

ChainLinks

The newsletter of the Cycling Advocates Network (NZ)

Jun - Jul '04



Palmerston North City Council Transportation Planner Sandi Morris with Lukas Schroeter, a member of the PN Cycle Advisory Group and PN Youth Council, on the cycle lane in Church Street, Palmerston North. See page 6 for more details. Photo: Esther Edmonds, Envisage Image Consultancy

ALSO IN THIS ISSUE:

New BikeNZ advocacy manager – page 5

CAN meets with govt agencies – page 21

Lighten up this winter – page 28



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GUEST EDITORIAL

Please give generously...

I wonder how many of you understand that a couple of hours per year of your time is worth much, much more than your cash? The money that our members contribute, while appreciated, is generally used to cover the day-to-day expenses of copying, stationery etc., rather than anything significant.

A small (less than 3% of the total membership) core of people in CAN do **all** the work. How does this small core find the time to do advocacy things, while many others don't? Like most members of voluntary organisations, we tend to do the required work on top of our 'regular' paid employment. We all have families who have larger or smaller demands on our time – and we almost always have other interests that engage us and that provide more immediate rewards than those advocacy offers. What **is** remarkable is how much we **do** achieve, with so few people doing the actual work.

I challenge all of the readers of this editorial to consider their time. If you believe that our organisation is worth donating a few dollars to, surely an hour or two (from the 8,760(!) that you have available to you in a single year) of your time could also be spared? It could be:

- Attendance at a single meeting
- Helping to write a submission on an issue that's important to you
- Meeting with a local MP, or a local councillor
- Meeting with a government official, or a council officer
- Helping at Bike to Work Day
- Stuffing envelopes
- Or something else...

It's true that the work will not provide you with instant gratification. However, the long-term benefits to you (and everyone else in New Zealand) are potentially immense.

Organisations like CAN need your financial support, yes. Your money will certainly be used. But your time – your time is what we need the most, and what will make the most difference. It will determine whether or not we are successful. Because no matter who you are, or what you do, there is never enough time to do everything. It is as true for CAN as it is for every single one of you.

Please give us a couple of your hours to help us do more for cycling nationwide.

David Laing (CAN Chairperson)

In This Issue

“CAN Do” workshop 2004	4
BikeNZ: Breakthrough with new advocacy manager?	5
Developments in Palmerston North	6
Cycling news from around New Zealand.....	8
Plans and strategies.....	14
Eyesore of the month.....	16
Cycling research: Too much of a good thing?	18
Recent CAN executive activities.....	20
Long-Term council community plans and the LTMA	24
Planning & design for cyclists: All the right signals	26
Lighten up!	28
Overseas news	31
Law and Order: cycling permitted (part two).....	41
Transit NZ cycling champion profile – Tony Spowart	43
What’s on	45
Let’s get constructive!	46
Professional services / For sale	46

Advertise in *ChainLinks*!

ChainLinks is produced approximately six times a year and distributed to all members of CAN and affiliated local groups. Currently there are about 400 recipients including (as well as individual and family members) a number of supporting organisations such as local government authorities, consultants, and cycling industry organisations.

CAN welcomes inquiries from individuals or organisations interested in purchasing advertisements in, or sponsoring complete issues of, *ChainLinks*. Rates start from \$40 for a ¼ page A5, up to \$250 for a 2-page centre-spread (A4).

Advertising is accepted on a "first come first served" basis, and text and graphics need to be supplied in an electronic format ready for publishing.

Contact the *ChainLinks* editor (email **chainlinks@can.org.nz**) for further details on rates, technical requirements. Or see the full advertising policy on CAN's website at:

<http://www.can.org.nz/chainlinks>

“CAN DO” WORKSHOP 2004 – mark your calendars!

Labour Weekend (23-25 October), Nelson

With the next national cycling conference not due until 2005, CAN is planning to host its own two-day cycling workshop for local cycling advocates and other interested parties. Hosted in conjunction with Bicycle Nelson Bays, this will be the cycling fix you need to shake off the winter cobwebs!

