

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Aug-Sep 03



The new Prime Ministerial vehicle?
Tony Blair (centre) and a few EU colleagues go for a jaunt in Amsterdam



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

From the (Acting) Editor

Sometimes it seems like a tough life being a cycling advocate. But here are six easy steps for you to make the world a slightly better place for cycling:

- **Go to the NZ Cycling Conference! (and CAN Do!)** See the details inside this newsletter, and the accompanying brochure. It's got to be the best value conference around, and CAN will even help local groups to send someone.
- **Support the Green Light campaign!** This is a multi-organisation effort to let the Government know that, despite some of the anti-campaigns running around the country, lots of people support the new land transport initiatives. Fill in the enclosed postcard and send it away (free) to Parliament.
- **Nominate someone/something for the inaugural CAN Awards!** Let us know what you think has done wonders for cycling in your area, so that we can celebrate them. See the enclosed flyer.
- **Get to know your local council/Transit cycling officers!** Whether it's the only job they do or one of many, find out who is responsible for cycle facilities and promotion in your area and let them know what you'd like to see. They're not mind readers - they'll appreciate the feedback!
- **Fill in CAN's Communications Survey!** Help us give you the advocacy tools that you want. See the enclosed survey form, or go to our website. You could even win a wee prize...
- **Get out on your bike!** The more we're out there, the more people will notice us; politicians, motorists, the general public. Better yet, take someone new for a ride!

Wishing you all a happy ride. 🚲

Glen Koorey (Acting Editor)

Wanted: A New ChainLinks Editor

As you will recall, our previous Editor Nigel Perry has decided to call it a day. Preliminary shoulder-tapping exercises have not proved too successful, so we're on the lookout for anyone who'd like to take up the challenge of being our new *ChainLinks* editor.

What's required? Well, producing about six issues of *ChainLinks* a year ready for printing, essentially. Ideally you will have some experience in desktop publishing (and preferably the software tools!), and associated skills like layout and proof-reading. Don't worry if you're no Shakespeare when it comes to writing; most material is supplied by others.

The reward? Well just the chance to see your name up in lights really (plus being able to read all the news in *ChainLinks* before it even hits the presses!). If you're even slightly interested, chat to Adrian Croucher (<secretary@can.org.nz>, Ph.09-8155033), and he can give you more details. ☺

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Note: Because of concerns about the final editing and formatting after his resignation, Nigel Perry (former editor of ChainLinks) has produced another (unofficial) version of the June-July 2003 edition of ChainLinks, which can be sourced by visiting <<http://www.mondrian-script.org/chainlinks/>>. While the CAN Executive does not endorse all the content of this version, we provide this information for those who may wish to view it for themselves.

CAN Communications Survey 2003 - Win Prizes!

CAN communicates to both its members and other interested parties via a number of mechanisms. Three important ones are “**ChainLinks**” (feature newsletter every 2-3 months), “**e.CAN**” (electronic newsletter every 1-2 weeks), and our website **www.can.org.nz**. We thought it was about time that we got some feedback from our readers/viewers about these communication tools.

Enclosed with this issue of ChainLinks is a short survey booklet to fill in. PLEEEEEEASE 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, and we'd really value your input. Answer as many questions as you can, by ticking the boxes or entering details as required. Don't worry if you don't know about some of the items; just answer on those CAN services that you do make use of. And please use the comments section at the end for elaborating further on anything in the survey (or anything we've missed!).

Once again, 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 **Sunday August 31st**. To ensure your privacy, we'll separate this info from the rest of the survey as soon as we get it. If you don't want to be in the prize draw, we will accept anonymous survey forms (but you might as well be in to win!).

Some of you might prefer to do this survey online (we would too, as it saves us some data processing!). You can still go in the lucky draw this way too, with your personal information separated from the survey answers. Just go to **<<http://beam.to/can-survey>>** and enter your responses there. If you've got more people than paper survey 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!

Unlike our last (members-only) survey, this communications survey is for **anyone** who receives *ChainLinks* or *e.CAN*, or visits our website (naturally we'd like you all to join CAN too!). We value feedback from all of you. Results from the survey will be published at a later date in *ChainLinks*, *e.CAN*, and on our website. ☺

Glen Koorey



*I hate it
when that
happens...*



Next *ChainLinks*: Conference 2003 Issue

Wanted: Your Contributions Please!

Our next issue of *ChainLinks* is planned for October 2003 and will be provided in the conference packs of all NZ Cycling Conference delegates.

We want to use this next issue to showcase some of the great cycling initiatives happening around the country. Therefore we need local advocacy groups and members to provide us with news (and pictures!) of what good things have been happening in your area this year. Some things that might be worth reporting include:

- Establishment of new local cycling groups or BUGs
- Development of council cycling strategies
- New cycle facilities in your area
- Cycling safety/education promotions
- "Safe routes to schools" programmes
- Cycle-friendly businesses

You don't need to write too much - better yet, pad it out with pictures!

CAN will also be publishing details next time of all our local groups and supporting organisations. Help make it a great issue of *ChainLinks*; put it on your next meeting agenda now! ☺

CAN Cycle-Friendly Awards 2002/03

CAN is consistently encouraging initiatives to promote cycling and create a cycle-friendly environment at both a national and local level. Therefore we thought it only appropriate that we should help to identify and acknowledge some of these to the wider community. Hence, the inaugural "**CAN Cycle-Friendly Awards**", to be presented at the NZ Cycling Conference Dinner in October. There will be four award categories, acknowledging projects, promotions, businesses and organisations that have come up with the goods for cycling in the past year or so.

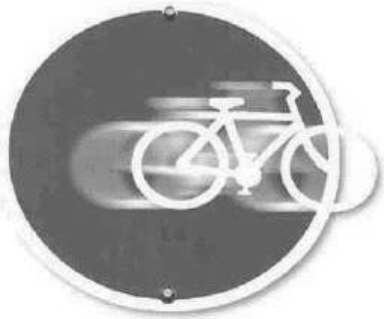
The finalists will be named in *e.CAN* and the next issue of *ChainLinks*, and invited to attend the awards ceremony at the conference in North Shore. All finalists will receive a certificate, while the category winners will receive a memorable trophy to adorn their cabinet.

You will notice a flyer enclosed with this newsletter calling for nominations (this flyer can also be downloaded from our website). Start thinking about who or what you think might be worth nominating (you might even be involved in a worthy candidate). Gather together all the relevant details and send it in with the nomination form by **Friday 29th August 2003**. Good luck to everyone! ☺

NZ Cycling Conference 2003

transport for living

cycling
2003



- Friday 10th - Saturday 11th October 2003
- Bruce Mason Centre, Takapuna, North Shore City, Auckland, NZ
- Keynote Speaker: Steven Norris, Chair, UK Government's National Cycling Strategy Board.
- A packed and varied programme of over 40 papers and sessions
- Registration cost for two days: **\$100 (incl. GST)** + \$45 conf. dinner

Register today! See the enclosed registration pack

The registration pack can also be downloaded (PDF) from
<<http://www.cycling-support.org.nz/>>

Or contact Brian Fairchild for further conference information,
(<secretary@imc.org.nz>, ph.09-4739109)

Let CAN Help You Get To The Conference!

CAN would like to see cycling advocates from all over the country attend both the NZ Cycling Conference and the subsequent CAN Do; based on past experience, we know you'll get a lot out of it. To that end, assistance is available for representatives from local cycling advocacy groups to attend the Conference in 2003. A requirement is that you must be able to stay on to attend the CAN Do on the Sunday (we value your feedback!).

CAN is offering to fund half the registration costs (i.e. \$72.50) for one representative from each group, plus we can assist with travel costs to the North Shore. We have a maximum of \$1500 available, with the money being divided according to distance travelled and number of applicants.

Interested local groups should contact CAN's secretary Adrian Croucher (<secretary@can.org.nz>) **before September 1st**, outlining their expected costs. We'll then let you know how much we can help you. 🚲

Official Notice of CAN AGM 2003

The 2003 Annual General Meeting of the Cycling Advocates' Network will be held at **6pm on Saturday 11th October**, at the Bruce Mason Centre, Takapuna, Auckland. The agenda will include the following items:

- Chair's report
- Treasurer's report
- Election of committee members
- Any motions put forward in advance

We have one motion proposed already ("that the decision for CAN to become a member of BikeNZ is endorsed"), but please send any further motions to CAN Secretary, Adrian Croucher, by **Friday 5th September**.

Please also send in any nominations for committee positions by that date. All positions are open for nomination. We need a Chairperson, a Treasurer and a Secretary, plus at least 3 but not more than 5 Committee Members and an Auditor.

If you are interested in standing, don't be shy - please talk to us: we need new people! The current Chairperson has already announced that she will not be standing for re-election, but she strongly recommends the job as a rewarding, challenging and forward-looking experience.

We will collate all proposed motions and nominations and send them back out to members by email, so that those not attending the meeting can send in their votes (by post or email) before the AGM.

If you do not have email access, but would like to be sent final AGM details, please contact CAN (see contact details on front page) and we will arrange for the information to be posted to you.



2003 CAN Do

Our annual strategising session will take place on **Sunday 12th October**, from 9.30am - 1.00pm, at a venue yet to be finalised but probably on the North Shore, Auckland. Full information will be sent out with the final AGM details, as well as via e.CAN and the next *ChainLinks*.

Items to be discussed include:

- CAN's 'policy statements' (reviewing our current ones, adding any new ones),
- Making the relationship between the national organisation and local groups stronger (better two-way communication)
- Priorities for action - reviewing CAN's 'strategic plan', identifying priorities and setting budgets for the coming year

- Setting a time and place for the 2004 CAN Do.

