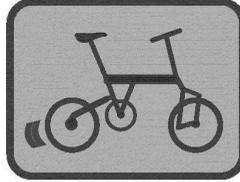


# ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Apr-May 03

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A new bike-bus lane? This popular cycle lane on Ferry Rd in Christchurch appears to have been over-run by our diesel friends...



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

## Creakings from the Chair

I hope that everyone else had as much fun on their bikes over the summer as I did on a two week trip in Australia. Excellent touring country, and better drivers than in NZ! Holidays seem a long way off now, as we have all been kept busy on lots of different advocacy fronts. National Bike Week activities had a good profile this year (thanks, everyone!). And we have been preparing submissions on major policy changes; to make sure they include cyclists' needs.

The CAN committee is meeting on 12/13 April to discuss our future work programme. You will find a survey form included with this issue of ChainLinks, with a wide range of questions designed to help us understand the views of our members better. We would really appreciate it if as many as possible could be returned before 9<sup>th</sup> April.

One of the many issues we will be discussing is our future stance in the helmet law debate. A new organisation called Cycling Health, dedicated to opposing the mandatory helmet law, has recently had a lot of attention in the news. CAN issued a press statement welcoming the debate and setting out some of our concerns about the law.

CAN has been criticised recently for our policy on the helmet law, so I think it's worth reiterating what our position actually is, and why. CAN's official policy for some time now has been that "the mandatory helmet law does not appear to be working as intended and should be reviewed". Not abolished, just reviewed. Unfortunately, many people interpret any questioning of the effects of the helmet law as an attack on helmets. That is not what CAN is trying to do.

Our concerns start with the fact that the only target set by the LTSA in relation to cycling is to "increase the helmet wearing rate from 95% to 98%". There are no targets for reducing the proportion of cyclists turning up in the road toll. There are no targets for increasing the number of people who are taught how to cycle safely on our roads, or kilometres of cycle route developed. There are no targets for getting more people to cycle rather than drive.

In other words, the focus is not on reducing the likelihood that a cyclist will be involved in a crash, it is on reducing the harm caused when a crash does occur. While that is a perfectly valid aim, it should not be the only aim, or even the primary aim. A quick look at the provisions of the Health and Safety in Employment Act, or the Resource Management Act, suggests that such an approach is the wrong way round.

On its own, this is a good reason for demanding an examination of the effect that the helmet law is having. It might not lead to abolition of the law, but it might lead to recognition that other issues need to be addressed. Interestingly, and without official acknowledgement of this

debate, the LTSA is just starting to work on those issues. So perhaps it was worth questioning the effect of the helmet law!

There are many other facets of the debate, most of which you are probably familiar with. If you are interested in finding out more, have a look at the websites for the anti-helmet law Cycling Health ([www.cyclinghealth.org.nz](http://www.cyclinghealth.org.nz)) and the pro-helmet Bicycle Helmet Safety Institute ([www.helmets.org](http://www.helmets.org)). If you don't have good access to the internet, CAN has some articles in our library which you are welcome to borrow.

Wishing you all a happy ride. 🚲

*Jane Dawson*  
CAN Chairperson

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## CAN Members Survey 2003 - Win Prizes!

CAN does quite a bit of lobbying on behalf of our members, and to date we've had to rely on sometimes limited feedback about what are the key issues for you. And for that matter, just who our members are! So we thought it was about time we got to know you a little better.

You'll notice accompanying this issue of ChainLinks is a wee survey booklet to fill in. PLEEEEEE take the time to go through it, answer the questions, seal it up and post it to us (FreePost). It shouldn't take you more than 10 minutes, but we'd really value your input. Answer as many questions as you can, by ticking the boxes or entering values as required. And please use the comments section at the end for elaborating further on anything in the survey (or anything we've missed!).

To give you even more of an incentive to send it in to us, we are offering **five \$20 book vouchers** for some randomly drawn respondents! Just fill in your details in the appropriate location and get it back to us **by Wednesday April 9<sup>th</sup>**. To ensure your privacy, we'll separate this info from the rest of the survey as soon as we get it. Sorry, we can't accept completely anonymous survey forms; we also need this information to confirm that you are a member (if you're part of a supporting organisation, please indicate which one).

Some of you might prefer to do this survey online (we would too, as it saves us some data processing!). You will still go in the lucky draw this way too, with your personal information separated. Just go to [<http://beam.to/can-survey>](http://beam.to/can-survey) and enter your responses there. If you've got more people than ChainLinks copies (e.g. family or couple), it might be easier to do it that way - we'd like to hear from each one of you! (but we'll also accept photocopies or even using different coloured pens on the same survey)

Sorry, this survey is only for members of CAN and all of our local advocacy groups (CA Auckland, Spokes Dunedin, etc). In the future we may do something similar for cyclists in general. Also look out soon for another survey asking for your thoughts about our communications via ChainLinks, eCAN, and our website. ☺

*Glen Koorey*

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## CAN Executive Meeting, April 12-13

With the next National Cycling Conference (and CAN Do/AGM) still six months away, and with a number of Executive committee members likely to be unable to attend that, a weekend meeting of the CAN Exec is planned for April 12-13<sup>th</sup>. Liz Mikkelsen has kindly offered to host it in Otaki, with Kapiti Cycling providing some helpful assistance to house us and get us around. CAN is funding travel expenses (thank goodness for cheap air

fares!), with a generous contribution from Spokes Canterbury to help the Christchurch contingent get up there.

A broad range of items will be reviewed during the weekend. These include progress on our current CAN Plan actions, development of our long-term strategic plan, and appraisal of our finances. SPARC, the Govt's new sport & recreation body, have been developing proposals for a new "Bike NZ" umbrella organisation, and we need to consider our likely involvement with this. The results to date from our members' survey will be analysed (get those surveys in!) and we'll also start developing a communications survey. As previously mentioned, our helmet policy will also be re-assessed.

Unlike our regular 'CAN Do's, this get-together will not be an open session for CAN members; although we will be taking advantage of the locality to get some feedback from Kapiti Cycling members. However we welcome your thoughts on other strategic issues that you feel we should be discussing. Please send any thoughts to Jane Dawson (<dawbell@actrix.gen.nz>, 04-3852557) and we'll try to fit them onto our agenda. Please be assured too that any significant policy changes will still be subsequently put to the whole CAN membership for voting. 🚲

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## CAN's Website – New Webmaster Wanted

Some of you may have noticed that our website ([www.can.org.nz](http://www.can.org.nz)) has not been updated much recently. We apologise for any inconvenience. Unfortunately there have been technical problems with updating the web server, and our Webmaster, Tony Bewlay, has also been battling with illness.

Tony has asked to step down from his role as website maintainer, so we are looking for someone new to take on this job. As well as an over-abundance of enthusiasm, we are looking for someone with sufficient skills in web-page editing and website maintenance. If you are able to host the website on your server, we are also interested in talking to you. Please contact Adrian Croucher (<secretary@can.org.nz>, 09-8155033) for more information.

We thank Tony for all of his efforts over the past year or two in turning CAN's website into a very professional-looking and informative site. We also wish him a speedy recovery. 🚲



## Recent/Forthcoming CAN Submissions

There have been a number of Govt documents recently that CAN has been reviewing and making submissions on. Firstly, two interesting Bills have been introduced to parliament, the Land Transport Management Bill and the Road Traffic Reduction Bill (see article on Sustainable Transport, in the previous issue of *ChainLinks*). CAN has made written submissions on both of these Bills to the "Transport & Industrial Relations Select Committee", generally supporting their intents although identifying a number of potential concerns in the details. Further presentation in person to this Select Committee will also be made soon.

Meanwhile, the LTSA has had a number of draft Rules out for comment. The most widely known is the Road User Rule, which will replace many of the existing Traffic Regulations prescribing road user behaviour. CAN's submission has just been sent in, with a common concern being whether cyclists are appropriately covered by certain Rules predominantly designed for motor vehicles. CAN has also recently made a submission on the draft Heavy Vehicle Rule, with issues such as under-run protection on trucks and safe load-securing equipment being of particular concern to cyclists.

LTSA's Traffic Control Devices Rule is still currently out for comment, with submissions closing on April 22<sup>nd</sup>. This will also replace existing Traffic Regulations, in this case covering signs, markings, signals, etc. Glen Koorey is coordinating CAN's submission; please contact him for more information (<koorey@paradise.net.nz>, 03-3317504).

All of these submissions will be made available on our website as soon as possible. If you would like to see a copy of any of these submissions in the meantime, please contact Adrian Croucher (<secretary@can.org.nz>, 09-8155033). 🚲

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## NZ Cycling Conference 2003

*"Cycling Strategies...and How to Implement Them"*

- Friday 10th - Saturday 11th October 2003
- Bruce Mason Centre, North Shore City, Auckland, NZ
- Keynote Speaker: Steven Norris, UK Government's Chair of the National Cycling Strategy Board.

Register your interest now!

For more information, go to <<http://www.cycling-support.org.nz/>>

*CAN will provide more information in future issues of ChainLinks and eCAN.*

## **Bike Wise Week in Auckland**

The Wednesday of Bike Wise Week saw another very successful Bikers' Breakfast event held in Aotea Square - hundreds of cyclists turned out to munch the goodies and soak up the atmosphere of solidarity.

Roger Boulter also gave a public launch of his 'Into The Mainstream' NZ cycling strategy foundation report, while Paul Doherty from CSNZ peddled copies of their new 'But Cyclists Don't Pay Towards the Roads?' booklet, and pedalled punters around the square in his remarkably dapper trishaw. Meanwhile, Sally McAra from CAA took time out from the info stall to step up and collect a shiny red new bike that she had inadvertently won.

The weather even behaved itself until nearly everybody had left for work. A big thanks to Auckland City and BIANZ for organising the event.

At the same time, across the harbour, North Shore City also turned on a successful Bike To Work Day event, with around 200 cyclists taking part - significantly more than last year. Cyclists at various points including two ferry terminals were given bags of goodies including bottles, spare inner tubes and things to eat. Riders were also given Police escort to the Takapuna town centre, where a lucky North Shore City employee also won a new bike.

Auckland City also turned on a Kids' Bike Ride on the Thursday evening of Bike Wise Week, where hundreds of kids on bikes converged on Western Springs park for a range of activities including obstacle courses, clown-escorted rides and a longer jaunt on the North-West Cycle Route for the older ones.

