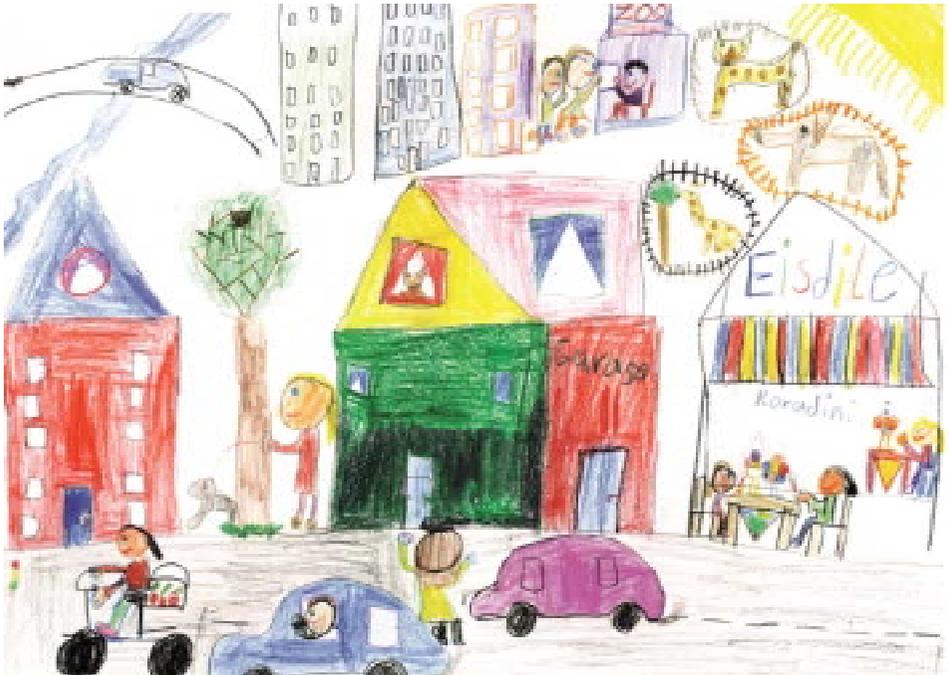


# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Aug-Oct 02



A child's view of the road, from "Kids on the move", see  
"European Union Recognises The Importance Of Child Mobility"



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

## Editorial

### We're Not In Holland...

This may seem like a rather obvious statement, but it is something which I'm hearing increasingly these days, why?

In government, and similar, circles people are sometimes "economical with the truth", a phrase made famous by a UK civil servant giving evidence in an Australian Court some years ago – asked if he had been lying the reply was a definitive "no", he had just been economical with the truth – in other words they had attempted to produce a false impression by not telling the complete truth...

Which get's us back to not being in Holland. Why do we hear so often these days from people involved in road safety that we're not in Holland? The sad truth is that the road safety policies, at least those for bicyclists, adopted in countries such as Holland and Denmark have been far more successful than those adopted in New Zealand. Like it or not, it is safer to cycle in such countries than it is here.

By stating we're not in Holland, the road safety fraternity appear to be attempting to be economical with the truth – to somehow imply that being in New Zealand means we have to accept lower road safety. But what grounds are there to support this implication? Well comparing, for example, Holland and New Zealand, we find that: it rains in both countries; gravity is similar, as is friction; both countries had a lot of cars, Holland has more motorways and potentially far more higher traffic volumes; etc. We seem to be fairly similar. So why is it safer to bicycle in Holland? The answer appears to be simply that they have better road safety policies...

So next time you hear "we're not in Holland", ask what difference does it make? Or tell them to stop avoiding the truth, is there really any need to keep less successful policy rather than replace it with that which works better just because we live in New Zealand?

### Apologies

First a gremlin got in the printing system for the last issue, see the errata on page 6. Second, this issue is rather later than scheduled – as I write this it's just over two weeks since you should have received the issue. This means the issue is larger than usual – more items have come in – and it's a 3-month issue, so you all have time to send in articles for the next issue and the production has time to take a breath! The copy deadline for the November issue will be 11<sup>th</sup> October. 🚲

*Editor*



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### “Different” Bicycles Available In New Zealand

Recent months have seen two companies start up to offer “different” bicycles in New Zealand. Such variety is a welcome development, in too many bicycle shops there is a choice between so-called mountain bikes and mountain bikes, with the odd road racer thrown in.

Based in Wellington NZ *Eco Bike* (Tel: 04 972 4169, Web: <<http://www.nzecobikes.co.nz>>) imports electric bicycles and scooters.

They both sell and hire the bicycles, hire is available from 5 locations in the Wellington, Hutt and Wairarapa areas. They also run guided off-road tours over the Rimutaka Incline and to Pencarrow Lighthouse.

Up in Auckland *RIGEL (New Zealand) Ltd* has just become the NZ distributor for Kronan bicycles from Sweden. Kronan bikes are described as “retro” and “stylish”, and are a traditional upright design similar to those seen all over Europe being used as everyday solid transport for work, shopping, etc. by all ages – something which just isn’t seen in NZ with the predominance of mountain bikes. The company is based in St Heliers, Auckland, but their primary “shop” is on the web at <<http://www.kronan.co.nz>>. Prices range from about \$660 - \$1000. ☺

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## My Kingdom For A Commuting Bike

Where are the commuting bikes in NZ bike shops? The keynote speaker at the 2001 NZ Cycling Conference, Karel De Roy from the Netherlands, pointed out the need to expand the image of cycling here from its current limited status as mainly a recreational and sport activity. And before we can encourage more people to use bikes for commuting and other utility trips, we need to sell bikes that are practical for getting around on.

Go to Europe and you can see what he means. While there last year I noticed shops selling new 6-speed commuting bikes, complete with mudguards, lights and carrier rack, for around NZ\$300. Bikes like this are simple, practical and affordable, and lots of people – all kinds of people – ride them.

The situation here is a bit different. Practically all bikes currently sold in NZ are sport or recreational machines, which causes a few problems for the commuter. Sport bikes tend to be expensive and designed for performance rather than everyday practicality, bristling with technology that can be intimidating for Jo(e) Bloggs who just wants to ride down to the dairy. Leaving them locked up outside the movies at night is also a risky business. Recreational bikes, on the other hand, are often of low quality, designed only for occasional rather than everyday use. And neither sport nor recreational bikes come with the ‘accessories’ (lights, mudguards, rack etc) needed for practical commuting.

To get around this, some of us adapt old sports bikes into commuter bikes. Take an old mountain bike, swap the knobbly tyres for slicks, add mudguards etc, and you have a machine that can take the knocks and is practical without being too expensive or theft-prone. The drawback is that a bit of tinkering is needed to make the conversion – and to maintain the older components that Mr Shimano has in the meantime declared obsolete.

Many novice commuters just want to walk out of the shop with a bike that does the job and has a warranty. So, is there anything available here off the shelf? We asked several major cycle manufacturers what they had for the prospective NZ cycle commuter. Most of them pointed us in the direction

of their line of so-called 'hybrid' bikes. These machines are basically what you get if you put a mountain bike and a road bike in a dark corner and leave them alone for a bit. The resulting offspring usually has the narrower wheels of a road bike (700C size), but the handlebars and brakes of a mountain bike. Apparently the market for such bikes has been growing steadily in Europe, the USA and Australia.

We test-rode two models from Giant: the 'Pegasus' and the 'Innova'. The Pegasus has the frame, wheels and gears of a road bike, coupled with mountain bike style flat handlebars and V-brakes. The bike feels light and quick, and the brakes are terrific. There are screw mounts for mudguards and a rack. The Pegasus retails for \$1895.



Innova

The Innova, on the other hand, is aimed more at comfort than speed. It has a mountain bike frame, road bike wheels (700c size), and front suspension (which limits the options for fitting a front mudguard). As a result, the ride is cushy. The front shocks and higher quality components push the price up to \$2150. The Giant Ferrago (not tested) is apparently a similar design, but with lower-end components, and retails for around \$1300. Giant also do a machine called the Sedona DX, which is essentially a comfort-oriented mountain bike with slicks, selling at around the \$1000 mark. Other manufacturers, of course, offer their lines of hybrid bikes as well.

Being children of sport and recreational machines, none of these bikes come with any commuting necessities such as lights, mudguards or a rack – so those still have to be bought and fitted as well. Novice commuters may also be a bit boggled by the 27-speed transmissions and other gadgetry – ingredients that would also make these bikes attractive to thieves if not locked very securely.

In summary, these machines could make good commuting bikes for riders that already have some experience – but there doesn't appear to be much that's suitable for novice commuters, particularly those not wishing to spend \$1000. Evidently the cycle industry doesn't see this as a profitable market. But it's a crucial one if we are to encourage more people to start using bikes as way to get around – something that, with our help, government agencies are starting to realise would be a very good thing to do. And as it starts to happen, a market will open up for the simple, cheap, practical commuter bikes available in Europe. Who in the cycle industry will be the first to take advantage of this opportunity?

[Since this article was written a distributor for Swedish Kronan bicycles has opened, see "Different" Bicycles Available In New Zealand on page 3. Prices start from around \$660. Ed.]

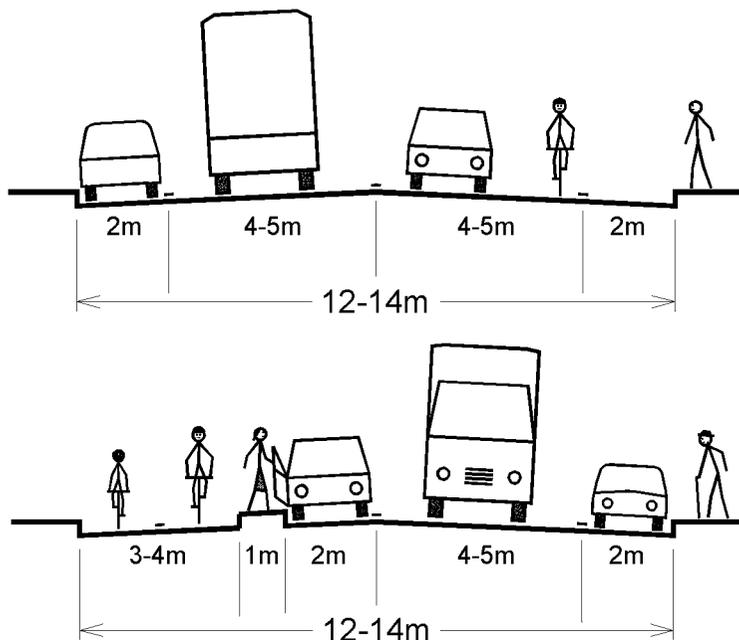
Thanks to Planet Cycles (Dominion Rd, Auckland) for supplying the test bikes, and Richard Conyngham (also from Planet) for gathering the information from the distributors. 🚲

*Adrian Croucher*

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## Errata: Going Against The Flow

In the last issue the gremlins got into the printing press and messed up two of the diagrams. Our apologies, this is what they where meant to look like:



# Designing For Cyclists

## Country Road, Take Me Home...

When looking at providing for cyclists, many people only think of issues around towns. But rural areas can provide a number of important opportunities for getting around by bike:

- They can allow cycle tourists to travel around the country from centre to centre
- They can allow recreational cyclists to make day-trips to popular places out of town
- They provide training runs for competitive sport cyclists
- In some areas they also provide utility links e.g. commuters between neighbouring towns

In the cycle tourism area in particular, the provision of adequate rural routes can help to expand what is already a relatively popular activity. It is also important to remember that for many rural roads there are no feasible alternative routes, so any pinch point has to be endured by all cyclists going that way.