Again, please tell us what you would like to discuss by Friday 5th September, so that we can circulate a more detailed agenda before the meeting. ☺

Green Light Campaign

A campaign to give New Zealanders the choice of a better transport system got a nationwide kickstart on Monday, July 21. The “Green Light for Better Transport” campaign aims to support the Land Transport Management Bill currently before Parliament.

The Green Light campaign is a coalition of groups (including CAN) who support the sustainable and integrated approach to transport contained in the Bill.

The campaign is based around postcards and posters featuring the Green Light logo – a stylised version of the “Green Man” found on pedestrian crossings – calling on the Government and the Greens to support the Bill.

Green Light spokesperson Roland Sapsford said the campaign was launched because of concern over sustained extreme and unbalanced criticism from the roading lobby.

“We want to give people a change to show their support for the really positive ideas contained in the new legislation,” said Mr Sapsford.

“Green Light believes the whole country will benefit from the more balanced and democratic approach to transport planning and funding contained in the Bill. Our health, our environment, and our economy all depend on doing things differently in transport – this campaign gives people the chance to tell politicians that they are on the right track.”

Enclosed with this issue of *ChainLinks* are campaign postcards for you to send (free) to the Government and the Green Party. Mr Sapsford said he hoped politicians would be seeing lots more little green men before the campaign finishes in September.

Further information can be found on the ‘Campaign for Better Transport’ website <<http://www.getmoving.org.nz/>>.



MEDIA RELEASE: Cyclists back Green Light campaign

21 July 2003 - National organisation the Cycling Advocates Network (CAN) welcomed today’s launch of the Green Light campaign in support of the Land Transport Management Bill. CAN has joined forces with other organisations to ensure that the Bill is passed.

“The Green Light campaign is about having a transport system that takes account of the needs of all users,” said CAN chairperson, Jane Dawson.

“CAN supports the Government’s moves to integrate transport planning with environmental, health, economic, social, safety and other concerns,” said Ms Dawson.

“Cycling has a lot to offer in all these areas. Over the years too many barriers have appeared that have discouraged people from using their bikes for everyday travel. The Government has a good vision for transport in New Zealand, but we desperately need some effective ways to bring this about,” said Ms Dawson.

CAN is therefore calling on all political parties to support the Land Transport Management Bill. 🚲

Auckland Harbour Bridge: “Bike’n’Hike” Petition

July 4 - The wheels are spinning faster on a petition to get cycling and pedestrian access over the harbour bridge.

More than 2000 people have signed the Bike ‘n’ Hike bridge petition, which has been circulating the North Shore for about two months.

“It’s going very well,” Northcote MP Ann Hartley says. “We’re on track to getting 5000 signatures.”

At least 30 leisure groups, including the North Harbour Triathlon Club, are behind the plan.

The petition, which is open until the end of September, calls for a feasibility study on various engineering options for the bridge access.

“There’s huge support for it, because it’s not only a transport link, but part of the whole focus on physical activity today and [no pedestrian or cycle access] is a real impediment for that,” Mrs Hartley says.

She says most big bridges around the world are built with walkways and while the idea for one on the harbour bridge has been “rubbished” in the past, a new feasibility study is needed.

The North Shore and Auckland City councils have given their support for the campaign, as well as Infrastructure Auckland and Transit New Zealand.

Transfund has indicated that funding may increase over the next financial year for alternatives to roading and promotion of walking and cycling projects.

While Mrs Hartley says the bridge walkway project is in the very early stages, she is hopeful it may be included in Transfund’s 10-year forecast.

The petition has also been circulating on the Auckland side of the bridge and Mrs Hartley says the next step is to target high-density shopping areas.

North Shore Times Advertiser

CAN strongly supports the aims of this petition. Further details and a petition form to download can be found at: <www.annhartley.co.nz> 🚲

Transfund National Land Transport Programme 2003/04

Wellington, June 30 - Motorway and roading projects under way in Auckland, Waikato, Wellington and Christchurch get a substantial portion of Transfund's latest land transport funding allocation.

Announcing its annual funding for land transport infrastructure and services today, Transfund said the \$1.19 billion allocation in this year's National Land Transport Programme (NLTP) represented an extra \$90 million, or 8%, on last year.

The 2003/04 NLTP includes allocations for roading maintenance works (\$587.80 million) road construction projects (\$388.88 million, passenger transport (\$101.08 million), alternatives to roading (\$28 million), regional development (\$23.16 million), **promoting walking and cycling (\$3.80 million)** and administration and project control (\$57.28 million).

Transfund also released its first ever 10-year forecast, which provides an indicative forecast of medium-term land transport expenditure. While this is by no means confirmed, the forecast projects an increase in land transport funding over time to more than \$1.4 billion by 2012/13. The relative proportions per category however remain largely unchanged.

Transfund chairman David Stubbs said in a statement the overriding feature of the latest NLTP was its balance between transport modes, government objectives and short and medium term needs. It continued the new direction signalled in last year's programme.

With the release of the New Zealand Transport Strategy in December 2002 and the Land Transport Management Bill now before the Transport and Industrial Relations select committee, it had been developed under a new environment to its predecessors.

"Transfund will continue to work closely with road controlling authorities, regional councils and transport sector organisations to develop the highest possible contribution to strategic goals and to levels of service from the funds available," Mr Stubbs said.

Further details about the 2003/04 NLTP can be found on Transfund NZ's website <<http://www.transfund.govt.nz/nat.html>>.

MEDIA RELEASE: Funding for cycling way too low, say cyclists

30 June 2003 - Transfund's proposed funding for cycling and walking projects over the next decade was described as inadequate by national cycling organisation the Cycling Advocates Network (CAN).

"With promoting walking and cycling as one of the new priorities for the National Land Transport Fund, we would have expected to see a sizeable boost in funding for walking and cycling projects", said CAN chairperson Jane Dawson.

"Instead the newly issued National Land Transport Fund suggests only \$3 million a year will be spent in each of the next ten years. While overall spending on land transport will increase to an estimated \$1.38 billion by 2012, spending on cycling and walking will stick at \$3 million. At that it will only comprise 0.2 per cent of the total spent on land transport."

Transfund have received indicative bids for cycling and walking projects worth more than \$26 million in the coming financial year. "Obviously the \$3 million allocated to these projects is way too low," said Ms Dawson. "The Government's desire to promote cycling and walking needs to be supported by adequate funding" she said. ☺

Palmerston North Cycling Officer Moving On

Many of you will know Aaron Phillips, the Cycle Planning Officer with Palmerston North City Council. Aaron is unfortunately leaving his cycling post to take up a Policy Analyst position within the Council.

From starting in a job with no cycling budget allocated (!), Aaron has made excellent work to regain Council support and continue the previous good efforts made in Palmerston North. We wish him well in his new work (and if anyone's looking for a cycling job...).

We also appreciate these kind words from Aaron:

"I wish CAN all the best. Their tireless (well it appears tireless to us on the outside anyway) work really is the backbone of much of the progress we are seeing." ☺

Designing For Cyclists

PLANNING & DESIGN FOR CYCLING - RECENT NZ INITIATIVES

One of the big sticking points to date in getting high-quality cycling facilities in New Zealand has been the lack of technical guidance and training available locally for engineers and planners (certainly, I've tried to help a bit via these articles, but there's only so many issues of *ChainLinks* in a year...). Not since the rather brief (and now outdated) 1985 NRB/UTC

Guide to Cycle Facilities has there been national guidance on the best approaches to providing for cyclists. Fortunately that is all now changing, and many of CAN's technically-minded members have been at the forefront of these initiatives:

NZ CYCLING DESIGN GUIDE

Many local practitioners use *Austroads Part 14 (Bicycles)* for design details when developing cycle facilities (hopefully they're using the 1999 2nd edition!). However, not all of it is applicable to NZ (e.g. for legal reasons), some of it is not world's best-practice, and technically speaking *Austroads 14* is not approved in this country as a standard document to use.

The agreed solution has been to develop a NZ-specific "addendum" to *Austroads 14*, known as the *NZ Cycling Design Guide* (CDG). Sponsored by Transit NZ, on behalf of the Road Controlling Authorities Forum, the CDG has been developed by MWH NZ Ltd (led by Andrew Macbeth) and the draft version has just been out for public consultation (CAN has provided a submission, which is available on our website).

The CDG follows the same chapter and numbering system as *Austroads 14*, to aid comparison between the two. The idea is that the CDG will be a designer's first "port of call" and in many cases may simply refer the reader on to the relevant section in *Austroads 14*.

The CDG is likely to introduce quite a few significant changes to the way that many cycle facilities are currently designed in NZ. For example, the draft CDG proposes using an Aussie-style *solid* line to denote the sides of a cycle lane, rather than the fairly weak dashed line commonly used now. There are also new proposed regulatory and guide signs for cycle facilities, partly to eliminate the historic confusion over the "blue cycle disc".

Hopefully the "final" version of the CDG will be out by around October. A significant number of changes and additions will also need to be made to the *Manual of Traffic Signs and Markings* (MOTSAM) before the CDG is officially sanctioned. As an "addendum", the CDG is already pushing 50 pages and it may be that, over time, it is developed into a stand-alone design document separate to *Austroads 14*.

The draft CDG can still be downloaded from Transit's website. For more information about this project, contact David McGonigal at Transit NZ (<David.McGonigal@transit.govt.nz>, Ph. 04-4966623).

CYCLE NETWORK PLANNING GUIDE

There's not much point designing a high-quality cycling facility if it's totally inappropriate for the situation, or poorly connected to other cycling routes. As part of their 2010 Pedestrian/Cycling Safety initiatives, the LTSA are looking to resolve this by producing a *Cycle Network Planning Guide* (CNPG) to complement the CDG.