Cycle Action Auckland members rounded off the week with the return of the famous 'Winery Wobble' ride on the Sunday - billed as a 'pedal-powered West Auckland wine trail for self-propelled friends of the grape'. Four (or was it more?) wineries were descended upon by thirsty bikers, interspersed by pleasant riding accompanied by the happy music of panniers full of clinking bottles. We even happened upon a handy Japanese garden for our midday picnic - a very civilised way to unwind from the eventful week. 🚲

*Adrian Croucher, Cycle Action Auckland*

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## **Bicycles prove quickest in inaugural Chch Commuter Challenge**

The CEC Commuter Challenge was organised for National Bike Wise Week by the Christchurch Environment Centre. 23 commuters travelled by bike, bus or car from four suburban locations into Cathedral Square, to determine which means of transport is the most efficient.

The Challenge took place on a Friday morning in crisp but clear weather, with the results showing what cycle commuters have known all along, that

cycling is the quickest way to get to work. CEC spokesperson Paul de Spa was pleased that cyclists finished first from three of the four starting points.

“Not only were the bikes fastest, but they were powered by toast and Weetbix rather than fossil fuels,” he said.

The largest margin was from the University start, where DOC staff member Paul Dale took 14 minutes to pedal in to the Square, finishing 7 minutes ahead of National MP Gerry Brownlee’s car. Although Mr Brownlee made the journey by car he was aware as he drove that bikes could travel comfortably through traffic, and through Hagley Park, and was not surprised to find that the bikes had been there for several minutes when he arrived. “I think we should all consider using bikes a lot more,” he said. United Future MP Marc Alexander described his 25-minute bus ride from the University as “very relaxing, and a good chance to meet some new people.”

Green co-leader Rod Donald was the quickest MP; his 19-minute cycle ride from Ferrymead was 5 minutes faster than the Christchurch Art Car, and 4 minutes ahead of the bus.

“I always enjoy cycling, and it’s great to know that not only is it good for me and the environment, but it’s also the fastest way to get into town,” said Mr Donald.

The fastest times were from the new South Christchurch library, with DOC and Environment Canterbury staff taking under 9 minutes to ride in. Less than a minute behind was City Missioner David Morrell, who parked his car in front of the Cathedral, thanks to “friends in high places.”

While three of the four “races” had the cyclists finishing first, the Palms start saw city councillors Chrissie Williams and Alister James beaten on their bikes by a southerly wind, and by fellow councillor Ingrid Stonhill who arrived 2 minutes earlier in her car. Regional councillor Judy Waters arrived 15 minutes later, having had a chance to read some council papers on the bus.

CEC spokesperson Paul de Spa said that one of the Centre’s aims was to educate people to make healthy choices that benefit the environment.

“Biking is the best option for commuters. It’s faster, fitter, cleaner and cheaper,” he said. 🚲

### **Summary of times:**

Starting from **Canterbury University** - UCSA 90 Ilam Rd:

Bike (×3):	13 min 45 sec - 18 min 15 sec
Car (×2):	20 min 00 sec - 20 min 45 sec
Bus (×1):	25 min 15 sec

Starting from **The Palms** – Bicycle Business (entrance off Marshland Rd):

Car (2): 13 min 45 sec - 14 min 45 sec

Bike (2): 16 min 45 sec

Bus (2): 32 min 15 sec

Starting from **Ferrymead** – de Spa Chocolatier 1013 Ferry Rd:

Bike (4): 19 min 00 sec - 21 min 15 sec

Bus (1): 23 min 15 sec

Car (1): 24 min 15 sec

Starting from **Chch South Library site** – cnr Colombo St and Hunter Tce:

Bike (3): 8 min 30 sec - 8 min 50 sec

Car (1): 9 min 15 sec

Bus (1): 15 min 45 sec

*Paul de Spa*

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## News from Cycle Aware Palmerston North (CAPN)

CAPN held a public meeting during National Bikewise Week to provide a forum for members and other interested people to find out about the forthcoming New Zealand Walking and Cycling Strategy and also to discuss local cycling issues. We were pleased to have Jane Dawson from CAN and Aaron Phillips, PNCC Cycle Planning Officer, as speakers at the meeting. Aaron did a great job of co-ordinating Bikewise Week events and promoting the week - despite lack of PNCC funding for such initiatives as a result of budget cuts to the Bike Plan in last year's annual plan.

Like other groups we are gearing up for yet another round of Draft Annual Plan submissions. As mentioned, funding for the Bike Plan was slashed last year, meaning that Bike Plan targets were in even greater jeopardy. The Bike Plan was adopted in 1998 and was intended to have a 5-year implementation. Now that the original term of the Plan is coming to an end we are interested to see what the next stage will be. PNCC is postponing doing anything, arguing that it is better to wait and see what is in the NZ Walking and Cycling Strategy. In the meantime, PNCC have adopted a major new Transportation Management Plan that recommends Bike Plan implementation, including a principal cycle route network.

We are keen to hear from other groups that have experience of implementing cycle route network. So far, the Council is a bit short on ideas (or a bit slow to be forthcoming about their ideas) for the kinds of engineering and design aspects of the cycle route network. We will be working hard to make sure that cycling infrastructure doesn't become a token 'add on' to a plan that seeks to make it more easy for more vehicles to get around and through the city. ☺

*Christine Cheyne*

## **LTSA Pedestrian and Cyclist Initiatives**

The Land Transport Safety Authority (LTSA) is undertaking three projects relating to pedestrians and cyclists as a component of the government's Road Safety to 2010 programme. These are:

- Pedestrian and Cyclist Safety Framework
- Pedestrian and Cyclist Best Practice Guidelines
- Safe Routes

The first two items are discussed in more detail below. The last initiative involves the development and establishment of a Safe Routes programme that will build on and extend the scope of the "Safe Routes to School" Programme. Both the Best Practice Guidelines and Safe Routes initiatives will be important components of the overall Safety Framework.

### **Pedestrian and Cyclist Safety Framework**

The Pedestrian and Cyclist Safety Framework will set out operational detail of how safety for pedestrians and cyclists will be improved over the period to 2010. It will sit under both the Road Safety to 2010 Strategy and the New Zealand Walking and Cycling Strategy. The purpose of the framework is to detail how the safety of pedestrians and cyclists will be improved and therefore support increased use of walking and cycling.

It is anticipated that the framework would consist of a number of safety "interventions" (actions, projects, etc) to form an integrated 'best mix' that are evidence-based, cost-effective and appropriate for New Zealand conditions. There would also be targets for pedestrians and cyclists based on their use of the road network (e.g. pedestrian fatalities/hospitalisations per million hours travelled, cyclist fatalities/hospitalisations per 100 million kms cycled); and a process for monitoring and review.

Based on research and communication with some stakeholder groups, the following safety interventions could be considered as part of a best mix:

- Best practice guidelines for pedestrian and cyclist facilities (see below)
- Education initiatives (both cyclist & driver training/marketing)
- Rules to govern road user behaviour (e.g. use of traffic control devices)
- Vehicle design standards (e.g. front, side and rear under-run protection on heavy vehicles, bicycle lighting)
- Enforcement initiatives (e.g. managing speed, cycle-aware policing).

The LTSA are keen to develop this framework in collaboration with organisations that have a stake in improving the safety of pedestrians and cyclists. A series of preliminary meetings has begun around New Zealand to establish the scope of the framework, and CAN/Spokes members

contributed to the first one in Christchurch. Further feedback and consultation meetings will be held over the next eight months, culminating in the publication of the final framework before Xmas. A number of initiatives however are already underway, such as the development of some best practice guidelines.

For further information contact Matt Grant, Pedestrian & Cycle Initiatives Programme Manager (<[mailto:matt.grant@ltsa.govt.nz]>).

## **Pedestrian and Cyclist Best Practice Standards and Guidelines**

The planning and development of a safe environment for walking and cycling is a key component to promote these modes and to improve road safety. Best practice standards and guidelines for planning networks and engineering facilities for pedestrians and cyclists are an essential and basic step towards providing nationally consistent and safe access for both these modes of transport. For this reason work is commencing on these projects prior to the completion of the National Walking and Cycling Strategy and the associated safety framework.

This initiative involves the development of:

- A cycle network-planning guide: a best-practice guideline for the planning of cycle networks which will ensure the most appropriate type of cycle facility is selected and developed as part of an appropriately planned cycle network.
- The New Zealand *Cycle Design Guide* is currently being developed by Transit New Zealand. This guide includes the engineering detail for cycle facilities. It will be the companion document to the cycle network-planning guide. These two projects are being coordinated so that the final guides are complementary
- A pedestrian facilities and network-planning guide: a best-practice guideline for the planning and engineering of pedestrian facilities to ensure that the facilities provided for pedestrians are appropriate, safe, and consistent with current international design standards.
- An update of the guidelines for installing pedestrian facilities for people with visual impairment: this would include a comprehensive extension and updating of the current visual impairment guidelines for the standardisation of facilities for visually impaired people crossing roads.
- A forward programme for the further development and review of other pedestrian and cycling associated guidelines, in association with stakeholders and as part of development of the National Walking & Cycling Strategy.

The development of these documents will be overseen by stakeholders advisory groups and include reviews of international best practice, user

surveys, preparation of and consultation on draft documents, and printing and promotion of the final documents.

For further information contact Tim Hughes, Pedestrian & Cycle Guidelines Coordinator (<th@ltsa.govt.nz>).

*CAN welcomes the development of these initiatives and looks forward to providing further feedback to the LTSA on the various programmes proposed. A significant move is the change in emphasis from the "dangerisation" of cycling & walking (i.e. "be very careful out there because it's very hazardous") to a more positive representation of these two modes.* 🚲

Glen Koorey

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## Bicycle Facilities at Wellington Airport

Paul Barker from WCC and Robert Ibell from CAW met with the General Manager of Wellington International Airport Ltd to look at improvements to facilities for cyclists using the airport and getting to and from the city. WIAL will be looking for bike shop sponsorship to provide a bike assembly area and have agreed to put up information and direction signs and to stock WCC's proposed new cycle route map at the airport information counter. WCC will ensure that signage helps cyclist find the tunnel under the runway that links with their soon-to-be-started Kilbirnie cycle facilities. The co-operation of WIAL and WCC is appreciated.

*From "Windy Wheels", Cycle Aware Wellington, February 03*

*(Perhaps other local groups could also look at how easy it is for cycle travellers to get to and from their local airport?)* 🚲

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## Air New Zealand Bike Carrying Charges

*The following is from CAN member Kevin Hague. For more information, contact Kevin at email <kevinhague1@hotmail.com>.*

Travelled with Air New Zealand recently? With your bike? If you have, you probably got a nasty shock: Air New Zealand now charges \$50 every time they carry a bike (though sometimes the ground staff, embarrassed by the policy, let you off).