Opportunities to use paths and corridors away from traffic certainly should be encouraged where possible. But out in the wop-wops, there are often fewer possibilities to do this. So it is vital that motorists and cyclists can safely coexist on the same road.

For on-road routes, particularly with high traffic volumes, adequate lane and shoulder widths are very important to cyclists. Remember that wider shoulders also benefit motorists by providing emergency pull-over space, reducing run-off-the road crashes and minimising edge maintenance costs.

To accommodate cyclists, a minimum paved shoulder width of 1.0 m should be provided, and preferably 1.5m. For new roads, Transit New Zealand's latest State Highway design guidelines suggest that where there is an identified need to provide for cyclists on 100 km/h roads, 2.5m sealed shoulders are needed to accommodate them in a safe manner. Wider shoulders are also important on steep uphill grades (>6%) where cyclists may be more inclined to weave.

But long lengths of seal widening aren't cheap, particularly where the terrain is rough. A more cost-effective solution in many places may be to concentrate on the areas where sight distance is very limited. A narrow but straight section of road may not pose too many dangers if motorists have enough time to safely move over when passing cyclists. Instead, focus on providing localised seal widening around horizontal curves and over vertical crests. Below is an example of specific widening on a vertical curve where sight distance is restricted.



To keep motorists from cutting corners inside widened shoulders on curves, consider installing “vibraline” (profiled) edge lines. The bumpiness and noise from these discourages motorists from crossing them. Care must be taken to ensure that cyclists can safely stay inside them, and they shouldn’t be installed where cyclists might cross over, such as near intersections.

Similarly, look to remove pinch points such as narrow bridges/culverts and protruding or overhanging vegetation. Any maintenance problems that may also cause cyclists to move out into the carriageway, like potholes and corrugations, should be attended to promptly.

If widening is not an option due to topography, then consider signs and markings, e.g.:

- Provide a yellow diamond cycle warning sign (PW-35) prior to the narrow section, alerting motorists to the possible presence of cyclists. Perhaps add a supplementary text plate if necessary (see example below). Interestingly, these PW-35 signs are not technically allowed for >50 km/h roads...



- Paint cycle logos at regular intervals on the inside of bends just prior to and throughout the curve, with the logo placed in the area where cyclists can be expected. The successive use of cycle logos acts as a reminder to motorists that a cyclist may be hidden just beyond the last visible one.
- One innovative system used in the US through sections of narrow highway is to provide big push-button devices that cyclists can activate

when passing. These provide a more active warning (e.g. flashing lights with warning sign) for a period of time, so motorists know that cyclists are in the vicinity.

If you have gravel roads intersecting your main cycle routes, make sure that they are sealed some distance away from the intersection so that gravel doesn't migrate onto the main road. Recent NZ research found that gravel on road surfaces was a leading cause of cycle-only crashes, and motorists will also derive safety benefits from such a policy.

Also watch the transitions at the end of any seal widening; don't leave cyclists in the lurch. An adequate taper should be provided, away from obvious pinch points or sight distance restrictions.

Don't forget about the transition back into town either. Clear linkages are needed both into and through urban areas, with safe and well-signed routes to key locations (such as accommodation, tourist information, and transport terminals). Make sure also that cyclists don't get squeezed by narrow town "threshold" entrances – consider a bypass behind them for cyclists (see picture above).



Bridges often present a problem for rural and urban cyclists alike. Next time, we'll look at a few ideas for tackling these.

### **Some Relevant Reading**

- Transit New Zealand, 2002. *State Highway Geometric Design Manual*, Part 6 (Cross-Section) Web: [http://www.transit.govt.nz/technical\\_information](http://www.transit.govt.nz/technical_information).
- Austroads, 1999. *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Section 4.4.4 (Sealed Shoulders)
- Koorey, G., 2001. "Cycle Touring Routes: Some thoughts on where to go from here", *Proceedings NZ Cycling Conference*, Christchurch, Sep 2001. Web: <http://www.ccc.govt.nz/Recreation/Cycling/Conference/2001/proceedings.asp>

- FHWA, 1998. *Implementing Bicycle Improvements at the Local Level*, Chapter 11 (Rural Road Shoulders). US Federal Highway Agency, Publication No. FHWA-98-105. Web: [http://www.bikefed.org/bike\\_guide\\_online.htm](http://www.bikefed.org/bike_guide_online.htm).

*All feedback please to Glen Koorey (<koorey@paradise.net.nz>)*

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## **Celebrating Cycling On The Kapiti Coast**

What a wonderful community feeling around an issue: Cycling, which attracts people from all walks of life. From the Mayor's grand gesticulating while scoring points in the debate to Carl and Sandy's evocative tandem trip through Europe taking us virtually there for the pastries and smells and whirr of bicycle wheels in collages of great photos and polished performance– this was a thunderous success. Not to forget the young Serena Richard's (student Otaki College) marvellous performance as a debater, which helped her team to win, and had us bent over laughing. Councillor Diane Brown opened on behalf of the Council with some thoughtful comments about a need for a change of culture and that it was time to provide for other than the car. Very welcome words indeed from a Councillor. Next came Marilyn Nortcotte (CAN) a very well thought out talk on Safer Cycle Routes to School. She was able to include health as a good reason for children to cycle and the environmental damage caused by motorised transport of children. In a series of questions she may have made people think hard about the effects of a car culture. We will be asking for a copy of Marilyn's talk and are happy to give you a copy – just email: <kapiticycling@xtra.co.nz>.

So who were there: Councillors, Council staff, teachers, parents, people from the cycle industry (Cycletech – the Giant Distributor here and of course Nigel Welch from On Yer Bike and one staffer), cyclists, Council Planners, a cyclist medical practitioner who writes out "Green Prescriptions" and last but not least Robert Ibell from CAN who participated in the debate. Altogether 50 people.

Our AGM was held afterwards and we were able to fill all positions. Our document of incorporation was duly signed and witnessed. A few people signed on to help us and we increased our membership by two before and on the evening, but we are counting on more to come– so now there is only one way to go for Kapiti Cycling: **Forward!!!!!!!!!!**

Our next push is for taking Kapiti people cycling!

*A huge thank you to all who came, the speakers, and debaters who absolutely made this evening such a success. Thank you also to sponsors: On Yer Bike cycle shop & Cycletech New Zealand (Giant Bicycles). 🚲*

*Kapiti Cycling*

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## UPO Sightings In Wellington Region

It's a dark winter night and you are about to step out onto the pedestrian crossing when a terrifying blackness whistles past in front of you. Wow! You have just experienced one of the Unidentifiable Pedalling Objects that haunt the city streets at night.

Distinguishing characteristics are black clothes, black bike and (optional) black helmet. UPOs are indestructible so they don't need lights. And they must be an endangered species because you hardly ever see them...

Then there are the quasi-UPOs: they're such good riders they don't need front lights. They can avoid anything they see, but they use a rear light to avoid being run down from behind.

Interestingly, the 2001 cycle injury and fatality statistics for the whole country show that 20 crashes were attributable to inadequate or absent front lights while only 1 related to rear lights. The 2000 statistics were rather similar at 27 and 1 respectively.

It is sometimes easy to understand a driver saying "that person doesn't care about their own safety, so why should I?". After all, traffic regulations are just basic common sense: see the other article in "Bike News" for what's required in the way of lighting.

Common sense also suggests that unless you are going to invest upwards of \$150 in a really powerful (20 watts or so) set of lights that run on a lead/acid battery, you will always be struggling to compete with car headlamps. But there are ways to make yourself more noticeable.

The red flashing LED lights are highly effective, particularly at a distance, and they quickly identify you as a cyclist. A set containing a flashing rear light and steady front light will set you back around \$45, less than the cost of a \$55 infringement notice. You can supplement the steady front light with a flashing LED light for \$25.

Steady beam white LED lights are now available, adapted from caving and climbing applications. They'll set you back \$75, but they're very bright, and batteries last 80 hours or more. That means if you used your bike in the dark three days a week at 20 minutes a time, you'd need to replace the batteries after a year and a half!

The alternative is to use a dynamo system, which has the advantage of being cheap to run. But it also has disadvantages: if something goes wrong with your lights you have to take the whole bike in to be repaired, and (more importantly) the lights go out when you stop your bike.

Whatever lighting system you choose gives no guarantee of being seen, so it pays to use some 'extras'. Reflectorised gear is often more noticeable than a little bike light, especially at dusk or on dull days.

Reflective strips around your ankles are about \$20 for a pair. They're a legal requirement if your bike doesn't have pedal reflectors fitted, and they stop your chain eating your trouser leg!

A stripy reflective bum skirt or tailgate (\$35) will sit right at face level for traffic behind you, and a jerkin or vest (\$35+) can be seen both front and back. Brightly-coloured helmets show up well too, both at night and during the day.

You don't have to spend a lot of money – even just wearing bright-coloured clothing helps enormously. And common sense costs nothing. See you! 🚲

*Cycle Aware Wellington*

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## **European Union Recognises The Importance Of Child Mobility**



The European Union recently released its first handbook on child mobility – “Kids on the Move”. The publication recognises children make up around 20% of the population (23% in New Zealand), are dependent on walking, cycling, public transport or lifts from parents to keep them mobile.

“Kids on the Move” seeks to highlight how present traffic patterns impact negatively on children’s safety, health, social and mental development. The publication contains numerous practical suggestions, contact addresses and documentation on how to address the issue of child mobility from the point of view of a parent, a school, a transport operator, a local authority and a child. It also includes short descriptions of some fifteen initiatives that have been taken at local, national or international levels

Despite the European focus of the publication it will be useful for New Zealand organisations. The generic discussion around the importance of child mobility and the broad descriptions of measures to improve child mobility will be particularly useful.

More information and a copy of the handbook are available from:

[http://europa.eu.int/comm/environment/youth/air/kids\\_on\\_the\\_move\\_en.html](http://europa.eu.int/comm/environment/youth/air/kids_on_the_move_en.html)

*EECA & EU*

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## The Thudguard

[For the sceptics out there, the following article is NOT A SPOOF. Ed.]



The *ThudGuard* was a finalist in the *British Female Inventor of the Year 2002*, designed by Kelly Forsyth-Gibson. It is a protective hat for children:



The *ThudGuard* literature describes the product as follows:

The *Thudguard* protective safety hat will cushion a child's head against bumps, bruising and laceration, whilst developing and exploring newfound mobility. Between the ages 7 to 20 months the fontanelle, temples and back of head are particularly vulnerable when an infant is learning to walk. It also protects adventurous toddlers up to the age of 3 years old who are already walking but who may benefit from extra safety in play parks and other environments. Falling over is part of growing up but the *Thudguard* can reduce the severity of these injuries. Toddlers will confidently learn to walk, run and play in safety.