Already an international literature review has been undertaken (led by Paul Ryan of Opus), and a contract for the CNPG development is just being finalised. The plan is to have a draft CNPG available for consultation ahead of the NZ Cycling Conference, with final publication by the end of the year, so it's a fairly tight timeframe.

The CNPG will provide best-practice advice for the planning of cycle networks, to ensure that the most appropriate provision for cycling is selected for development. The CNPG is also likely to cover issues such as cycling strategy development, cycle data collection, cycle network plans, and prioritising work programmes.

For more information about this project, contact Tim Hughes at LTSA (<th@ltsa.govt.nz>, Ph. 03-3635643).

FUNDAMENTALS OF PLANNING & DESIGN FOR CYCLING - TRAINING

Consistent national guidelines are one thing but, as many of you will appreciate, they can't turn a poor designer or planner into a good one just by looking up a book. The last link in the chain has been the development of a training course to explain the fundamentals of planning and design for cycling (hence its title). This is a one-day course, targeted primarily at professional/technical practitioners who will be involved in the planning and development of cycling facilities (that's not to say that a few politicians or cycling advocates might not get something out of it too!).

A consortium of cycling "gurus", led by Axel Wilke (City Solutions, Christchurch) has been developing the course material for Transfund NZ, primarily over the past six months. At the start of June, a pilot training course was held in Christchurch to enable the developers to test out the material by presenting it to an audience of interested practitioners. Feedback from this was then incorporated into the final notes provided to Transfund. To ensure industry acceptance, the material has been peer reviewed along the way by Transfund, LTSA and Transit NZ, who have all been very pleased with the outcome.

The one-day course covers essentially the same topics as the two national guidelines mentioned above. Given the relative progress of each project, coordinating details with these documents has been a little difficult, and still needs to be finalised later. However, a lot of the course concentrates on aspects of "good practice" rather than detailed specifics, making it fairly portable regardless of the design/planning standards being used. Course participants receive a set of course notes and presentation slide handouts.

The attention now turns to delivering this course around the country. Currently plans are underway to present seven initial training courses in the main centres during September and October (including a North Shore course the day before the NZ Cycling Conference). A team of five presenters (who, funnily enough, all happen to be CAN members...) will take turns

pairing up to present these courses, in association with national training providers NZIHT. Further details are given elsewhere in this newsletter.

It is envisaged that further training courses will be held in the future as demand requires, e.g. maybe one per year at a different venue each time. At Canterbury University this month, the course material will also comprise part of a Transportation Masters paper. Of course, there's only so much that can be taught in one day; so maybe in the future a longer "advanced" course might also be developed.

For information about the training course material, contact David Gunn at Transfund NZ (<David.Gunn@transfund.govt.nz>, Ph. 04-4730220). For details about the forthcoming training courses, contact Lynette Walsh at NZIHT (<lynette@nziht.co.nz>, Ph. 06-7597065).

Some (Very) Relevant Reading

- Austroads 1999, *Guide to Traffic Engineering Practice, Part 14: Bicycles*.
- Transit NZ 2003. *Draft Cycling Design Guide*, Jun 2003. Web: <<http://www.transit.govt.nz/>> (under "What's New")

Glen Koorey (<koorey@paradise.net.nz>, Ph.03-3317504) ☺

TV3 Looking For Groups With Firmly Held Beliefs!

TV3 are looking for suitable subjects for a new series of "Open Door" television documentaries:

"Open Door is unique in that it allows groups or individuals to speak for themselves. We don't do scripts! The programmes are made using the expertise and equipment of the production team but with participants taking editorial control. Open Door offers the opportunity to let people "have their own say in their own way".

"The key to the success of the process is that people need to have a clear idea of what they want to say. We are looking for firmly held opinions and energetic commitment. The format is straightforward, only people directly involved in the issues appear on the screen, rather than "experts" commentators or outside observers.

"TV3 and Morningside productions select the best ten proposals received for production. The programmes will be aired on TV3, and are fully funded by NZ On Air. Many of the previous participants also found that the videotape copies of their programme proved to be a valuable and lasting resource.

Applications do not need to be complicated or long, a one-page outline will suffice but they must include contact details."

CAN is keen to be involved in this project. We have communicated with TV3 recently and they are very keen for us to submit. However, we need a volunteer to write some content for such a programme. It should not be a daunting exercise if you are an enthusiastic member of CAN.

I have offered to take on the coordinating role; I do not however have the confidence that I have the skills at devising such a programme. As you can see above, TV3 and Morningside productions are very willing to help. So please! Someone out there - take heart and let us hear from you. The video could be a tremendous help to CAN to spread the cycling message.

Below is a beginning list that I personally think could be contained in such a programme. Your job is to put it together in a way it becomes irresistible:

- Economics of cycling
- Health benefits of cycling for the individual and NZ on the whole
- Fun and friendship, smiles and courage
- The weather - myth vs reality
- Children cycling to school
- Perceived danger
- Safety in numbers
- Become a local advocate
- Model cycling
- Help to get started - from other cyclists, local groups, CAN
- Cycles on trains and buses.
- Sticking to the road rules - courtesy on the road.

Please send an email ASAP to <kapiticycling@xtra.co.nz> if you are willing to help set up such a programme. If you know someone who might be able to help but who is not a member of CAN or an affiliated group, but is a keen cyclist, please let us know also. 🚲

Liz Mikkelsen

Recent CAN Meetings

CAN Meeting With Transit NZ

Jane Dawson, Robert Ibell and Glen Koorey met with Ian Clark and David McGonigal of Transit NZ Head Office in mid-June. A common theme of the discussion was that of checking up on progress with previously raised issues, including Cycling Champion Guidelines, cycle counting programmes, and future Stakeholder surveys with cyclists; indeed, some of the issues were first raised with Transit over two years ago. The delayed publication of the MoT's National Walking & Cycling Strategy has not helped, with Transit preferring to wait to see how that pans out before finalising its own national Cycling Policy.

CAN also raised some new issues including

- The possible use of narrower State Highway traffic lanes in some circumstances to provide for cycling facilities.
- A request for more details on the process for prohibiting cyclists from some SH sections.
- Rural highway “hot spots” where touring cyclists and bus operators face conflicts with each other.

CAN also invited Transit staff to attend the forthcoming cycling design training courses, as well as the NZ Cycling Conference.

In many cases, issues still seem to be in the “watch this space” basket, but nevertheless CAN thanks Transit for meeting with us again. More details about this meeting can be found on our website. 🚲

Glen Koorey (<koorey@paradise.net.nz>)

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CAN Meeting With Transfund NZ

CAN reps (Glen Koorey and Jane Dawson) also met in June with new Chief Executive of Transfund, Wayne Donnelly, and policy analyst David Cope.

CAN raised a number of issues around Transfund processes, such as how Transfund will audit funding applications to ensure that the performance measures set in this year’s budget are met (e.g. that 100% of construction projects must consider cycling and walking as part of the design brief); and what progress is being made on the cycling-relevant future work-streams that were identified from submissions on the Project Evaluation Manual.

Wayne Donnelly agreed there are a number of procedural issues that Transfund needs to get its head around. He also expressed a concern that Transfund (which is a transport funding agency) is being expected to fund “community development” projects, with the implication that if it doesn’t, the projects won’t happen.

Transfund also noted that the recent development of simplified procedures for walking projects had highlighted a number of additional benefits that are just as applicable to cyclists. As a result, the consolidated benefit value used in the simplified cycling procedures may be increased.

CAN asked about the composition of Transfund’s Research Strategy Group (RSG), on which road users are currently only represented by the AA and Road Transport Forum. CAN would like to see the Group reflect the priorities of both Government and the Transfund research strategy. Wayne Donnelly agreed that the RSG needed a change of focus.

CAN asked for Transfund’s comment on the success of the first year of the Cycling & Walking Fund, and about the rationale for keeping the funding

level the same for the coming year in spite of local authorities now being in a better position to programme these works in their Annual Plans and simplified procedures for walking & cycling now available. Wayne Donnelly commented that although there has been an avalanche of project proposals for consideration for 2002/04, many of these would not be developed enough to consider for funding. However, any unspent funding from the 2002-03 year is being carried over to the 2003-04 year.

CAN reiterated also that its greatest concern was still the adequate provision for walking and cycling in “general” roading projects, which will continue to have the greatest effect on cyclists for some time.

Wayne Donnelly accepted an invitation to speak at the Cycling Conference in October. He said that Transfund relies on local authority planning processes and definitely needs to be there. ☺

Jane Dawson (<dawbell@actrix.gen.nz>)

☺ ☺ ☺

Meeting with Bus and Coach Association

CAN convened a meeting in Christchurch in June covering some of the concerns that cyclists have with buses. Attendees were CAN and Spokes (Christchurch) members, cycle touring company ‘Adventure South’, Environment Canterbury (ECAN) as regulator of regional bus services in Canterbury, and CEO of the Bus & Coach Association (BCA) John Collyns.

Topics covered were bikes on urban buses, bikes on long distance buses, bus/coach driver behaviour towards cyclists, and shared bike/bus lanes. These are detailed briefly below.

Bikes on Urban Bus Services

There are basically three options for transporting bikes on urban bus services: bikes mounted at the front or the rear, or transported in the passenger compartment. The latter is probably the most common method in Europe where bike transport is provided. Space is usually made available near rear doors for cyclist to stand holding their bikes against the side. Since we don’t have honesty fare systems in NZ, some question about how fares might be paid via back-entry will have to be explored.