The new fee was introduced at the same time as Air NZ's other changes to fares late last year. Bikes, kayaks and surfboards are used by Air NZ's policy as examples of "oversized" items, because they exceed the 'summed dimensions' standard (height + width + length) of 1.5 metres. The regular travellers amongst you will note that every second passenger on an aeroplane has an item that would exceed this standard, not to mention, say, golf clubs and skis, yet none of them are charged. Hmmm.

I have now had a lengthy exchange of letters with Air New Zealand on the issue. They have essentially refused to answer any questions at all about the basis for the fee, while at the same time insisting that there are very good reasons for it. They must be really secret ones, I suppose.

My very strong suspicion is that the reason for the fee is, in fact, to help compensate for the lost revenue from cutting some of their fares (a somewhat spurious argument as the result of their changed fare structure has been movement from a substantial loss to a big profit - I doubt that much of that was bike fees).

I definitely don't think we should let this go. It's important to challenge Air NZ at the highest level, and to back this up with a campaign to have individual cyclists, the organisations we work for, our families, and others concerned about fairness or the discrimination involved in the policy adopt an approach where, if there is no real difference in fares, they will consistently choose Qantas or Origin Pacific over Air New Zealand. Such an approach, even from a few individuals who travel a lot, will quickly result in a net financial loss to Air NZ from this policy. Imagine how quickly it would change if a major sports body adopted it. I'm working to organise this on a wider scale now, but all of us can do this immediately (and publicise the fact that we're doing it). I estimate that the changed policy for my own travel and the organisation I work for has so far cost Air NZ between \$5-10,000 in revenue.

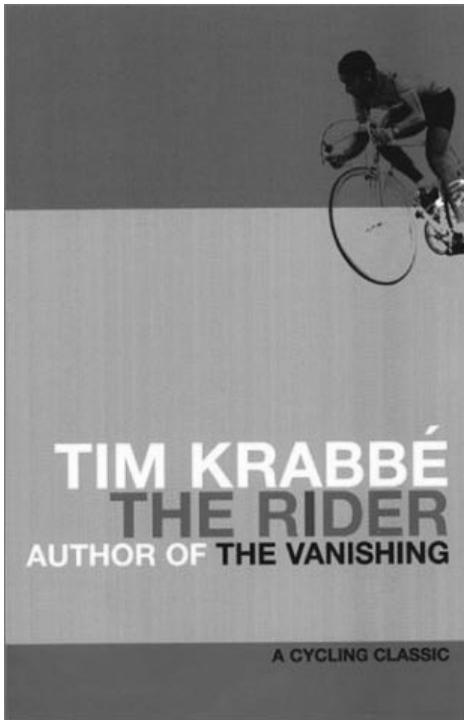
It's also worth taking the issue to the Human Rights Commission. How come bikes are charged for but golf clubs are not, when both exceed Air NZ's standard for size? The reason is that Air NZ has made generalisations about the kind of people who travel with bikes and the kind of people who travel with golf clubs. In particular, bikers are assumed to be younger, poorer and not as valuable as customers. But this is illegal. A provider of goods or services cannot discriminate against someone on the basis of age. There is a strong case that the bike fee represents what is called 'indirect' age discrimination, which is prohibited by the Human Rights Act 1993. I will organise a complaint.

*If you would like to contact Air NZ yourself, either to make a general complaint about the bike charges or to explain why you are not flying with them on your next trip, you can email Ralph Norris (CEO) at <Ralph.Norris@airnz.co.nz> or Brendan Fitzgerald (Senior Vice-president, Customer Services) at <Brendan.Fitzgerald@airnz.co.nz>, or write to them at Private Bag 92007, Auckland. 🚲*



## Book Review: The Rider

Written by *Tim Krabbe*, published by *Bloomsbury*, \$24.95



This gem of a book covers Tim Krabbe's cycling career and his progress through a fictional road classic in Europe. His blow-by-blow account of the race provides an excellent insight into the world of road racing, with many wry observations and witty anecdotes from the sport in general.

At just 148 pages, 'The Rider' is a quick read, not just because of its length, but because it is so damn hard to put down. Krabbe, who also wrote 'The Vanishing', clearly understands the art of pacing, in both racing and writing. Early in the first chapter he draws the reader into the drama of the event and keeps us riveted with frequent updates throughout. Along the way he outlines how he has come to be riding so competitively in this particular event.

I highly recommend this book to any cyclist. In particular, it is essential reading for cycle racing fans. Any rider who has ever experienced the highs and lows of a bike race will recognise countless home truths. For riders of a strictly recreational bent, 'The Rider' provides an entertaining and remarkably illuminating account of the competitive side of cycling. Definitely a classic. 🚴

*Reviewed by Simon Kennett*

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## Cycling Advisory Group Meeting

The Cycling Advisory Group met again on 10 March 2003. To recap, the CAG's purpose is to enable exchange between Government agencies, to achieve a more integrated approach to cycling policy. Jane Dawson and Axel Wilke represent CAN on that group and had a lot to say, as usual.

Transfund presented the list of cycling projects approved for funding in the 2002/03 financial year. As feared by CAN, the available budget of \$3.67m is very unlikely to be spent, as too many Road Controlling Authorities (RCAs) are just not geared up to apply for the money in a hurry. The rules

are quite strict: no cycling strategy - no Transfund subsidy! And RCAs can only apply for funding if they have got the work in their annual plan budget.

The funding is available for both walking and cycling projects. Whilst there are now procedures available for evaluating cycle projects, the equivalent for walking projects is still missing - Transfund has only recently commissioned their development. But the lack of evaluation procedures has resulted in almost no funding requests for walking projects. Hmm.

The Transit NZ representative on the group provided some disturbing clarification. Whilst the legislation for motorways (i.e. the Transit NZ Act) gives Transit the powers to allow cycling on motorways, they have made the conscious decision not to allow this on principle. Some State Highways are rather busy, have no hard shoulder, but cycling is allowed. Motorways generally have a hard shoulder, but cycling is not allowed. We would have thought that when comparing the two cases, cycling on the motorway shoulder must be a lot safer and more pleasant than sharing the traffic lanes with motorists on the shoulder-less State Highway. CAN fails to understand the logic behind Transit's decision, and we will discuss this item with Transit for sure.

Jane then reported about the UK experience. Their Government was game enough to set specific targets in their national cycling strategy, but they are missing these targets by a country mile! We tried to initiate a discussion on what New Zealand can learn from the British experience. CAN's position is that the 'carrot' approach (i.e. Government making funding available) is not good enough. In Britain, many local authorities simply do not care about cycling and don't invest in infrastructure. Spot the similarity with NZ! Hence, we are advocating for some 'stick' as well: make it mandatory for RCAs to invest a set percentage in cycle facilities, or else the subsidy rate for all roading projects gets reduced. Our feeling is that we've still got a lot of lobbying ahead of us.

Next item was an update on the 2003 Cycling Conference, to be held in North Shore in October. Then over to the LTSA, who have started working on Pedestrian and Cyclist Safety issues in earnest. There's some good work in the pipeline - good on them. Liz Yeaman reported on walking initiatives that are being pursued by EECA.

Alix Newman gave a quick update on the development of the NZ design standard for cycling facilities, the Cycling Design Guide. Transit NZ is leading this project, with the work done by CAN Exec member Andrew Macbeth of MWH. Should be all finished in a few months time.

Reena Kokotailo from the Ministry of Transport spoke about progress on the National Walking and Cycling Strategy. Readers may recall that the draft strategy was due out for consultation by Dec 02. The new release of the draft has now been set for June 03. CAN is somewhat concerned as to

whether the promotion of cycling has slipped in Government's list of priorities. Time will tell.

Whilst not all is going as fast as we would like it, it is very good that Transfund undertakes the effort of convening the Cycling Advisory Group. The needs of cyclists are slowly but surely being better understood by Government agencies. 🚲

Axel Wilke

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## Designing For Cyclists

### INTERSECTING FORTUNES

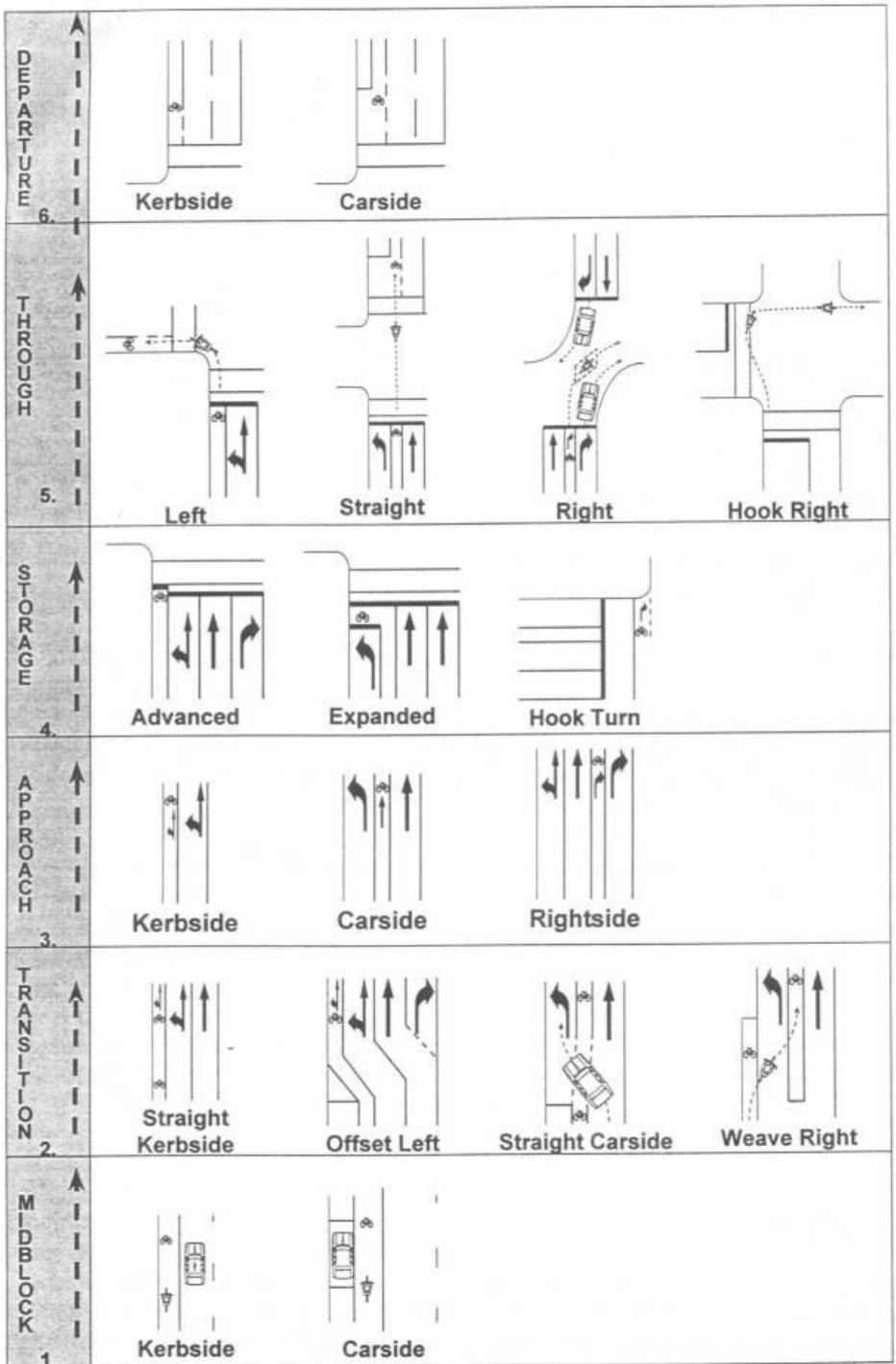
More than half of all reported cyclist road crashes in New Zealand occur at or very near to an intersection. Despite this, many roading authorities have only provided cycle-lanes along the "mid-block" (non-intersection) parts of their network; when you get to an intersection, they magically disappear.