Research has shown that a child's gross motor skill development and the need to explore can be hindered when they are constantly left in playpens and walkers. The *Thudguard* is an ideal way of protecting the head and makes more sense than padding the whole house! Used when toddling on hard surfaces gives parents great peace of mind, both in and outdoors.

Sceptics might argue that the *Thudguard* is simple a product designed to prey on parents fears, and that in reality there is no real safety problem just from growing up – the bumps and bangs of childhood it might be argued are even a vital part of childhood, preparing the individual for survival in the everyday world. However figures supplied by *Thudguard* demonstrate the scale of the problem:

<b>Home accidents involving injury to the head for children aged 0-4 years.</b>	
Lounge/Study/Living/Dining/Play area	80,805
Kitchen/Utility Room	28,807
Bedroom	32,355
Yard/Driveway/Path/Hard Surface	10,736
Unspecified Location (In/Outdoor)	79,305
<b>HASS ONE YEAR NATIONAL ESTIMATE</b>	<b>374,707</b>

Inventor Kelly Forsyth-Gibson states:

*“...the Thudguard is a very sensible safety product for parents and nursery carers... scraped hands and knees are acceptable but the traumatic hospital trip, exposure to the radiation of an X-ray and the 24 hour observation of a head injury is not! Parents take great care not to let their toddlers fall but you can't keep them on your hip all day and accidents do and will inevitably happen. At least now we have an option.”*

Further details on the *Thudguard* may be found one the web at:  
 <<http://www.thudguard.co.uk>>. 🚲



## A View From Cambridge, UK

In July my “day job” saw me visiting Cambridge, UK, and the surrounding area. Cambridge is of course well known as a University town (which is why I was there), and probably as a town full of bicycles – its old and narrow streets are best travelled on foot or cycle.

However it is not just in Cambridge that the bicycle is common, travel through the local countryside, visit the neighbouring towns such as Ely, or the many local villages, and you will see plenty of bicycles. People of all ages, and in all styles of dress from casual to “Sunday Best”, are out and about by bike. There are mountain bikes and other “modern” designs, but predominately the old style upright is to be seen.

Bicycling is not universally popular across the UK, in some areas only the hardy few remain. But in a growing number of towns across the country bicycling is growing and being encouraged. For example, York is well known for its promotion of cycling, London has ever more cycle facilities.

Why do they bicycle? Well some of it history, some might be geography (though the flat fens around Cambridge & Ely can also be very windy, something my tired legs have attested to on more than one occasion!), and of course there is no law stigmatising cycling as in New Zealand which must help – though anti-bicycling advocates would like one.

In Cambridge there is an active local cycling group, the *Cambridge Cycling Campaign*. Reading their latest newsletter I was struck by some of the similarities and differences between the situation they face and that faced by CAN here in New Zealand. So I contacted the Editor and asked for permission to include a sample of articles in *ChainLinks* and I thank them for giving their kind permission.

The first article, “Cyclists to be forced off Hills Road”, makes an interesting comparison with the facilities we get (Cambridge is better off) and the struggles we have (similar in many ways). The second, “Life on Mars,” is very enlightening. Lastly, “Bike Week,” is an abridged (they had a lot of good photos) report on their Bike Week.

For more details on the *Cambridge Cycling Campaign* you may visit their web site at <<http://www.camcycle.org.uk>>. Again my thanks to them for allowing us to give you this glimpse of cycling life in the UK. ☺

Nigel Perry, Editor



## Cyclists to be forced off Hills Road



'A cycle superhighway' was how *Newsletter 32* described the section of Hills Road between Cherry Hinton Road and Long Road. This is the stretch that runs past Homerton College and the Perse School, a wide, leafy and rather attractive road with wider than normal cycle lanes on each side, nicely surfaced in smooth red tarmac, and one of Cambridge's better pavement cycleways running parallel in the inbound direction.



Hills Road now: Pleasant cycling

As a result, this section of Hills Road is one of the easiest and most pleasant routes in and out of the city for cyclists (though the junctions at each end can be difficult).

Well, you've got just one more year to enjoy it. Because after next summer, this pleasant section of road will be transformed into one of the most unpleasant roads to cycle along in the city. In a little-known meeting last month, the 'Cabinet' that controls Cambridgeshire County Council approved

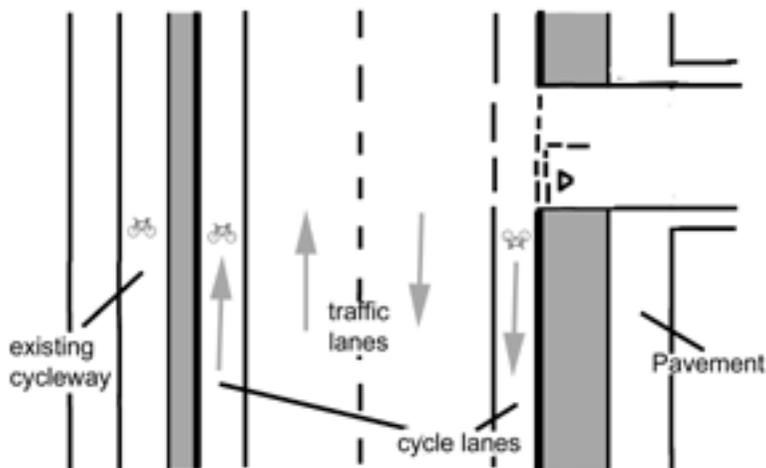
in principle proposals to remove the cycle lanes from much of this section and use the space taken from cyclists to install a bus lane.

So what is the County Council proposing? The plan is to introduce a bus lane on Hills Road in the outbound direction between Cavendish Avenue and Long Road, a length of about a third of a mile. Two alternative schemes are proposed. Both will be a disaster for cyclists.

Both schemes involve the removal of the existing mandatory cycle lanes along this section and the division of the carriageway into an outbound bus lane, an outbound traffic lane, and an inbound traffic lane.

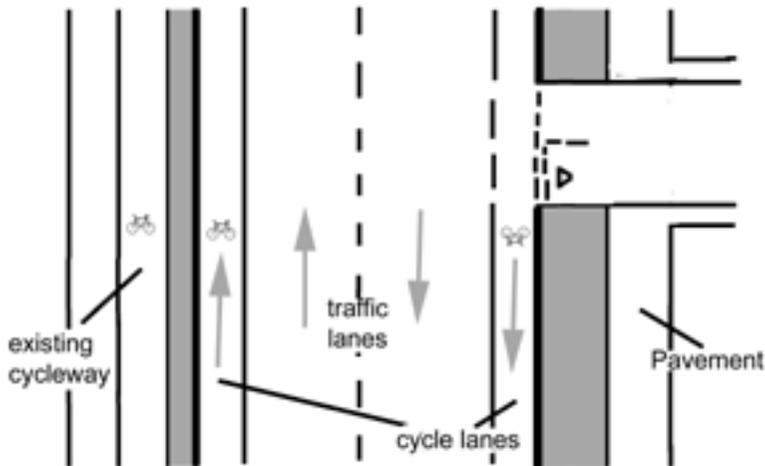
Option A would involve the provision of a 4 metre wide bus lane with a 3 metre inbound and a 3 metre outbound traffic lane. This would require road widening, generally at the expense of grass verges, to achieve a 10 metre wide carriageway overall. The result would be similar to the arrangement in Trumpington Road.

Option B would involve the provision of a narrower, 3 metre wide bus lane with a 3 metre inbound and 3 metre outbound traffic lane. The result would be similar to the arrangement in Milton Road.

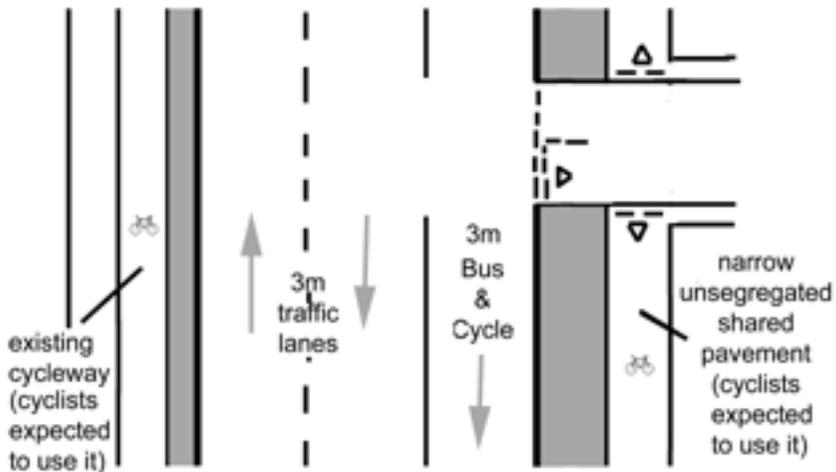


Hills Road: Present





Hills Road: Proposed Option A



Hills Road: Proposed Option B

### **Inbound: abuse, intimidation and physical assaults**

A 3m traffic lane is too narrow to allow a car, let alone a bus or lorry, to overtake a bicycle without getting in the way of oncoming traffic. This means that Hills Road inbound would become extremely unpleasant to cycle along, with impatient drivers harassing cyclists from behind and shouting 'get onto the cycle path' as they force their way past. This is the kind of behaviour that happens now, every day, on both Milton Road and Trumpington Road. Abuse. Intimidation. Even physical assault.



### Towards the City on Hills Road

And unfortunately the frustrated motorist's cry of 'get off the road' describes exactly what the Council expects cyclists to do on Hills Road, even though a Cambridge Cycling Campaign survey showed that a large majority of cyclists who currently ride into Cambridge along this section of Hills Road choose to remain on the road rather than use the adjacent pavement cycleway.

The pavement cycleway here is constructed to a better standard than usual, though it suffers the usual problem of give-ways at every side road. However it is completely unacceptable for the County Council to make conditions on the road so awful that cyclists feel compelled to use it.

### **Outbound: squeeze in with buses or get off the road**

In the outbound direction the Council offers the alternatives of a 4m bus lane (if carriageway widening were done) or a 3m bus lane (if councillors decide to relieve the grass).

If the 4m bus lane option were chosen then a very narrow advisory cycle lane about 1.2m wide would be marked out inside it. This offers some protection against speeding buses, but not much: experience in Trumpington Road and Elizabeth Way shows that this is not wide enough to prevent being overtaken by a bus being a scary experience.

If the 3m bus lane option were chosen then the Council would expect cyclists to ride on the pavement in this direction as well. The pavement would be widened slightly and resurfaced to create a 2m wide path shared between cyclists and pedestrians - well below the width required by national standards. Cyclists would inevitably be expected to stop and give way at each of the four side roads the path crosses.