Front-loading provision is quite common in North America (see <www.bicycleracks.com>) and has also been introduced in parts of Australia. A standard rack fits two bikes, which ensures quick attachment or removal. Potential issues are safety of pedestrians in collision, bus manoeuvring space, and bike release/damage, although these are

not considered critical problems overseas.

Following some major lobbying effort in Christchurch, the Lyttelton bus services were to transport cyclists through the tunnel, which is otherwise out of bounds for cyclists. Environment Canterbury reported that that LTSA approved “rear-loading” only, but this is not acceptable to other parties (i.e. the bus operator or cyclists). LTSA legislation (e.g. External Projections Rule) appears to be key sticking point. CAN proposes that the various parties start a concerted joint lobbying in Wellington.

Urban Bus-Driver Behaviour

Some concerns have been expressed in the past. Environment Canterbury reported that the bus operator complaint system works well for ECan (who regularly audit the bus companies) and that they are happy to receive a copy of any complaint by cyclists for confirmation.

The standard contract clauses used by ECAN are reproduced below:

The Contractor shall maintain a complaints register in which shall be kept details of any complaints received with respect to services operated under the contract, and of any action taken in relation to the complaints. The Council shall have the right at any time to inspect the register and to pursue independent enquiries should it deem this necessary. The existence of a good complaints history and of a positive approach by the Contractor in dealing with complaints from the public may be taken into account when evaluating future tenders submitted by the Contractor.

Where the Council receives a complaint from a member of the public about the Contractor... the Contractor shall reply to the member of the public making the complaint within five working days of receiving the complaint, and relate the outcome to the Council within a further two working days. Where the complaint is found to be legitimate the Contractor shall indicate what steps have been taken to attempt to ensure no repetition of the incident occurs.

Since the complaints procedure is also required by the relevant legislation, cyclists in areas other than Canterbury are encouraged to follow up with their bus operators, Regional Councils, or the Bus and Coach Association.

Rural Coach-Driver Behaviour

Cycle tour operators have some serious concerns about rural coach driver behaviour. Many rural roads, including state highways, are too narrow for safe sharing of the road between cyclists and fast moving buses. Ideally, consensus should be reached between both bus and cycle tour operators on common “protocols” for bus/bike interaction (e.g. when to pass/follow, cyclist position on road). This would enable the cycle tour operators to provide a consistent message to their clients. However, the situation is quite complex, and it does not appear to be possible to give a simple, clear and safe message that would cover all situations. A “protocol” would need

to be developed including other stakeholders (e.g. LTSA, Police). CAN will raise the issue in the next Cycling Advisory Group meeting.

John Collens said that the BCA had developed coach-driver training programme (including National Certificates). Behaviour towards other road users was a core component of the Certificates. Examples of poor behaviour should be pointed out to the relevant employers immediately. It was explained that bus companies are legally obliged to maintain a complaints register. If bus companies are unresponsive to complaints, the BCA is happy to receive the complaints.

CAN would like to compile a list of 'hotspots' and is keen to receive input from members and cycle tour operators. This list could be distributed to the bus companies for special consideration by their drivers, and to road controlling authorities (especially Transit NZ) for future work programmes (e.g. shoulder widening).

Bikes on Long-Distance Buses

CAN members have had bad experiences regarding transporting bikes on long-distance buses. Problems seem to be based on a lack of specific policies, whether your bikes gets onto the bus is rather dependent "on the day" or how the driver feels about it. It was noted that Intercity were a particular problem, with smaller operators performing better.

It was felt that companies need to be very clear about bike carriage requirements (e.g. remove pedals, cover chains), especially in advance when booking. Attendees at the meeting would even be willing to pay more if this would provide a better service.

BCA will research policies, especially those of the larger companies. CAN's website could be used to publicise the information received, and this should be brought to the attention of the cycle touring guides (e.g. Lonely Planet, Pedallers Paradise).

Shared Bus/Bike Lanes

Shared bike/bus lanes will no doubt continue to be introduced in the larger centres. Both CAN and BCA are supportive of this concept.

Bus/bike lanes need to be deliberately either "too narrow" (i.e. it is clear that buses can't safely overtake bike within lane) or preferably "too wide" (i.e. the lanes are wide enough for safe passing). It is the "in-between" widths that can cause safety problems. For narrow lanes, it was suggested that regular indented "passing bays" are one way of improving operation.

Education of both cyclists and bus drivers is necessary. Auckland had produced a "DOs/DON'Ts" poster that is a very good example to follow. ☺

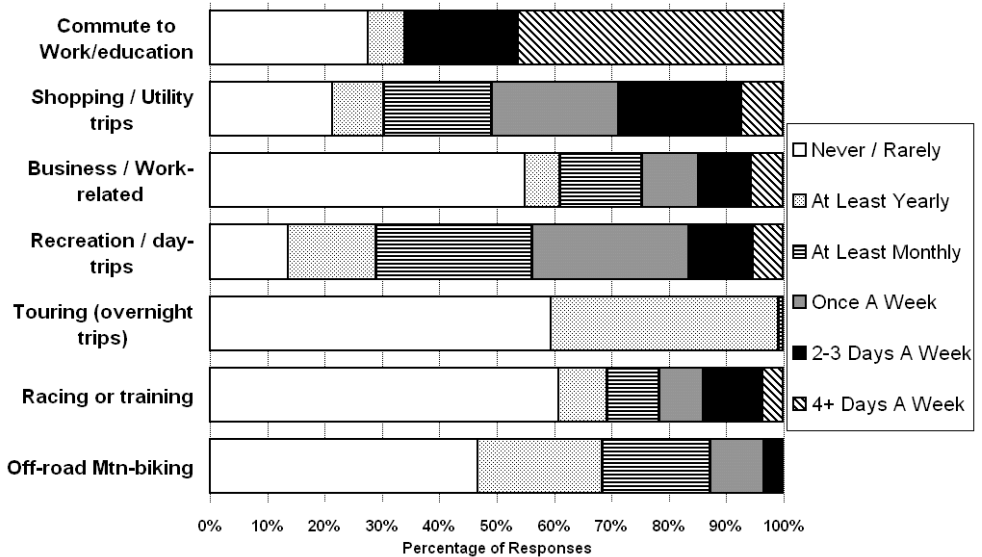
Axel Wilke (<axel.wilke@can.org.nz>)

CAN Members' Survey 2003 - Results Part II

Last month we looked at members' opinions on cycle facilities and advocacy issues, based on the recent CAN survey. This time we'll look at just who our members are and what kind of cycling they do. This is also quite important because we need to know exactly who we are representing. If we say that CAN represents all utility, recreational and touring cyclists, how well do our members match the national cycling profile?

Right, onto the questions. We started off with some information about your cycling experience. It can be seen from Plot 1 that commuting to work or study was the most common cycling activity undertaken by our members (although some of you pointed out that you work from home, so it's not really an option!). A fair proportion of them were also likely to go on shopping/utility trips and recreational rides in a given week.

Plot 1: How often do you cycle (on average) for various purposes



The next few questions asked members to estimate the actual amount of cycling (in terms of time and distance) that they did, both weekly and on their normal daily commute trip. We asked for answers in both time and distance for two reasons: (i) for some people, one may be easier to work out than the other, and (ii) it allows us to make an estimate of people's travel speeds when both are given. The table below summarises the answers:

Questions		Average	Standard Deviation	Minimum	Maximum
How much cycling in a typical week?	kms	82.2	60.4	0	330
	hours	4.6	3.0	0	21
	<i>est. speed (km/h)</i>	18.6	8.5	5.0	45.0
How far (one-way) is the regular work/study trip?	kms	7.4	5.4	0.7	26
	minutes	22.0	15.5	3	120
	<i>est. speed (km/h)</i>	20.0	7.0	5.1	48.0

It's interesting to note that the average commuting distance is more than double that found by the LTSA National Travel Survey and commonly used for project evaluation of cycling facilities. The estimated average speeds of 18-20 km/h are fairly typical compared to other sources, although we questioned those who felt they maintained speeds all week in excess of 50 km/h! (in fact, estimated speeds above 50km/h and below 5km/h were excluded; but we suspect that many outside the typical 10-35 km/h range would also have been inaccurate). It should also be noted that we do actually have some members who don't currently cycle at all, usually because of concerns about the roading environment - naturally they fully support CAN's aims to rectify this!

When it comes to cycling, our members are a fairly experienced lot. The average number of years in the saddle was **24.2 years**, with the record being 61 years of cycling and counting. Members also own many cycles of varying kinds, averaging about 2½ bikes each. The most popular kinds noted are listed below; admittedly in some cases, the exact category was a little open to interpretation.

Cycle Type	Number of people with at least one
Mountain Bike	154
Road/Racing Bike	104
Utility/City/Comfort Bike	80
Touring Bike	59
Hybrid Bike	33
Tandem	19
Folding Bike	15
Recumbent	6
Other, e.g. BMX, Trike, Trailer	16

Cycling is often portrayed as a fairly dangerous activity (let's not get into whose fault that really is!). So it's nice to know that 2/3 of you (166) didn't have any cycle crashes/falls in the past 12 months. However we truly have

to sympathise with the seven respondents who suffered **4 or more** crashes and falls each in the last year (although generally they involved little or no personal injury). The table below details the crashes reported. It is interesting to note the small number of crashes reported to the Police, even when medical intervention was required; however other research has found that “cycle-only” crashes outnumber reported “motor-vehicle vs cycle” crashes by at least 2:1. Some people mentioned that they did have crashes in previous years, however that is likely to be balanced by people in crashes this year who haven’t previously had such problems.

