



ChainLinks



The newsletter of the Cycling Advocates' Network (NZ)

Dec 2003



Amsterdam, Holland - A (multi-storey!) bicycle parking lot near the main train station in downtown Amsterdam. About 10% of the 650,000 bikes in the country are stolen every year. {from Knight Ridder/Tribune Photo Service, 25 September 2003}



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CAN cycle-friendly award winners 2002/03 announced

Glen Koorey

The winners of the inaugural CAN Cycle-Friendly Awards have been announced. Four special trophies were presented on Friday 10 October at a dinner held at the NZ Cycling Conference being held in the Bruce Mason Centre, North Shore City.

Devised by national organisation the Cycling Advocates Network and supported by SPARC through its Active Workplaces scheme, the CAN Cycle Friendly Awards are designed to acknowledge and celebrate some of the most notable achievements in the country that are helping to promote cycling and to create a cycle-friendly environment. Sixteen nominations were received for the Awards.



Award winners received a trophy consisting of a bicycle bell mounted on an engraved plaque. All finalists received certificates.

The four winning organisations are:

Best cycle facility project: Porirua City Council (Ara Harakeke Pathway)

Meaning “the flax pathway”, Ara Harakeke is a 3.6km long 3m-wide shared pathway between Paremata and Pukerua Bay. Constructed in conjunction with the adjacent State Highway 1 realignment, it sits between the highway and the Taupo Swamp, a nationally important wetland, and provides a safe traffic-free alternative to the previous on-road cycle route. Its presence has seen a boom in walking and cycling use along this route. Further links are planned north and south to connect up a regional cycling route.



Other finalists in this category were:

- Christchurch City Council (Colombo St cycle lanes)
- Christchurch City Council (Living Streets Programme)

Best cycling promotion: Bike Wise (National Bike Wise Week 2003)



This year's national Bike Wise Week was the ninth and most successful annual promotion to celebrate cycling in NZ. Over 250 organisations ran local events this year, including Bike To Work breakfasts, family rides, cycle skills days, and the new Business Battle competition. All up, it is estimated that

40,000 people took part in events and activities during Bike Wise Week 2003.

Other finalists in this category were:

- Waimakariri District Council ('Don't burst the bubble' campaign)
- Christchurch City Council ('Lighten Up' campaign)

Cycle-friendly commitment by business: Cycle Surgery, Dunedin (child cycling skills programme)

For four years now, this local cycling shop has run a free programme to teach children cycle safety skills and to motivate them to cycle. The Monday Night Bike Club regularly attracts 30-50 kids between 4-12 years and their



parents. A broader "Kids on Bikes" programme is now being developed to take this initiative to schools and the wider community, as well as incorporating cycle mechanical checks. Cycle Surgery have also been involved in a donate-a-bike scheme, aimed at providing roadworthy bikes to needy children.

Other finalists in this category were:

- Ground Effect, Christchurch (cycling support of employees and advocacy)
- Sierra Cafe, Takapuna (cycle racks for patrons)

Cycle-friendly commitment by public organisation: SPARC - Sport & Recreation NZ (Cycle-Friendly Employer resources)

As one of its first activities, SPARC commissioned the development of guidelines for employers wishing to provide a cycle-friendly environment at work. These are now available on their website and widely promoted. As well as practical checklists and tips, a number of case studies from businesses around NZ have also been presented.

Other finalists in this category were:

- Environment Canterbury (model cycling strategy and regional framework)
- Christchurch City Council (cycling strategy implementation)

The CAN Cycle-Friendly Awards will be given out annually. We look forward to your nominations next year!



Felicity Close, Health Sponsorship Council/Bike Wise and Richard Lindsay from SPARC

CAN AGM 2003

This year's AGM was held at the end of the Cycling Conference, on 11 October, in the Bruce Mason Centre, Takapuna. It was attended by 15 members from around the country, with two more sending in email votes on the notified motion.

Chair's report

Jane Dawson, (shy and) retiring Chairperson, reported on CAN's year, describing it as a year of ups and downs. CAN has weathered some controversies but has also grown structurally, with the two membership surveys providing useful information for future growth. The biggest change has been in the policy environment, with work being done by various Government agencies on strategies and guidelines that will be a big support to CAN members in getting cycling taken seriously. Overall, the year has been a busy one but it has been satisfying to see progress happening.

Treasurer's report

Andrew Couper, CAN's treasurer, presented (in absentia) a financial report for the 2002 year, and a year-to-date report for 2003. The 2002 accounts have not yet been audited, due to the 2001 audit only just being finished.

Overall, CAN's finances are in good shape, with operating costs being kept to a minimum and income increasing. Individual and supporting organisation subscriptions are up, advertising revenue (ChainLinks) is up, and donations are at a good level. Some membership group levies are low or non-existent, however. CAN has also earned a significant amount of consultancy income.

Improvements could be made in terms of contact with local groups, to encourage them to use the money available to them for projects and travel assistance to CAN meetings.



*Cyclo driver Paul Doherty
taxis Jane Dawson and
David Laing*

Elections

The following people were elected to serve CAN in the coming year: David Laing (Chairperson), Adrian Croucher (Secretary), Andrew Couper (Treasurer), plus committee members Glen Koorey, Liz Mikkelsen, Axel Wilke, Robert Ibell, Roger Boulter, Andrew Macbeth, Jane Dawson, and Christine Cheyne.

Vote on Motion

A motion about joining BikeNZ had been put before CAN members via ChainLinks. Roger Boulter (CAN's representative on the BikeNZ board) gave some background to CAN's involvement.

The motion, "That the decision taken by the CAN committee to make CAN a member organisation of Bike NZ Incorporated is endorsed", was passed unanimously.

Other business

A vote of thanks to Robert Parsons for maintaining the CAN website was passed.

There was also discussion about the membership of the 'CAN support' list (a group that is consulted when feedback on specific issues is required), and it was agreed that this would be formalised.

The meeting attendees then adjourned to a local restaurant for some well-earned relaxation, to prepare themselves for the CAN Do the next day!

Any members who would like copies of the AGM minutes or Treasurer's report, please contact Adrian Croucher, CAN Secretary (secretary@can.org.nz or PO Box 6491, Auckland).

Meet the new CAN executive

A new CAN executive committee was elected at the CAN AGM. While there are plenty of familiar faces on it, there are also some significant changes (including a change of chairperson) and some new faces as well. Here they are:

Roger Boulter (boulter@maxnet.co.nz) - policy advisor

Roger Boulter is a self-employed transport planning consultant who set up his own business in October 2003. He gained an urban and regional planning degree in 1977, and professional qualifications in 1980 and prior to coming to New Zealand from Britain in 1995. He was Birmingham City Council's full-time Cycling Officer from 1990 to 1995, undertook the NZ Cycling Strategy Foundation Project in 1999 and 2000, and since this project's final 2003 launch, has been a member of the CAN Executive. His main work on the Executive is as a Policy Advisor and as CAN's representative on the Board of the BikeNZ umbrella body. He cycles for many of his transport needs.

Christine Cheyne (c.m.cheyne@massey.ac.nz)

Christine Cheyne is a member of Cycle Aware Palmerston North and was on the organising committee for the 2000 Cycling Conference held at Massey University. She works at Massey University teaching politics and policy. Her particular research interests are public participation in local authority decision-making, strategic planning, and urban sustainability (with a particular interest in sustainable transport). She is also a member of the Massey Bicycle Users Group.

Christine cycles to work most of the time (including when she worked in Wellington), and also enjoys recreational cycling.

Andrew Couper (a.s.couper@xtra.co.nz) - treasurer

Being habitually shy, except when doing his infamous roadkill impressions at CAN exec parties, Andrew has decided to leave his biographical details up to the readers' imaginations. We know he rides a bike, though.

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

I've been CAN secretary since mid-2000, having joined CAN in 1999. I'm also actively involved in Cycle Action Auckland. I work mostly as a researcher in Engineering Science at Auckland University, and also as a part-time musician.

I've done a fair bit of cycle touring in NZ (favourite trip so far: Rainbow Rd) and overseas (including Hungary, Romania and Turkey). My partner Sally McAra and I live car-free in Auckland, with the help of various mountain bikes, a BoB trailer, and our two beloved Birdy folding bikes!



Jane Dawson (dawbell@actrix.gen.nz)

Having discovered how practical it is to commute around the city by bike while living in London, I was shocked to find how much cyclists had been left out of the system when I returned to NZ, so I helped to set up Cycle Aware Wellington in 1994 and have been involved with cycling advocacy ever since. I was chairperson of CAN for the last three years, and have enjoyed seeing CAN develop into a strong, knowledgeable and democratic organisation. I ride a commuting/touring bike, mostly for commuting, shopping and going to meetings but occasionally for touring as well.