Planning is still being finalised, but we’re hoping for a wide-ranging programme, including:

- Speakers on effective lobbying, local government funding, and dealing with media
- Local group reports on great initiatives and problems needing help
- Discussion of ideas for membership growth and cycling promotion
- Local implications of the NZ Walk/Cycle Strategy and the creation of BikeNZ
- Reviewing CAN’s Strategic Plan and CAN Plan tasks for coming year
- CAN AGM, annual reports, election of new Exec
- Bike tour of Nelson’s fantastic cycling facilities
- Optional “Planning & Design for Cycling” technical training course afterwards
- Workshop dinner and plenty of other social opportunities!

The programme hasn’t yet been finalised and we’re keen to get member feedback on what you want to hear about – what would make you come along? Also if anyone is interested in presenting on a relevant topic, sing out. Contact Glen Koorey (koorey@paradise.net.nz, ph.03-3317504) as soon as possible.

We’re very keen to get representation from **all** of our local groups and members at the Workshop. To that end, CAN will be providing some travel assistance to get to Nelson – more details to come. In the meantime, mark the date and start planning how you can get there (is there local sponsorship you can tap into?).

More details in the next issue of *ChainLinks* - see you in Nelson!

BIKENZ: BREAKTHROUGH WITH NEW ADVOCACY MANAGER?

by Roger Boulter, BikeNZ Board Member representing CAN

BikeNZ has just taken the major step of appointing Stephen Knight as their new - and first-ever - Advocacy Manager. Stephen will be known to some, but not to all. He hasn't been too involved in CAN for a few years, but in the 1990s led Cycle Action Auckland before Adrian Croucher took on that mantle.

Personally, I'm more hopeful about BikeNZ than I have been for a long time. Everyone has made all the right noises so far, but the appointment of a guy with a manifestly highly-effective track record on cycling advocacy, shows the nice words are starting to materialise as action.



Stephen Knight

Stephen was also the guy who supplied much of the material going into Cycling Support NZ's 1990s promotional leaflet *The Sense and Cents of Cycling*. Stephen was for many years a CAN representative (along with Robert Ibell) on the Cycling Support NZ Board (which, incidentally, gives him experience of working with the current BikeNZ Board Chair, John Struthers, who also chaired BikeNZ, although that particular role now falls more to me as a Board member than to Stephen as a BikeNZ employee).

Those who know Stephen will know him as an impressive and in-depth intellectual (previous occupation: university research scientist) which in my view is one of two basic ingredients to be highly effective in his new role. The other I see as political skill, knowing when and how to be assertive to best effect, whilst building up good relationships at the same time. An example of this I remember from the first Cycling Conference in Hamilton, back in 1997, in a session which I was privileged to chair. In this session, Auckland City Council presented their new Draft Cycling Strategy – followed by Stephen, who outlined how little had been done to implement their previous Strategy of about 20 years previously! I can see Stephen more than holding his own with – er – certain transport stakeholders I could mention.

But before I go, a final note as a hardened old sceptic. We all need to give Stephen every support – progress does not come just because a new `hero` has been appointed to a new `heroic` role. There is a lot more advocacy to do yet on the part of all of us!

DEVELOPMENTS IN PALMERSTON NORTH

by Sandi Morris, PNCC Transportation Planner

Palmerston North is highly active in implementing actions from its Bike Plan and would like to take this opportunity to tell you all about some of the exciting milestones happening in this area.

Featherston Street has been identified as an area in need of attention due to high volume traffic and school/commuter cycle activity. Many schools connect or use this principal road for access.

The most consistent problem facing Council with cycle lanes in the city is the width of the carriageway, and consequently a safe and suitable design. Reported cycling incidents in our city are highest at intersections and with this in mind, a design solution is about to be marked on Featherston Street, from Botanical Road to Ruahine Street.

This design consists of a narrowed vehicle lane and marked cycle lanes through intersections with some local roads. In addition, a new pedestrian crossing with side islands has been constructed outside Boys High School, with cycle lanes incorporated in the design. Congestion at Freyberg and Featherston Street intersection will be addressed before the end of this year, as workings on a design solution are being considered.

Cycle lanes on Church Street, from Fitzroy Street to Princess Street, have been marked on the road. Several roundabouts are on this route and cyclists will now have pavement colour and cycle lanes leading them into and out of these intersections.