	NO crashes reported	Non-injury (other damage)	Minor injury (no GP / A&E)	Medical treatment	Hospitalised overnight
No. of people	166	38	37	19	3
Crashes/Falls	-	65	55	22	3
Reported to Police	-	3	0	6	2

As well as your cycling, we were also interested in a little bit about you:

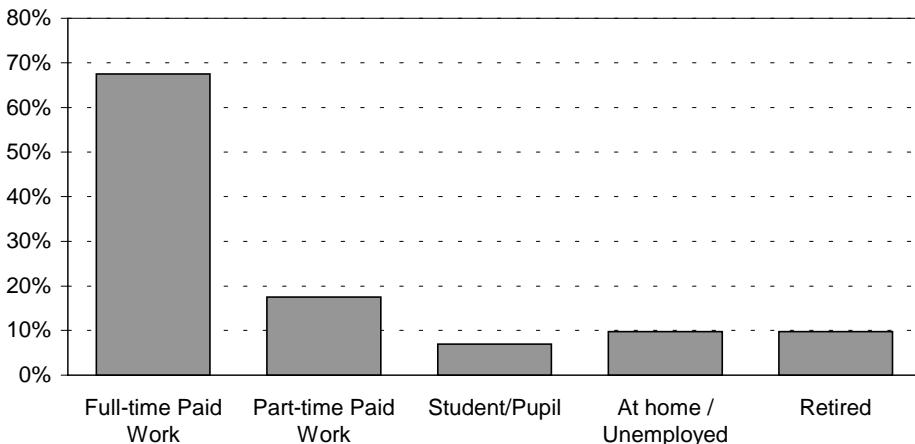
- About 58% of you said that you were involved in a local cycling advocacy group, although some feedback suggests that we need to be a little clearer next time on what we mean by “involved”.
- As is reflected by cyclists on the street, the gender split of members is about 70:30 in favour of men, although it was intriguing to note that more people were reluctant to reveal their gender than their income - we’re not sure what to make of that!
- Apparently you’re also a fairly old bunch, with 65% of respondents over 40 and 13% still pedalling beyond 60. However that may just reflect a lack of enthusiasm amongst our younger members for doing surveys!

We received responses from all over the country (and one or two outside the country). Perhaps not surprisingly Auckland, Wellington and Christchurch dominated our survey, making up more than 60% of our respondents. But we were also well represented in those areas where we have local groups, with Dunedin, Nelson, and Palmerston North providing double-figure respondent numbers. We understand there were a few technical hitches in getting the survey out promptly to some areas; hopefully we can rectify that next time.

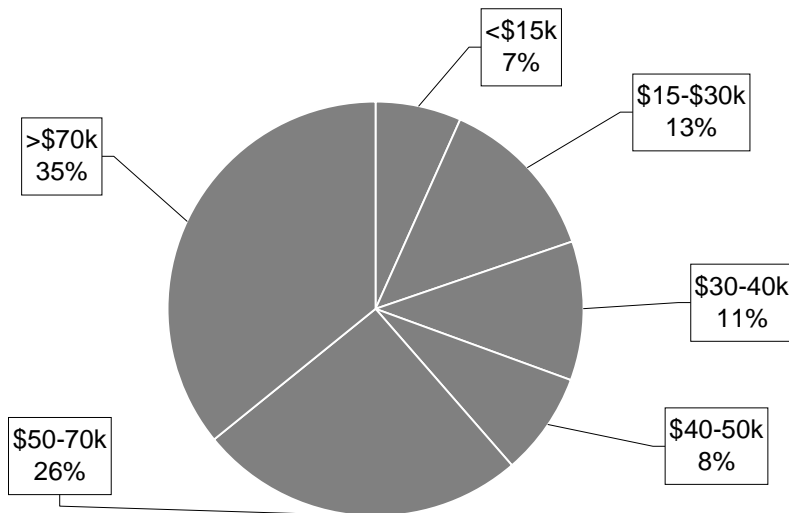
We’re a fairly industrious lot, with most people working in some form; see Plot 2. In fact, we don’t do too badly in terms of income, according to Plot 3 - so much for the myth of the poor cyclist! This is also reinforced in the fact that **82% own or have first access to a car**; clearly our decision to cycle is usually not out of financial necessity (although it doesn’t hurt the pocket either!). We hasten to add that we don’t expect that CAN’s

membership is representative of all cyclists, but it certainly highlights a few contradictions of popular opinion.

Plot 2: Employment status (more than one may apply)



Plot 3: Household Income (before tax) per year



Once again, thank you to those who took the time to fill in the survey; as you may have seen, we have already made good use of the information in recent submissions and media releases. If anyone is interested in more information regarding this survey, a more detailed summary of responses (including all of the comments provided) is now available on CAN's website. Because of the formatting problems experienced last time with our first survey report, these articles will also be reproduced on the website. 🚲

Glen Koorey (<koorey@paradise.net.nz>, Ph. 03-3317504)

SPARC Cycle-Friendly Employer Case Studies

SPARC (Sport and Recreation NZ) has a set of useful resources on their website, giving you all you need to plan and implement cycle-friendly programmes at your workplace. SPARC have now added case studies of companies around New Zealand that have successfully “taken the plunge”. See <<http://www.sparc.org.nz/publications/cycle/>> for more details. 🚲

Patrick Morgan

Local Cycling Advocacy at the Coalface...



Paul de Spa (member of Spokes Christchurch and the Spreydon/Heathcote Community Board) talks to a commuting cyclist about proposed cycle lanes on the south part of Strickland St. The proposal would extend existing cycle lanes that provide a popular route between the city centre, Christchurch South, and the Port Hills. The proposal is expected to be somewhat controversial because parking will be prohibited on one side of the road to provide space for the cycle lanes. On-street parking demand is low, however, in this residential neighbourhood and Spokes is optimistic that the proposal will prove to be satisfactory for residents and cyclists alike. 🚲

Cyclists on Expressways: North vs South

In May this year, Transit NZ opened a new section of the SH1 Waikato Expressway, just north of Huntly (see photo below). The four-lane 100 km/h limited-access highway carries ~15,000 vehicles/day between Auckland and Hamilton. To safely cater for cyclists, marked cycle lanes separated from the traffic lanes by a buffer area have been constructed, along with crossing points at on/off-ramps. Current plans are for similar provision for cyclists to be included in future sections of the Expressway.



Meanwhile in June, the Burwood-Woolston Expressway was opened in Christchurch, providing a complete ring route around the city for traffic (see photo below). This two-lane 70 km/h road also has about 15,000 vehicles a day. Despite the provision of wide shoulders, Christchurch City Council immediately turned around and prohibited cyclists from using the road, relegating them to the adjacent pathway. This was in spite of some vigorous last-minute lobbying by Spokes Canterbury, who only heard about the move at the eleventh hour. While the path may be fine for many recreational and inexperienced riders, it provides a poor level of service for other cyclists, especially at the intersections along the way. Ironically, on the section of road immediately south of the new Expressway, cyclists are allowed here, despite the absence of virtually any shoulders.

CAN is concerned about the process (or lack of) used to determine when to ban cyclists from certain roads. At present it seems to be largely based on local perceptions, rather than any clear technical basis of safety and efficiency. We will be endeavouring in the near future to get clearer and more consistent guidelines applied nationally. 🚲



Glen Koorey

Transit Meets Cycling Advocates re SH1 Waikanae Railway Underpass

On July 1st, Kapiti Cycling's Hugh Black and Liz Mikkelsen met with Mr Stanley Chesterfield, the Cycling Champion for the Region & Julian Chisnall, MWH, to discuss improvements for cyclists at this very hazardous spot. The improvements agreed are:

- Changing any remaining stormwater drains to the horizontal accepted position.
- Remove the incomplete curb & footpath in the Southern direction – replace with a painted 1.5 m wide road shoulder
- In the Northern direction, the footpath will be sealed all the way and a new mountable curb constructed at the Waikanae River Bridge. Stencils and arrows will indicate where cyclists can enter the footpath and the blue and white, shared path sign will be put up.
- On the other side of the Waikanae River Bridge the path will continue for about 100 m when it will join the carriageway again.

Thank you Transit for keeping cyclists safe! 🚲

Kapiti Cycling Inc.

Cycling Research

HI HO, HI HO, IT'S OFF TO WORK WE GO...

In the last ChainLinks issue, we reported on Statistics NZ's call for comment on the questions for the 2006 Census - have a look at our website for CAN's final submission. The key Census question for cyclists is currently the "*main means of travel to work*"; some of you may recall early last year that we looked at the national statistics for this from the 2001 Census. This time we're going to look in a bit more detail at the cycling-to-work proportions, by district and compared with previous Census results.

The general trend in 2001 was *down* from the 1996 cycling levels. Indeed, Census cycling numbers in most places around New Zealand have been declining since a peak around 1981-1986. In 1981, 62,367 people biked to work (4.7% of travellers); by 1996 that was 50,811 (4.0%), and in 2001 it was 40,665 (3.1%). Here are the trends in the five main centres:

Urban Area	1981	1996	2001
Greater Auckland	2.1%	1.6%	1.2%
Hamilton	8.5%	6.0%	4.2%
Greater Wellington	1.8%	2.3%	2.3%
Christchurch	10.7%	8.0%	7.0%
Dunedin	2.8%	3.5%	3.0%

It's interesting to note that Wellington and Dunedin have bucked the trend somewhat, with later peaks. In fact, Wellington City was the only city council area to record an increase in cyclist numbers since 1996 (must be doing something right CAW!), a distinction also shared by Banks Peninsula and Mackenzie districts.