Robert Ibell (dawbell@actrix.gen.nz) - campaign secretary

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

Glen Koorey (koorey@paradise.net.nz) - policy/ technical advisor

Having ridden a bike since I was a youngster, I've been on CAN's Exec since the 2000 cycling conference. My background is in traffic engineering & road safety and I've worked as a researcher/engineer for Opus International Consultants since 1994. I'm currently living in Christchurch pottering away on a PhD at Canterbury University on rural highway safety, while still doing a bit of Opus work on the side. On the Exec, I try to provide useful technical, research and policy information for CAN's members and the various agencies we work with. Locally, there's also plenty of cycling advocacy work via Spokes Canterbury. When I'm not filling my days studying, working or CANNing, I'm trying to find time with my wife Dianna and our four littlies aged two to six. Never a dull moment, but never a spare one either!



David Laing (laingmaguire@xtra.co.nz) - chair

David Laing arrived in Wellington from the UK in December 1995. He has lived there ever since. He has been involved with cycle advocacy for the last seven years with Cycle Aware Wellington, and has held the position of Chairman for the last five years. His main focus in CAW has been under the Education & Safety sub-committee, and has represented CAW on the Wellington City Council Road-Safety Reference Group for the last 5 years. He is currently employed by Unisys as Operations Manager and looks after ACC's IT infrastructure. He is absurdly proud of his 18 month old son (David J), and wife Teresa, and considers that being a parent is the greatest thing anyone can do!

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

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

Liz Mikkelsen (liz.ocean@xtra.co.nz) - membership secretary
Well, I guess I never stopped cycling. I cycled 11 km to and from school in Denmark when a child of 12. I cycled around New Zealand with my young children.

I still do my 'Getting around on foot – by cycle' with the help of a mountain bike/ shopping bike with a trailer, a road bike, a tiny folding bike and my recently acquired beautiful practical Birdy folding bike to take onto buses and trains. What do I do with the money I save? I work one day less a week.



I joined Cycle Aware Wellington in 1994 and helped to start CAN. Started Kapiti Cycling together with another cyclist in July 1999. Kapiti Cycling became an incorporated society in 2002 and is now part of a group writing a cycle strategy for the Kapiti Coast District.

Axel Wilke (axel.wilke@can.org.nz) - technical advisor
I started my 'career' in cycle advocacy in 1989 when I joined an organisation that promotes sustainable forms of transport in Germany. Looking for a career change, I studied towards a degree in Civil Engineering, and have worked as a traffic engineer for Christchurch City Council since 1997.



I've been with CAN since the Palmerston North cycle conference in 2000, and with Spokes in Christchurch for a little longer again. Looking back, I'm amazed how much has changed over the years in the transport sector, and I'm hoping that the positive momentum can be maintained.

I enjoy the outdoors (mainly mountain biking) and socialising. Christchurch is choice for lifestyle reasons. And as long as the CAN committee is made up of such a great bunch of people, I've got energy for many more years of cycle advocacy.

CAN Do report

David Laing, CAN chair

The CAN Do strategy session was held on Sunday 12th October, the day after the Cycling Conference, on Auckland's North Shore. There were 27 people present, representing a large number of member organisations, and the whole of the newly elected CAN executive committee.

I had facilitated previous strategy sessions for the group, and had been asked to do so again (despite having been elected as CAN chair 48 hours earlier!). The earlier two sessions were both heavily constrained by time, and, true to form, this one was no different. Given the limited time available, I had agreed with the previous Chair (Jane Dawson) that the session would be focussed on actions to be taken in the coming year (or 18 months, at a stretch).



CAN Chair David Laing wonders what to do with all those good ideas.

The group spent some time brain-storming topics that the Exec should spend their time on. The large number of topics that came up were categorized by the group into broad areas. Then I divided the larger group into smaller focus groups, to concentrate on defining actions that could be taken to tackle each of those areas. These sub-groups presented their findings back to the whole team.

By now, time was running out, but we had time for a quick prioritisation exercise (which was crude but effective). After that, there was just time for some hasty goodbyes before people started leaving.

So, what next? The output of the session was captured onto flip chart paper, (and a photo of the categorised topics!). Liz Mikkelsen has done a sterling job at writing up the output. The intention is to publish the prioritised list of actions, together with measures for each. This will allow the Executive to determine how effective they have been during the next 12-18 months, in terms to pursuing the agreed actions.

And after that, we have to get on with it!

Reflections on the 2003 NZ Cycling Conference

Glen Koorey

Another year, another conference... the NZ Cycling Conference series just turned four and for some of us veterans who gathered at the swanky Bruce Mason Centre in North Shore, it was interesting to reflect on how the political landscape has changed over the years (and I didn't even attend the first one back in 1997). Certainly, it has gone from "we'll have a look into cycling and maybe come up with something" to "here's our new strategy/policy, what do you think?". Now we await with interest the results of "this is what we have done out in the real world"...

For some of us advocates, it was rather pleasing to be seeing presentations on national and LTSA walking/cycling strategies, national guidelines and training for facility design and network/route planning, and various local council cycling strategies (more than twenty out there by my last count). The good thing about the many excellent local initiatives shown is that it removes the problem of showing overseas examples and being rebuffed with "yes, but that's UK/Europe/Australia/wherever for you". No, it's being done here now, and this is how it can work locally!

It was easy to see why UK keynote speaker Steve Norris has had a successful political career; his charisma and gift of the gab were a personal highlight. And, more importantly for us advocates, he knows his cycling stuff; let's hope that our Govt agencies take note of some of his wise words. We've been very lucky with some excellent keynote speakers over the years (I guess the ultimate test of when we've made it as a cycling nation is when other countries are coming to us for keynote speakers at their cycling conferences...). Interesting too that they've all made similar observations about our predilection for cycle helmets here...

Yes, the dreaded "H word" did crop up a bit - "harbour bridge"! Seriously, the helmet debate did seem (for the most) remarkably civilised when it cropped up. Being in Auckland however, the harbour bridge clearly evoked a bit of passion; a good point was made that even if a bridge solution for cyclists would cost in the tens of millions, it would send a significant psychological (and iconic) message to the general populace. It was a pity too that we couldn't arrange a bike ride across the bridge while there (surely Transit could afford one less traffic lane for a wee while on a Saturday or Sunday?)

Some common themes seemed to crop up during this year's conference (or at least in the sessions I was at). Firstly, the importance of behavioural and marketing programmes is being acknowledged and indeed implemented. Rather like the motorists, we can't just build our way to cycling nirvana with more cycle facilities. Colin Graham's presentation on TravelSmart at the 2001 conference was the first time that a lot of us recognised the potential power of these programmes and clearly it struck a chord with many, seeing as it was voted the most inspiring presentation (by the way, where were the presentation awards at this conference?). This time around there were a

number of local examples of how similar initiatives have worked in the community, in businesses, and at schools.

Continuing the schools theme, there was also a clear recognition of the need to get kids at schools cycling again. Quite simply, they are the future; as the rest of us get greyer we need to keep bring in “reinforcements” to maintain the role of cycling in our communities. An interesting challenge I think will be not so much with the kids, but with their parents; for the first time we have a parenting generation that has largely not cycled themselves. The kids often want to cycle, but the parents are seeing the spectre of traffic danger. Partly real, partly perceived, this needs to be seriously looked at here.

The CAN Awards made their debut at the conference, and by all accounts were well received (with apologies to the luckless Christchurch City Council!). Clearly people like the feel-good factor from acknowledging local initiatives (certainly the trophy bike bells kept ringing all night!); it was nice to see the pride with which traditionally non-cycling places like Porirua and Dunedin celebrated their victories. Who knows, maybe it will inspire some councils and agencies to try a little harder to win one next year?

So what of the future; what should the next cycling conference be looking to achieve? Tentative suggestions are for another conference in 2005, possibly in the Wellington region (for those members who can't wait that long for your next “fix”, there are also tentative plans for a CAN workshop/get-together next year). Now that many central and local government agencies are acknowledging cycling somehow in their policies, what is the best way to get maximum value from a relatively brief conference? Your thoughts please, so that CAN can follow them up!

One thing attempted this time was a “linkages” session aimed at initiating discussion between various agencies that have a potential role to play in supporting cycling in New Zealand. The problem with this session (and also reflected in the delegates attending) was the number of “missing” agencies, who either did not show up at all, or didn't send along someone with key decision-making power. Some Govt portfolios that come to mind for example include Health, Education, Environment, Tourism, Economic Development, Local Government, Urban Affairs and Conservation. We also need to maintain dialogue with the relevant players in other travel modes, such as motorists, trucks, buses, pedestrians, and railways. Clearly CAN has an ongoing role to initiate more discussions with some of these agencies and explain their importance to cycling, and hopefully that will pay off with their participation in future conferences.

To maximise the exposure of all relevant parties, we may also need to look at the timing of the conference. The proximity to VeloCity in Paris and the Connecting Cycling conference in Canberra clearly didn't help the number of Australian visitors who crossed the ditch (many thanks to those who did!). For those in the transport area, the North Shore event also fell in the middle of “conference season”, with many competing workshops and sympos-

sia in the surrounding month. Quite how it fitted in with events of other relevant sectors I'm not sure, but it would certainly pay to do our homework even more thoroughly next time to avoid any clashes. Cycling conferences seem to be a poor cousin to many other industry events; given a clash, many people we'd like to see here may choose to go somewhere else.



