic points in the city centre and at Tahuna so that people can bike out to the beach and drop their bikes off. Helmets have been painted green and printed with identification to discourage theft.

For further information contact Nelson City Council development adviser Richard Butler. Ph: 03 546 0200. Email: <richard.butler@ncc.govt.nz>. 🚲

And Planned For Porirua City

Along with Nelson, the Cycling Symposium held in Palmerston North in July 2000 has prompted another Green Bike initiative – this time in Porirua City.

In Palmerston North a Green Bikes scheme was researched and set up by a student from the Rehabilitation Department from Massey University, in conjunction with Phoenix (Inc), a Supported Employment Agency for people with disabilities. John Poppelton, who works as a volunteer on youth cycling project in Porirua, from attended the Palmerston North Cycling Symposium and felt there was a parallel opportunity for Porirua City and Whitireia Polytechnic.

The project is now being developed with support from the Whitford Brown Community Trust and Porirua City Council. It hopes to launch the scheme in Porirua in June, once funding for the bike workshops and a supervisor is secured. The Trust will monitor the running of the business and liaise with Green Bike Trust in Palmerston North to gauge how it is doing.

“We would appreciate any type of assistance in spreading the word or acquiring bikes or parts,” says John Poppleton.

Contact John Poppleton, email: <greenbikes@paradise.net.nz>, ph: 04 233 0523. 🚲

EECA

Green Traffic Reduction Bill To Go Before Parliament

Green Party co-leader Jeanette Fitzsimons has had her Road Traffic Reduction Bill drawn from the private members ballot.

The bill requires national and regional governments to set binding targets for the reduction of motorised road traffic and also amends the principal objective of Transfund from simply building roads to instead providing a safe and sustainable land transport system.

“I am delighted that this bill has been drawn because New Zealand cannot simply go on using more cars and building more and more roads,” said Ms Fitzsimons. “We have to turn this unsustainable trend around.

“The transport sector is New Zealand’s largest single producer of climate-changing CO2 emissions and we have one of the highest rates of child pedestrian injuries and child pedestrian deaths in the OECD. Research shows the only effective way of dealing with this problem is slowing down and reducing traffic,” she said.

“New Zealand’s three main cities all have air pollution problems as a result of motor vehicle use and communities are often threatened by massive roading projects which are justified on the basis that they save motorists a few seconds.”

Ms Fitzsimons said this bill was an attempt to break the cycle of more roads equalling more cars equalling more congestion and accidents.

“This bill is about getting a transport system that works for everyone. It recognises that what might work for an individual can wreck havoc with a city.”

Ms Fitzsimons said her bill would require the Minister of Transport to develop targets, timetables and measures for traffic reduction on state highways and require councils to reduce traffic in their regions.

“Congestion and urban sprawl are both growing very fast in New Zealand and both of these phenomena impose huge economic costs, divide communities and break down essential human interactions.

“New Zealand urgently needs to shift towards a model of access and mobility based around localisation, with increased public transport services, cycling and walking and greater use of rail and coastal shipping for freight movement,” said Ms Fitzsimons.

“This is the first attempt by a New Zealand parliament to reduce the traffic on our roads.”

Jeanette Fitzsimons: 04 470 6661, 025 586 068; Jonathan Hill (press secretary): 04 470 6719, 021 4400. 🚲

The Cat Eye Project

On 5 April 2000, Mark Furlan, an outstanding Tauranga triathlete died as the result of being knocked off his bike by a car while training for the World Triathlon Champs. It was dark and Mark was a very careful cyclist and had the legal lighting requirements on his bike.

His death has caused much public comment and media attention. As members of Cycle Action Tauranga and personal friends of Mark, we wished to demonstrate our concerns for all road cyclists. We created a “Mark Pack”, in memory of Mark, which had the full approval of Tauranga

Traffic Safety Officers. It consisted of a front white static light, rear red flashing light, a front white flashing light, a set of reflective anklets and an A4 sheet explaining about Mark and our reasons for a Mark Pack. We fundraised \$2000, which included sponsorship from Toi Te Ora, and with the assistance of Tauranga Police and cycle mechanics, we mounted CAT patrols from 6am to 7.30am through May/June. Cyclists without lights were stopped and given an option of an instant fine or having a Mark Pack fitted to their bike. They were reminded that it was THEIR responsibility to be seen by motorists.