Why is this so if intersections are so crucial to cycle safety? In many cases, providing intersection facilities is probably seen in the "too hard" basket; providing a cycle lane elsewhere is relatively easier. Intersections also tend to have additional demands placed on them by motor traffic, resulting in extra space taken up by traffic lanes. It doesn't help that local design guidelines in this area are woefully lacking (roll on the NZ Cycle Design Guide!).

Intersections of course come in various flavours: layouts, controls, turn lanes and so on. For particularly complex intersections, it might seem hard to know where to begin providing for cyclists. We're not going to start looking in detail just yet at various configurations. Rather we'll begin by looking at quite a useful way to break up an intersection into smaller components that can be more easily analysed.

Cumming *et al* (1999) suggested that there are six key elements of an intersection, in terms of providing for cyclists. The diagram below summarises these elements (from bottom to top) and some typical treatments. The concept is broadly applicable whether the intersection is controlled by signals, priority (STOP/GIVE WAY) signs or a roundabout. The six elements are:

- 1. Mid-block cycle lanes: Strictly speaking, this is not part of the intersection but of course, for continuity of cycle facilities between intersections, you may want to provide something. As mentioned before, however, often this is the only thing provided...



- 2. Transition area: This is often where additional turning lanes are being introduced for motorists, making it difficult for cyclists to know where to go. Providing a continuous cycle lane through this area leads to more consistent behaviour by cyclists, making them more predictable for motorists. It is usually still a fairly stressful area, so the use of coloured surfacing is generally recommended.
- 3. Intersection approach: After mid-block lanes, this is probably the most common cycle facility already seen around New Zealand, providing a safe place for cyclists next to other traffic lanes. The important thing is to determine what lanes are needed where, how wide they should be, and if coloured surfacing is required.
- 4. Storage area for cyclists at limit lines: Cyclists like to be able to get in front of motorists so that they are more visible. This can be achieved using tools such as Advanced Stop Lines (having the cycle lane stop ahead of traffic lanes) or Advanced Stop Boxes (having a cycle storage area in front of traffic lanes). Again, colour is also useful to make them more visible, and to discourage motorists from encroaching upon them.
- 5. Guidance through intersection: For relatively straight intersections this element is often unnecessary, but it may be useful where cyclists' paths are expected to curve (e.g. a roundabout or bend) or shift laterally. At priority-controlled intersections, continuity of the main road cycle lane is also very useful through the intersection, to remind side-road traffic to check for cyclists.
- 6. Intersection departure: Having got cyclists across the intersection, don't just forget about them! In some oblique layouts, cyclists may need coloured cycle lane markings to help them find an offset path on the other side and to prevent motorists from squeezing them out. If there are any slip lanes on the other side, then a cycle lane (preferably coloured) will help to remind entering traffic to give way to any cyclists.

Using the simple breakdown as outlined above, good design can be benchmarked against the completeness of the six design elements (in some cases, it's not necessary to cater specifically for each element). You can apply the same technique for cyclists approaching from any leg and heading in any direction.

### **Some Relevant Reading**

- Austroads, 1999. *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Section 5.2 (Issues at Intersections for Cyclists).
- Austroads, 2002. *Investigation of Cyclist Safety at Intersections* (Publication No. AP-R206/02), contains a good selection of case studies from around Melbourne to learn from. Website (1.3MB):

<[http://www.austroads.com.au/mall/austroads\\_v2/pdfs/447\\_AP-R206.pdf](http://www.austroads.com.au/mall/austroads_v2/pdfs/447_AP-R206.pdf)>

- Christchurch City Council has produced two useful reports, *Cycle Lane Delineation Treatments* and *Marking of Advanced Cycle Lanes and Advanced Stop Boxes At Signalised Intersections*. Website: <<http://www.ccc.govt.nz/Recreation/Cycling/TechnicalResearch/>>
- Cumming, A., Barber, H. and Smithers, R., 1999. *The Model Bicycle Intersection*. Workshop Paper for VelOZity Cycling Conference, Adelaide, Aust., Feb 17-19 1999.
- VicRoads, 2001. *Providing for Cyclists At Signalised Intersections* (Cycle Note No. 8) explains how to use the 'six elements' approach for traffic signals. Website: <<http://www.vicroads.vic.gov.au/vrpdf/trum/tr2001103.pdf>> (270kB)  
*All feedback please to Glen Koorey (<[koorey@paradise.net.nz](mailto:koorey@paradise.net.nz)>) ☺*

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## Report on the 4<sup>th</sup> International Cycle History Conference

**Canberra, Australia, February 24 - 25, 2003**

According to the organisers of this excellent conference, the Canberra Bicycle Museum, the attendance of 50 delegates represents the largest gathering since the first conference was held in 1989. As can be expected, most of the contingent was Australian, but several people came from New Zealand, England, the USA, Japan, Belgium, and Ireland.

The hospitality was generous, with a user-friendly representative of the conference sponsor, Shimano, actively participating. Many of the delegates were collectors of vintage cycles, retailers, amateur and academic historians, keen riders, cycle advocates, and any combination of the above!

I think academics could learn much from this conference - we got through 20 papers in two days, which included time for discussion, and all papers were presented in a plenary forum. The small number (by academic conference standards) allowed plenty of opportunities to mix and talk during break times. The venue was within five minutes walk from the Canberra Bicycle Museum and Resource Centre, which houses over 700 cycles of all description, plus an excellent library complete with cycling memorabilia, posters, and a workshop. This is the only conference where I have been asked, upon the registration, whether I required the use of a bicycle for the duration! We could choose a commuter, a mountain bike, or a vintage cycle, as we liked.

The twenty papers were as diverse as is cycling history itself. Biographical perspectives included George Singer and his enterprising presence in Australia; the inventiveness of Joe Tait of Bol D'Or cycles; the amazing long-distance feats of George Burston; the achievements of perhaps the best amateur racer, Jerry Gould. The latter three biographies were all the

more interesting for being presented by close descendants of these men - a son, and two grand-daughters.

Another interesting angle on cycling history is through local and regional history. Rod Charles introduced us to Geelong 1869-1930 from the cyclists' perspective; Rob Hess told us about the introduction of cycling and clubs into Edmonton 1890-1894. On a national scale, Clare Simpson discussed early cycle touring efforts in New Zealand before 1900, and Ron Shepherd proved himself an eminent storyteller as he recounted the exploits of four cyclists who circumnavigated Australia (one clockwise, three anti-clockwise) on their high bicycles (also known as 'ordinaries' or 'penny farthings').

Naturally, the social history alongside cycling was a lively theme, and was brought to life by Sally Dillon's presentation from the perspective of a society reporter for the nineteenth-century journal 'Cycling World Illustrated'. Sally, dressed in an appropriate cycling modest costume for the period (none of this bifurcated garb, thank you), took us through the intricate details of the female toilette required for fashionable cycling. Similarly, but with an entirely different approach, the conference held an interactive session in response to a paper submitted by William Hudson of the USA, who was unable to attend. William was interested to learn what the collective wisdom of the delegates saw as the key social changes and their commensurate impact of cycling and cycle design since the 1817. This was an extremely interesting session for we all have a somewhat incomplete picture of cycling history, given its under-researched state.

The politics of cycling is another exciting development in cycling history research. Many of us were well aware of the various political activities of early cyclists, even though this, too, is under-researched. The parallels with modern cycling advocacy and activism are very clear. Issues such as the right to ride on the road ("We are not part of the traffic, we ARE the traffic"), health and fitness, pollution (horses and steam trams compared to cars) etc. Iain Boal focussed on the development and progress of Critical Mass rides which currently occur at 5pm on the last Friday of the month in at least 150 locations worldwide.

Primary sources were, without exception, the mainstay of the research presented, the highlight probably being the beautifully written and illustrated diaries of the Aquith Bicycle Club, later called the Leeds Ramblers Bicycle Club. What was particularly interesting about this presentation was that, but for the accidental discovery of the diaries (c.1882), we would know nothing of this club and its activities, for it was comprised of Quakers, who kept the club secret save to their families and close friends.

Cycling history also offers interesting opportunities to delve into company history, including the activities of manufactures and retailers. Rolf

Lunsmann gave a fascinating presentation on the Malvern Star 1945 - 1958. He apologised in advance for choosing a relatively 'boring' period, but he felt compelled to present on this 'gap' in the Malvern Star history. Far from boring, I look forward to reading up on the other periods of this company, research that is already in the public domain. The retailer's perspective is also an important facet of cycling history, and we learned much about the issues facing retailers past and present from Graham Bradshaw, who edits the newsletter of the Retail Cycle Traders Australia.