## Make your views count

These proposals will make conditions on Hills Road so unpleasant that cyclists will effectively be forced to ride on the pavement, using a cycleway constructed to standards far lower than those we have seen elsewhere in Europe. Yet again, conditions for bus users are being improved at the expense of the right of cyclists to ride on the road safely, conveniently and without harassment. There will probably be a consultation over the summer. Please make sure your views are heard. 🚲

*Nigel Deakin*

*reproduced by kind permission of the Cambridge Cycling Campaign*



## Life on Mars



The rest of what Steven Norris (Chair of the National Cycling Strategy Board) had to say in York recently was rather overshadowed by his remarks on cycle helmets.

Asked why he wasn't wearing a helmet, he is reported to have said: "I think the idea that you have got to dress up like a bloody spaceman in order to ride a bike is just completely potty. You should be looking at cycling as something that normal, fat, middle-aged men like me do."

"If you are a young child you wear a helmet. My little four-year-old does. I don't. I am big enough and ugly enough to know what I am doing and I am not going to treat myself as some kind of Martian in order to do something which I have got every right to do."

How refreshing!

While there is undoubtedly evidence showing that helmets can reduce the extent of injuries in a crash, there's much more to it than ROSPA's inevitable reaction: "We hope that in future he would set a good example to other cyclists rather than treating them in this cavalier fashion."

### Making a statement

Cycle helmets make a statement to other people. Not only do they make cycling something other than ordinary, as Norris observed, they send a message that cycling is unsafe. That gives people a reason, or perhaps an excuse, not to cycle. In the end that is likely to be counter-productive because the health benefits outweigh the casualties.

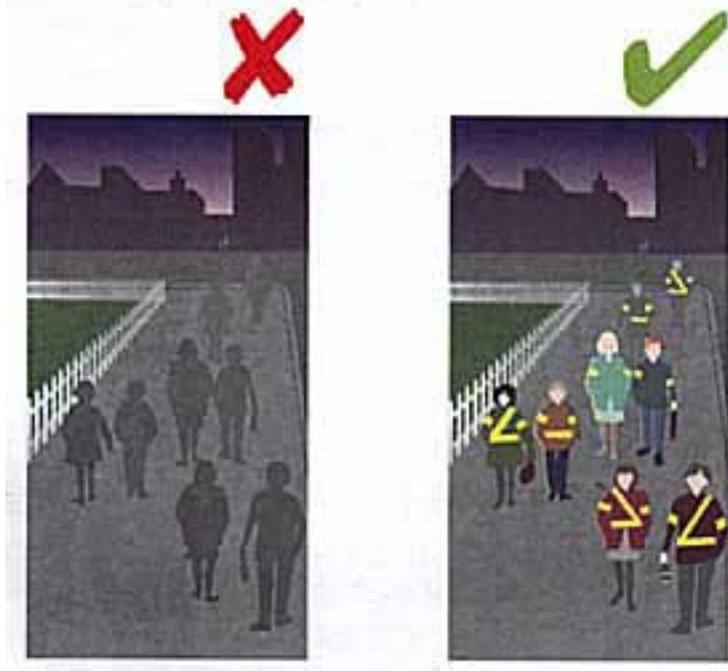
Of course, that is no comfort to the individual victims of crashes. But that also raises questions of priorities: should we be addressing the source of the danger, or adopting the victim-blaming culture that is so prevalent in our society?

**"I am not going to treat myself as some kind of Martian in order to do something which I have got every right to do"**

It also raises questions of risk. Society has become so much more risk averse over the last 20 years. Perhaps the most dramatic example is the emergence of the "school run." Parents, feeling their children cannot be trusted or safe near traffic, may feel they are reducing risk by driving them to school. But this has three side effects. Firstly, it increases traffic, especially around schools, putting others at increased risk. Secondly, it means children are less exposed to traffic and therefore do not learn about it properly. And thirdly, the lack of exercise among children means that health problems such as obesity and heart disease are likely to be more widespread in later life.

## Zero risk culture

Attempting to achieve a zero risk is hard to do as one effect replaces another. But is zero risk a reasonable aim anyway? People take risks voluntarily in everything they do. They take risks in anticipation of rewards. ("I'll get home a minute earlier if I drive at 35 mph in this 30 limit.")



"Rules for pedestrians... When it is dark, use reflective materials (e.g. arm bands, sashes, waistcoats and jackets), which can be seen, by drivers using headlights..." – Highway Code, 1999 edition, Rule 3.

Where does the cycling helmet debate lead? How soon before the law is changed to say we must wear a helmet? And then, will we all be encouraged to wear one when walking along the street? After all, large numbers of pedestrians are injured in collisions with cars, so isn't the logical conclusion that everyone who could come into contact with a car should wear a helmet?

You think I'm joking? Things are already moving in that direction. The latest edition of the Highway Code says that anyone out walking at night should wear reflective sashes and arm bands.

Although that rule isn't compulsory, of course, if you don't follow it you could be held partly to blame in a collision ("M'lud, she wasn't wearing reflective clothing when the car hit her on the zebra crossing. As insurers for the driver, we contend that damages should be reduced as the driver did not have the opportunity to see her that he would have had she followed the advice in the Highway Code.").

Occasional joggers use reflective sashes and arm bands, but when did you last see a street full of pedestrians wearing reflective gear? Do I really have to look like a little yellow man from Mars to walk or to cycle to the shops? I'd rather get in a car and drive instead. ☺

David Earl

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## (Cambridge, UK) Bike Week 2002



And the sun shone – a bit unwillingly on the first Saturday of Bike Week, for the *Dr Bike* event, but that was fine – we were not on the sunny side of the square anyway. Despite the World Cup, about 40 bikes were checked over and as many were security coded by the police. Philippa Slatter, our Mayor, can now ride safely round Cambridge (assuming that she took advantage of the *Dr Bike* advice and of the discounts offered by bike shops).

The Mayor also presented one of the prizes for the *Bicycle Art Competition*. The first prize was awarded before the football got going. And what a well earned prize it was. The quality of entries to the Art Competition was superb and gave the judges a hard task. The exhibition of both competition art and information about Cambridge Cycling Campaign was admired in the Library at the beginning of the month and in the Guildhall during Bike Week and beyond. Many thanks to Philip Rundall, Margaret Schofield and Estheranna Stäuble for acting as judges.

A pleasantly warm and sunny Sunday brought out the crowds to enjoy the many and varied bicycles provided by the Company of Cyclists, by dutchbike.co.uk, by Drakes and by many individuals at the *Cycle Try-out show*. With enthusiasm or trepidation these exciting machines were taken round Parker's Piece to the delight of the riders and the amusement of the passers-by.

Monday dawned bright and very hot, so we went to the pictures to see ET. Very enjoyable: a few laughs and a few tears and well worth watching. And ET kindly allowed us to watch an exciting police chase with bikes leaping down banks and skidding round corners before he took them smoothly into the air for an easy escape. My pleasure was a little marred by my worries about those lamps draped in bits of cloth in the toy cupboard!

And then we had breakfast in the sun. Croissants galore and lovely strong coffee. And even at 8 am it was warm enough for me to once again sport my T-shirt with the Bike Week poster design cleverly ironed onto it by Simon. We must thank Estheranna for again producing such a lovely and eye-catching poster and for producing the wonderful banner that was hung over Guildhall Street for the week.



This recumbent bicycle at the Cycle Try-out Show is a conversion of the popular Brompton folding bike, and gives an exhilarating ride.

## Evaluating the week

This year we asked those attending our events to give us feedback via questionnaires. People overwhelmingly thought that Bike Week was a good thing and they said the events were well organised and supported. They certainly enjoyed themselves at the Cycle Try-out show which was the biggest event the Cycling Campaign has ever held. It was also interesting to note that a few other things happened because of Bike Week. A motor dealership on Newmarket Road bought their staff new bikes, and a local supermarket launched a trailer hire scheme for its customers. Our membership figures have also received a significant boost. Perhaps, more importantly, this year we've seen greater interest shown by local businesses and authorities in what we are doing. I think Bike Week in Cambridge has grown to a point now where we have to look again at how it is organised. It takes a lot of careful planning over many months and as ever we welcome new input and new ideas.

We should like to extend a warm thank you to all our sponsors this year:

Cambridge City Council, Cambridgeshire Constabulary, South Cambridgeshire District Council, Cambridgeshire County Council Travelwise, Hobbs Pavilion, Ben Hayward Cycles, [dutchbike.co.uk](http://dutchbike.co.uk), H. Drake and the Dr Bike discounters.

*Lisa Woodburn and Simon Nuttall  
Pictures by David Earl and Clare Macrae*

*reproduced by kind permission of the  
Cambridge Cycling Campaign*

The highly popular Barrow Bike at the Try-out Show. Capable of carrying a good deal of your weekly shopping, there are also seats for children, though at the show they were popular with adults too!



The easy way to try recumbent cycling is on a tricycle at the Try-out Show. Very fast and exciting handling especially on the corners. This one is a "Thorax"

## The New CAN Executive: Short Autobiographies

At the CAN Do and AGM a new executive was elected. Many old faces remain, plus a few new ones. Clare Ryan stepped down due to pressure of other work, but remains “in the background,” we thank her for her contribution. Glen Koorey “finally” managed to persuade someone else (thanks Steve!) to become treasurer, but stays on in other roles, we thank him for all his work designing and running the accounts over the years.



Andrew C   Glen   Andrew M   Jane   Nigel  
Adrian   Axel   Liz   Robert   Steve

*Adrian Croucher (secretary@can.org.nz)*

I've been CAN secretary for the past few years, having joined CAN in 1999. I'm also currently chairperson of Cycle Action Auckland, so cycle advocacy takes up a pretty large chunk of my life these days. I work as a researcher in Engineering Science at Auckland University, and also perform with the experimental music/ performance group From Scratch. I've done a fair bit of cycle touring in NZ and overseas, including Hungary, Romania and Turkey. My partner Sally and I live car-free in Auckland, with the aid of 4 mountain bikes, 1 Birdy folding bike, and a BOB trailer, which gets used to carry all sorts of unlikely objects (even a worm farm). 🚲

*Jane Dawson (dawbell@actrix.gen.nz)*

Having discovered how practical it is to commute around the city by bike while living in London, I was shocked to find how much cyclists had been left out of the system when I returned to NZ, so I helped to set up Cycle Aware Wellington in 1994 and have been involved with cycling advocacy

ever since. I have been chairperson of CAN for the last couple of years, and have enjoyed seeing CAN develop into a strong, knowledgeable and democratic organisation. I ride a commuting/touring bike, mostly for commuting, shopping and going to meetings but occasionally for touring as well. 🚲

*Steve van Dorsser (steve@groundeffect.co.nz)*

Role at CAN – Treasurer

Favourite colour – Agent Orange

Occupation in previous life – Engineer

Occupation in present life – Manufacturer of fabulous cycle clothing!

Cyclist – Yes! ever since I could

Favourite bikes – Rocky Mtn MTB (can't remember the model but its woody!), Windcheetah trike, and the old black Saracen cruiser that some kind person nicked.

Pet hates – bureaucrats that say “we can never have dutch style cycle facilities in NZ because... it rains too much, the Dutch were born with a bike seat up their bums, or any one of a dozen or so other idiotic reasons. When the real reason is that its a big job that's pretty tricky and they're not up to it.