Over the 4 week period, and with huge media attention from local TV, newspapers and radio, there was a complete turnaround in our statistics. Cyclists went from being a few with lights to a majority of cyclists with lights. Some cycle shops reported up to a 1000% increase in interest in lights and in bike light sales.

Flushed with success we tackled our next project – the CAT Eye project. Our research and our CAT patrols revealed cyclists were difficult to see from the side at intersections and Cat Eye reflectors would assist motorists in recognising a cyclist. Brainwave – cats can see in the dark, “cat eyes” are on all major roads and we were CAT !

Pairs of reflective “CAT’S EYES” are given away *free* to all cycle owners through cycle retailers, road safety, the police and CAT patrols. They are able to be stuck onto cycle helmets, cycles, shoes, school bags and cycle gear and promote “be safe be seen.”

Cat eyes are in bright fluoro colours with reflective paint and kids love them (and adults). Our Senior Traffic Officer was so impressed with the CAT eyes, he arranged sponsorship from Tauranga ACC to fund the project and with additional sponsorship from The Fat Snapper (pokies) the CAT Eye Project was launched.

We wish to share this very effective and FUN method of encouraging awareness of “be safe be seen” for all types of cyclists, with the rest of NZ and are offering the CAT’s EYES for sale.

Please note, the unit price is more for small quantities.

Orders of 8000 and 9000 units work out to be approx .50cents each because a whole roll of reflective material can be printed. There are about 7200 sets of cats eyes to one roll of reflective material and this is the most economical quantity to print. (This is what CAT did)

To print just 1000, the unit price is \$1.10+G.S.T per unit (1000 CAT’S EYES = Total of \$1100+gst).

Contact Iris Thomas: email <comsport@xtra.co.nz>, ph 07 5787025, fax 07 5787065. ☺

Cycle Action Tauranga

Equipment Review: Air Zound Bicycle Air Horn

Bikes are quiet, it's yet another one of their great features- but there are times when many of us would like to make our presence heard. Like when you're coming up to a dark intersection and you get the sinking feeling that the driver about to pull out in front of you has somehow failed to see your halogen light, your strobe flasher unit, your manic LED blinker, all your reflectors and your loud yellow clothes. At times like this, you'd really like to be able to press a button and give that driver a deafening 120dB wake-up call, letting them know that you are quite definitely there.

The Air Zound horn does a pretty good job of this. It runs on a compressed air bottle that mounts in a water bottle cage and can be pumped up with your pump. The horn itself mounts on the handlebar, most easily on a flat mountain-bike bar, next to the gear shifter, where you can hit the button quickly with your thumb. It is rated at 120dB, which I find is loud enough to wake up most drivers – even if they haven't had enough lattes that evening, and have been lulled to a doze by the hypnotic aunty on the other end of the cellphone.

The price of the Air Zound seems to vary wildly – I got mine at a Bivouac sale for \$14, but some overseas websites quote US\$30 or more – so it might pay to shop around. I've had great value out of mine. 🚲

Adrian Croucher, Cycle Action Auckland

Christchurch Cycling Website

There will shortly be a series of web pages connected to the Christchurch City Council web site, that will deal specifically with cycling issues in Christchurch. The site will have the Cycle Strategy and Strategy Annual report. It will include the latest information on the conference, including accommodation options, plus will allow access to all of the technical reports the Council has worked on in relation to cycle lanes markings, signalised intersection controls etc, plus you will be able to read the full report of the annual cycling attitudes survey. Pretty exciting stuff if you are into that sort of thing.

In the future we hope to get a web compatible copy of the cycle map on-line, and you will be able to print off a copy of the cycling hazard incident report (CHIRP) card, to fill out and mail back.

Meanwhile, to keep those of you who are interested, interested, the latest, updated version of the cycle lane delineation report is available on <www.ccc.govt.nz/reports/2000/CycleLaneDelineationTreatments>. 🚲

From Bike Boy Bulletin

Transit NZ “Cycle Champions”

Transit NZ have recently appointed “cycling champions” in each of their regional offices. No, they’re not the staff members with the best times on the velodrome- they’re the people to contact about cycling issues on State Highways in your area. Below is a list of them all- so note down the one nearest to you, and be sure to contact them next time you need to talk to Transit about cycling issues. 🚲

National:

Michelle McCormick
Transport Policy Analyst
Highway Strategy and Standards Division
Head Office
P O Box 5084, WELLINGTON
Ph 04 496-6680
Email: michelle.mccormick@transit.govt.nz