Paris, France - Thousands of bikers ride down the Champs-Élysées. The ride from the Eiffel tower to Paris town hall was part of VeloCity 2003, the World cycle congress. {from Reuters Pictures, 24 September 2003}

Perhaps one final clue as to the perception of this conference by many non-attendees came from some of the elected members who did speak there; they seemed to talk as if the audience were all staunch cycle advocates (e.g. “get out there and lobby for this!”). Now it's no surprise that there were a few “rabble rousers” present who made their feelings on some issues known loud and clear (good on you!), but most of the speakers and delegates were there in their professional capacities in various fields; whether they were CAN members for example was somewhat irrelevant. To borrow the terminology of Auckland Regional Councillor Catherine Harland, yes we had a lot of cycle “lovers” attending; but we obviously need to encourage more “likers” and even “loathers” to also come along and join the debate next time...

...and more thoughts on the 2003 NZ Cycling Conference

Leonard N. Bloksberg, Cycle Action Auckland

I have no idea why I was so intimidated about registering for the NZ Cycling Conference 2003, but I'm glad I did. I had a great time, learned a lot, made some good contacts, and came away with renewed enthusiasm.

The most important thing that happened at the conference was enthusiasm building. A group of government leaders got up and inspired us with all the great things they've been doing, and we got to inspire them with an audience who really supported what they had to say. Minister of Transport, Paul Swain told us that he spent last week explaining his new laws to the trucking lobby, who were not very receptive, so he was very happy to meet the people who appreciated the value of what he is doing.

What the minister presented was a complete law change in how transport is operated in New Zealand. Not only that, but every speaker, from every division of the government with a stake in the process, presented their part, with complete buy in to the new way of doing business.

Under the new policy, cycling infrastructure is a line item on the transport budget. There has been an official policy change which means that the LTSA

must encourage cycling while also making cycling safer. Under the new law, the criteria for assessing transport projects have been expanded from an emphasis on cost/benefit ratio for motorists, to include all of the following (not just some):

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

In fact, any municipality that wants to apply for transport funding must have a transport strategy that addresses all of the above areas, and each application must also address them all. In other words, no cycling component, no motorway funding. This is exciting stuff.

The minister presented data on road deaths in New Zealand, and stressed a commitment to get the annual road toll below 300 deaths per year. At present, there are about 12.0 deaths per 10,000 motorists, and 0.1 deaths per 10,000 cyclists, per year on New Zealand roads.

An LTSA manager stated that only about 50% of roads (mostly highways) are paid for by road user fees, and the remaining 50% (mostly city roads) are paid for by municipal rates. In other words, we cyclists who live in Auckland are paying for the roads that truckers use to deliver their goods in town.

After listening to the new approach, I told the minister that I had only two questions: “What can I do to support what you’re doing?”, and “What can I do to see that this new policy gets executed?”. His answer was simple. First, encourage more people to cycle, and use the growing infrastructure being provided. Second, put in a submission on every transport project, and keep after our local body politicians to comply with the new policy. This may be the new law, but not everyone is buying in to it just yet.

Over all, this made me feel really good about what we are doing in Cycle Action Auckland. It seems that our work is making a difference, that it really matters, and that our approach is the right one. Let’s keep sending in submissions and encouraging people to ride.

BikeNZ Update

Roger Boulter, CAN’s representative on the BikeNZ board

BikeNZ continues its birthing process. Early in 2003 plans were laid, with assistance from SPARC, to set up a single representative body covering cycling in all its aspects. BikeNZ’s Board was established mid-year, the CEO was appointed in August, and apart from the longer-term Strategic Plan, detailed plans have been made and are being actioned to restructure staff from existing sport cycling bodies, establish new positions and raise financial support as a firm basis for the organisation’s stability. This process will continue until at least the middle of 2004.

CAN has been heartened by the welcome accorded to “our” sort of cycling by the sport bodies who make up most of the rest of BikeNZ’s membership and activities. Commitments to action on “day-to-day” and “recreational” cycling are in BikeNZ’s Strategic Plan. BikeNZ’s CEO, Rodger Thompson, attended the North Shore Cycling Conference and by all accounts found it encouraging and a useful introduction to current activity and challenges in these areas of cycling.

Reaching a milestone: NZ’s first National Walking and Cycling Strategy (NWCS)

Jane Dawson

The draft NWCS was released for consultation by the Minister of Transport, Paul Swain, on 8 October, just in time for the Cycling Conference. The Strategy was signalled by the Government in March 2002, and is one of the implementation tools for the NZ Transport Strategy (released in December 2002).

It proposes a framework for achieving the vision of

“A New Zealand where people from all sectors of the community choose to walk and cycle for transport and enjoyment - helping ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive and sustainable transport system”.

Three goals are proposed:

- Communities that are more walk and cycle friendly
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists

and ten priorities for action are identified. Each of these priority areas includes background explaining why it is there, a desired outcome, and a list of actions that could help to achieve the outcome. Implementation plans will be developed once the strategy has been finalised.

CAN has welcomed the draft Strategy, and thanked Paul Swain and his Ministry officials - particularly Reena Kokotailo - for their hard work on the document and their commitment to a truly inclusive transport system.

The draft NWCS covers most of the important changes that need to be made and includes a pretty thorough discussion of the issues that need to be addressed. The list of actions is also quite comprehensive, though CAN would like to see these expressed as definite commitments rather than possible actions that would help if they were done.

Of course, the Strategy isn’t perfect from our point of view. One weakness is its lack of ambition and commitment. The vision, for example, should indicate that **more** people will choose to walk and cycle in the future, and the first goal should go further than just accommodating pedestrians and

cyclists - it should aim to actually encourage people to walk and cycle in their communities.

The Strategy also needs to recognise that there has been a (de facto) programme of encouraging car use for many decades, and that this needs to be reversed in order to seriously encourage people back to cycling and walking.

Nevertheless, the NWCS is an excellent start, and should provide a strong basis for future development.

Many CAN members attended the workshops run by the Ministry of Transport around the country in November and December, and of course CAN has made a written submission. The consultation closed on 19 December, but queries can be directed to the Ministry by email on walkcyclestrategy@transport.govt.nz or phone on 04-498 0649.

CAN's submission is available on our website (www.can.org.nz) or by contacting our secretary (email: secretary@can.org.nz).

Ara Harakeke - The Flax Pathway - Update

Andrew Gray, Porirua City Council

Ara Harakeke - Porirua City's pathway alongside Taupo Swamp - has won this year's CAN Best Cycle Facility Project award, and over the last year 11,000 people have voted with their feet and bikes on the success of the pathway. The CAN award for the 5 km pathway, which runs alongside State Highway 1 from Plimmerton to Pukerua Bay, was announced at the recent national Cycling Conference held in Auckland.

Ara Harakeke appears to be contributing to the city's economy and health, as a survey of bike shops in Porirua has shown that cycle sales have significantly increased over the last few years.

The Porirua City Council is thrilled with the success of this project and wishes to thank CAN for the vision to set up the awards.

Plans for Ara Harakeke this summer are:

- Develop lookout/ seating area adjacent to pathway in association with QEII Trust, overlooking Taupo Swamp wetland
- The path surface will be given a slurry coat seal over summer
- At the Pukerua Bay end, tenders have been invited for the construction of a bridge that will go over the railway cutting and extend the pathway to the Pukerua Bay shops.
- At the Plimmerton end, construction has started to extend the pathway behind the Plimmerton weigh station and form a permanent link into Ulric Street.

In summer 2004/05, after Transit have reconfigured SH1 and the Ulric Street entrance, we plan to extend the path from Ulric Street into Plimmerton Domain, and along the Taupo Stream to the existing carpark by

Plimmerton railway station. From this carpark, cyclists and walkers will be able to cross SH1 at the proposed pedestrian traffic lights or use the level crossing at the south end of the Plimmerton Railway Station to get into Steyne Avenue.

The City has also recently released its draft Long Term Community Consultation Plan (LTCCP) for public consultation. This highlights potential strategic projects that could happen in the City over the next ten years.

Included were three new significant pathway proposals.

1. Pathway around Pauatahanui Inlet
2. Pathway from Porirua CBD to Paremata
3. Pathway from Porirua CBD to Onepoto in Titahi Bay

Note that these are only draft proposals and the final list of projects will be developed after public consultation.

CAN Communications Survey

Glen Koorey

Once again thanks for the responses we received from our communications survey featured a few months ago. We've now had a chance to analyse the findings, and hopefully we can bring you some of the requested changes in the near future. A full summary of all the survey results can be downloaded from the Research page of our website. But for now, we'll just run through a few of the findings relevant to ChainLinks (CL).

All up we received 75 surveys back; not as many as for our member's survey, but maybe this survey wasn't seen as quite so important? Almost all responses came from CAN or affiliated group members (as they also receive CL). It would have been interesting to have got more feedback from some of our other readers of CL, e.CAN, and the website (e.g. Govt agencies); perhaps we should do a targeted survey of some of them?