Love pets! oops – riding the Heaphy (in my dreams!), touring in rural France, Dutch cycle facilities, fiddling with bikes. 🚲

*Robert Ibell (dawbell@actrix.gen.nz)*

I've used the bicycle as my main means of transport for most of my 40 something years, recently to cart my 'cello around Wellington (with the help of a trailer!). There's a decent sprinkling of cyclists amongst my workmates at the NZSO and the touring that goes with the job has given me opportunities to meet CANners in many parts of NZ. I first got drawn into advocacy via the London Cycling Campaign and have since been part of getting Cycle Aware Wellington and CAN up and riding. 🚲

*Glen Koorey (koorey@paradise.net.nz)*

Having ridden a bike since I was a youngster, I've been on CAN's exec for the past two years. After finally shedding the treasurer's role, I'm now focusing on providing useful research and information for CAN's members and the various agencies we work with. My background is in traffic engineering & road safety and I've worked as a researcher for Opus International Consultants for the past five years. I'm currently living in Christchurch doing a part-time PhD at Canterbury University on rural highway safety, while still doing a bit of Opus work on the side. When I'm not filling my days studying, working or CANNing, I'm trying to find time with my wife Dianna and our four littlies aged one to five. Never a dull moment, but never a spare one either! 🚲

*Andrew Macbeth (macbethandrew@hotmail.com)*

I've been a cycling advocate since the mid-seventies with Christchurch's Bicycle Planning Committee, then was president of the Canterbury Cyclists' Association (now called Spokes) for a while in the 80s. I've been a touring and recreational cyclist in a dozen countries and a year-round bike commuter in Christchurch, Wellington, Lower Hutt and Toronto. I'm now working for MWH New Zealand Ltd in Christchurch as a traffic engineer and transportation planner specialising in pedestrian and cyclist issues.

I attended the VeloCity international bicycle conferences in Copenhagen (1989) and Montreal (1992). While working for the City of Toronto through the 90s, I was responsible for designing and installing 40 km of bicycle lanes on arterial roads which helped Toronto be recognised by *Bicycling Magazine* as "North America's Most Bicycle-Friendly City" in 1995. Bicycles are a powerful symbol of a sustainable lifestyle, nation and world, and I'm proud to be part of the "velorution"! 🚲

*Liz Mikkelsen (liz.ocean@xtra.co.nz)*

Well, I guess I never stopped cycling. I cycled 11 km to and from school in Denmark when a child of 12. I cycled around New Zealand with my young children. Owned an old car for one year, it cost me so much money that I quickly saw the error of my ways and more or less gave it away.

Since then I have bought three new bicycles: One mountain bike to which I can attach a trailer for going grocery shopping, one folding bike for taking on public transport and a good road bike with leather saddle, good lights and tyres for the rough surface roads we experience.

Now I cycle to the train, and from the train at my destination on two different bikes. I joined Cycle Aware Wellington in 1994 and helped to start CAN. Started Kapiti Cycling (new name – old name was Otaki Cycling Environment & Access Network (OCEAN)) together with another cyclist in July 1999. Kapiti Cycling had its formal launch on 25th July at the same time becoming an incorporated society. What do I do with the money I save? I work one day less a week. 😊

*Nigel Perry (ChainLinks@can.org.nz)*

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

When the shocking announcement came of the plans to introduce cycle helmet legislation, despite the evidence against it, my involvement with cycle advocacy began. I applied the "day job" skills as a research scientist to the issue, and then started to communicate the facts to the Government. However they simply were not interested and remain so today despite the growing evidence of failure, seemingly because they are caught in a web of lies and hypocrisy. I look forward to the day the law is abolished and can

only wonder how many people would be alive, uninjured, healthier, or better educated today if I hadn't made that fatal mistake.

I joined CAN early on, became the newsletter editor, helped set up Cycle Aware Palmerston North and was its first secretary. Last year I moved to Christchurch and am looking forward to seeing the South Island from a cycle. I am married to Janet (who has hardly cycled since the helmet law came in) and we have a son Sam (15). ☺

Axel Wilke ([axel.wilke@can.org.nz](mailto:axel.wilke@can.org.nz))

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

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

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## Letters

Dear *ChainLinks*,

Osteoporosis fascinates me. I agree with the comments from John Gregory (May-July *ChainLinks*) about cycling and I've watched the exercise and dietary intake debate with great interest over many years. It seems that cellulite concerns many people, particularly females. It primarily shows up in thighs as a calcium-rich fat deposit. I am of the opinion that molecular structures tend to stay in the forms they started from and are most comfortable with. My hypothesis is that dairy-based calcium ends up in fat structures. I am also concerned that encouraging dairy product consumption for calcium boosting comes from the dairy industry not from results of calcium absorption tests.

My second hypothesis is that if one wants calcium for human bone density boosting, the best way to get it is to eat salad green stalks and leaves such as parsley, broccoli, mustard green, etc. I believe that this dietary intake coupled with exercise of some form helps greatly to keep down the cellulite which is unwanted and keep up the calcium density in bones, which is wanted.

While cows may be able to convert the plant skeleton calcium to a fat-based calcium solution with their three stomachs, they do pass a lot of methane gas which supposedly damages the ozone layer. Why don't we consume a more digestible form of plant skeleton to then absorb this calcium more directly into our bones? Yes, we are likely to generate a small amount of methane in processing the fibrous material and we will benefit from shaking and scraping deposited solids out of our colon while digesting the fibre. I

also believe cycling is great for shaking solids out of the colon and avoiding intestinal cancers.

Now, if we could achieve selective placement of a thick layer of cellulite around the skull, particularly for those who choose to not wear cycle helmets, then we might provide a natural shock absorption protection for those delicate brain cells. ☸

Sincerely,

Bruce O'Halloran

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Dear *ChainLinks*,

Re: letter from Bill Wright.

The LTSA is only interested in cyclists obeying the helmet law, they are not interested in x% of those who wear helmets would in fact prefer not. By not wearing a helmet we show that we do not agree that helmets should be compulsory. When 50% or more chose not to wear a helmet then the law may change.

It should be noted that I firmly believe with stopping at Stop signs, red traffic lights, using lights at night and giving way to pedestrians on crossings, which all too many cyclists fail to do.

If there is no reasonable justification for a law it does not deserve to be obeyed. ☸

Richard Oddy  
[www.pedaltours.co.nz](http://www.pedaltours.co.nz)

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Dear *ChainLinks*,

I was interested to see the pictures of the complex roundabout in the last issue. I've come across this one before and I thought readers might be interested in a bit more info, especially with regards to cyclists.

The roundabout is in Swindon, west of London, and (as shown on the cover photo) is locally known as the "Magic Roundabout." It was first created in 1972 to deal with the volume of traffic that converged from the various directions at this multi-leg intersection. Although it continues to baffle tourists, local motorists find that it works a treat, even with ever increasing traffic volumes. In fact there's about 3 or 4 of them around the UK now.

And what about cyclists? Well most accidents recorded have involved cyclists or motorcyclists. So in 1995 short lengths of cycle tracks and signal controlled crossings were introduced around the periphery. Before the cycle facilities there were 27 cyclist accidents in 5 years; afterwards there were 19 accidents in the next 4 years. Apparently the UK roading authorities consider these results to be "encouraging;" I personally don't

see any statistical significance in those numbers. Some motorists may think the Magic Roundabout works OK for them, but I suspect many cyclists steer well clear...

For more info about this UK oddity have a look at:

<<http://www.swindonweb.com/life/lifemagi0.htm>>

and:

<<http://www.roads.dtlr.gov.uk/roadsafety/goodpractice/18.htm>>

Glen Koorey

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[The following letter was copied to ChainLinks, we do not know if the Evening Post printed it. Ed.]

Dear Evening Post Editor,

LTSA's David Wright claims that "Cycling without a helmet is just plain dangerous" (Evening Post, 4 June). His statement is not only untrue, it distracts discussion away from the real dangers to cyclists.

Whilst cycle helmets can make some difference, the real safety issue is a lack of cycle routes and the expectation that cyclists should share roads with vehicles travelling at 2-5 times the speed. No helmet will protect against a vehicle travelling at 100km/h or even 50km/h but LTSA is never heard advocating the introduction of 30km/h zones. Why is this when their focus is supposed to be safety?

The further claim in the article that "Cycle helmets had reduced the number of serious head injuries by 32 percent" is completely unfounded. Whilst head injuries may well have decreased as indicated there is no evidence to say that this is due to helmet wearing. In fact, LTSA figures also show a drop of 34% in cycling hours over the 9 years 1989-1997 and this is at least partly responsible.

If the helmet is LTSA's only answer to cycle safety then cyclists will still be being killed regularly in 10 years time and the LTSA will still be blaming the victims. 🚲

Alan Whiting



## Drop In Car Door Checking Rates Should Be A Wake-up Call To New Zealand – LTSA

*[This “media release we would like to see” (their words) arrived in ChainLinks’ mail box shortly after another, by now infamous, media release was widely reported, and often roundly condemned in Letter’s pages, across the country. Now is the “Mole” related to the “Ferret”? Ed.]*

Rates of checking for cyclists by motorists before opening their car doors have dropped to the lowest levels since it was first surveyed in 2002, and the *Let’s Try Something Alternative* (LTSA) says the news should shake New Zealanders out of complacency when it comes to bike safety.

The LTSA’s latest national survey found an overall checking rate of 89 percent, down from levels of between 93 and 95 percent recorded over the previous five years.

“These results should be a serious wake-up call to New Zealand. 20% of all cycling crashes are the result of motorists opening car doors – crashes that can be prevented by checking before you open. The fact is that checking save lives, and we can’t afford to forget that,” said the Director of the LTSA.

Motorists are obliged under the Traffic Regulations to avoid injury to others when opening motor vehicle doors. Checking before opening dramatically reduces the risk of collisions with cyclists. LTSA research has shown reductions of 20 to 32 percent in all injuries sustained by cyclists since checking was first promoted nationwide in 2002.

The Director said checking rates would have to rise sharply from the levels recorded this year or injuries from cycling were likely to begin rising again.

“Drivers should be setting the example on the road, and it’s the job of every driver to make sure their passengers always check before they open their door. It’s been the law in this country for more than thirty years, and there is no excuse for checking rates to be dropping.”

The Director said while checking rates in New Zealand are still among the highest in the world, a sense of complacency is creeping in which needs to be nipped in the bud.

“We’ve done well to get checking for cyclists up from around 30 percent in the late 1990’s to today’s levels, but to keep checking rates high we have to keep the pressure on. Drivers need to be fanatical about passengers checking as well and police need to keep up strict enforcement of the law.

Cycling is likely to increase in popularity as we see more resources put into the development of dedicated cycle lanes and paths. Riding a bike is a clean and healthy way to get around, but getting hit by a car door is just plain painful.

“The law is there for a reason and the message to New Zealanders is simple – before you get out of your car, check behind you.” The fine for not checking is \$55 and infringements can be referred to court, with a maximum fine of \$500.

A Police spokesperson said the survey results would be used to help target enforcement activity, which would take a ‘zero tolerance’ approach.