Auckland:

Coralie McDonald
Auckland Office
P O Box 1459, AUCKLAND
Ph 09 377-7092
Email: coralie.mcdonald@transit.govt.nz

Christchurch:

Tony Spowart
Christchurch Office
P O Box 1479, CHRISTCHURCH
Ph 03 366-4455
Email: tony.spowart@transit.govt.nz

Dunedin:

Simon Underwood
Dunedin Office
P O Box 5241, DUNEDIN
Ph 03 477-8527
Email: simon.underwood@transit.govt.nz

Hamilton:

Gerritt vanBlerk
Hamilton Office
P O Box 973, HAMILTON
Ph 07 957-1610
Email: gerritt.vanblerk@transit.govt.nz

Napier:

Ken Holst
Napier Office
P O Box 740, NAPIER
Ph 06 835-1750
Email: ken.holst@transit.govt.nz

Wanganui:

Maurice Mildenhall
Wanganui Office
P O Box 345, WANGANUI
Ph 06 345-4173
Email: maurice.mildenhall@transit.govt.nz

Wellington:

Stanley Chesterfield
Wellington Office
P O Box 27-477, WELLINGTON
Ph 04 801-2599
Email: stanley.chesterfield@transit.govt.nz

Steady, Moderate Exercise May Burn More Calories

While health experts continually drive home the idea that regular, moderate exercise is the best way for the average person to stay fit, some couch potatoes may cling to the idea that an occasional burst of activity is just as good. Not so, according to results of a new study.

People who exercise intensely for a short time seem to compensate for this flurry of activity with more couch time, researcher Klaas R. Westerterp reports in the March 29th issue of Nature.

Westerterp, of Maastricht University in the Netherlands, followed 16 men and 14 women over a 2-week period. Using a portable motion sensor that participants strapped on, the researcher was able to record their body

movements minute-by-minute. He used this data, along with the participants' reports, to estimate their overall activity levels.

Westerterp found that those who engaged in moderate exercise such as walking and biking had the highest overall physical activity levels. Those who preferred short bouts of intense activity had lower overall activity levels--largely, according to Westerterp, because they spent a greater portion of the day being inactive.

People who want to burn more calories, he suggests, should exchange their TV time for moderate activities like walking. Such exercise, he notes, is more palatable for most people – especially older adults and obese individuals.

Current recommendations for healthy American adults call for 30 minutes of moderate activity on most days of the week. According to the Centers for Disease Control and Prevention, moderate activity includes walking 2 miles or biking about 5 miles in a half-hour. Thirty minutes of gardening or raking leaves are some other ways to meet the exercise goal.

Source: Nature 2001;410:539. 🚲

Reuters Health

Snippets

Vélo Mondial CD's Available

The CAN Library now has Vélo Mondial 2000 CD's available for loan. The CD is the proceedings of the conference and contains papers from around the world on cycling planning, advocacy, and related issues. They are well worth a read! CAN helped to produce the CD, our little contribution to the cycling "world".

The current CD's are Windows 95 or above only, apologies to those of you with other computers. CAN has produced a version suitable for Windows 3.1, Macintosh and Unix systems as well but there are none in the CAN Library, yet...

If you'd like to loan a CD, or anything else from the CAN Library email the Librarian on <dawbell@actrix.gen.nz>. If you'd like the multi-system version you may pester the *ChainLinks* editor, <ChainLinks@altavista.net>, as he is responsible for burning the CD's! 🚲

Nigel Perry

CAN (and NZ's only) attendee at Vélo Mondial 2000

US Congressmen Introduce Bike Commuter Act

On 3/28, Rep. Earl Blumenauer (D-OR) and Mark Foley (R-FL) introduced legislation that would allow employees who bike to work the same financial

incentives as car-poolers and public transit users. The Bike Commuter Act, would extend the Transportation Fringe Benefit of the tax code, which currently provides a tax-exempt benefit of \$175 for employees participating in qualified parking plans or \$65 for transit, car-pool, and van-pool expenses, to bicyclists who chose to bike to work.

“Bicycling is one of the cleanest, healthiest and environmentally friendly modes of transportation that exists today. Common sense dictates that people who bike to work should have the same financial incentives as those who car-pool or who participate in a qualified parking plan,” Congressman Earl Blumenauer said.

For more information see: <<http://www.house.gov/blumenauer>>. 🚲

Cycle Curious?