Church Street cycle lanes leading into the intersection with Albert Street are not yet complete. A suitable design is being sought to widen the intersection by narrowing the side islands, which would then allow the cycle lanes to continue through the intersection. It is expected that this design will also be constructed before the end of this year.

Several high volume traffic intersections in the city with existing cycle lanes have been enhanced with green pavement colour, which makes them more evident to motorists. Positive comments have been received about the green colour on cycle lanes at the intersections, such as Fitzherbert Avenue/Ferguson Street and Tremaine Avenue/Milson Line.

Anecdotal evidence reported to Council officers, suggests driver awareness of cyclists is increasing due to the increased green pavement treatments being applied.

Bike Wise Week activities were cancelled in our city due to our recent natural disaster, although, not all was lost. Bike to work day food was

donated to evacuees and some giveaways came in handy on the first day of flooding, e.g. T-Shirts and drink bottles.

Big thanks from our area to National Bike Wise, for providing additional food to evacuees during their greatest hours of need.

Advertising and approaches to various businesses leading up to Bike Wise Week, has seen an increased awareness of cycling opportunities in our city. For example, LTSA Transport Registry Centre (TRC) is soon shifting premises. With this shift, TRC will start a long-term borrowing scheme with Green Bike Trust for three mufti bikes that will be accommodated in its new basement. It is envisaged that the bikes will be used to and from meetings and short trips within the city. Other businesses in our city are interested in using cycles, as they start to realise the benefits in terms of health, convenience, timesavings, parking and economics. Cycles are now being seen as a realistic alternative to cars, for short business trips.

Adam and Eve, Council's new bikes, are well received and often used by Council officers on short journeys in the city. Biking is the best way to check walkways, cycle tracks and many Council assets.

The Bike Plan set a target of 25 kilometres of cycle lane treatments in the first five years of its adoption. Statistics reveal that PN now already has approximately 33 km of cycle lanes, paths and advisory treatments, including approximately 2km of green pavement colouring (i.e. approximately 25 intersection treatments). PN City is continuing to grow in infrastructure and awareness and there are exciting times ahead.

Find it in CAN's Library!

CAN has developed an ever-growing collection of publications on cycling and sustainable transport, from both around New Zealand and the world. You can browse the full list on our website at:

<http://www.can.org.nz/library>

CAN members are welcome to borrow any items in our library; either come and visit us in Wellington, or we will send them out to you. Outside parties may also borrow items, although we would appreciate a donation to cover costs. Contact Robert Ibell (email ***dawbell@actrix.gen.nz***) for more information.

CYCLING NEWS FROM AROUND NEW ZEALAND

March:

- Infrastructure Auckland offers a grant of \$1.8 million to Auckland City Council for walking and cycling improvements in Grafton, Avondale, Otahuhu and Panmure.
- Christchurch City Council release their revised cycling strategy for consultation, while the Council plan to spend \$52 million on cycling in the next 20 years.
- The Phoenix Trust charity donates \$85,000 to extend the Hutt River walking/cycling trail at Birchville in Upper Hutt, completing a route from Petone to Wairarapa.

April:

- Invercargill City prepare to spend \$121,000 on cycle lanes along major city roads, over the next couple of months.
- Kapiti Coast District Council adopts their new cycleways/walkways/bridleways strategy, while proposing to spend \$8 million dollars in this area over the next 20 years.
- Greater Wellington Regional Council also adopt their finalised regional cycling strategy.
- A draft walking and cycling strategy is also presented to the Central Otago District Council.
- Road rage incidents in both Hastings and Christchurch see cyclists chased and hit by motorists.
- Nelson cyclists are concerned about the lack of cycling provision in Transit proposals to redevelop SH6 through Richmond.

May:

- Nelson City Council put on hold plans for a cycleway along the ill-fated Southern link route, and instead resolve to spend \$200,000-300,000 on a cycleway linking the city with Atawhai to the north.
- Transit NZ spend \$150,000 to provide more space for Kapiti cyclists under the narrow SH1 Waikanae rail bridge.
- Dunedin City join the growing number of councils to promote cycle safety with a “don’t burst their bubble” campaign.
- North Shore City Council spend \$50,000 on a 300m cycle path to connect Oteha Valley School to nearby suburbs in Albany.