“We’re tired of picking up the pieces of people who flout the law and ignore common sense. We’ve given plenty of warnings in the past and we aren’t taking any more excuses from motorists who don’t check before opening,” the Police spokesperson said. ☺

*from the News Mole...*

## Postscript

Traffic Regulations 1976, Part 2 – Driving rules

20 Use of doors

(1) No person shall so open or close the door of a motor vehicle as to be likely to cause injury to another person.

But is it enforced? ☺

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## CAN Media Release

5 July 2002

*CAN issued the following statement in response to media statements by the Automobile Association and the Road Transport Forum saying that the Government’s draft Transport Strategy was going to slap motorists with an unfair petrol tax rise. Our statement was picked up by National Radio, but didn’t seem to make it into the papers.*

The Government’s draft transport strategy is welcome because it is looking at a transport system where people have real choices about how they move around, said the Cycling Advocates' Network (CAN) today.

“The strategy starts to redress the imbalance in funding that has seen people encouraged to drive and created conditions where biking, walking or taking public transport is too unattractive” said CAN chairperson Jane Dawson.

Allowing the current growth in motor vehicle travel is economically and environmentally unsustainable. It also creates huge costs in the health system, with the population becoming less active.

“The draft isn’t perfect, but it is a good start,” said Ms Dawson. ☺

# Cycling Research

## Rural Cycling Safety

How much of a problem is cycle safety on rural roads? And how can we justify the costs to improve those roads for cyclists?

First, let's look at some crash statistics for New Zealand in recent times. During 1997-2001 there were 276 recorded cycle injury crashes on rural (80-100 km/h) roads; relatively minor compared with the 17,000 rural vehicle crashes over the same period. What is of concern however is the likely severity of these crashes; 11% were fatal, which is more than that for other rural crashes and ten times higher than for urban cycle crashes.

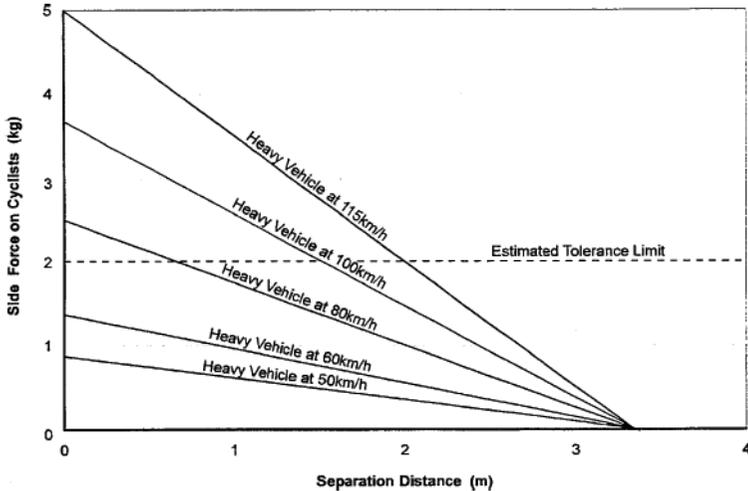
Local authority rural roads, which are generally narrower than State Highways, also feature in more (53%) of the crashes, despite having lower traffic volumes. Accurate travel data is hard to come by but, based on 1994 National Traffic Database information, the typical incidence of cycle crashes on rural local roads is currently about 0.6 crashes per 100 million vehicle-km (an estimation based on cycle-km is even harder to pin down).

Rather like their urban counterparts, the biggest problem is in fact intersections; making up 29% of all rural cycle crashes. "Rear-end/obstruction" crashes also contribute 29%, with overtaking crashes at 24%, head-on/lost-control crashes on curves 13%, and the balance at 5%. Looking more closely at the non-intersection crash types we can see that the predominant movements involve vehicles coming up behind cyclists and either not being able to avoid hitting them or causing a crash when passing them. Interestingly only 4% had "limited visibility" recorded as a factor, although admittedly only the same proportion of sites was noted as having "severe" curvature.

Collisions aren't the only concern for rural cyclists; the lateral forces when a large vehicle passes closely by at speed can cause considerable discomfort and handling difficulties, if not a loss of control. The level of under-reporting here for cyclists may well be greater than for other rural crashes too, particularly if by the time they lose control, topple over, and pick themselves up again, the motor vehicle in question has long gone. The figure below (from Transit New Zealand, 2002) shows the effect of such forces on cyclists caused by heavy vehicles. When you consider that most rural roads have less than 1.5m of shoulder, it's easy to see what cyclists think of the situation!

Widening sealed shoulders in New Zealand generally has to be justified on a cost-benefit basis. Fortunately this work also provides considerable safety and maintenance benefits for motorists too, and Transfund New Zealand (2001) has typical crash rates for different combinations of lane and shoulder width. It would be fair to say that generally the motorist benefits will far outweigh the cyclist benefits, so if a project is not viable on the former basis, it would be difficult to justify on cyclist considerations as well. The

exception is that motorists generally derive benefits from long continuous sections of seal widening, whereas cyclists may get the most benefit out of isolated pinch-point treatment.



An interesting attempt to quantify the potential benefits of providing widened shoulders for cyclists was done by Khan & Bacchus (1995). Starting with mean speeds and volumes of cyclists and motor vehicles, the average density along the road of each group (i.e. vehicles per km) could be determined. For the typical sight distance required for a motorist to identify and avoid a cyclist ahead, the probability of both a cyclist and a vehicle being in that same length can be calculated. Providing a widened shoulder can minimise the probability that this will cause a conflict (although there is still the possibility that a “run-off-road” vehicle will hit a cyclist on the way).

As an example, assume that on a winding section of road there are 100 vehicles/hour (one-way) averaging 80 km/h and 10 cyclists/hour doing 15 km/h. At 80 km/h, a safe stopping sight distance of ~120m is required. The traffic densities for each group are 1.25 vehicles/km and 0.67 cycles/km respectively or 0.15 vehicles and 0.08 cycles per 120m. At any given point and time therefore, there is a 0.012 probability of there being both a cyclist and motor vehicle within 120m of each other. Hence the number of likely conflicts along a route without a shoulder could be estimated.

One thing missing from the potential benefits so far is the additional economic benefit to the area if cycle tourists are encouraged to come because of the good cycle facilities. This may require some further local research to determine people’s “willingness to pay” for these...

### References

- Khan A. & Bacchus A. 1995, “Bicycle Use of Highway Shoulders”. *Transportation Research Record 1502*.

- Transfund New Zealand 2001. *Project Evaluation Manual*, Appendix A6 (Accidents). Manual no. PFM2, 1st revision (1997), amendment no.5 (Aug 2001). Wellington.
- Transit New Zealand, 2002. *State Highway Geometric Design Manual*, Part 6 (Cross-Section) Web:  
<[http://www.transit.govt.nz/technical\\_information/index.html](http://www.transit.govt.nz/technical_information/index.html)>.

Glen Koorey

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## Quotable Quotes

*“I just thought it was a bit stupid.”*

Palmerston North bicyclist Shane Holloway is straight to the point after a helmet-less bike ride netted him a \$55 ticket for “not wearing a seatbelt”. (Evening Standard 16/4/02)

*“I voted against the cycle lane in the first place. There is no reason why cyclists can’t use the roadway.”*

Wellington City Councillor Chris Parkin rather misses the point about the purpose of the Oriental Bay waterfront cycle “lane”. (Evening Post 4/5/02)

*“It’s not for your average cyclist – schoolchildren should definitely not use it.”*

Transit NZ manager Ian Cox sounds out a warning, although powerless to ban cyclists from the new Route J expressway in Tauranga. (Bay of Plenty Times 15/5/02)

*“Marked cycle paths have made the greatest contribution to road safety in Christchurch during my term in council. They work.”*

Christchurch City Councillor Dennis O’Rourke goes in to bat for cyclists waiting for improvements along Hagley Ave. (The Press 27/5/02)

*“We can’t have three years of more deaths waiting for an Environment Court decision... It’s quite simple – people will die as a result.”*

Perhaps Councillor O’Rourke has scored an own goal in trying to promote cycling? (The Press 27/5/02)

*“Riding a bike is a clean and healthy way to get around, but cycling without a helmet is just plain dangerous.”*

LTSA Director David Wright sends out mixed messages, while ignoring the figures showing the helmet legislation has in fact failed to reduce injury rates. (The Dominion, 4/6/02)

*“Will make a valuable contribution in a similar way to cycle helmets...”*

David W. Jenkins BA M.Phil(Eng) DCA FITSA, ROSPA, commenting on the “Thudguard” described on page 13.

*“I’ll lay good money on the table that kids wearing Thudguards end up with a higher accident and injury rate than average. I’ll also bet that neither the manufacturer or the media will acknowledge a higher rate of injuries because they’ll have evidence that several Thudguard-wearing kids have fallen over and not died.”*

Australian journalist saying on the Internet what their paper might not publish...

*“I cycle around my local area a lot and shout at motorists when they try to kill me. That burns up a few calories.”*

Best-selling novelist Isabel Wolff describing her fitness regime.

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## **Cycling News From Around New Zealand**

*April:*

- Porirua City Council and Transit New Zealand open a new 3m-wide cycle/pedestrian pathway between Plimmerton and Pukerua Bay, in conjunction with a \$9.3 million upgrading of State Highway 1 along this stretch.
- Nelson City Council’s annual plan proposes spending \$345,000 for cycleways over the next year as part of a \$1.5 million seven-year plan to implement a full cycle network, including a continuous off-road cycleway from central Nelson to Richmond.
- BLIP (Bike Lanes in Paradise) present Tasman District Council with a 1000-strong petition calling for cycleways and cycle lanes, particularly on rural roads, in the Golden Bay area.
- After spending two years producing a district plan change so that new buildings would have to provide bike parking, Palmerston North’s planning and environment committee throw the idea out.

*May:*

- Local residents in Oriental Bay, Wellington, petition council to review the highly popular off-road pedestrian/cyclist path around the waterfront, because of concerns about cyclist speeds and behaviour.
- Dunedin City calls for a public meeting to get input into their cycling strategy and proposed improvements.
- Construction of a new \$830,000 2m-wide pedestrian and cycle path clip-on begins on the narrow SH60 Motueka River bridge.

- Christchurch City councillors ferociously debate the merits of proposed cycle lanes along busy Hagley Ave versus an off-road path in adjacent Hagley Park. In the end, the decision is deferred for at least some months, until a major roading project nearby is finalised.
- Wanganui's child injury prevention group calls for the local council to develop a cycling strategy.
- Auckland Regional Council compile a \$7.3 billion list of transport projects "needed" for the region (mostly on roading), including a mere \$25 million for walking and cycling facilities.
- Transfund NZ and Hastings District Council agree to fund construction of a new \$80,000 1.8m-wide cycleway over the Havelock Road Bridge, where a high school cyclist was killed in February.