Note that the percentages given here are based on *the total number of journeys to work (i.e. not staying at home) where the travel mode is stated*. If you added in the "work-at-home/did-not-work/not-stated" numbers, the apparent cycling proportion would be even less (some publications appear to be using these lower values). This is hardly fair though (and doesn't help the cycling cause!), as there is no reason to suppose that these "miscellaneous" groups are any more or less likely to cycle on other occasions.

So where are New Zealand's "cycling cities"? Here are the top five "major urban areas" for travel-to-work cyclists in 2001 (with their 1981 % in parentheses):

- Palmerston North 7.5% (13.3%)
- Nelson 7.1% (8.8%)

- Christchurch 7.0% (10.7%)
- Wanganui 6.7% (11.7%)
- Gisborne 5.5% (13.7%)

While a lot of effort is currently underway to develop cycling strategies in most major urban areas, it is important to note however that many so-called “secondary urban areas” have greater proportions of cyclists travelling to work (usually without any special cycling facilities), including:

- Blenheim 7.9% (15.0%)
- Hawera 6.3% (6.5%)
- Ashburton 6.3% (15.4%)
- Masterton 6.0% (8.3%)
- Whakatane 5.8% (11.4%)

The above statistics are based on specially defined urban areas, not necessarily aligned with council boundaries. So which council wins the prize for the highest proportion of cyclists? Believe it or not (for the second Census running), it’s Buller District centred around Westport, with 8.1%, followed by Nelson City (7.7%). Meanwhile, at the bottom of the heap are Porirua City (0.7%) and Rodney District at the top end of Auckland with just 0.6%...

So, do the downward trends spell doom and gloom? Well not necessarily. For a start, the last Census figures were over two years ago, and a lot of government cycling initiatives (and CAN activities!) have only been underway in the intervening period. It may be in many cases that the historic trends actually bottomed out *before* 2001. As an example, the latest analysis of cycle counts in Christchurch shows virtually static numbers over the last 4-5 years. And Christchurch residents’ surveys show that the number of people who say they commute to work has been steadily increasing since 2000.

Although the travel-to-work question has the advantage over many other surveys of getting a full national picture, it is by no means perfect - have a look at our Census submission for more discussion on the issues and alternatives. One important thing to remember about it is that, according to other data sources (such as LTSA Travel Surveys), trips to and from work generally only comprise about **20%** of all personal trips. Therefore the figures provided here can only give some indication about the general amount of cycling in NZ. Education-based trips, for example, generally have a significantly greater proportion of cyclists.

Fortunately, a new initiative of the LTSA (under the 2010 Safety Strategy) is to undertake continuous “rolling” national travel surveys (the first batch have just been completed). These will be able to provide information on trips made for other non-work purposes too, e.g. education, shopping, recreation. Although the smaller sample sizes will limit the accuracy that

can be placed at a local level, the surveys will enable a more up-to-date and broader snapshot of travel patterns to be available. Watch this space for more details...

If you would like to have a look at the Census cycling data in more detail for the whole country, you can download an Excel spreadsheet with all the information from CAN's website (look under the new "Research" section).

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Glen Koorey (<koorey@paradise.net.nz>, Ph.03-3317504) ☺

News Snippets from Near and Far

Cyclist Sees Red Over \$150 Ticket

Wellington - Being given a \$150 ticket for running a red light on her ultra-light cycle has driven Melissa Pilla to the Police Complaints Authority.

The competitive cyclist had just left her inner-city Wellington apartment for an early morning ride on Queen's Birthday Monday, when she pulled up at the Dixon St-Cuba Mall pedestrian crossing.

With no traffic around and her racing cycle too light to trip the signal, Ms Pilla found herself stuck at the red light. After checking for pedestrians or traffic, she traversed the crossing at a speed dangerous only to hedgehogs.

The next thing she knew, she was being pulled over by a policeman and being ordered to hand over her driver's licence.

Ms Pilla often carried a tube, a pump, food and a little money - but she had not considered a licence necessary.

Despite her protests, the officer gave her a safety lecture and told her she would get a \$150 fine in the mail. True to his word, it arrived that week. Angry over her treatment, Ms Pilla lodged a complaint with police the next morning.

Senior Sergeant Richard Hocken said if Ms Pilla felt she had been dealt with unfairly she could write to police and appeal the fine. "But the road rules apply to everybody."

Traffic signals at crossings defaulted to green during quiet hours, till activated. "There had to be a pedestrian around. There had to at least be a policeman with a ticket book."

[from Dominion Post, 11 June 2003]



Campaign For Bike Lights A Triumph

Christchurch - City councillor Chrissie Williams is congratulating Christchurch cyclists on their efforts to make the roads safer this winter.

Cr Williams says the recent Lighten Up campaign was "a great way to ensure Christchurch continues to be the most cycle-friendly city, by getting cyclists thinking about their visibility".

More than 700 discount vouchers were used to purchase lights at participating retailers during a campaign sponsored by the Christchurch City Council and Land Transport Safety Authority.

A post-campaign survey also indicates an additional 29 per cent of cyclists now have lights on their bikes.

"That's a marked improvement from those out riding without lights before Easter," Cr Williams says. "It's great to see that more cyclists are visible on the road, especially now we've hit the shorter and darker days of the year."

By law, cyclists are required to have lights on their bikes between the legal hours of darkness - 30 minutes before sunrise and 30 minutes after sunset - or any other time when visibility is less than 100 metres.

[from The Christchurch Press, 14 July 2003]



Bikes Saddle Police With A Problem

Wellington - Bikes handed in to police are gathering rust and dust while the Government decides whether they can be auctioned or given away.

Police have been stockpiling the bikes after the Commerce Commission said last year that they could not be sold without maintenance and safety manuals. To do so would breach the Fair Trading Act and could result in a \$100,000 fine.

Previously, bikes were given back to the person who handed them in or auctioned.

All police stations in the Wellington district, which includes the Hutt and Wairarapa, have been told to hold on to the bikes.

Area controller Inspector Marty Grenfell said some of them were in near-perfect condition. They would be destroyed if there was no room to store them.

“There have also been messages that if they’re just junk, get rid of them.”

Cabinet minister Rick Barker has promised a law change to allow police to resume auctioning bikes after Hawke’s Bay police destroyed 75 unclaimed bikes without manuals at Turners Auctions in Napier this week. The Consumer Affairs Ministry is looking at changes to the regulations.

The bikes should not have been destroyed as the law about selling second-hand bikes had not been tested in court, Mr Barker said.

The ban was simply “a technical problem as perceived by the police”.

Trading standards service acting manager John Barker said the ministry had not told anyone to stop selling bikes without their required safety manuals.

“A bit of common sense is needed. People don’t need to get into a panic about this and can continue as normal,” he said.

[from Dominion Post, 18 July 2003]



Tayla’s Grand Gesture Brings Smile To Sick Schoolgirl

Rotorua - Winning a brand new bike may be every child’s dream but 11-year-old Tayla Sloane has discovered it’s much more fun to give one away.

The Rotorua student won a mountain bike after raising the most money during a school fundraiser last month. Tayla managed to sell 360 chocolate bars in just a few weeks, collecting \$720 for her school.

Having already received a new bike for her birthday, Tayla decided to donate the bike to a needy child in the community. She asked a nurse and family friend, Cath Mott, if she knew of anyone who deserved the prize.

At the weekend Tayla gave the bike to nine-year-old Atairia Te Rupe, who has suffered from a chronic respiratory condition since she was just a few months old. Atairia attends Rotorua’s Aorangi Primary School and carries an oxygen tank with her in a backpack to help her breathe.

In a moving presentation Atairia was lost for words as she realised the new bike was hers to keep.

[from NZPA, 8 June 2003]



Trishaws Hit The Streets

Palmerston North - The Green Bike Trust has just launched two new “trishaw” prototypes built by its “engineering wing”, Paneke Light Engineering, and has high hopes of a trishaw summer in the city.

Green Bike Trust chairman John Hornblow and trustee Vern Chettleburgh, of Manawatu Wanganui Regional Council, took a spin in the prototypes yesterday. They found it comfortable, easy to get in and out of, and well worth development.

“If we can get some completed machines available by November, there’s scope for them under Student Jobsearch to be earners around the city,” Cr Hornblow says.

It takes three old bikes to make a trishaw. The trust has about 1000 available for the job.

Last year’s taxi quadricycle idea is still being developed. It’s intended to fit the more agile and safer-around-traffic trishaws with sunshades and advertising panels.

Paneke is part of a community development and training trust that teaches light engineering to young people under Tertiary Education Commission supervision.

Manager Merv Bennett says two of the three students who built their skills on the experimental trishaws landed jobs while the project was running.

“We need more students, especially if the trishaws take off,” he says.

Mr Bennett says once the prototype is fine-tuned it should be possible for a two-student team to manufacture a trishaw in two to three days. The potential market goes well outside Palmerston North.

He says the trishaw presented particular challenges and brought out innovative answers from the students.

It’s about 90-percent made of recycled bicycles, and the team worked out their own means of taking the pedal drive sideways and keeping the cycle gears functional.

[from Evening Standard, 9 July 2003]



Biking Tops Staff Travel

Christchurch - Cycling has been the winner in a year-long promotion of alternative transport modes at three Christchurch organisations.

The Christchurch Polytechnic Institute of Technology (CPIT), consultancy firm MWH New Zealand, and Environment Canterbury (ECan) have taken part in travel plan pilots aimed at promoting more efficient and sustainable transport options for staff.

At CPIT alone there was an 11% reduction in car driver trips to and from work in the last year. This equates to about 50 fewer vehicles on the roads each day.