Finally, no cycle history conference would be complete without looking at bicycle technology. "Who would have thought carbon fibre could be so fascinating," I wondered as metallurgist Peter Hines showed us how carbon fibre has evolved, the tribulations along the way (along with injured riders as bikes fell apart), and drew fascinating parallels with century-old technologies and designs that have stood the test of time (hint: if you can't afford carbon fibre, the next best natural material is bamboo). Equally stimulating to the techno-buffs in the audience was an account of Japanese derailleur gears. I can't pretend to find these things fascinating (except when I cycle uphill, of course), but for the mechanics, retailers, and gear-experts, the enterprise of the Japanese componentry industry was cause for much animated discussion. And what better way to round off a cycle history conference than to locate the final two presentations at the museum collection, where people learned about Moultons in Australia (Moulton bikes were a revolutionary 1970s design purportedly getting the ordinary person back onto bikes), and the identification of Australian machines, of which many delegates had impressive and sizeable collections.

What value these contributions to history? Granted, very few of the presenters were formal scholars, but I found the standard of research and reporting to be as high, if not higher, than any academic history conference. The tenacity of these researchers has produced first-rate record keeping, data collection, and a strong desire to transform speculations into facts. These researchers are well aware of the limitations of their sources, that many of their conclusions can only be tentative at times, and that it is imperative to ground their work in the context of broader social histories. The general knowledge of the fields allied to their foci is most impressive; people were generally comfortable with the varied histories of railways, shipping, tourism, technologies, textiles, print media, etc. It is clear to me that cycling history offers a unique angle on facets of social history, including sport and recreation. It is a rich area, with much more to offer than race results and famous sporting achievers. It is so under-researched, that you can safely start into cycling history knowing that you are the first to uncover such material. ☺

*Clare Simpson, Lincoln University (<weatherbee@xtra.co.nz>)*



# BIRDY, LOOKS CUTE

# BUT ISN'T...

- ▲ foldable in less than 15 secs
- ▲ weighs in at only 10.8 - 12 kg<sup>(i)</sup>
- ▲ front and rear suspension
- ▲ aluminium alloy 7005 frame
- ▲ 14,000 Birdys sold each year

Starting from \$1599



## WORRIED ABOUT SMALL WHEELS?

If you think you'd have to pedal fast on 18" wheels - think again. The oversize chain-ring on the Birdy compensates for the smaller wheel size. Combine this with high pressure tyres (80-120psi), high quality components, a choice of 7-24 gears and a light weight frame, and speed won't be a problem.

And with the low inertia offered by the smaller wheels, you will be amazed how fast the Birdy accelerates.

In fact, slowing down is what you should worry about. But that's OK too... All Birdys come with powerful V-brakes and feature an anti-dive braking system at the front.



"My Birdy is tremendous fun to ride - fast, maneuverable and comfortable. ...the Birdy can't be pigeonholed as just a folding bike. It handles fast bumpy down hills better than my 27" touring bike".

Dave Kelly, ChCh

"We are delighted with the bikes and surprised at their ability to cover the ground. They ride smoothly and quickly and give away nothing in functionality because of their folding. We cannot fault them".

Paul and Val Worden , Melbourne

## ...LOOKS CAN BE DECEIVING

The Birdy may appear cute but is really a serious bike - its fast, comfortable and light.

With full suspension, a light-weight frame, up to 24 gears and Shimano LX components<sup>(i)</sup> the Birdy is not only the perfect bike for city commuting but also for recreational and long distance riding, touring and overseas travel.



(i) depends on model. Birdy Silver (10.8kg) has Deore LX components, Birdy Blue (12kg) has 24 gears.

## **SPARC Cycle-Friendly Employer Resources Now Online**

SPARC now has a set of useful resources on their website, giving you 'all you need to plan and implement cycle-friendly programmes at your workplace'. This material was prepared by CAN and can be found at: [<http://www.sparc.org.nz/publications/index.php#cycle>](http://www.sparc.org.nz/publications/index.php#cycle)

*Below are a number of case studies showing how some work places have embraced being cycle-friendly:*

### **How Auckland City Council became infested with BUGs**

It all started many Thanksgivings ago (to be sung to the tune of Alice's Restaurant – Arlo Guthrie) when Sue Parsons and I were cycling along Karangahape Road. We were passing the corner just before Gundry Street when an articulated car transporter ran her off the road. I was behind her and couldn't believe what I saw. The driver stopped further along Great North Road and we drew up along side to politely enquire as to where he got his licence? Gave him the spiel about "look out for bikes" and rode off into the sunset. The next day we were chatting about the experience and thought it would be a good idea to form a support group for council cyclists (a.k.a. a Bicycle User Group or BUG).

And things have really snowballed from here. We try to meet up for a breakfast once a month and I shift the venue so this doesn't favour cyclists riding from any one direction. So far the idea has been well received by the café owners who have not objected to a group of 20 or so riders crashing their establishment. The first meeting was held at the Sierra café down by the waterfront mid 2002. The group has just reached 50 members and I am looking to get a cycling shirt produced to celebrate this milestone.

The "agenda" varies at our meetings where we discuss tactics to counteract motorists though we try not to get too bogged down on this one. We chat about routes, safe/unsafe parts of town, forthcoming events etc. We have also palled up with Planet Cycles in Dominion Road and they have offered us discounts on cycling gear, bikes, accessories and workshop fees. The team has met at their establishment where Geeza gave us the low down on basic bike maintenance. We are looking to have a follow up meeting shortly and I am going to produce a wee bike maintenance booklet.

We're working towards becoming an officially recognised council support group, which would give us guaranteed access to internal newsletters, noticeboards etc. But many of the activities suggested by "how to BUG" websites don't apply, as the Civic building has excellent facilities for cyclists with showers, lockers, secure bike parking and even an ironing board. There may be other council sites that need a tune-up though.

Some members meet up for weekend rides and others meet up during the week for swims, runs and rides. A group of women met through this wee

group and recently entered the mi services triathlon as a team of three. They came 7<sup>th</sup> overall despite one of them cycling 3k on a flat tyre. That's what mountain biking does for you!!!! There are also folk who are keen Mountain Bike riders, a couple of which cover great distances in the weekend to test rides through out the North and South Islands. So there are some great things happening as a result of people riding and socialising together. 🚲

Andrew Trevelyan, Auckland City Council BUG

## Parking Facilities at Work for Commuting Cyclists

In an ideal world, cyclists who commute to and from their place of work would do so in perfect, stress-free conditions. It would never rain during the commute and any wind would always be a *tailwind!* On arrival at work a uniformed door(wo)man would take the rider's velocipede away to secure parking, wash and polish it and make any minor gear adjustments needed, while the cyclist would discard sweaty cycle attire and head off to a hot shower followed by a massage, a change into well pressed office clothes and finally *work!* After a hard day's slog for the cycle-friendly employer (interspersed by surreptitious reading of the latest bicycle magazine and some daydreaming about the next cycletour), the cyclist would change into freshly laundered cycling clothes, pick up the cycle from the door(wo)man and complete the return journey home.

In the **real** world things are somewhat different. Cycle parking may range from locking it outside to a nearby parking meter post (and hoping it is still there later on), or stashing it behind an office desk if the employer is friendly, to leaving it locked in a basement carpark with no security.

This article describes how it is possible to achieve something (at least secure cycle parking) between the ideal and the real cycling world. The scene is Land Transport Safety Authority's head office in Wellington...

LTSA's head office is located in the 12 storey NZ Post building, which has a large basement garage on two levels. The building houses several organisations besides NZ Post staff viz LTSA, IRD, BNZ and Datacom. A number of the employees of these companies commute to work by bicycle. Other privileged employees commute by car. Hence the need for all the car parking space in the basement!

Until September last year bicycles were parked against a concrete wall and locked to vertical metal posts, which support building service pipes (Photo 1). The posts are located in pairs about four metres apart. This parking arrangement was *ad-hoc* compared with the painted marked out car parking spaces in the garage. There was space along the wall for about 25 bicycles maximum. Note in Photo 1, that bicycles were sometimes parked very close to marked car parks (and parked cars!).

*Photo 1: Original bicycle parking arrangement*



When spring arrives the demand for bicycle parking space in the basement usually increases as cyclists come out of hibernation with the warmer weather and the need to start training for various rides.

Sometimes it was a case of the early bird (or cyclist) got the last available parking place. NZ Post added one of those old-fashioned wheelbender bike stands to increase the capacity, but this did not satisfy demand. Space for bicycle parking is limited in the basement garage since most of the floor space is allocated to motor vehicle parking.

Obviously there was a need to increase capacity and improve on the *ad-hoc* bicycle parking facilities. Last year, after discussions between cyclists and senior LTSA management, LTSA designed and financed the installation of an improved bicycle parking system for two of the bays along the wall on a trial basis. This consisted of a 50 mm diameter galvanised pipe bolted horizontally on to the metal poles that hold the building's service pipes. The new pipe initially had 12 plastic-covered metal hooks mounted along its length (Photo 2) and the cyclists' bicycles were *hung vertically* on the hooks by their front wheels. The pipe was mounted so that the largest bicycles would clear the floor when hung on the hooks. The hooks can slide along the horizontal pipe to accommodate the wider handlebars of mountain bikes as well as the narrower ones of road bicycles and thus allow flexibility in spacing on the rack (like clothes hangers in a wardrobe). Bicycle parking space is on a first-come first-served basis and can be used by anyone who works in the NZ Post building.

The trial two-bay arrangement proved very successful and popular with cyclists, so LTSA, with the approval of NZ Post, extended the new bicycle rack the full length of the wall (26 metres). The completed rack (Photo 3) can accommodate 40 bicycles hung vertically, compared with 25 using the previous arrangement. On warm summer's days 25 - 36 cyclists use the rack, with some parking space left for future cycle commuters. The 40

bicycle capacity of the new rack is slightly less *numerically* than the rest of the upper garage floor area which holds about 45 cars, but is much more space efficient.

*Photo 2: Close-up view of bicycles hung on plastic coated metal hooks. Bicycles are locked to the horizontal plastic coated stainless steel cable (about halfway up).*



Security is twofold. Entry to the basement garage is controlled by the employee's Swipe card either from outside the garage entrance or internally from other parts of the building. In addition there is a 10 mm diameter plastic-covered stainless steel cable bolted to the vertical supports so that cyclists can use U locks or cable locks to lock their bike frames/wheels to the stainless cable. When cyclists leave the basement garage they ride over a marked wire loop embedded in the floor (just like traffic lights) and this opens the roller door leading to the outside world.

Advantages of the new bicycle parking rack are that commuters' bicycles can be parked all day at no charge in a secure area, under cover, in a compact, efficient arrangement, which minimises the risk of damaging paint and equipment.

In addition to constructing the new hanging bicycle parking rack LTSA also provides showers/changing facilities and lockers for cycling employees in the toilet areas at each end of the building. The other floors in the building are similarly equipped with toilets and showers at both ends, so all cycle rack users can shower after cycling to work.