An interesting web link on cycle commuting in London – though many of the tips etc apply equally well to NZ cities.

<<http://www.cyclecurious.freeserve.co.uk>>

Time To Meet With Your MP

With the last issue of *ChainLinks* you would have received a request from CAN to meet with your MPs and write to the Minister of Transport on the need to increase funding for cycling and priorities for spending it.

We’ve had some interesting reports from members of contact they’ve had with MPs – many thanks to these people. If you have not already written or met, please try and do so as soon as possible – this is a crucial period for decision making on transport. And yes, CAN would like to hear about the results! 🚲

Robert Ibell

Transport Habits Targeted In Energy Strategy

Transport is one of the key sectors targeted in the Draft National Energy Efficiency and Conservation Strategy launched last month by Minister of Energy Pete Hodgson.

“Domestic transport accounts for 40 per cent of New Zealand’s total energy use and 42 per cent of the country’s carbon dioxide emissions,” he said.

“To reduce transport carbon dioxide emissions – which grew by 32 per cent between 1990 and 1999 -we need to encourage New Zealanders to make more energy-efficient travel choices.” Key transport aims of the Draft Strategy include:

- Reducing travel demand by encouraging alternatives such as teleworking and ridesharing.
- Increasing use of energy-efficient and eco-efficient vehicles and fuels.
- Increasing use of low energy transport options such as walking, cycling and public transport.

The draft strategy is being developed by EECA in association with the Ministry for the Environment. The final version of the strategy is due by October 1. For more information and a copy of the strategy telephone 0800 111 127 or visit the EECA website <<http://www.eeca.govt.nz>>. 🚲

Chinese Bicycle Maker on “Sick List”

Shanghai Forever, the oldest bicycle maker in a country of almost half a billion bicycles, is one of three chronically unprofitable companies to be placed on the “sick list” of the Shanghai Stock Exchange, restricting trading of their shares to four hours a week. 🚲

[Source: Bloomberg]

New CAN Website

CAN has a new webmaster, Tony Bewlay, and he has been working hard on a revamp of the CAN web site. The first results of his efforts are now available, so go take a look! 🚲

Editorial: Where To Now?

From the front page, “Creakings From The Chair” (p2), and “Cycling Strategy Foundation Project – Dead Already?” (p10) it is clear that New Zealand, its Government, and CAN, walk a fine line when it comes to cycling and cycle helmet *legislation* (emphasis important).

Is cycling a safe and healthy transport mode? Ask a cardiologist, or the World Health Organisation, among others, and you’ll get a resounding “yes!” Is cycling a dangerous mode of transport whose participants must be required to wear helmets? Ask the LTSA or the Minister of Transport and you’ll get an even louder “yes!” Confused? You’re not alone, as “Creakings From The Chair” reports some people of have commented over CAN’s and/or *ChainLinks* stance on cycle helmet legislation – we’ve had both *positive and negative* comments.

The bottom line is that cycling has dropped and isn’t getting safer – not that it was particularly dangerous to begin with (there would be something like SEVENTEEN times more benefit if car occupants took the helmets off the cyclists and wore them themselves – stick to the bike!). It’s also apparently true that its safer to cycle in The Netherlands (yet they don’t

wear helmets), and cycling has increased in the UK (where the Government has encouraged it – a little anyway). We're doing something wrong!

With facts like this CAN needs to get off the fence, hopefully at the Christchurch conference it will.

BTW for those of you still waiting for the “pro helmet legislation” argument to be aired in *ChainLinks*, so are we. Last year we sent a series of questions to the Minister of Transport and were shortly afterwards promised a “personal” reply from the Minister. We're still waiting. Maybe they're still looking for an answer to the question “Why don't you wear a helmet in your car?”... When, and if, it arrives we'll publish his response. ☺

<p>transport for living cycling 2001</p> 
<p>NZ CYCLING CONFERENCE FRIDAY 21ST-SATURDAY 22ND SEPTEMBER 2001 Chateau on the Park, Christchurch</p>
<p>join...</p> <ul style="list-style-type: none">> cycle advocacy groupseducation/health sectorscentral government agenciesthe cycle industrycity/district council repsand the tourism industry <p>to move cycling forward in New Zealand</p>
<p>for info > NZ Cycling Conference PO Box 237 Christchurch NZ ph +64 3 371 1472 or email: cycling@ccc.govt.nz</p>

Deadline for next issue is July 20th 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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