There was a mix of support for which method (paper, PDF, weblink) people preferred to get their CL by, with the good old paper version still the favourite (64% of respondents). We'll continue to try to provide CL in whatever formats you prefer (more than one in many cases).

A two-monthly frequency for CL was favoured the most (60%), with half as much support for three-monthly, and even less for monthly. Given that 2-3 months has historically been our rate of production, that seems to suit most people.

There was quite a range of responses to how many pages CL should be (plus a few people misinterpreted this to mean what size pages, e.g. A5). The preferred minimum/maximum lengths averaged between 16 and 34 pages respectively, but there were some who would settle for just a 2-4-page wonder and some keen souls who would be happy with 72 pages! Many of our recent issues have been a bit longer than 30-odd pages, so we'll have to consider whether we should trim them a little in future.

So what features do you like in CL? Here are the average rankings for the regular items:

Regular Feature	Average Score (1 - 5)
Designing for Cyclists	4.1
Cycling Research	4.1
Cycling News Around NZ	4.1
Local Advocacy Group News	3.9
Related Transport Policy News	3.9
World Cycling News	3.7
CAN Meetings with Organisations	3.6
CAN Activities & Events	3.5
Letters	3.5
Photos	3.4
Article/Book Reviews	3.2
Useful Websites	3.2
Quotable Quotes	3.1

The good news is that you consider all of our regular features to be better than “moderately valuable”. We’ll take that as a sign we’re getting it mostly right!

We also asked what else would you like to see regularly in CL - clearly there is some support for the suggested items too:

Suggested Feature	Average Score (1 - 5)
Cycling Legal Issues / Road Rules	4.2
Cycle Advocacy Tips/Guidance	4.1
Questions & Answers from Readers	3.8
Riding Technique/ Health Info	3.7
Bike Maintenance Tips	3.6
Bike Ride Details/Reviews	3.6
Cycle Touring Articles	3.4
Bike Equipment/ Accessory Reviews	3.4
New Bicycle Reviews	3.1

We’ll certainly look to see if we can’t provide some of the top items at least (any lawyers handy?). But of course, as a voluntary organisation, we are dependent on who is able to provide the time and expertise in these areas. If you think you can help with any of the suggested items (be it on a regular or irregular basis), let us know!

The good news is that 23 people said that they could be able to assist providing occasional CL articles, on a whole manner of excellent topics, e.g. touring, local advocacy, etc. Thank you for the offers and we look forward to seeing your contributions whenever you can!

When it comes to bells and whistles (of the non-bicycle variety!), it appears that most of you are quite happy with our simple humble newsletter. There was only moderate support for more colour, an A4 size, or a “glossy” format,

with average 1-5 scores of 2.4 and less. Obviously there's a cost issue with those things too, so for now we're quite happy to concentrate on "content, content, content"! Having said that, watch out for our "Bike Week 2004" special issue!

Most copies of CL get read by either one or two people at your end; it's nice to see too that 42% of you pass on copies to prospective members. And it's pleasing to see that 26% of you have either made enquiries or purchased products/services as a result of businesses advertising in CL. Keep up the support of our wonderful sponsors!

Finally, thanks for the many other comments people had about all of our communication tools. Often it's the little details that make the difference and we'll try to take them on board. And remember that we welcome your thoughts on CL, e.CAN and our website at any time. Right, enough polling, back to the content!

Planning and Design for Cyclists

Share and share alike

Glen Koorey

For some time now, CAN has been actively promoting "share the road" campaigns, aimed at encouraging motorists to interact more courteously and safely with cyclists on the roads (of course we also expect cyclists to play their part!). And now it looks like the LTSA will develop some education and promotional material in this area as part of its pedestrian/cyclist safety framework.

All this begs the question: should we look to develop similar signs for local use? The key aim would be to remind motorists that cyclists use the roadway too and are legitimate road users. Such information becomes particularly important along narrow road sections, where cyclists will have to be in the same traffic lane (in fact, some traffic calmed areas are deliberately designed this way).

In the US, a number of places have tried to reinforce this concept through signage. In fact their national manual for signs and other traffic control devices allows for a "SHARE THE ROAD" plate to be attached underneath the standard yellow diamond cyclist warning sign. But many locations have come up with their own variants (some for warning and some for information), as illustrated by the accompanying photos.



The introduction of any new sign needs to be fully considered, as the over-proliferation of signs may cause the effectiveness of other signs to be decreased. Possibly, motorists may even think that they do not need to share the road with cyclists in places where the signs are not posted! The idea is worth thinking about though; where could you see such a sign being of great value?



As an aside, the symbolic signs shown above remind me of a related question that I heard recently. Have a look at the various “vulnerable road user” warning signs below. Which is the odd one out?

Answer: the cyclist sign is the only one not showing a **person**. We want motorists to make sure they don’t hit the cyclist, not their cycle!

Some Relevant Reading

- (US) Federal Highway Administration 2003, *Manual of Uniform Traffic Control Devices*. Includes a whole section (Part 9) on traffic signs and markings for bicycles. Web: <<http://mutcd.fhwa.dot.gov/kno-2003.htm>>
- ITE (Institute of Transportation Engineers), Pedestrian & Bicycle Council 2002, *Innovative Bicycle Treatments*. Contains many unique and interesting treatments tried around the world to provide acceptable solutions for cyclists, including the above signs. Can be purchased from the ITE Bookstore, Web: <<http://www.ite.org/bookstore/index.asp>>
- Searching the Internet for “share the road” and “sign” will yield a host of campaigns and programmes based around variations of these signs.

All feedback to Glen Koorey <koorey@paradise.net.nz>, Tel. 03-331 7504.

Cycling Research

Build it and they will come

Glen Koorey

One of the most commonly asked questions when trying to justify cycle facilities is “how many more cyclists will there be as a result of building this?” Quite simply, there is no easy answer, as it depends very much on the facility in question and many other factors about both the location and local policies. Various anecdotal reports abound of how particular new facilities have seen a significant take-up in cycling. But only limited re-

search has attempted to discern some general trends as a result of ongoing provision of cycle facilities.

Nelson & Allen (1997) carried out one of the first empirical studies, examining the relationship between cycle commuting and cycle pathways. They looked at 18 U.S. cities and their final linear regression model included length of bikeways, rain days, and percent of college students as significant variables. They found that each additional mile of bikeway per 100,000 people was associated with a 0.07% increase in cycle commuting to work, all other things being constant. However, they didn't infer a cause-and-effect relationship from this; the study couldn't tell which came first - the cyclists or the facilities.

More recently, Dill & Carr (2003) tried to extend this work using data from 35 large (over 250,000 population) cities in the U.S. One advantage of using larger places was that it took out the effect of "university towns", where often there are additional cycle facilities because of the student population. The percentage of people commuting to work by bicycle correlated significantly with various cycle infrastructure variables, but not with any other transportation, environmental or demographic variables. The strongest correlation was with the number of on-road bike lanes per square mile. The resulting model indicated that, for typical U.S. large cities, each additional mile of bike lanes per square mile was associated with a 1.0% increase in the proportion of workers commuting by bicycle (it should be noted that such an increase in bike lanes is actually quite a lot - the studied cities averaged only ~1/3 mile of bike lanes/mile²). Again, no cause-and-effect relationship can be claimed, but it does imply that commuters will use cycle lanes if they are provided.



Katz (1996) took a slightly different approach, using a stated preference survey to estimate the "elasticity" of providing bike facilities. The elasticity of demand for cycling with respect to the proportion of a trip served by designated bicycle facility was calculated at 0.6. For example, using this elasticity value, a 25% increase in the cycleway proportion of all possible cycle trips in a city would increase the numbers of cycle commuters by approximately 15% (25/ 0.6). As with the U.S. studies above, some confirmation of suitable local values would be needed for New Zealand.

The field of estimating cycle trip generation is still an evolving one, and there are now some useful guides available to help you predict likely future cycle numbers using a variety of techniques, including FHWA (1999) and Katz (2001). The methods range from simple comparisons of similar facilities previously built, to complex trip demand models.

It is important to remember that, on its own, building cycle facilities won't get everyone out on their bike. Firstly, cycle lanes and paths need to connect popular origins and destinations, and many people may not take up cycling until they consider the complete route from end to end is safe and convenient. Also, greater efforts should be made to educate and encourage people on cycling as an option, and to provide adequate and safe parking at their destinations.

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All feedback to Glen Koorey <koorey@paradise.net.nz>, Tel .03-331 7504.

Cycling news from around New Zealand

October:

- New Plymouth celebrates the opening of a \$160,000 cycleway near SH3 and the development of a \$20,000 cycleway strategy.
- Marlborough Roads plan to spend \$860,000 improving the safety of pedestrians and cyclists as part of an upgrade of the Picton-Port Underwood route.
- The Government releases for consultation "*Getting There - On Foot, By Cycle*", its draft national walking and cycling strategy.
- The 4th NZ Cycling Conference is held in North Shore, with 200 delegates attending.
- A group of Golden Bay children present a petition of more than 1000 signatures to Tasman District Council, asking for more cycle lanes.