As a road safety organisation LTSA encourages its employees to be *conspicuous* when cycling on the road in commuter traffic and makes available high visibility orange vests with reflective tape to those cyclists who choose to wear them when cycling.

*Photo 3: 26 metres of new bicycle rack with 36 bicycles parked on it.*



The total cost of the new hanging bicycle rack was \$3000, including materials and installation costs. The new rack is probably the largest secure, covered bicycle rack in Wellington and possibly the North Island. Hopefully it won't be the only one for long and other cycle friendly employers will install similar (or even larger) racks for their cycle commuter employees. This type of rack could be suitable for installation inside the entrances to public parking buildings, where the parked bicycles would be continuously watched over by the attendant/cashier.

It can be done! Vive le vélo! 🚲

*Ron McGann, LTSA*

## **Forecasting Change – MetService BUG**

Staff at the MetService in Wellington set up a Bicycle Users' Group in 2002. Forecaster Paul Bruce said that 13 regular cyclists, out of about 130 employees at the Kelburn office, responded positively to the call for a BUG.

Because the majority of staff are shift workers, several meetings had to be held. These meetings were followed by a wider survey on key issues, such as the best location for cycle storage, size of lockers and a place to dry wet gear.

Paul said that he had been inspired by the information on similar groups set up overseas. "The only real way to get employers to do something practical for cyclists and walkers was to show them that you had the numbers, and that it was in the business's interest to support staff who choose to not use cars."

Paul has been biking up the hill to the Kelburn office for 30 years and says that it has really made a difference to his well-being, fitness and alertness. He says that it takes 20 minutes to bike from his home to the office. Sometimes Paul chooses to bike through a park to get that "away from

town feeling". Or when he wants a real workout, he rides via the off-road tracks that surround Wellington.

Paul hopes that more staff will join the new BUG, as they are encouraged by more cycle-friendly facilities. 🚲

## Cycle-friendly Employers provide secure bike parking

Three cheers for **Greater Wellington** (formerly the Wellington Regional Council), which has generous provision for bike parking in its Wakefield St building. In an unusual move, two car parking spaces were removed to make room for dozens of bikes in a caged-off, locked area. Lisa Baudinet from the Council said they were responding to demand from staff. We applaud their commitment to supporting staff who choose not to drive.

Meanwhile, boo to the **Ministry of Foreign Affairs and Trade**. Before designing their new building in Lambton Quay, they asked staff what they wanted. Staff asked for secure bike parking, but this request was ignored. Two bikes have since been stolen from the loading bay at the new building, so staff are choosing not to cycle. We note that the Ministry is responsible for Climate Change policy... 🚲

*From "Windy Wheels", Cycle Aware Wellington, February '03*

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## Cycling News From Around New Zealand

### *December:*

- Nelson City Council plan to install \$30,000 of green cycle lanes over the next few months.
- Waitakere City Council start detailed design on a cycleway alongside the railway line between Swanson and New Lynn, to be built over a number of years at an estimated cost of \$1.7 million.

### *January:*

- A new group, Cycle HEALTH (Helmet Law Truth & Honesty), campaign against mandatory wearing of bicycle helmets in New Zealand.
- Designation plans by Tauranga District Council for a duplicate bridge across the harbour, still many years away from construction, include a cycleway/walkway along the bridge.
- Dunedin City councillors cautiously endorse spending \$1.4 million over the next decade on a network of cycle lanes, paths and other cycling improvements around the city.
- Christchurch City Council kick off a two-month promotional campaign to encourage motorists to "share the road" with cyclists.
- Meanwhile, Palmerston North City Council also has a new advertising campaign, highlighting driver and cyclist behaviour at intersections.

- Transit NZ will spend \$80,000 on a new walkway/cycleway bridge in Highlands Park, New Plymouth, shortening a popular cycling route.

#### *February:*

- National Bike Wise Week goes off with biking breakfasts, business battles and other cycling events all around the country.
- Canterbury's top traffic officer, Inspector Derek Erasmus, receives a ticket for riding through a red light on his bicycle.
- Transit NZ and Wellington City Council consider upgrading an old dirt road to provide a better cycling link from Ngauranga Gorge up to Newlands.
- Transfund approve almost \$1 million on 24 walking and cycling projects and strategy studies around the country.
- Porirua City Council considers installing bike lockers at a couple of local train stations, as well as extending the new "Ara Harakeke" pathway between Plimmerton and Pukerua Bay.
- 73-year-old North Otago man, Bruce Willis, completes an 1100km cycle ride from Bluff to Nelson, despite having an artificial knee and metal plates in his neck.
- Wellington City Council's three new bikes for work trips by traffic & transport staff are proving so popular that other council sections are also looking at buying some.

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### **Quotable Quotes**

*"If I haven't got meetings I'll go and have a ride. I have got pretty familiar with Feilding."*

Manawatu District Mayor Ian McKelvie, who keeps a bike in his mayoral office, extols the virtues of cycling. (Dominion Post 6/12/02)

*"Would you like to sit next to someone with a sweaty face and smelly feet? They take their shoes off."*

La Vista Café manager "Adaan" bans Auckland cyclists out for a Saturday morning ride from stopping at his St Heliers café, claiming they are obstructing the business and causing breakfast customers to go elsewhere. (East & Bays Courier, 10/1/03)

*"If they're going to replace trains with buses, I obviously can't take the bike."*

Porirua resident Steve McLaren explains the problems for 'bike-train-bike' commuters due to TranzRail's ongoing problems in Wellington with its trains and tracks. (Dominion Post 21/1/03)

*"If I get fined he could lose the bike for good to help pay for it."*

Dunedin father Robert Gilder comments on his three-year-old (!) son's antics, as Police consider whether to prosecute him after the youngster rode his poorly maintained bike through an intersection and collided with a car. (The Press 6/2/03)

*"My commitment to cycling comes from my views about the world and the environment, my enjoyment of this form of exercise and because it is economic to do so."*

Kapiti Coast District councillor Alan Tristram covers it all really, as he tries to get a councillor team in the Business House Biking Competition. (Kapiti Observer 13/2/03)

*"If 40 people walked over the bridge it would take a busload of people off the road."*

Northcote MP Ann Hartley pushes for a walkway/cycleway across the Auckland Harbour Bridge, despite the suggested \$20 million price-tag. (North Shore Times Advertiser 18/2/03)

*"The only company vehicle I have is the bike. That investment has been a very good one for both me and the company."*

Wellington Centreport chief executive Ken Harris finds using his 'company bike' very handy for getting around town to meetings. (Dominion Post 18/2/03)

*"For bikers, getting to work means stress goes down; for drivers, stress goes up."*

Wellington cycle commuter Lou Gallagher compares travel modes. (Dominion Post 19/2/03)

*"...it is the first time I have biked into town for 20 years. I have just recently taken up cycling and I quite enjoyed this morning."*

Christchurch City councillor Alistair James gives the big tick to biking, after cyclists take the honours in a Christchurch 'commuter challenge'. (The Press 22/2/03)

*"...a momentary unpremeditated moment of madness."*

Judge Brian Callaghan describes a Geraldine man's actions in riding his bike at his ex-partner's new boyfriend, for which he was charged with "using a bicycle as a weapon". He lost control of the bike when his chain come off riding up the kerb, and hit a child. (Timaru Herald 27/2/03) 🚲

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## **Biking into Wellington**

Anecdotally I've heard that Wellington is the worst city in the world to bike out of. I wondered what it was like to bike *into* so my 14-year-old daughter Kate and I decided to try and find out. The forecast promised northerly

winds – a tail wind was what we wanted. Leaving our Waikanae home at 5-15am (because, to misquote a phrase “Self-preservation is the better part of valour”!) we waited at the Te Moana Road traffic lights to no avail. A quick glance around to check there was no policeman in sight and we were on the Main Road. With no sound of traffic, we made a nervous dash across the Waikanae River bridge and 25 minutes later we were following a marked cycle detour in Paraparaumu along Hinemoa Street to avoid the railway overbridge. Back on the Main Road by the lights, we hugged the road edge inside the white line. Not much traffic and what there was seemed to drift over to the middle lane to give us a wide berth, although truck and trailer units created air currents that wanted us sucked into following traffic.

McKays Crossing reached (the only level crossing on SH1 between Wellington and Ohingaiti) but also the worst part of the trip at the end of the straight just south – a crash barrier around a culvert just before the bend and no room to manoeuvre. Paekakariki after an hour and time for a rest – but alas, in our rush to depart we’d forgotten our water bottles. Kate could text Mum later to say she’d be proud of us – we’d forgotten our water but remembered to take the cell phone!

With the narrow rail overbridge looming and this time *discretion* being the better part of valour, the footpath opposite looked the obvious choice. In fact we stayed with the footpath or pretence of one all the way to Pukerua Bay. Interesting how a drive of a few minutes in a car takes so long on a bike. We stopped at one parking spot to admire the view back along the coast and at another we found a monument commemorating the opening of that section of road in November 1939 by Minister of Works at the time, Bob Semple. Concrete work nearby paid tribute to the men who had constructed that section of road and pushed the sea back.

Past Pukerua Bay we looked on our right for an entrance to the *Ara Harakeke* track – a purpose built bike track and walkway that follows the main road for over four kilometres. The entrance found although the track to the right said, “No Exit. Track to Pukerua Bay to be completed this summer.” Well I guess summer’s not over yet... It was pleasant freewheeling downhill to the weigh-station feeling safe and knowing the track was our own.

At the Paremata bridge duplication we inspected the progress – one concrete bridge pile complete. With a left turn, we could follow a path under the bridges, past Paremata Station, past the end of one pedestrian overbridge and under another to emerge back on the road at an inconvenient spot. With a dash across a couple of northbound lanes and the median grass strip, we lifted our bikes over the low barrier and were back in business biking to Porirua.

A notice in no uncertain terms told us, as cyclists, to exit at the first Porirua off-ramp but a cycle lane *cum* footpath was provided. A necessary stop at the supermarket in Porirua to get a \$1.50 bottle of water (it was free when I was a kid) and we had a rest and a look around the Saturday market in the central carpark. Miraculously all the stalls will disappear in another hour at 9am sharp.

The busy roundabout near the SE corner of North City Plaza looked troublesome so we dismounted and became pedestrians to get on the road to Tawa. Easy pedalling but with thoughts of usually driving a car along that way, I now realised the road went up and down a number of times. Tawa was fairly quiet – almost deserted and at the south end it was time to fish out the map. We knew, as humble cyclists, we weren't permitted on the motorway but how to get to Johnsonville? Ah yes – Willowbank Road opposite was the one to take. It seemed a pleasant, quiet stretch of road – some of it rural in fact – with a number of walkers and joggers doing their bit to stop the health budget blowing out. The last stretch was a long slow climb to Johnsonville which Kate managed to bike. I was starting to suffer from Post Area (Posterior) Stress Disorder caused by sitting too long on a narrow seat so I resorted to walking – Kate coming back after a while to look for me.