#### *June:*

- The LTSA are highly concerned with the findings from the latest cycle helmet-wearing surveys, showing that the number of helmetless riders has doubled in the last year to 11%. Newspapers around the country (Glen Koorey counted 22) pick up the story. Absent however was any evidence that the injury rates had gone up as a consequence...
- Christchurch City trials a "hook turn", a first in NZ, to cater for school cyclists turning right at a busy intersection.
- Transfund NZ allocates \$3.67 million to the new walking/cycling fund for the 2002/03 National Land Transport Programme. But no projects are actually approved yet...
- Kapiti Cycling (previously OCEAN) calls on Kapiti Coast District Council to develop a cycling strategy and incorporate cycling-related performance measures in its work.

#### *July:*

- An Upper Hutt man who plans to hire out battery-powered bicycles around Wellington is stymied by traffic regulations that deem them "mopeds", requiring driver licences and motorbike helmets.
- A coroner calls on Otorohanga District Council to mark more centrelines on rural roads following the death last year of a young racing cyclist out training.

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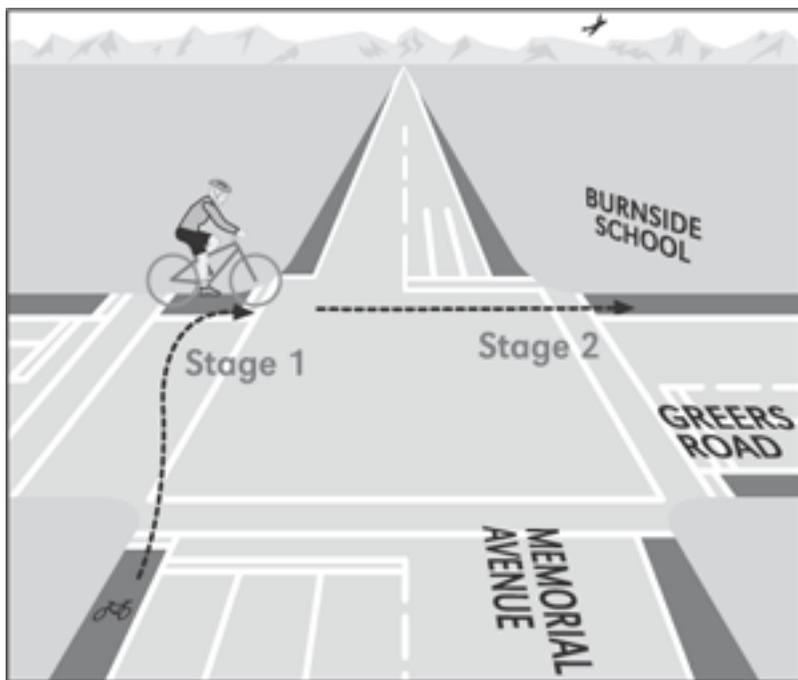
## **First Hook Turn For New Zealand Roads**

New Zealand's first hook turn has been installed in Christchurch, at the intersection of Memorial Avenue and Greers Road, after Christchurch City Council (CCC) gained approval from the Land Transport Safety Authority (LTSA). According to CCC the hook turn is a key component in a set of road safety improvements for cyclists around Burnside High School.

The safety problem at the Memorial Avenue and Greers Road intersection was found through the CCCs “Safe Cycling to School” project, in which school children complete questionnaires to identify hazardous locations or problems encountered while cycling to school.

Burnside High School has nearly 600 daily cyclists, the highest number of any Christchurch school. It was the first school to be invited to participate in the Safe Cycling to School project, and the new hook turn is the first Safe Cycling to School project to be implemented by the City Council.

Children cycling to Burnside High School said they found it very difficult to turn right due to the high speeds and heavy flows of traffic. CCC observed that of the 15 students cycling to the school each day who turned right across Memorial Avenue, only 2 dared to make the turn using the standard manoeuvre.



According to CCC the hook turn offers a solution to the right-turn problem as it allows cyclists to make a right turn whilst keeping left at all times, during two green light phases. In the first green phase cyclists cross the road on the left and enter a special marked area for cyclists in front of the vehicles waiting at the intersection. This area, marked in red, provides a space where cyclists can wait for the second green phase to then proceed straight ahead, thus effecting a right turn from their original direction.

Victoria Lawson, Cycle Planner at CCC, says that by cyclists keeping left, a hook turn reduces conflict between cyclists and motorists, and improves cyclist safety.

“It is an alternative to making the normal right-turn manoeuvre, for cyclists who’d feel safer using this option. It is not a legal requirement to turn right using a hook turn”, says Lawson.

For more information contact: Victoria Lawson, Cycle Planner, Christchurch City Council, Tel: 941 8614. 🚲

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## **An Urban Design Forum for New Zealand?**

An idea whose time has come, according to recent gatherings of urban design types in Auckland and Wellington.

Over 35 planning and design professionals, academics, and others gathered in Wellington on April 10th in conjunction with the PIA/NZPI conference to discuss the need for an urban design organisation in New Zealand. Bill Chandler, one of the founders of Urban Design Forum Australia, shared his experiences at both this meeting and at a similar gathering in Auckland.

There was broad consensus that a network to foster discussion of urban design and promote best practice was long overdue. An informal, independent network modelled on Urban Design Forum Australia was supported.

The proposed network is seen as being open to all professionals and others interested in urban design. The Forum will remain independent of existing professional institutes, but form alliances to support quality urban design at the national, regional, and local levels. Initial “chapters” are proposed for Auckland, Wellington, and Christchurch.

The timing of this initiative is auspicious, coinciding with the publication of *People + Places + Spaces – An Urban Design Guide For New Zealand*, published by New Zealand’s Ministry for the Environment. This is a promising first indication of support for urban design by central government after a long period of overt discouragement.

There is a growing political, public and professional interest in urban design as a way of improving New Zealand’s environment, communities and economy. A major urban design conference, *Urbanism Downunder*, will be held 20-22 March 2003 in Auckland.

For more details contact: Urbanism Downunder, Centre for Continuing Education, University of Auckland, Private Bag 92019 Auckland; fax 09 373 7419; or email <mt.millet@auckland.ac.nz>. 🚲

*Doug Leighton (Boffa Miskell)*

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## Report from the Chair, Jane Dawson, 2002

Hello everyone,

It seems not that long ago that we last had an AGM, but an awful lot seems to have happened. Last year's Christchurch conference and CAN Do seemed to give us all an extra zap of energy, and having the CAN Plan 2001 helped to focus our activities.

The Government's announcement in March of new initiatives for transport, including the development of a National Cycling Strategy, and making the promotion of cycling and walking a priority, was a highlight, but a lot of other progress has also been made.

The inclusion of health benefits in Transfund's Project Evaluation Manual, and the setting up of a Cycling Advisory Group (convened by Transfund) and a Cycling Standards Advisory Group (convened by Transit NZ) will have long-lasting effects. The initiation of a cycle tourism group, through contact with the Tourism Industry Association, is another step into the future. And an ongoing relationship with Sport & Recreation NZ (ex Hillary Commission) should also have long-term benefits for cycling.

CAN members have been busy during the year, meeting with people and organisations, and making submissions. Meetings have been held with the LTSA, Transit NZ, Transfund, the AA, the National Road Safety Advisory Group, and CAN exec members have represented us on the Cycle Steering Committee and Cycling Support NZ Board.

Submissions have been made to the LTSA on the Speed Limits Setting Rule, Traffic Control Devices Rule, and Road User Rule. They have also been made to Transit NZ on their Code of Practice for Temporary Traffic Management, on Climate Change policy, and on the Ministry of Health's Healthy Action – Healthy Eating document.

CAN has also been working on our internal development, supporting our local groups, widening the membership (now includes three consulting firms, six local authorities and around ten industry-related organisations e.g. retailers & tourism operators), writing an Advocacy Group Handbook, and holding the CAN Do in 2002. We welcome the new group in Golden Bay, and note future activity in Kapiti, Napier and Rotorua.

CAN has also continued to strengthen its communication systems: we have an excellent website (thanks to Tony Bewlay), a new brochure has been printed (thanks to Cycling Support NZ for funding), has broadened its focus to include articles of a technical nature, and of course we have had some 20-odd e.CAN newsletters (for those on-line) and four *ChainLinks*es (for all).

Many thanks to everyone for their support of CAN, but particular thanks to those who have put in the extra hours to make things happen. CAN wouldn't exist without you. ☺

## Moving On

One of the mainstays of the cycling advocacy world has made a 'career move': Alix Newman, who has been Christchurch City's Cycle Planning Officer for as long as most of us can remember (... and he looks so young!) has moved within the council and now looks after the project management processes in the council's roading unit, a job he describes as "exciting stuff."

Alix has played a crucial role in getting cycling taken seriously as a transport option in NZ, and has done a fantastic job of being the respectable – and respected – face of cycling advocacy. Of course, we are hoping he won't disappear: there is too much valuable knowledge and experience in his brain for him to retire!

So a big thanks, Alix, for all your work, best wishes for your new job, and we'll see you around.

(Alix has been replaced as Cycle Planning Officer by Michael Ferigo, assisted by Victoria Lawson.) ☺

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## Conference News

### Masterclass! Science Lectures And Seminars, 5-13 August 2002

The first Masterclass! Science series will be on the theme "Climate and energy: how do we cool the greenhouse?" The programme will be a mixture of seminars aimed at the government and business sectors, talks at universities, and sessions open to the public.

The American visiting speaker is Dr Larry Parker, who is a specialist in Energy and Environmental Policy with the Congressional Research Service (CRS) of the Library of Congress. His areas of expertise include the environmental impacts of energy use, future energy supply and demand and global warming. Dr Parker says that the topic of the first Masterclass! Science series is a very timely and challenging one: "Energy policy is the keystone to any effective climate change policy. That energy policy is also a critical component of industrial policy dramatically increases the complexity in addressing climate change. The topic is technology, economics, and ecology – all wrapped up into one".

The UK participant is Professor David Cope who, since 1998, has been the Director of the UK's Parliamentary Office of Science and Technology (POST). POST is responsible for providing science and technology support and advice to Parliament as a whole, as well as to specific Select Committees.

For information on the Masterclass! Science programme, please contact <felicity.connell@britishcouncil.org.nz> or <catherine.ibell@rsnz.org>.

Seminars and public meetings will be held in Auckland on 6 August, in Wellington on 7 August, in Christchurch on 9 and 12 August, and in Dunedin on 13 August. ☺

## ECOTOURISM 2002

The Department of Tourism at the University of Otago will be hosting an international conference from 27<sup>th</sup> to 29<sup>th</sup> August 2002 on "Ecotourism, Wilderness and Mountain Tourism: Issues, Strategies and Regional Development;" as part of the Department's contributions to the International Years of Ecotourism and Mountains.

Further information see: <<http://divcom.otago.ac.nz/tourism/news>>.

Enquiries: email <[ecotourism2002@business.otago.ac.nz](mailto:ecotourism2002@business.otago.ac.nz)>, tel 03 479 8520, fax 03 479 9034. ☺

### **Ecotourism: A Sustainable Approach For Tourism In The Tai Tokerau Region, 29-31 October 2002, Russell**

Objective: An opportunity for all participants to work together to foster sustainable tourism, i.e. tourism that is economically viable, environmentally supportable, and culturally acceptable.