Cycling was the most popular alternative transport, attracting 17% of participants, up from 13% the previous year.

At MWH, 19% of staff cycle to work - up from 15%. MWH transportation group leader Andrew Macbeth says about a quarter of staff belong to the company's bicycle user group, which gets together for picnics, breakfasts and other special promotions.

At ECan 29% of staff now cycle to work - up from 27% the previous year. The regional council has a new covered and locked cycle shed for around 100 cycles.

Each organisation provides a cycle enclosure, cycle stands, showers, and lockers for staff to use.

During the pilot programmes, co-ordinated by ECan, nearly 1000 staff members across the three sites were encouraged to bike, walk, rideshare, or take public transport to and from work. Promotions for the programme included a "Scrap your Car for the Day" event, which attracted more than 100 entries. ECan energy and transport policy analyst Mike Blyleven says travel plans are a key component of ECan's Regional Land Transport Strategy, which encourages people to "go smarter" to maximise transport efficiency.

"Aside from the obvious benefit of reduced congestion and parking hassles, reducing car use contributes to lowering greenhouse gas and other emissions. By cycling, walking, and using public transport we are creating a more active society, which in turn leads to fewer health issues and lower costs."

Organisations wanting to source information on the benefits of alternative transport, or develop a business travel plan can call (03) 365-3828 or visit <www.gosmarter.org.nz>.

[from The Christchurch Press, 9 June 2003]

London's Congestion - Latest Progress

Mayor Livingstone leads the Charge for a Revamp of Priorities

More than four months after the city started charging motorists to drive into the centre of London, traffic jams have shrunk, taxis are unusually abundant and red double-decker buses zip along at 12 km/h.

In traffic-clogged London, this is progress. With 20% fewer private cars clogging the narrow, twisting roads of central London, things are going so well that supporters and earlier critics alike agree that the ambitious and contentious congestion charge is working - at least so far.

Introduced February 17 as the world's largest road pricing scheme, the highly successful London Congestion Charge is a breath of fresh air for those who want to change the misplaced road policies that have been both a transport and fiscal nightmare.

The days following the launch of London's ambitious congestion charging scheme were not characterised by traffic chaos and overflowing metro trains as had been predicted by many.

To the delight of London Mayor Ken Livingstone, who had anticipated a "bloody day" on the day of the launch of the scheme, February 17, rush hour road traffic in and around the charging zone resembled that of a Sunday morning.

The programme is simple. To enter a 12 km² area of central London on a weekday from 7.00am to 6:30pm, motorists must first pay a daily £5 (NZ\$14) fee, either on-line, at a petrol station, at a newsagent, or at a number of other locations. Around 230 cameras positioned on the zone's entry points match car number plates against a database of vehicles whose drivers have paid the charge. Any motorist who has not paid by the end of the day will be fined £80 (NZ\$220), reduced to £40 for those who pay within 14 days.

Since congestion charging started, the improvements within the zone have been encouraging. Contrary to cries of woe from the automobile associations, traffic on the boundary roads has only increased by 5% and an average of 100,000 drivers now pay their £5 entry fee, which has resulted in a 20% reduction in traffic. This reduction has exceeded the estimates by 5%.

This is the single largest experiment of its kind worldwide, so it's being closely watched by other cities - partly as a way of producing revenue. The London scheme brings in around £600,000 (NZ\$1.7 million) a day, which, after overhead costs, is supposed to be spent on improved public transport and walking conditions, which may also encourage cycling.

"The truth is we are doing something that nobody else in the world has done," Livingstone commented. "I see the congestion zones as the first step in a global pattern of shift away from private car usage to a great concentration on public transport. That's why it is so important. This isn't just a little local thing we are doing here in London, I think it could change the whole pattern of urban mass transit."

Bus speeds have increased 15%, and now average 12 km/h; delays have halved and waiting time at stops has been reduced by 23%. London's Central Line, running east-west, normally carries over 500,000 people a day. It closed due to an accident a week before congestion charging started, resulting in calls to our plucky mayor to delay the start - which he refused.

With 300 new buses operating, around 6,000 extra passengers are using them. The scooter business is booming along with the electric bike market, but those of us using conventional bikes now enjoy less traffic on some roads although no extra parking for bikes has been provided.

Characteristically while weekly figures pour out from the Press Office on automobile traffic, monitoring of increased cycle use will not be available until August.

Plans are now under way to enlarge the present cordon area, which measures 5 km by 4 km.

Congestion charging has actually been in place for a number of years in different locations. Singapore has had a sizable system in place for over two decades, utilising more expensive and arguably more effective technology than that in place in London. In Singapore, every car is fitted with an electronic meter that reads smart cards. When the car passes into the central business district of Singapore, the credit on the meter is electronically deducted. Sensors note if the meter has already run out of credit, photographing the car's license plate so that a ticket can be sent to the offending motorist. The fee for driving into central Singapore varies, depending on driving time and point of entry.

Road charging is not new to Europe. Motorway tolls are commonplace in many countries, including France, Spain and Italy, and certain cities have also introduced road user charges. In Norway the cities of Oslo, Bergen and Trondheim implemented successful urban schemes over five years ago.

Closer to home in the UK, the smaller city of Durham since October 2002 has placed a £2 congestion charge on its 1,000-year-old Saddler Street in its historic city centre. Predicted to cut traffic by half, it has actually cut the number of cars from 2,000 a day to 200 within three months.

The recent success of the London scheme will likely have impacts far beyond the healthier lungs of London residents. Edinburgh, Birmingham, Manchester, Leeds and Bristol have all been watching closely in hopes of implementing a similar scheme. For unknown reasons, however, the leadership of Glasgow, Leeds, Sheffield, Bradford and Liverpool have already stated their disinterest in following suit.

Internationally, New York City, Rome, Melbourne and Stockholm are studying London's example. 🚲

Brian Richards and Jason Kirkpatrick

[reprinted from CarBusters No.17, Jul-Sep '03, <http://www.carbusters.org/>]


“Connecting Cycling” Conference in Canberra, November 2003

This conference is being organised by the Bicycle Federation of Australia (BFA). The theme of the conference is travel behaviour change programs. The aims of the conference are:

- To bring together policy makers, practitioners, cycling groups and enthusiasts to discuss current thinking and best practice in travel behaviour change
- To provide information and resources on how to develop cost-effective programs to increase cycling and public transport usage

Topics include:

- Best practice implementing/funding behaviour change programmes
- Incorporating travel behaviour change into your bike plan
- Working with public transport providers and others

Dates for the conference are **November 20-21, 2003**. For further information, contact Barry Neame of Consec at <cycling@consec.com.au> or ph. +61-2-6251-0675; fax +61-2-6251-0672, or see the website: <<http://www.abc.dotars.gov.au/connecting%20cycling%20conf.htm>> 

Cycling News From Around New Zealand

May:

- North Shore City Council release their draft cycling strategy, which proposes constructing a \$6.5 million 70-km strategic cycle network over the next decade.
- Tauranga District Council plan to extend cycle lanes along Cameron Road into Greerton over the next 3 years, at a cost of \$1.3 million.
- Napier City Council begin work on the first stage of their cycling and walking network; a \$123,000 pathway from Bayview to Westshore.
- Transit NZ start investigations to provide cycle facilities on State Highways within Christchurch city.
- Police are stymied by the Commerce Commission regulations, preventing them from auctioning off unclaimed bicycles without an “owner’s manual”.

June:

- Christchurch City Council’s draft Annual Plan proposes spending more than \$1.2 million in the coming year on cycle facilities.
- Greater Wellington regional council’s committee hearing plans for the Hutt corridor recommend a new two-way Petone-Ngauranga cycleway, to replace the existing path likely to be eliminated by a planned high-occupancy/tolled vehicle lane.

- Hastings District Council vote not to bring forward by two years \$500,000 to begin implementing works in their cycling strategy.
- Nelson City Council and Transit NZ start work on a 1.2km cycle pathway link near Nelson Airport that will connect to existing cycleways from Richmond to Nelson.
- Waitakere City Council release a draft walking and cycling strategy.
- Transit NZ plan to extend existing cycle lanes further along Dunedin's one-way system.
- Transfund NZ allocate \$3.8 million for the next year towards walking and cycling projects (including unspent funds carried over), but don't plan to increase this amount over the next 10 years.

July:

- Whangarei District Council plan to put \$50,000 towards looking at a million-dollar walkway/cycleway from town to Onerahi, following a number of submissions to their draft 2003/04 annual plan.
- Cycleways on a number of West Coast bridges (including two road/rail bridges) are to be investigated by Transit NZ.
- Infrastructure Auckland offers Auckland City Council \$2.2 million to construct a cycleway between Onehunga and Mt Albert.
- Over 2000 people have so far signed the "Bike'n'Hike" petition calling for cycle and pedestrian access over the Auckland Harbour Bridge. 🚲

Quotable Quotes

"The survey results are disappointing. Common sense prevents us from driving our cars at night without lights, yet some people do not think that this applies to bicycles."

Christchurch City Councillor Chrissie Williams comments on the finding (before a bike light campaign) that more than half of cyclists observed riding at night in the city were without lights, with many others having inadequate lights. (The Observer 18/05/03)

"Anything I want from Port Chalmers, I get on my bike."

80-year-old Otago Harbour resident Mona Lewis and her husband Mick have never felt the need for a car. (Otago Daily Times 28/05/03)

"We have given bikes to the Green Bike Trust before, but it appears we cannot do that, either. It is a strange area of the law that we seem to be caught up in."

Manawatu Police district business services manager Murray Jackson comments on the Police's apparent inability to legally get rid of unclaimed bicycles. (Evening Standard 31/05/03)

“With most of the bridges you have to hold your breath and get across as quickly as you can.”