- Palmerston North City's review of its Bike Plan proposes expanding the scope to include all "vulnerable" road users, which doesn't please all cycling advocates.
- Queenstown-Lakes District Council launches a Wakatipu Trails strategy, aimed at developing a walking/cycling network of recreational and commuting opportunities in the Wakatipu Basin.



'Old mates' pull off the ultimate ride

Three Te Aroha farmers, who between them have battled cancer, had two hip replacements and a heart bypass, have completed a remarkable length-of-the-country bike from Bluff to Cape Reinga in 20 days.

Tom Borkin has previously undergone two hip replacements, Gordon Schell had a heart bypass and Martin Nelson has successfully battled cancer. And the three successfully battled punctures on the trip, only succumbing to one flat tyre as their journey was almost at an end.

"Within 1.5km of getting to the cape (Cape Reinga), Gordon got the first puncture of the whole trip," said Mr Nelson. "It was only because the last 20km were all gravel that it blew out."

Despite describing themselves as "not overly keen cyclists", the farming friends have been riding together every Tuesday for more than 20 years.

Mr Borkin said highlights of the big ride included hearing the wapiti roar in the deep south and tui and pigeons singing while riding along the Kaikoura coast.

[Waikato Times, 10 April 2004]



Lack of exercise takes its toll on Kiwis

Bad diets, smoking and sitting around are the country's biggest killers, according to a new report.

The Looking Upstream report, released by the Ministry of Health, lists the top 20 causes of death in New Zealand, taking into account conditions and risk factors. The Ministry claimed it was the country's first comprehensive mortality analysis.

Using mortality figures from 1997, the study divides deaths into biological, behavioural, environmental and social categories. Top of the list were diet

and insufficient physical activity which, combined, were believed to have killed about 11,000 people - almost 40% of all deaths in that year. About 30% of deaths were attributed to the joint effect of dietary factors, including 6% to poor vegetable and fruit consumption. Insufficient physical activity accounted for almost 10%.

Smoking was responsible for 18% of all deaths (including passive smoking), while poverty and high blood cholesterol were close behind at 17% (4,700 deaths). The report noted New Zealanders had a larger proportion of sufferers than in other Western societies, which was probably due to their high consumption of saturated fats such as meat and dairy products.

Road traffic was responsible for 2% of all deaths, while violence accounted for 2.5% of deaths, mostly through suicide. The air that we breathe can also be a killer. Microbes accounted for 6.5% of deaths, with air pollution causing 3.5% or 970 deaths - about 400 of which were thought to be due to vehicle fumes.

[NZPA, 3 April 2004]



Green plan for light foot on the gas

The Sustainable Business Network, with about 350 members ranging from self-employed contractors to big car brands and corporates, is exhorting businesses to enrol in its GreenFleet transport programme.

As well as helping participants to develop sustainable transport plans, the scheme will raise money for planting trees to absorb pollution from vehicle fleets.

Membership fees will pay for 23 native trees to be planted for each vehicle in a company's fleet, to offset carbon emissions, while longer-term transport management solutions are developed. This quota is calculated on native bush soaking up 125 tonnes of carbon a hectare.

Network chief executive Jami Williams emphasises planting trees is not a way of "writing off" the effect of vehicle emissions. "The most effective means to reduce the impact of transport is to treat the cause." Businesses would be advised about the latest fuels and technologies and invited to treat the cause of pollution by managing travel better and educating staff to drive with a lighter foot for better fuel efficiency. Staff should also be encouraged to try new ways of getting to work, such as by employers providing bike racks and showers for those choosing to cycle or walk. Other suggestions will include sharing cars, travelling at off-peak times, or even working from home to ease congestion.

Key sponsors of the scheme are the Auckland Regional Council, Toyota, Honda and the global fleet management and leasing company LeasePlan, which will encourage clients to contribute \$1 a month to the trees fund for each vehicle. Both car companies are promoting their respective hybrid petrol-electric vehicles through the scheme.

[NZ Herald, 17 May 2004]



Nelson cycleway set to go ahead

Nelson cyclists can look forward to having a cycleway linking Atawhai to the city sooner than expected, but a cycleway planned for Waimea Rd has been put on hold following the failure of the southern link proposal.