- Road Safety Papakura follow the lead elsewhere in the country in launching a “Don’t burst the bubble” campaign encouraging drivers to give more space to cyclists on the roads.
- A new cycle/pedestrian bridge, to replace the existing facility on the old Mangere bridge, is part of long-term plans by Transit NZ to create an additional Mangere harbour crossing.
- The Government announces a doubling of funds available for minor safety roading projects, which can also include cycling safety improvements.
- Kidsafe Week this year has cycling safety as one its focus themes, with promotions right across the country.
- Northcote MP Ann Hartley presents a 5000-strong petition to Parliament, asking for a footpath and cycleway on the Auckland Harbour bridge.
- North Shore opens a \$100,000 “Wheelwise Park” for cyclists to learn their skills on a mini streetscape of paths.
- A Transit NZ study into another Waitemata Harbour crossing proposes walking/cycling facilities on either the existing or any new bridge, but construction is likely to be at least 20 years away.

November:

- Authorities investigate whether better signage of a nearby underpass would have helped a 70-year-old cyclist who was killed on a highway in Nelson.
- The Land Transport Management Act is passed into law, setting the regulatory framework for more multi-modal transport provision in this country.
- Bike Taupo complete a 4km recreational cycle-track to Huka Falls, built with the support of Taupo Moana Rotary
- Whangarei District Council undertakes a public survey of where people would like to cycle, as part of its future plans for a cycleway network.
- The first section of Napier’s Marine Parade promenade, ultimately to extend for over 2km, is already proving very popular with walkers and cyclists.
- Napier also celebrates the opening of a Rotary-backed walkway/cycleway linking Bayview and Westshore.
- The Variety Children’s Charity launches this year’s “Bikes for Kids” tour, travelling around the country distributing 260 pledged bikes to deserving children.

News from Palmerston North

Christine Cheyne, Cycle Aware Palmerston North (CAPN)

Cycle Aware PN was disappointed that the Council's Cycle Planning Officer, Aaron Phillips, resigned from the position at the end of July. PNCC decided not to advertise for a new Cycle Planning Officer, but instead (after a three months hiatus) appointed a Transportation Officer, Sandi Morris. Sandi comes from the local LTSA office. She has responsibilities for cycling, walking and public transport. We miss Aaron's cycling newsletters and his general enthusiasm, and wish him well in his new position. Likewise, we wish Sandi well for the challenges of the new role. I think she is already finding that there's enough to keep her fully occupied on cycling issues alone.

The big issue for us this year has been the Council's town centre revitalisation project. As well as the CBD the project encompasses the entrances and four main arterials leading into the Square. Called City Heart, the project was agreed to as a concept by Council in December 2002. In Feb 2003 the CEO gave presentations to wards and a few other select groups about the concept. Being a 'concept' there were no details. We've taken the opportunity to promote the importance of improvements for cycling.

To cut a long story short, it's been a very contentious project for a large number of reasons. Council has succeeded in upsetting some key groups in town - and now it seems like they want to alienate cyclists and pedestrians as well. Recently, we learned that consideration is being given to a higher speed limit on an inner ring road (just a few hundred metres from the Square) and the four main roads leading into the Square. In addition, existing cycle lanes are to be removed to allow for the four-laning and car parks and a few trees (a marginal aesthetic effect being more important than cycle lanes).

PNCC claims that there are alternative routes with dedicated options for cyclists. We're still trying to find out what the dedicated options are - as we weren't aware of any already existing. Needless to say the alternative routes are generally less direct.

As well as the City Heart project key issues for us are the on-going problems of glass on city streets and cycle tracks and the implementation of a principal cycle route network. Aaron did a great job of getting more Sheffield cycle stands in places where we indicated they were needed, and made slow but steady progress in getting on-road cycle lanes (and a tiny bit of green slurry). But we need some solid work done on cycling promotion and safe routes to schools, and intersection redesigns to improve cyclist safety. Some advance stop boxes and cycle sensors would not go amiss.

In mid October shortly after the draft Walking and Cycling Strategy came out CAPN contacted MoT to request a consultation workshop locally as the nearest for people in our region was Hastings and Wellington. We had a workshop on 3 December that was well attended by around 30 people from

Taranaki, Manawatu, Hawkes Bay and Wairarapa. They came from a range of sectors - local government, disability, health, environment, cycling and walking advocacy, etc.

To finish on a positive note, Donald Kerr from CAPN now chairs the Council's Cycle Advisory Group. After a long period of rather lacklustre chairing by his predecessor, we are now seeing a more proactive approach to the group's main role of implementing the Bike Plan.

2003 for SPOKES Christchurch

2003 for SPOKES Christchurch got off to a fine start with Bike Wise week in February. The Christchurch Environment Centre held a Commuter Challenge, with some SPOKEStars helping out, and others taking part. Not unexpectedly, cyclists were quicker than car drivers and bus passengers (not to mention fitter and happier!), on three of the four routes into Cathedral Square. The event was so successful that a second Challenge was run in August, finishing at the University (where student cyclists also triumphed over their motorised colleagues).

Throughout the year a core group of Spokes members have met monthly at a number of central city cafes (current choice is Home on Bedford Row) to enjoy the great atmosphere, food, coffee and...oh yes, to discuss cycling issues around Christchurch. There has been a steady stream of project proposals from the city council to put our spoke into, and some regional issues from other agencies.

Our submission to Council's annual plan applauded their efforts to make Christchurch the most cycle-friendly city, and pointed out areas where there may be room for improvement. We urged council to continue providing safe cycling facilities on arterial roads, a policy which had come under fire from some councillors. There is something of a backlash towards cycling after five years of progress, fuelled by claims that targets for increasing cycling were not achieved over the past five years. While this is true - the target was to go from 8% in 1996 to 13% in 2001 (census trip to work figures) - the declining trend in (adult) cyclist numbers has been halted over this time, which is about what one would expect given a modest level of investment in infrastructure and a very much lower investment in education and promotion.

A community board nearly rejected a plan to build a cycle lane along a designated part of the city's cycle network. Lobbying by SPOKES members and supporters (see Aug ChainLinks), and some good work by the Cycle Planning officer helped ensure that the proposal was supported, despite the loss of some on-street parking. Other projects need similar efforts to ensure they proceed - Council is currently consulting on Hagley Avenue in the central city, hoping once again to prioritise cycle safety over car parks!

Council banned cycling on a new stretch of road, Anzac Drive; an adjacent cycle path is now the only legal option, despite problems with the path surface and its intersections with side roads. SPOKES wasn't able to prevent it from happening in this instance, but following our efforts to do so Council agreed not to institute any further bans until the issue has been properly looked at.

SPOKES responded to Transit NZ's review of cycling issues on local State highways, supplying a prioritised list of projects for Transit to consider, and to Environment Canterbury's excellent initiative in developing a regional cycling framework. And SPOKES is represented on a central city transport working group, led by CCC, which looks promising for a better central city environment for cyclists and pedestrians.

We purchased some digital cameras which members have used to photograph cycle facilities (good ones, bad ones, non-existent ones!) and maintenance issues as they ride around, for passing on to council staff and others (see story in June *ChainLinks*).

Finally, we're looking to catch up socially, and wind down with a Christmas barbie at Glen's place.

Impressions from Europe: Taking Cycling Seriously

Axel Wilke, CAN Technical Advisor

Nicki and I were lucky enough to escape the NZ winter for some 5 weeks to Europe. Mainly with the comfort of trains, Italy, Switzerland, Germany, France and Holland were visited. Nicki will probably confirm that a traffic engineer is never on a true holiday, and I took lots of photos of many interesting transport facilities. And one of the main purposes was to attend the VeloCity Cycling Conference in Paris. Following the conference, we went on a study tour with Tim Hughes (LTSA, Pedestrian and Cyclist Guidelines Co-ordinator, the other NZ delegate at VeloCity) to a few interesting Dutch and German places. Over the next few issues of *ChainLinks*, I'd like to share with you some of my impressions, starting today with the topic of Intermodality, one of the buzzwords at VeloCity.

This refers to the switching of modes during one and the same journey, or more precisely, the ease with which people can switch modes. Connecting cycling and public transport (PT) is common to most successful cycling cities. This can be done in two ways: firstly by providing secure bike parking at PT stops (or more commonly PT inter-



Figure 1: Covered bike shelter next to bus stop (Houten, Netherlands)

changes) and secondly by transporting bikes on public transport vehicles. Often, both approaches are used.

In Houten, we saw covered bike parks right next to bus shelters, which makes it easy to combine bike and bus. This can greatly increase the coverage of public transport, if the journey to or from the bus stop is too far to walk.

Bike transport on trains, trams and subways is common in many parts of Europe, and where this service is provided, passengers who take their bikes onto the carriages are often an important part of the business for PT operators. Different cities have different systems, and whilst it is near impossible to take a bike onto the rail system in Paris, it is encouraged in Berlin. Paris has a cycling mode share of 1%, whereas Berlin (which had never been a cycling city) has a cycling mode share of 10%, and it is believed that the PT – Cycling Intermodality is an important component when explaining the difference.