Johnsonville came and went, the motorway had finished and we had an exhilarating ride down Ngauranga Gorge – no number plates on our bikes so no threat of a speeding ticket. Half way down we noticed that it may have been more sensible to ride the concrete strip along the side but no time to change now. A pleasant surprise awaited us at the bottom along the Hutt Road – another cycleway/footpath of very wide proportions virtually all the way to the railway station, where we arrived at 9.25 – 4 hours 10 minutes later.

After a bite on what we packed as a lunch in Lambton Quay's Midland Park, I bought a copy of the Christchurch Press at the newsagent, to reward myself on our accomplishment (once a Cantabrian – always a Cantabrian) and we returned to the station. For \$20 including our bikes at \$4 a throw, we returned home on Tranz Metro to Paraparaumu and a short ride home via the Otaihanga swingbridge arriving 11.30 – home in time for Kate to watch the Black Caps play India in Queenstown!

Yes, I think a trip to or from Wellington can be a bit nerve-racking – after all we did it very early morning and on a Saturday. Considerations are being made for cyclists like the *Ara Harakeke* track south of Pukerua Bay and the cycleway/footpath along the Hutt Road but in the future I hope many more are made. 🚲

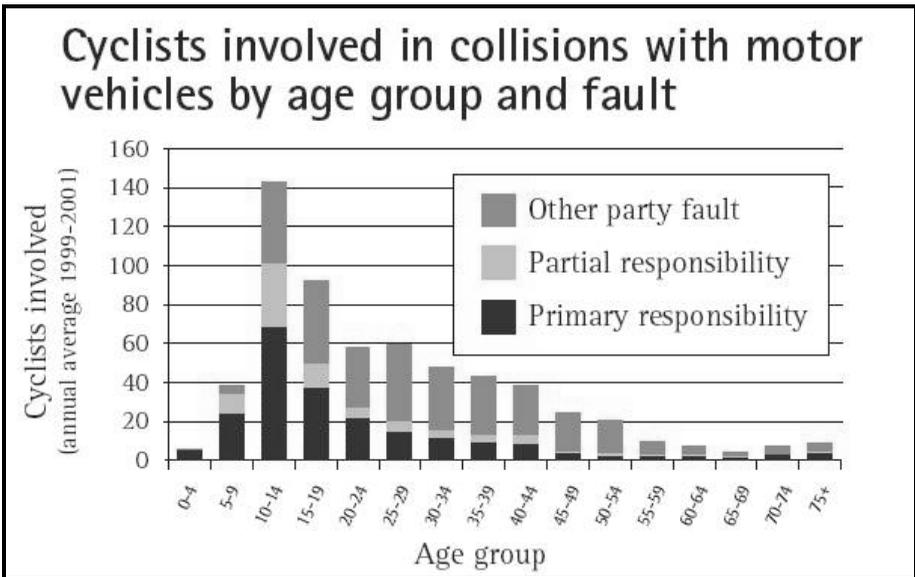
*Dave Grantham, Sat 4th Jan 03*

## Cycling Research

### THE BUTLER DID IT

Cyclists and drivers tend to be fairly antagonistic groups at times (even though many of us are both!). Regular letters to the editor will complain about the other crowd's poor driving/riding behaviour, breaking of traffic rules, and other unsafe practices. Still others will blame the roading authorities for providing unsafe facilities. So who's to blame when it comes down to road crashes?

The Land Transport Safety Authority recently provided some interesting figures on this in its regular *Road Safety NZ* newsletter (LTSA 2002). The graph below shows who is deemed to be at fault, by age group, in cyclist-vs-motor vehicle crashes (1999-2001 data). Overall, cyclists were primarily responsible for only about 35 percent of collisions involving motor vehicles. For crashes at either intersections or while making a manoeuvre, the cyclist has the primary responsibility for only 27% of collisions.



What is interesting however are the splits by age. If we look at cyclists over 25 (the age at which we also tend to get less worried about drivers) they are usually only at fault in about 22% of cases. However cyclists are increasingly more likely to be at fault as they get younger. Indeed, child cyclists under the age of 15 are more likely to be at fault than motorists, with 51% having the primary responsibility and a further 23% having partial responsibility.

This is not surprising really, given the lack of experience and road sense, and heightened risk-taking usually seen in younger cyclists. While this

underlines the need to train young cyclists in road skills, it also highlights though why we should emphasise driver education:

- a) for the older cyclists, it's probably the motorist's fault anyway, and
- b) for the younger cyclists, it is probably easier to educate "grown-up" motorists to look out for the other party.

One thing not clear from the above analysis is the contribution of the road environment to crashes. A quick inspection of LTSA's crash database reveals that, during 1999-2001, 5% of cycle crashes had road features mentioned and 4% listed other factors such as weather or animals. This may not be a true reflection of road problems present, as it is dependent on the attending officer identifying a feature as being deficient.

Of course, not all cycle crashes actually involve a motor vehicle. People fall off their bike or hit objects for various reasons, and they may also collide with pedestrians, animals, and other cyclists. In fact, Munster *et al* (2001) estimated from New Zealand hospital data that four times as many cyclists are injured from non-motor-vehicle crashes on the road or footpath (not including off-road mountain-biking track accidents) than those involved in a motor vehicle collision.

As part of that research, people involved in such crashes were surveyed on what they felt was the primary cause of their crash. In about half of the cases, a secondary contributory factor was also identified. The table below shows the breakdown of causes.

<b>Factor</b>	<b>% Primary Cause</b>	<b>% Secondary Cause</b>
Action by Self	34%	41%
Road Feature	28%	27%
Cycle Problem/Failure	16%	18%
Actions by Other Party	11%	2%
Trying to Avoid Something	7%	4%
Misc./Unknown	4%	8%

Self-infliction aside, it is significant how much of a factor road features are deemed to be a major cause of these cycle crashes. Gravel in particular was a big concern, with roadwork signs, potholes, drains and railway tracks also featuring prominently. It is also noticeable that older cyclists were more likely than younger ones to attribute blame to external features rather than themselves. This may be a reflection of the inexperience of younger cyclists (who are probably more likely to lose control of their own accord); however it may also signify that they aren't as experienced at identifying road faults.

So who's to blame? As you can see, the answer is a bit of everyone. Cyclists need to have proper cycle training, particularly when they're young/inexperienced. Drivers need ongoing education and encouragement to share the roads safely with cyclists. And roading authorities need to make sure their roads and paths aren't hazardous.

## References

- LTSA, 2002, "Stats: How to stay safe as a cyclist", in *Road Safety NZ*, Oct 2002.
- Munster D. *et al* 2001, "Role of Road Safety Features in Cycle-Only Crashes in New Zealand", Transfund NZ Research Report No. 211.

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

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## Mountain Bike Access to some Tracks in National Parks

The New Zealand Mountain Bike Association is seeking a change to the General Policy on National Parks to rescind the automatic exclusion of bicycles, so that each case for bicycle access to a particular track can be considered on its individual merits. The appropriate context for such consideration would be the Management Plan for each particular park.

Some people involved in mountain biking are drawn towards tracks of the type to be found in our National Parks. Typically such riders are seeking access to New Zealand's natural heritage environments and landscapes along with the joint challenges of self-reliance, physical strength, skill and endurance. These are very similar motivations to those of trampers and other National Park users.

However, bicycles are caught up in the definition of vehicle (from the Transport Act 1962) in the General Policy for National Parks, established by the New Zealand Conservation Authority in 1983. While it is clear from context that the NZCA was not, at that time, thinking of bicycles when it prohibited vehicles from using tracks (other than formed roads) in National Parks, the effect of the policy has been to exclude bicycles from some of the best possible tracks for long distance mountain biking in the country.

This loss is felt particularly keenly in relation to the Heaphy Track, now in Kahurangi National Park, as this is a track on which a strong tradition of cycling had been established. There are undoubtedly CAN members who have ridden the track, which was also well established as a route for cycle tourists, connecting Golden Bay and the West Coast.

The NZMBA readily acknowledges that many tracks in National Parks are not suitable for mountain bike access. In some cases the physical nature of the track (such as steepness or surface type) renders it unsuitable, whereas in other cases very large numbers of other users may make multiple use unmanageable. However, in some other cases the track is

suitable and multiple use would be manageable. The Heaphy Track represents a good example of this.

Under the existing policy, however, mountain bike access to such tracks cannot even be considered. Such a policy could only rationally continue if there was something about mountain bikes that was inherently incompatible with National Parks. There is not.

Part of the problem is that people tend to stereotype mountain bikers as thrill-seeking, inconsiderate hoons because the variants they tend to see are the telegenic downhill racing and 'extreme sports' type stunts. In fact the kinds of riders interested in long distance, back country tracks will tend to be older, careful riders who are almost certain to follow the mountain bikers' 'off-road code' of practice', which is widely known amongst riders and strongly promoted by the NZMBA and through the Kennett Brothers' guide to NZ mountain bike tracks, owned by all serious back country mountain bikers in New Zealand.

### **The Off-Road Code**

- Ride MTB and multi-use tracks only. Ask permission from land owners before heading out.
- Respect other users; always give way to walkers.
- Keep your bicycle under control.
- Leave no trace: never skid nor drop rubbish.
- Never spook animals; leave gates as you find them.

The NZCA is about to embark on the first ever review of the General Policy. NZMBA has developed a very strong case, but members of the NZCA are a conservative bunch, who hold a variety of cycling misconceptions. NZMBA will need any support you can offer.

*CAN supports the NZMBA in their efforts here, given the potential also for segregated (off-road) cycle touring routes in some locations. If you'd like to help, contact CAN & NZMBA member Kevin Hague at <kevinhague1@hotmail.com> or at 17 Te Makiri Road, Waiheke Island.* 🚲

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## **Letters**

I was heartened by the very positive Guardian article on Mayer Hillman, and wanted to add my own reminiscences of this giant of a thinker, but first a gentle reminder on cycling conferences lest we already lose a bit of our short cycling advocacy history.

ChainLinks introduced the article by saying that Mayer Hillman spoke by videolink at "the first cycling conference, in Palmerston North in 2000". In fact, the first New Zealand Cycling Conference was held in Hamilton in 1997, the result of Paul Ryan, local cycling advocate and engineer, having

the vision of a cycling conference and tirelessly building up the momentum for one over more than a year.