Bicycle Nelson Bays spokesman Paul Kerr said any cycleway was welcomed by the group, but it was concerned that the Nelson City Council was developing cycleways without linking them properly.

"A cycle strategy was put together about three years ago, and what that entailed was a whole lot of projects. But it never actually looked at the big picture," Mr Kerr said.

The council received \$415,000 from Transfund New Zealand for cycling and walking projects during the current financial year. Infrastructural divisional manager Fraser Galloway said about \$250,000 would have been spent on the Waimea Rd cycleway.

But Cr Mike Cotton said the project was put on hold at an infrastructural assets committee meeting last month, and the money would go towards the Atawhai one instead. The Waimea Rd cycleway was not lost, Cr Cotton said.

"It's definitely something cyclists can still hope for. There'll almost certainly be a cycleway on its own or as part of a roading system there."

Mr Galloway said the Atawhai cycleway, which had yet to be designed, would cost the council between \$200,000 and \$300,000. Transit New Zealand would fund the parts on the main highway.

[The Nelson Mail, 11 May 2004]



Tourist takes stand over ticket

An English tourist is refusing to pay a fine he received for slowing down while passing cyclists. Nigel Bartlett is making a stand because he believes the \$150 fine contradicts road safety messages encouraging motorists to

be considerate of cyclists. "It seems outrageous to give out tickets for what seems like responsible driving," he said.

However, Senior Sergeant Eric Davy of Nelson's highway patrol said it was not responsible driving because in this case traffic was backed up behind Mr Bartlett. "Anyone impeding the flow of traffic commits an offence," he said.

Mr Bartlett was pulled over by a police officer on State Highway 6 near Okaramio earlier this month, after he slowed down to pass three cyclists. "I'm not used to travelling at 100kmh on a single carriageway next to cyclists." He said he slowed down to about 75kmh or 80kmh.

He conceded there were about four vehicles behind him, but said he looked for a place to pull over to let them pass, without success.

Mr Bartlett said he explained to the police officer why he slowed down but was given a ticket anyway.

He decided to challenge it after he arrived in Golden Bay, his holiday destination, and learned of road safety programmes encouraging motorists to be aware of cyclists, he said.

[The Nelson Mail, 30 April 2004]

(Footnote: The \$150 fine has since been dropped. Mr Bartlett was advised that police were withdrawing a charge of "impeding the flow of traffic" following publicity about his case.)



Chance for women to get pedalling

Alison Kirkwood is setting up Sunday social rides in Timaru so that women can try out cycling. There will be no set routines or distances but it will just be a case of turning up and seeing how things go.

Ms Kirkwood said she was keen to encourage more women to have a go on a bike and hopes the casual Sunday session might eventually mean more competitive riders. "There is no pressure and the rides will be about an hour long," she said. "It would be good for fitness and give some confidence to ride in a bunch."

Any sort of bike was welcome and if both racing and mountain bikes turned up in sufficient numbers they might go in different directions. "It's just a social get-together and on the day we'll decide what to do," she added.

Ms Kirkwood said the group may also meet one evening to do things like bike maintenance, changing tyres and putting a chain back on.

Anyone interested can contact Alison on (03) 684-6889 or Rebecca Wooding on (03) 688-6508.

[Timaru Herald, 15 May 2004]



Bike adventures to be run again

The Third Age Adventurers group in Timaru are again running their successful biking program for people aged over 50.

Third Age Adventure coordinator Jan Kirkpatrick said to participate in the biking program all people needed was a bike and a helmet. "And they must be prepared to have some fun and see more of the South Island," she said.

Mrs Kirkpatrick said the cost for day trips ranged from \$5 to \$10, depending on whether the bus and trailer was required.

For further information, contact Isabel Gilmour at Aoraki Polytechnic on (03) 684-0848.

[Timaru Herald, 11 May 2004]



Still biking ... at 96

Stephen Forsyth has been cycling for 90 years, but he's not about to give it up just yet.