Perhaps of more importance to NZ is bike transport on buses; one of the few areas where something really useful emerges from the US, I believe. The company ‘Sportworks’ produces front-loaded bike carriers for buses and over the last 10 years, has totally taken over the North American market. The approach usually follows the following pattern:

- First, a bus operator is found who is willing to trial the racks on some of their buses.
- Legislative hurdles need to be overcome (maximum vehicle length, obstruction of head lamps or indicators, frontal impact rules, etc), which is usually a major battle, before trials can commence.



Figure 2: Brisbane bike rack trial

- After the trial period, most bus operators fit their whole vehicle fleets with the bike racks.

The bike racks have become so 'normal' in North America that most of Sportworks' business these days comes from selling their racks to bus manufacturers, who fit them as a standard item to new buses.

The American racks are being trialed in Brisbane (Queensland) on three bus routes. I believe that the concept has great potential for NZ, too. If nothing else, this could provide a great improvement on cycling barriers that have a high public transport frequency (e.g. Auckland Harbour Bridge, Lyttelton Tunnel). I clearly foresee safety arguments discussed when our authorities look into this, but if it works in the home country of litigation, it's got to work in NZ, too.

In the next issue of *ChainLinks*, I will address the perennial question of providing for cyclists on the carriageway (e.g. cycle lanes), or on a pathway parallel to the road. You may be surprised about European developments!

“Towards sustainable land transport” conference 2004

When: 21 - 24 November 2004

Where: Michael Fowler Centre & Wellington Town Hall, Wellington, NZ

Delegates at this conference will discuss and listen to innovative ideas on achieving sustainable land transport. The New Zealand Land Transport Strategy will celebrate its second anniversary in December 2004, providing an opportunity for interesting and provocative discussions on land transport directions.

Topics under consideration will include:

- New Zealand Transport Strategy
- Sustainable Communities - Urban and Rural
- Economic Development/Funding
- Safety and The Network
- Environmental/Public Health/Social
- Urban Land Transport

The call for papers has just been distributed. Abstracts are due by Friday 30 January 2004. Conference fees will be \$875 (full), \$775 (early bird by 31 August 2004), \$375 daily registration.

For more info, see: www.nzihl.co.nz/special_events/tslt

Are you a CAN Support person?

From time to time, CAN is asked to comment on a resource, issue, policy or project which needs input from a wider group than just the CAN committee, but which needs a response quickly (so we don't have time to get feedback from everyone) via email. This is a very useful process, and enables us to give robust opinions to outside organisations.

If you would like to be a member of this 'CAN support' group, please contact the CAN secretary (Adrian Croucher, email: secretary@can.org.nz), and ask to have your name added to the list.

Sustainable transport: planning for walking and cycling in urban environments

edited by Rodney Tolley

published by Woodhead Publishing / CRC Press
713pp.

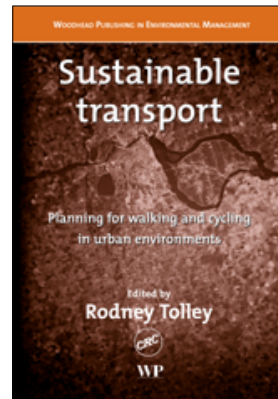
Back in our Jan-Mar '03 issue we reviewed Rodney Tolley's seminal work "*The Greening of Urban Transport*" and mentioned that an updated version was imminent. The new publication is now out, with a new name and publisher, and (as the marketing people might say) looks "bigger and better than before". With Rodney recently visiting our shores again, it seems timely to provide some details.

To quote from the blurb, this is a comprehensive handbook covering sustainable transport initiatives worldwide. It focuses on walking and cycling as alternatives to motorised transport systems, and presents practical advice on how to encourage sustainable transport schemes and revealing case study analysis from Europe, North America and Australia.

There are now over 50 chapters from contributors all over the world. Particularly notable for NZ is the number of Australian contributors this time around (including discussion of the "TravelSmart" initiatives), providing a relatively local contribution to the discussions. With the current development of our National Walking & Cycling Strategy, this looks like required reading for our national and local policy-makers.

More details about the book can be found at: <http://www.woodhead-publishing.com/environ/furtherinfo/urbandev/sustrans.html>

700-odd pages don't come cheap; the RRP is US\$210. CAN will have a think about dipping into its piggy-bank to add this to its library; otherwise check your local public libraries.



In the news

New cycle strategy to focus on safety issues

Nelson - The Tasman District Council is to have a walking and cycling strategy in place by March next year, after a draft plan is presented to the public in stages.

A summary of a foundation report has been shown to the council's engineering services committee, which heard that the strategy would be largely urban focused, but rural links in places like Golden Bay would also be considered.

The Golden Bay community is making a strong bid for the development of cycleways there, in keeping with the council's aim within the strategy of making the district a "safe and enjoyable place to walk and cycle".

Opus International Consultants environmental planner James Bevan said in his report to councillors last week that the Tasman District had a poor safety record among walkers and cyclists in urban areas.

He said it was highlighted in the council's development of a Regional Land Transport Strategy.

{from *The Nelson Mail*, 23 October 2003}

UK cycling network claims more drivers turn to bikes

Yorkshire, UK - Motorists fed-up with traffic jams are leaving their cars at home and getting on their bikes, according to a new report published yesterday.

The National Cycle Network last year recorded a 10% rise in cyclists using its 7,000-mile (11,200-km) system of traffic-free paths and quieter urban roads, as well as an increase in pedestrians. In Yorkshire, the network covers 507 miles (811 km) and another 200 miles (320 km) will be included by 2005.

Sustrans, the Bristol-based charity behind the network, says more and more motorists are cycling because it is often quicker and healthier than driving.

Its report into the usage of the network, published yesterday, shows that 35% of people could have driven but chose to walk or cycle. Some 43% of cycle journeys were undertaken for practical purposes, like getting to work.

Shirley Acreman, Sustrans' National Cycle Network marketing director, said: "Our survey shows that every year more and more people are discovering that instead of sitting in a traffic jam, they can get valuable exercise in the stress-free green environment that many of routes provide and in many cases get there quicker.

“This encouraging growth shows that where quality alternative routes are being provided, people readily welcome them and put them to good use.”

The report also highlights how the York Millennium Bridge, on the south side of the city, has got more people cycling and walking. The bridge, built in 2001, linked two established traffic-free routes on either bank of the River Ouse.

The number of cycling trips has risen by 31% from 220,000 in 1999 to 290,000 in 2002, while trips on foot increased by 73% from 430,000 to 740,000.

The growth has been driven by people travelling to work and shops or other amenities, which more than doubled from 160,000 to 390,000 trips annually.

David Holladay, a policy officer for the national Cyclists Touring Club, said: “In York, you can guarantee to cycle across the city in five to 10 minutes but you can’t guarantee that by car. You can also guarantee that you need a minimal amount of space to park.”

But he added that more investment was needed to develop cycling and called for public transport improvements to make it easier for cyclists to bring their bikes as well.

The survey was compiled from information collected from automatic counters at 220 points on the network between 2000 and 2002, and face-to-face surveys with users. There were manual counts at 71 points.

The National Cycle Network was initiated with a £43.5m (NZ\$122m) Lottery grant from the Millennium Commission in 2000. The network was initially made up of 5,000 miles (8000 km) but will cover 10,000 miles (16,000 km) by 2005.

Major routes in Yorkshire include the 360-mile (570 km) Pennine Cycle Way and the 239-mile (380 km) Trans Pennine Trail which both pass through Yorkshire from north-south and east-west respectively. Route 66 on the network linking Hull and Manchester, taking in York, Leeds and Bradford along the way, has been partially completed.

{from *Yorkshire Post*, UK, 13 October 2003}

Bright spark competition launched

Bath, UK - A Competition to encourage walkers and cyclists to travel safely in winter weather has been launched by Wiltshire County Council’s Travelwise unit.

Travelwise, which aims to reduce car use and promote environmentally-friendly travel, is running the Bright Spark competition to promote the use of bright or fluorescent clothing when walking or cycling in winter.

Competition entrants can win cinema vouchers and cycle lights by sending photos of themselves cycling or walking while demonstrating the use of bright or fluorescent clothing suitable for winter.

The person who sends the best photograph will win £20 (NZ\$55) of Odeon cinema vouchers and a set of cycle lights.

Travelwise also has 2,500 fluorescent wristbands to give away to children and adults. All competition entrants will receive a free fluorescent wristband.

Bill Prendergast, Travelwise manager at Wiltshire County Council, said: "More people are recognising the health and cost benefits of walking and cycling instead of using their cars.

"It may be harder for drivers to see walkers and cyclists in winter conditions when their visibility is reduced, which is why it is so important that bright clothing and fluorescent materials are worn.

"It is also vital that drivers take even more care and slow down as appropriate when walkers and cyclists are about."