Hastings cyclist Dean Clifford urges the Hastings District Council not delay implementing its cycling strategy until 2005/06. (Hawkes Bay Today 4/06/03)

“Albany St is a designated cycle route and there is the danger of cars backing out without looking and hitting cyclists. Several near misses have been reported.”

Dunedin City senior transportation planner Ron Minnema explains plans to convert some existing angle parking in the city to parallel parking. (Otago Daily Times 6/06/03)

“If it (the law) is enforced, it is a wicked waste of perfectly good bikes.”

Consumer Affairs chief executive David Russell promises that the law requiring manuals when selling second-hand bikes would be something they would be looking into. (NZPA 3/07/03)

“It would be great to get around without being linked to timetables.”

Cycle Action Auckland spokesman Adrian Croucher supports the petition campaign for walking/cycling access across the Auckland Harbour Bridge. (Central Leader 11/07/03) 🚲

Recent CAN Executive Activities

Ever wondered what your Exec committee gets up to? Here is a summary of the main items discussed on our email group and carried out since the last issue of *ChainLinks* (many of these are detailed elsewhere in this issue). Recently, your CAN Exec has:

- Planned a new set of CAN posters, counteracting common myths about cycling (finding a designer, applying for funding)
- Set dates/agendas for meetings (Transit/Transfund/bus operators)
- Reported back on meetings attended by Exec members
- Considered possible additions to CAN's library
- Discussed cycling implications of Govt's TranzRail announcements
- Written/revised submissions to outside organisations (Census, CDG)
- Discussed LTSA/Police attitude to setting/enforcing speed limits
- Considered CAN's stance for LTSA Safe Routes advisory group
- Started planning where the 2005 Cycling Conference might be held
- Arranged CAN representation at the ECO conference and AGM
- Set up meetings between Exec members and local advocacy groups
- Discussed the structure/objectives of the new organisation BikeNZ

- Identified items requiring updating on the CAN website
- Followed up on comments in the Chch Press about tinted windows
- Joined the Obesity Action Coalition
- Discussed the ‘clean air’ campaign petition and Govt initiatives
- Followed up on the idea of ‘Kiwi Rides’ with SPARC
- Planned CAN’s involvement in the ‘Green Light’ campaign
- Discussed actions on news of ‘lost property’ bikes being destroyed by Police because of the requirement to have an instruction manual
- Set up the CAN awards (to be launched at the Conference)
- Discussed Transfund NLTP funding and issued press release
- Organised CAN AGM and CAN Do (advance notice, call for motions)
- Designed the ‘Communications Survey’
- Investigated tax-free and charitable organisation status for CAN
- Planned this issue of *ChainLinks* (content, who is contributing what, who is producing & printing it, finding a new editor)

Whew, and we still all manage to ride our bikes as well! 🚲

Collated by Jane Dawson

“Fundamentals of Planning and Design for Cycling” Training Courses

The course will introduce the fundamentals of planning and design for cycling in New Zealand. It is aimed at anybody who is planning or designing roads or other facilities that will be used by cyclists.

The course has been developed in conjunction with Transfund NZ, Transit NZ, and the Land Transport Safety Authority, to meet the needs of the NZ transportation industry. Topics include:

- Meeting cyclists- needs (NZ context, cyclist attributes)
- Planning for cycling (cycling strategies, data collection)
- Cycling between intersections (mid-block provision, on vs off-road)
- Cycling through intersections
- Putting it all together (implementation plans, project evaluation)
- Bouquets and brickbats


Who Should Attend? Planners, Designers, Rooding/Traffic Managers, Road Safety Practitioners, Cycle Officers/Champions.

Cost of Course: **\$240.00 + GST (\$270)** (IPENZ member discount available)

Dates & Locations:

- Christchurch Wed 24 September
- Auckland South Tue 30 September

- Hamilton Wed 1 October
- Akld North Shore Thu 9 October (*day before Cycling Conference*)
- Wellington Wed 15 October
- Palmerston North Thu 16 October
- Dunedin Thu 23 October

For more details and a registration flyer, contact Lynette Walsh, NZIHT, (<lynette@nziht.co.nz>, Ph. 06-7597065) 

Transit NZ Cycling Champion Profile #1 - Stanley Chesterfield

Road Safety Engineer
 Transit Wellington Office
 186 Willis St/ PO Box 27-277, Wellington
 Tel: 04-801 2592; Fax: 04-801 2599
 <stanley.chesterfield@transit.govt.nz>



What area does your office cover? It deals with the area covered by Greater Wellington (the Regional Council), i.e. the bottom bit of the North Island up as far as Mt Bruce in the Wairarapa and just north of Otaki to the west. It also covers the top of the South Island, the parts within the boundaries of Nelson City, Tasman District and Marlborough District. Marlborough District have combined forces with Transit to form Marlborough Roads.

How long have you been doing this sort of work? I've been in the traffic engineering and road safety game since 1971 when I joined the Ministry of Transport (as it was then called). In 1978 I joined the Ministry of Works & Development in their district roading office here in Wellington. I've effectively been there ever since, as Transit was created out of part of MWD in the late 80s.

How much cycling do you do yourself? I rode to school as a kid, but now I do very little. I do more walking.

What projects are you working on? I do anything to do with road safety - white lines and upwards! My work covers things like intersection controls, traffic signals, signs, markings, highway lighting... I spend a lot of my time responding to public questions and safety concerns on the State Highways. I liaise a lot with the LTSA, Police, Transit's consultants and interest groups of whatever flavour, including cyclists.

I look after the 'minor safety works' budget of several hundred thousand dollars. This budget is a fixed sum, and I'm allowed to spend up to \$75,000 on one project. As well as controlling this budget I look after the cycling and walking budget. This is not a fixed budget - we submit funding requests using the Project Evaluation Manual sheets to Head Office. In the

past cycling projects would often be funded out of the minor safety works budget, but that's unlikely to happen now that the walking and cycling budget has been established.

What cycling projects are you working on? I am keen to deliver the cycling projects currently identified in Transit's ten year programme and more also as time progresses. As of now, I'm pressing ahead with the Kapiti area - the Waikanae overbridge/underpass and some shoulder widening where it's inadequate. We want to have a 1.5 metre shoulder on all of SH1 in Kapiti, except for narrow bridges, fairly soon. I hope to have both the design and construction done in this financial year.

Fixing the bridges is a bigger ask, but there's a separate long-term plan to deal with them. Ultimately I'd like to see things like the Motueka bridge clip-on used to provide pedestrian and cycle facilities on many of the narrow bridges in the region.

In the Wairarapa I'm working on improvements in Masterton identified in the Masterton District Council cycling strategy - the Kurapuni roundabout area and a roundabout and bridge in the north of the town.

In the Hutt Valley I'm doing pedestrian work in the short term - cycling money will be spent further out. Right now I can't see any way to fix some problems on the Western Hutt Rd north of Melling.

I encouraged the establishment of the Nelson/Tasman Regional Cycle Forum, having been involved in the Wellington Regional Cycle Forum for some years. We had our first meeting three or four months ago, and part of that was to assist Tasman District Council in writing its cycling strategy. Nelson City already has one.

What other job responsibilities do you have? In our office we have asset management and project management groups. I vet all construction plans wearing my 'road safety' glasses, now extended to include my 'cycling and walking' glasses. I'm trying, for example, to ensure that when a road is resealed we put in proper width shoulders suitable for cycling.

What is it useful for you to know from local cyclists? I guess it's important for me to have contact with cycling groups like Cycle Aware Wellington, the Wellington Vets, Bicycle Nelson Bays, Bicycle Lanes in Paradise and Kapiti Cycling. They can tell me what works, what doesn't, what they like, and what they don't like. I can also get across that there are other demands on Transit's funding, that we can't always afford a Rolls Royce product or cater for all the different groups of cyclists.

It's useful if cyclists give me suggestions for works that are needed - Kapiti Cycling has just sent me a list, for example. I sometimes need information to help support project funding applications, for example on cycle use.

Ultimately we need to be collecting hard data on cycle volumes, but until then we need cyclist input on that.

I think we're all going through a learning process. As we go along we get to trust each other more and more and make progress. But we might not always get everything right first time around.

What are your thoughts on cycling in New Zealand? Cycling per se is obviously a good thing, as a valid (and growing) alternative in the transport network. It's to be encouraged, but with care. We need to match the skill level of the cyclist with the level of provision we're able to provide them. I think we need to discourage young children from cycling on the open highway, for example. They need their own facilities.

People interested in promoting cycling used to be in defence mode, and had to face the 'cyclists don't pay taxes' argument. Thankfully that is now past and it's very pleasing to be able to front up to walking and cycling groups in the knowledge that Transfund is allocating money to improve things for these groups.

How do you think the cycling champion system is working at the moment? If you look at Transit's 10-year programme, cycling projects are getting put up and funded. In the end, that's what we're here for. Within Wellington, I think the cycling champion system is working fine and the concept is probably a good one. I have full support in my office.

How do you see Transit's and your role in promoting cycling? Through getting on with projects. It's not Transit's responsibility to convince people how healthy cycling is - that's up to others. But Transit forms part of the cycling promotion 'community'. Our role is to provide for cyclists (along with other road users on the State Highway network, in liaison with other agencies. 🚲

Interviewed by Robert Ibell



Move over Tony Blair - Japan's Prime Minister Junichiro Koizumi shows local children he's no slug on the bike either...



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We respect your privacy and won't give your details to anyone not affiliated with CAN.

Deadline for next issue of *ChainLinks* is September 19th 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.