And so to Mayer Hillman. My first contact with the man was when I saw him looking strangely at me on Cardiff Railway Station. We were both going to a 1992 Friends of the Earth conference on cycling and health. I must have looked like a cyclist, and when we both got off at Swansea he asked me, and we shared a taxi.

"What do you do?" asked Mayer. "I'm a local Council Cycling Officer" I replied. "Oh, I used to do that, many years ago". "What do you do now?" "I'm a researcher with a policy institute". It was then that I twigged I had one of the conference's main speakers with me in the taxi. "You're not Mayer Hillman, are you?" He went embarrassed and admitted to the fact. "What sort of research are you doing now?" I asked. "I'm doing some research on cycling and health and safety - though I admit I'm a bit worried how much of it I'll be able to publish. It's really interesting, but I know there will be a lot of people who won't want to hear what I want to say".

That was the now-legendary "Cycling Towards Health and Safety" study published by the British Medical Association in 1992. Another cycling expert on the BMA's committee who considered Mayer's work for publication confirmed that there had, indeed, been a real battle over how much the BMA would allow to be published. Mayer got everything he wanted, except for the years added: years lost ratio of 20:1, comparing cycling's crash risk with its benefits. The BMA study argued that health benefits outweighed risks without putting a figure on how much by. So Mayer published the 20:1 ratio in a separate conference paper later the same year. Ironically, that 20:1 figure is now widely quoted, and probably better known than anything in the study itself.

The BMA study marked a turning point in how UK health professionals regarded cycling. Beforehand, they discouraged cycling as dangerous - "we should know, we treat the victims". Afterwards, they encouraged it with a "Bike for your Life" leaflet. That's very typical of Mayer and his work. People don't like his findings at the time, but after a while they admit he was right. He really does change the way people think.

I also saw Mayer present - for the first time - his research on cycle helmets, published as a study "Cycle Helmets: the Case for and Against". This was at the 1993 VeloCity Conference in Nottingham. This conference had been opened by a somewhat petrolhead Transport Minister called Robert Key, who even the right-of-centre Daily Mail tabloid compared to Mr Toad in "The Wind in the Willows" for his self-confessed love of cars. Key in his opening speech got booed (rudely, but I thought deserved) when he rubbished "esoteric academic theory" for questioning the rightness of wearing helmets - an obvious reference to Hillman's new study. Hillman

hadn't been at the opening, so I told him about this later in the conference. I could tell, that for all my negativity about Key, Mayer was genuinely hurt.

At heart, Mayer Hillman strikes me as a very sensitive man, very intense, and I think he feels the hurt because of his genuine passion for his research. He always digs a bit deeper than others, and exposes the flaws of the conventional wisdom that most others accept as "avant garde". For example, I heard him at the Birmingham launch of John Grimshaw's, National Sustrans Cycle Network, just before I left the UK in 1995. While most other professionals were patting themselves on the back for embracing public transport, Hillman was all fired up about how much more important the still-neglected non-motorised modes were.

Hillman once offered to send me a list of his publications. It ran to 20 pages (that's just the list of titles) in 1999. He has carved out his own niche, and apart from cycling, in the 1970 achieved a major change in the consciousness in the areas of children's independent mobility. I've also been chuffed that he remembers me - he recognised me through the videolink at the Palmy conference. He is the cleverest man I have ever met.

I have always been struck by what a high proportion of the world's true geniuses are Jewish. Mayer Hillman is one of them. People don't like geniuses too much, but we need them.

*Roger Boulter, Hamilton*



Having read the latest Chain links with great pleasure, I thought of dropping you a line regarding a website you may not be aware of. It is related to bicycle injury and thus some links to the helmet issue:

<<http://www.magma.ca/~ocbc/ref.html>>

I would be interested to find out how many people have been put off cycling since helmet legislation was introduced. I am looking to find a final year transport student to look at this, as I am interested in finding out. I am convinced that a large number of people over 50 living in residential areas used to cycle to their supermarket in the past and some told me that they stopped doing so, since they were required to wear a helmet, but may start again if that law was banned. I believe that the infrastructure of malls (car parking areas are dangerous for pedestrians and cyclists) will however also contribute to a reduced number of cyclists, even with amendment of the helmet legislation.

*Dr Jean-Paul Thull*  
*Transport Studies Group, Lincoln University, Canterbury*



Cycle helmets are not the issue. I am obviously one of those totally strange people who bought a cycle helmet before the law, as I believe they actually do make it safer to cycle.

I have a couple of stories to prove this. No. 1: While cycling on a country road a large truck passed me and flicked up a rock towards me. I was lucky and ducked. The rock hit my helmet and did no more damage than give me a really big fright. My belief is that if I had not had the helmet on I would have been hospitalised if not dead. It was a freak accident but I had a helmet on and I survived because of it.

No. 2: A friend on a mountain bike going at a pace down the Hutt River stop bank fell off her bike. She fortunately had a cycle helmet on. While she still suffered concussion the cycle helmet probably also saved her life and her eye. The grazing on the helmet proved this and the grazing that started on her cheekbone and chin proved how lucky she was to have a helmet on.

I also know of people who suffered serious concussion due to falls off cycles prior to the law and wearing cycle helmets. I believe that their injuries would have been less severe if they had had properly fitted cycle helmets.

Oh and yes I am one of those strange people who always wears a seat belt in a car even before the law and it also saved my life in an accident.

I do not think wearing cycle helmets is the reason people are not cycling. There is something far bigger - issues such as parents worried about children's safety on the road both from motorists and the 'stranger danger' myth. Or just the straight-out uncool factor or lack of exercise all round.

Perhaps you need to tackle these in your next issue.

*Yvonne Weeber, Wellington*



Hi there

What has been done in NZ on Safe Cycle Routes to School? I have just received a \$5000 grant from Environment Bay of Plenty to launch the pilot scheme for Safe Cycle Routes to School in the Tauranga area. It will be the blueprint for the 150+ schools in the Bay of Plenty area. I have the help and support of Traffic Police, Road Safety, the police station in the area where the school is based, district council support and media support. I have used John Grimshaw's book "Millennium Miles" as my reference as I was in the UK earlier in the year and had the opportunity to meet John's niece, who works in environmental education. She was very obliging and proud of her Uncle's achievements. I also took the time to look around at the UK's National Cycling Network. To date -

- I have set up a committee with representatives from above (surprise)
- The selected school is 100% behind the project
- We have designed a map showing the safe routes to school

- Every household in the safe routes area will receive an information notice prior to the launch
- We have a pilot group of 20 children who will bike to school every day and keep a diary on money saved, etc
- They will wear bright red trendy helmets to distinguish them from other cyclists
- Their bikes will receive a safety check from a local bike shop
- The Traffic Police will take the children through a physical cycle training course
- They will be tested before the launch and every month thereafter for body fat, cholesterol, fitness, etc by a Medical Centre
- The local police will patrol the area during the 3 months the project is in place to ensure there are no hiccups or safety issues
- The saving of the impact on the environment will be measured
- The safe cycle route will have red and white stickers - a white bike on a red background - stuck on any permanent fixture along the route eg. lamp posts - I pinched this from the UK
- The routes will be signposted as the start of a safe cycle route
- I will promote the use of Cat's Eyes during this time to highlight the wearing of safe cycle helmets and "be safe be seen"

I hope I have everything covered for this. Any advice will be appreciated.

CAT has also run a cycle safety poster competition and the winning poster will feature on an event T-shirt for a children's triathlon we run at the end of Bike Week.

*Iris Thomas, Cycle Action Tauranga Co-ordinator*



Dear ChainLinks,

On Feb 7 the Dominion Post published a letter from the LTSA under the heading "Research now out of date". In that letter the LTSA accused Dr Keown, MD, founder of the "Cycling Health" group of using old research and ignoring newer research, which did not support his views. In particular the LTSA stated that research from 1997, which claimed that bicycle helmet wearing had failed to reduce injuries, was superseded by research published in 2000, which claimed the law had worked.

However while accusing Dr Keown of this crime they committed EXACTLY the same one themselves. In 2001 I presented research at the Cycling 2001 conference in Christchurch, which showed that the 2000 research was flawed. Indeed if, as the LTSA claim, the reduction in bicyclist head injuries had been due to the increased wearing of helmets by bicyclists, then the reduction of motorist head injuries was also due to the wearing of

helmets by bicyclists - which is rather unlikely! Further research published in 2003 by Taylor claims that the bicycle helmet legislation has failed and cost far more than it has ever saved.

Clearly we have apparently contradictory evidence and further work may be needed to determine what has actually been the result of the law, and we can all applaud CAN's position in calling for such a review.

However the serious issue that must concern us all is that the LTSA blatantly accused Dr Keown of ignoring newer evidence that didn't suit his cause, and then did exactly the same thing themselves. Was this an intentional attempt by the LTSA to mislead the New Zealand public, or is it an indication of massive incompetence on their part and in truth they have no idea what the facts are themselves? It is hard to think of any other plausible explanation than these two rather unpalatable alternatives.

This issue transcends whether the bicycle helmet law itself is right or wrong - whatever your view on that you should be concerned that the LTSA blatantly mislead/showed massive incompetence. This is a democracy, Government is not meant to mislead the people whom it serves to win an argument. The LTSA is charged with the safety of New Zealanders, massive incompetence is unacceptable.

What is CAN intending to do about the LTSA's behaviour, and why has it not commented already?

*Dr Nigel Perry, Senior Fellow, University of Canterbury*

*[Editors' Note: As many readers will know, Nigel is the usual editor of ChainLinks and a member of CAN's Executive. Nigel has declined to edit and produce this edition of ChainLinks because of differences of opinion between himself and the rest of the Executive over this particular issue (the LTSA's "behaviour" and CAN's response to it). Accordingly, this edition of ChainLinks has been edited and produced by Glen Koorey and Andrew Macbeth. Nigel has chosen to summarise his views on this for the CAN membership as a letter to the editor and we are happy to print it unedited.*

*We are less concerned than Nigel about the LTSA's behaviour in this instance. We feel there are bigger issues - but if you think we should be changing our priorities, please let us know. Contact both Nigel (<ChainLinks@can.org.nz>) and Adrian Croucher, the CAN secretary (<secretary@can.org.nz>) if you have strong views on CAN's relationship with the LTSA over this issue.]*

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**Deadline for next issue is May 16<sup>th</sup> 2003**

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 enquiries please email <secretary@can.org.nz> or write to CAN.