{from *Bath Chronicle*, UK, 31 October 2003}

Bike repairs on the move

Oxford, UK - A mobile cycle repair scheme employing homeless people is being launched in Oxford on October 31. The project, called The Aspire Bike Doctor, is designed to help homeless people make the transition back into full-time work.

Oxford Cycle Workshop, which mends and sells abandoned bikes, will manage the project in partnership with Aspire, a company that employs homeless people.

Cyclists will be able to stop at various temporary pitches around the city, which are being provided for free, to have their bikes repaired. The while-you-wait service will target city centre shoppers, commuters at the railway station and the city's universities.

Supporters of the scheme, including Oxford University, Oxford Brookes, Thames Trains, Barclays Bank, the city council and various homelessness organisations, were due to arrive on two wheels for the launch at New Road Baptist Church, in Bonn Square.

Aspire hopes at least half of those trained through the scheme will be helped back in to full-time employment.

Stuart Reid, chief executive of Aspire, said: "The response to this idea has been incredibly positive. All the work locations have been provided for free and Oxford University has offered to pay for repairs for their staff as part of their cycling initiative." Simon Langley, Thames Trains' Oxford station

standards manager, said: “The commuter service at the station looks set to be a big hit. We were actually approached by another cycle maintenance project at the same time as Aspire but Thames Trains decided to go with the Aspire proposal because we appreciated the social benefits.”

The newly trained bike repair mechanics will take to the streets from mid-November, calling at Oxford Brookes University in Headington from 10am to 4pm on Tuesdays, the Oxford University Science area on Wednesdays from 10am to 4pm, the railway station on Thursdays from 7.30am to 7.30pm and New Road Baptist Church, next to Bonn Square on Fridays from 10am to 4pm.

{from Newsquest Media Group Newspapers, UK, 31 October 2003}

London’s car levy branded ‘big success’

UK - Central London congestion charging has been a rip-roaring success with impressive traffic reductions and increasing public support, according to a report by Transport for London (TfL).

The report shows that 50,000 fewer cars per day are being driven in the charging zone, with most drivers switching to public transport or other modes of travel such as bicycles, scooters and car-sharing. But only 4,000 fewer people are entering the charging zone.

Congestion in the zone has dropped by around 30% - at the high end of TfL’s expectations - and is lower than at any stage since the mid 1980s. The report says that the number of motor vehicles entering the zone during charging hours has dropped by 16%, reducing car journey times by an average of 14%.

Peter Hendy, managing director of surface transport at TfL, said: “Travel into and through central London by road is now quicker and more reliable than at any time in recent memory.”

But London Assembly Conservatives labelled the report a “slavish process of self-congratulation”. Spokeswoman Angie Bray said: “It is no surprise that TfL’s own review of the congestion charge proclaims its success and that it refuses to report the true facts of the impact on business.”

Meanwhile, deputy mayor and Green Party member of the London Assembly Jenny Jones has called for the charging zone to be expanded. “If it works for Mayfair, then why not for outer London? Congestion charging has proved a wonderful success in reducing traffic in central London.”

Jones’s plans include higher charges for larger engined vehicles, including £15 for lorries. “Congestion Charging: Six Months On” can be viewed via www.planning.haynet.com.

{from *Planning*, UK, 31 October 2003}

Community bike centre makes impact in Houston

Houston, TX, US - Zachary Moser shares a common goal with many advocates who are passionate about cycling. He simply wants to see more people use bikes. To accomplish his objective, Moser has turned to Houston's inner city to inspire the next generation of bicyclists.

At first glance, the city's Third Ward, a predominately African-American neighborhood with deep cultural roots dating back to the end of the Civil War, might seem like a peculiar venue for a cycling program aimed at children. After all, many of these kids cut their recreational teeth on more mainstream activities like basketball and soccer.

However, Moser, 23, who grew up on the edge of the Third Ward, says bikes are woven into the fabric of the neighborhood.

"A lot of people in the Third Ward depend on bikes as a primary form of transportation, more so than people in other parts of the city," Moser said. "It's a common sight to see people young and old using bicycles to travel around the neighborhood."

In an effort to make bikes even more accessible to Third Ward residents, Moser, who graduated from Oberlin College in Ohio last December, has established a community outreach program called the Shade Tree Project.

With help from fellow Oberlin grads Catherine Goodman, Benjamin Mason and Seth Capron, Moser was awarded a grant from the California-based Compton Foundation Mentor Fellowship Program. The one-year \$20,000 (NZ\$33,000) grant has helped turn Moser's vision into reality.

For the past few months, Moser and his team have been renovating 1,000 square feet of the historic El Dorado building on the edge of downtown Houston. A space on the first floor of the building, which used to be home to a diner, has been transformed into a community bike center.

The centre opened Oct. 18 and can be used by anyone in the community. It is designed to be part bike repair shop and part classroom to teach children and teenagers the value of good old-fashioned hard work.

"We've been stockpiling tools and used bike parts to allow residents to use the center as a low-cost way to make repairs to their bikes," Moser said.

"For \$2 (NZ\$3.30) a day, people can use the centre and our tools to work on their bikes, and we've had bike mechanics volunteer to help out."

"We also have the earn-a-bike program that lets kids and adults use the shop, along with donated and recycled parts, to build a bike," Moser said. "Once they build the bike and help out around the shop, the bike is theirs to keep."

Volunteers at the center and those participating in the earn-a-bike program also are working on other bikes that need fixing up. Once these bikes are

ready to roll, many of them are being donated to neighborhood charities.

“We’ve found that the act of working on a bike, learning how to fix it and what makes it work can be a very empowering experience for kids,” Moser said. “The idea that they can fix something, and then put it to use as a form of transportation, can lead kids to explore other things they can do for themselves.”

Judging from the initial response from local residents, it is a welcomed opportunity. More than 20 people visited the centre on opening day, with 10 children committing to the earn-a-bike program. With a few more hours of work on tires and tubes, six of those youngsters already will earn their very own bike.

“We were really pleased with the response, especially since we’re still accruing bikes and parts and doing a lot of work to the centre,” Moser said. “We haven’t even formally opened yet.”

Other upcoming programs of the Shade Tree Project are bike-education classes, safety seminars and an after-school program for middle school students interested in building low-rider and chopper bikes.

Moser is also researching avenues and options to secure additional funding to allow the project and the community bike centre it’s created to live on after the end of the grant period.

“We want to make a visible change in the community,” Moser said. “Success to me will be seeing a lot more people in the neighborhood riding bicycles.”

{from *Houston Chronicle*, US, 30 October 2003}

CAN Library Update

Robert Ibell

The CAN library holds well over 500 books, brochures, articles, reports, videos, CD ROMs and other resources that are all available to be borrowed. The library is well used, by students, transport professionals, advocates and others. Some of the works produced with the help of CAN library resources (e.g. a thesis produced by CAN member Andrew Wharton) find their way back home and are then available for others to refer to.

Most of the CAN library material is listed on-line at www.can.org.nz or in a catalogue available from CAN. Library enquiries should be made to 04-385 2557 or dawbell@actrix.gen.nz

Individual members and member groups are encouraged to make their reference materials available for other to borrow. These can be listed in the on-line CAN library database.

Donations of resources or money for acquisitions are most welcome!

New material in the CAN library as of 9 December 2003 is listed below:

Facilities

Katz R, *Forecasting Demand for Bicycle Facilities*, Austroads, Sydney, Australia, 2001 32pp

Taylor S & Damen P, *Potential Improvements for Non-Motorised and Vulnerable (Unprotected) Users in the Road System*, Austroads, Sydney, Australia, 2001, 48pp

Taylor S & Damen P, *Traffic Flow Models Allowing for Pedestrians and Cyclists*, Austroads, Sydney, Australia, 2001, 23pp

Cairney P, *User acceptability as the basis for performance-based specifications for a major cycling facility*, Road & Transport Research, Vol.13 No.3, Australia, 2003, pp83-94

End Of Trip Facilities in Government Buildings for Cyclists, Bikewest, Perth, Australia, 7pp

European Greenways Association, *The European Greenways Good Practice Guide: Examples of Actions Undertaken in Cities and the Periphery*, European Greenways Association, Naumur, Belgium, 2000, 91pp Downloadable from http://europa.eu.int/comm/environment/cycling/greenways_en.pdf Discusses the Greenways concept, the benefits for towns (incl. good examples from Europe), economic impacts & practical tips for political decision makers.