Speakers will be providing solutions to address the Recommendations of the World Ecotourism Summit, Québec City, 19-22 May 2002 (copies available from [wes@ernz.org](mailto:wes@ernz.org)). If you wish to be kept informed about this conference, please write to Jacqui Knight, Enterprise Russell Charitable Trust, [conference@ernz.org](mailto:conference@ernz.org). ☺

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## CAN Do 2002

Another enjoyable get-together of CANners was held in Christchurch at Queen's Birthday weekend. It started on the Saturday afternoon with a bike ride around some of the cycle facilities of Christchurch, led by Glen Koorey who explained things as we went, and showed us the good and the bad, the old and the new.

People then returned to Axel's brand new house for a bit of furniture shifting and then dinner in amongst the chaos. Talking went on until late! On Sunday we had the formal AGM in the morning, then the strategic planning session in the afternoon, taking a break mid-afternoon to play around on some unusual bikes in the park next door. At the afternoon session, the CAN Plan from last year was reviewed and updated, and it is now waiting for individual members to put their hands up to take on the tasks.

Some funding priorities were set, including allocations for travel assistance to CAN conferences, library purchases, and local group projects. Those who didn't have to rush home then retired to a local restaurant for a meal and wind-down.

Many thanks to Axel and Nicki for letting us gather at their house. It would be a big ask at any time, but when they hadn't even stayed the night there themselves, it was extraordinarily generous. ☺

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## CAN Funds For Local Projects

An amount of \$500 per year has been set aside to assist local CAN-affiliated groups to become more active. There is a maximum of \$100 available per group in any year. Anything considered, as long as it is in the interests of cycling advocacy.

CAN will expect a report back from the group, saying how the project went, for publication in .

Applications should be sent to the CAN secretary and will be considered by the CAN committee. There is no form to fill in, but it would be helpful if the following things could be addressed in your letter:

- aim and details of the project
- timing for when funding needed
- what you want CAN to fund
- contact person in case more information is needed.

*Jane Dawson*

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## Bill Blakie: Invercargill Cycle Builder

Bill Blakie is a retired engineer who designs and builds unique cycles at his base in Invercargill. Bill, a CAN member, brought along two samples of his work to the CAN Do, where much fun was had by all riding them around the local park!

The recumbent tricycle on the left features 6 speeds, disc brakes on the front two wheels, a side pull on the rear, and a parking brake. The trike is controlled through a single bar, seen on the left of the photo. The bar is moved to steer the trike and the brake lever is mounted on it – the trike can be operated with a single hand. This design enables someone who can only use a single arm to ride the trike, the control bar could be mounted on the other side during construction if required.

Bill sees his cycles as being able to provide mobility for people who either can no longer ride an upright





two-wheeler, or who through some disability cannot ride a conventional cycle. However as the attendees at the CAN Do can attest, along with many recumbent riders around the world, these cycles are great for anyone! I had great fun this trike, it handled well – you soon got used to the steering – and the seat was comfortable.

The quadricycle on the left is the other cycle Bill brought along. The quad has 5 gears adjust using the twist-grip mounted on the “U” handlebars. The handlebars themselves act as both a steering control – by turning them left/right – and as the brake control – by pivoting them forward, which controls disc brakes on the two front wheels. The bars can be pivoted down until they reach

the support tube and in that position the brakes are locked on, producing the effect of a parking brake.

An ingenious piece of custom engineering at the rear means that though you can freewheel backwards a short way, if you pedal backwards a ratchet locks and you get reverse drive. This is very useful for manoeuvring the quad, you can even do a three-point turn in it if you wish!

This quad proved very popular and was really fun to ride. Indeed we had some trouble getting it back from Axel and Nicki’s daughter!

If you are interested in any of these cycles, or would like to discuss having a custom cycle built, you may contact Bill by email as <bill\_blakie@clear.net.nz>. ☺

*Nigel Perry*



## Snippets

### Documents Available

Alix Newman of Christchurch City Council advises that the two research documents he has been working on – “Cycle Markings at Signalised Intersections”, and “Cycle Lane Delineation Techniques” – are now available on the internet in PDF (Acrobat) format, from

<<http://www.ccc.govt.nz/Recreation/Cycling/TechnicalResearch>>  
The CAN library also has printed copies of the documents for loan. ☺

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### International Car Free Day: Sept 22 European Mobility Week: Sept 16-22



Yes, this snippet is just an excuse for the picture above, a great “evolution” cartoon! For more details of either event see:

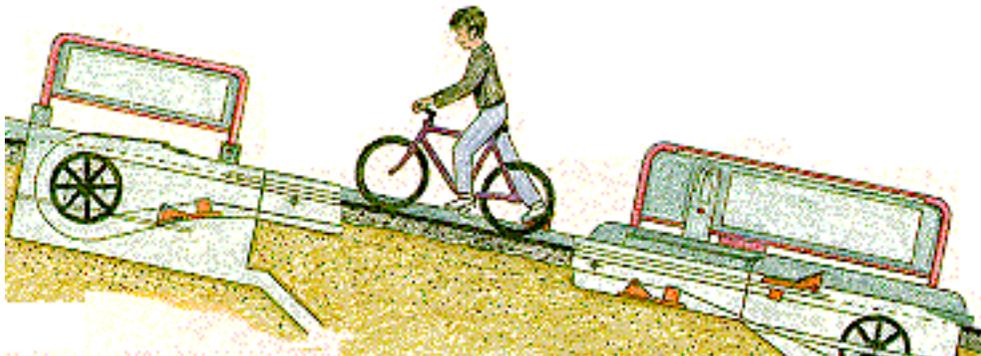
<<http://www.mobilityweek-europe.org>>

### ChainLinks To Be Held By National Library

*ChainLinks* now has an ISSN (International Standard Serial Number), you can see it on the first page, and three copies of each issue will be provided to the *National Library of New Zealand*. In future, if referencing an article in *ChainLinks* please include the ISSN so people can more easily obtain an issue. ☺

## Trampe – The Bicycle Lift In Trondheim

Yes, another excuse for an interesting picture:



This intriguing device “lift’s” bicyclists up a hill in Trondheim. Their Web Site says “In many cities around the world, people don’t use their bike when they want to go downtown because they have to walk up steep hills with their bike. The bicycle lift is designed to help people on bikes up steep hills. With Trampe, climbing steep hill is no longer a problem.” For more details and pictures of it in use see:

<<http://spiderman.novit.no/dahls/Trampe>>

*spotted by Glen Koorey*

### Did you know?

According to the Cyclists Touring Club, the UK cycling advocates, 27% of UK households did not have access to a car. The figure was quoted in response to the UK Government announcing car-centric transport planning. Maybe those 27% don’t count ☹, sound familiar? 🚲

### Cough, Splutter...

Glen Koorey found this thought on *Todd Litman’s Online Travel Demand Management Encyclopaedia* (<<http://www.vtppi.org>>):

*“Economists often emphasise the importance of “internalizing” costs, meaning that users bear the costs direct, rather than imposing them on other people.*

*It’s easy to internalize motor vehicle air pollution costs. Simply connect the exhaust pipe directly into the passenger compartment. Of course, that’s also called suicide...”*

Now recent NZ Government’s have been rather keen on implementing modern economic theories... 🚲

## Cycle-friendly B&B Opens In Christchurch

If you're passing through Christchurch you might want to consider a new B&B, Roadrunners Guesthouse, which has recently opened. The owners, Rob & Coby Staleman are CAN members and they aim to be "cyclist" friendly – their logo is a Kiwi riding a bike. For details email <roadrunners@clear.net.nz>. 🚲

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## Who Sold My Bike?

A charity has offered to replace a customer's bike after its shop staff sold it by mistake.

Circus performer Emily Harris took her bike into the British Heart Foundation's charity shop in Nicolson Street, Edinburgh, because she was worried that it might be stolen if left outside.

But while she tried on some clothes, a shop assistant sold the £1,200 Centurion bike to a male customer by mistake, for £10.

Ms Harris had gone to try on clothes in a dressing room and when she was informed that the bike had just been sold she ran out into the street to catch up with the buyer but he had gone.

The 25-year-old circus fire eater, from rural Alaska, said: "My knees turned to jelly and I fell down. I felt like I'd been kicked in the stomach. I was hysterical.

"The bike's my entire way of life. If he doesn't give it back the karmic ramifications could be terrible. I don't deserve this, I haven't been bad."

Jean Prentice, who sold the bike on 15 June, said: "It was a busy Saturday and donations get continually left in the shop, so when this man asked how much the bike was, I said £10.

"We didn't know it belonged to a lady who was in the changing room. She was in a dreadful state.

"But she should have alerted us before she went in."

The charity later said that it would replace Ms Harris's bike.

Ms Harris, who has been touring Scotland with circus troupe Circo Rivo said she covered the cycle frame with black masking tape so that potential thieves would not realise its value. 🚲

BBC



## Sustainable Settlements

The Ministry of Transport is beginning work on a project entitled 'Toward More Sustainable Settlements'. The first part of the project is broken up into three sections. The first section will investigate terms and definitions of what constitutes a sustainable settlement from current research and literature. Section two looks at national as well as international indicators related to settlement including land use and transport. The final section assesses the direction for appropriate action. A final report will be released 7 October 2002.

The work will be led by Boffa Miskell along with Hill Young Cooper and an independent academic from Australia, Jeff Kenworthy. The Ministry also intends to coordinate a series of meetings and discussions to coincide with a visit by Jeff Kenworthy.

Jeff teaches and lectures at Murdoch University in Perth, Western Australia. He has considerable experience and expertise on comparisons of transport and land use in cities; urban form and development patterns and their economic, environmental and social implications; transport management and policy; public transport systems; urban design and energy conservation in transport. At this stage Jeff will be in New Zealand 11-13 Sept 2002.

Any CAN members who want to be kept informed about this project, please let Jane (dawbell@actrix.gen.nz, 04-385 2557) know. 🚲

## A Few More Photos From Cambridge Bike Week 2002



Visitors trying the “Zero Emission Vehicle” from Switzerland

# Cambridge Bike Week 15 to 23 June



Art Competition: The winning entry.

## And A Last Quotable Quote...

Well with a few cms of white space what can you do? And this one would be so funny, if it wasn't so on the nail...

*"I can see it now... the emotional testimonials from happy customers: 'My precious little Andrew stumbled today and struck his head on the corner of the dining room table! He was perfectly unharmed but his Thudguard helmet had a great big dent in it, so we know it saved his life! Our little boy would be in a wheelchair or dead by now if it weren't for those wonderful people at Thudguard.'"*

American scientist, writing on the internet



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Cycling Advocates Network

Please send information about 'Cycle Safe' Insurance

How did you find out about CAN?

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.....

**Please send with your cheque to: Cycling Advocates Network,  
PO Box 6491, Auckland. You may use Freepost 147092.**

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**Deadline for next issue is Oct 11<sup>th</sup> 2002**

Please submit news items, articles, "Letters to the Editor", "comment" etc. Send to <ChainLinks@can.org.nz>, or post items c/o CAN, PO Box 6491, Auckland – electronic submission is strongly encouraged. For advertising inquires please email <secretary@can.org.nz> or write to CAN. ☸