New York Bicycling Coalition, *Improving Bicycling and Pedestrian Safety: A Problem Solving Manual for Advocates and Transportation Professionals in New York State*, New York Bicycling Coalition, New York, USA, 2002, 95pp Downloadable from http://www.nybc.net/programs/NYBC_manual_6-21-02.pdf Includes: intro to cycling/pedestrian design vocab and principles; maintenance issues; traffic calming & retrofits; ways to improve communication between advocates and transport professionals; data collection methods; case studies

General

NZ Cycling Conference 2003 - transport for living, NZ Cycling Conference, North Shore, NZ, 2003, 253pp Proceedings of the Fourth NZ Cycling Conference, 10-11 October 2003, North Shore City, NZ

NZCTU, *Unions innovation & sustainable development*, NZ Council of Trades Unions, Wellington, NZ, 2002, 28pp

Health

Greig R, *Models of Health Behaviour-Change Applied to Cycling Promotion in Western Australia*, Bikewest, Perth, Australia, 2000, 6pp

Roberts I, Owen H, Lumb P & MacDougall C, *Pedalling Health - Health Benefits of Modal Transport Shift*, Australia, 1996, 90pp Covers: prerequisites for health, health benefits of physical activity, health exercise, significance of

inactivity, health transport, cycling & health, health costs of cycling, policies for improvement

Mason C, *Transport and health: en route to a healthier Australia?*, Medical Journal of Australia, Vol. 172, No. 5, Australia, 2000, pp230-232

Pucher, J & Dijkstra L, *Promoting Safe Walking and Cycling to Improve Public Health: Lessons from The Netherlands and Germany*, American Journal of Public Health, Vol. 93, No. 9, USA, 2003, 27pp Downloadable from <http://policy.rutgers.edu/tpi/articles.html>

Legislation

Mitcalfe K & Lang M, *Breaking Down the Barriers - A Guide to the Resource Management Act 1991*, Forest & Bird, Wellington, NZ, 2003, 57pp Also available at www.forestandbird.org.nz

NZ Government, *Land Transport Management Act 2003*, NZ Government, Wellington NZ, 2003, 114pp

Planning

Gow L *Curbing the sprawl: Urban growth management in the United States - lessons for New Zealand*, Ministry for the Environment, Wellington, NZ, 2000, 120pp

Mead D & Mentz K, *People + Places + Spaces: A design guide for urban New Zealand*, Ministry for the Environment, Wellington, NZ, 2002, 64pp

Promotion

Morgan P, *Cycle-Friendly Employer: Tried and Tested Tips for Cyclists, by Cyclists*, SPARC, Wellington, NZ, 2003, 47pp Available in hard copy from SPARC, or on-line at www.sparc.org.nz. Prepared by CAN for SPARC.

Pucher, J Komanoff C & Schmiek P, *Bicycling renaissance in North America? Recent trends and alternative policies to promote cycling*, Transportation Research Part A, Vol. 33, Nos 7/8, USA, 1999, 30pp Downloadable from <http://policy.rutgers.edu/tpi/articles.html>

Dekoster J & Schollaert U, *Cycling: the way ahead for towns and cities*, European Commission, Brussels, Belgium, 1999, 63pp Downloadable from http://europa.eu.int/comm/environment/cycling/cycling_en.pdf Aimed at giving elected reps reasons to promote cycling. Contents: Why the bicycle?; new attitudes; examples of cycle-friendly cities; safety; daring to redistribute space & means; what needs to be known; cyclists as a source of help; how to start. Includes: "12 initiatives to be taken in the next few moments to start your pro-cycling policy or to give it a new boost".

Wharton A, *On Yer Bike: Increasing utility cycling in urban areas using planning techniques*, Palmerston North, NZ, 2003, 113pp Includes: utility cycling's

contribution to sustainable development in NZ, planning documents in NZ that promote utility cycling, behavioural change, planning techniques and their evaluation, recommendations

Safety

Pucher J & Kijkstra L, *Making Walking and Cycling Safer: Lessons from Europe*, Transportation Quarterly, Vol. 54, No. 3, US, 2000, 33pp Downloadable from <http://policy.rutgers.edu/tpi/articles.html>

LTSA, *Setting of Speed Limits 2003*, Land Transport Safety Authority, Wellington, NZ, 2003, 75pp Land Transport Rule 54001

Green F & Harrison W, *Investigation of Cyclist Safety at Intersections*, Austroads, Sydney, Australia, 2002, 81pp

Pucher J, *Cycling Safety on Bikeways vs. Roads*, Transportation Quarterly, Vol. 55, No. 4, USA, 2001, 5pp Downloadable from <http://policy.rutgers.edu/tpi/articles.html> A reply to John Foresters spring 2001 TQ article “The Bikeway Controversy”, where he opposes separate rights of way as well as any special provisions of any kind for cyclists.

Jacobsen PL, *Safety in numbers: more walkers and bicyclists, safer walking and bicycling*, Injury Prevention, Vol.9, 2003, pp 205-209

Cycle Smart @ Marlow Park

Donated by Fulton Hogan Dunedin and situated on Dunedin City Council land, this facility is proving to be very popular. The site is built to resemble a miniature roading system, complete with a roundabout, speed humps, miniature give-way and stop signs and a pedestrian crossing.



Opened at the start of National Kidsafe Week in October 2003, the site is now being used heavily every day, either by the general public, school groups or early childhood centres.

In a commendable show of community spirit, Fulton Hogan Dunedin chose to become the sponsor of this site. Working together with a team set up by the Dunedin City Council, including representatives from Sport Otago, Road Safe Southern and the local Police, a design was created that aimed to provide many common elements found on our roads. By situating this area in a nice quiet spot, free from distractions, the hope of the team is that

children will have the time and space to learn not only road safety but also how to ride a bike properly.

Although this site is generally for public use, the site can be booked for instruction sessions.

For more information contact Jess Townshend (jess.townshend@dcc.govt.nz, tel (03) 474 3632) at Dunedin City Council.



Miami, FL, US - Joachim Ruiz shows off the bike he has customized to include not only lights and reflectors, but a stereo, television and alarm among other items. {from Knight Ridder/Tribune Photo Service, 26 September 2003}

Quotable Quotes

“I passed 235 cars in four kilometres once.”

North Harbour cycling enthusiast Graeme Knowles highlights the benefits of cycling in congested traffic areas. (North Shore Times Advertiser 9/10/03)

“...big-projectitis...”

Former UK Transport Minister Steve Norris introduces cycling conference delegates to the affliction that seems to commonly strike transport ministers around the world - watch out Paul Swain! (NZ Herald 13/10/03)

“It must be crashingly obvious that people should not be using a car for that distance.”

Steve Norris once more, commenting on the 30% of NZ car journeys travelling less than two kilometres. (North Shore Times Advertiser 14/10/03)

“The biggest possible turnoff for cycling is that you have to wear a helmet.”

That UK man again... what is it that our keynote conference speakers have had in common? (North Shore Times Advertiser 14/10/03)

“...it is not possible to convince commuters not to take their cars...I don't think you should even get into the role of stopping people doing what they want.”

Apparently Greater Wellington regional land transport strategy chair Terry McDavitt

has never heard of travel behaviour programmes... (Western News 15/10/03)

*“The implementation of the cycling lanes has really helped bring cycling to the fore.”
Bike Taupo’s Jonty Garlick comments on the publicity, good and bad, that the new cycle lanes in Taupo have received. (Taupo Times 16/10/03)*

“If we can stem the flow of decline in cycle trips we’re actually making progress, if that sounds possible.”

Auckland City transport planning manager Janine Bell tries to explain why a target of 0% growth and 0.4% of transport expenditure is not so bad for cyclists... (Auckland City Harbour News 24/10/03)

“Technically it can be done. There’s no reason why it can’t be done now.”

Northcote MP Ann Hartley doesn’t want to wait until a new Auckland harbour crossing is constructed before providing for pedestrians and cyclists. (North Shore Times Advertiser 4/11/04)

“It’ll be like a late Christmas present.”

88-year-old Auckland cycling campaigner Kurt Brehmer looks forward to the completion of the Waterview overbridge, finishing the missing link in the Northwestern Cycleway. (Central Leader 14/11/03)

“...[local] motorists drive in a more aware state constantly on the look out for hazards, e.g. cyclists, pedestrians, car doors, traffic emerging from side streets, driveways, parking etc.”

Wellington City Council explain why their Code Of Practice For Temporary Traffic Management is not as rigorous as Transit NZ’s national Code; if only the rest of the country had such observant drivers... (<http://www.wcc.govt.nz/>)

“Regarding discussion here of helmet laws... can we please put a lid on it?”

Outgoing CAN Chair Jane Dawson creates some unintentional irony while controlling a session at the cycling conference...

*“Canterbury is a fantastic province to live and raise a family in. It’s big enough to bring in an international act, but small enough so that I can bike to work in 10 minutes”
Classic Hits Christchurch breakfast announcer Nick Kouloubraakis endorses biking in the garden city. (The Press, 29/10/03)*

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Paris, France - Thousands of bikers ride down the Champs-Elysees. The ride from the Eiffel tower to Paris town hall was part of VeloCity 2003, the World cycle congress. {from Reuters Pictures, 24 September 2003}



Tirana, Albania - Albanian Prime Minister Fatos Nano rides a bike to mark the initiative "a day without my car" (World Car-Free Day) in which the circulation of cars was stopped in the capital. {from Reuters Pictures, 22 September 2003}

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Deadline for next issue of *ChainLinks* is January 21st, 2004

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“Cycletracks will abound in Utopia”

- H. G Wells, *A Modern Utopia*



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