On his birthday in April, he treated himself to a new bike - not a 10 or 12-speed or a mountain bike, but an older model with one gear and back pedal brakes - ideal for a man of 96 years. He figured it was time for a new machine. "I last bought a bike in 1967 and it's now 'wrecked'. The hub was worn out and the chain, sprockets and insides were also worn," he said.

Stephen lives in Frasertown, about five kilometres from Wairoa in Northern Hawkes Bay. He has arthritis and the aches and pains that come with age, but he also has an indomitable spirit and usually bikes around his hometown every day. "He has a set pattern," says part time carer, Ernie Greaves. "He'll bike around the block, through the village and then back home."

[Positive Living, vol 23, Aug-Sept 2003]

PLANS AND STRATEGIES

Wakatipu basin trails strategy launched

A strategy for developing a network of recreational and non-motorised commuting opportunities in the Wakatipu Basin was unveiled at the recent launch of the Wakatipu Trails Strategy.

A group of walkers, runners, pram-pushers, mountainbikers and horseriders moved up the avenue at Millbrook Resort before the launch to deliver the document to Queenstown Lakes District Mayor Clive Geddes, Wakatipu Trails Trust chairman John Wilson, Department of Conservation Wakatipu area manager Jo Macpherson and Otago MP David Parker.

The focus of the Trails Trust and the strategy was developing a network of trails in the Wakatipu Basin area for recreational and non-motorised commuting. "The development of these trails needs to keep pace with the rapid changes in population and residential development," Mr Wilson said.

One of the first steps would be developing a memorandum of understanding between the organisations involved. The strategy also clarifies the roles and relationships needed between the groups and the Wakatipu Trails Trust. The strategy suggests the highest profile project will be the new Wakatipu Trail linking Arrowtown and Queenstown. This would link with Queenstown Rotary Club's project to restore the old lower Shotover River bridge.

Other projects identified are trails linking Fernhill to Queenstown, Queenstown to Arthurs Point, improvements to rural roads and verges to accommodate horseriders and cyclists, and extending the existing lakeside track out to Wye Creek and Bobs Cove.

Copies of the strategy, prepared by Tourism Resource Consultants Ltd, are available at www.qldc.govt.nz.

[The Southland Times, 18 May 2004]



- The Auckland Regional Road Safety Plan 2004 to 2010 was launched in April. The plan is based on vision zero and 2010 - and it links with the Regional Land Transport Strategy. Details are available at: http://www.arc.govt.nz/transport/road-safety/road-safety_home.cfm
- Greater Wellington Regional Council's cycling strategy has now been issued. Copies are available from: http://www.wrc.govt.nz/pub/view_doc.cfm?id=617 or from lesley.mcconnell@gw.govt.nz tel. 04-384 5708.

QUOTABLE QUOTES

"I thought you either sit down and get fat or you do something."

70-year old John Coles from Cambridge, who recently cycled 320km to his school reunion in Wanganui, explains why he took up cycling late in life. (Waikato Times, 31/03/04)

"Any thoughts that people taking buses and bikes are going to solve our problems is just garbage - unrealistic and farfetched."

Tasman District mayor isn't happy that the Environment Court has rejected Nelson's planned Southern Link road. (Nelson Mail 01/04/04)

"I don't believe travelling at 50kmh is too fast at all in most situations."

AA central regional manager Brian Roberts doesn't see the need for new 40 km/h zones in Wellington. (Dominion Post 02/04/04)

"We have got to get it through to people that they have to share the road. Cyclists will tell you that drivers cut them off, while drivers will tell you cyclists don't obey the road rules and are all over the road."

LTSA Canterbury regional manager Dennis Robertson comments on what is needed to reduce the cycling road toll. (The Press, 03/04/04)

"New Zealand drivers are undoubtedly the worst I've come across, and I would have to say Hawkes Bay drivers stand out as being the worst in the country as far as cyclists go."

Hastings cyclist Kerry Harford, who has raced competitively around the world, isn't impressed after a motorist deliberately knocks him off his bike. (NZ Herald, 21/04/04)

"If the roading manager believes this is an acceptable solution, then Hastings District Council needs to erect signs informing cyclists that this is the appropriate method of crossing because it is not general knowledge."

Napier cyclist Sam Bounds responds to Hastings City Council's suggestion that he walk with his bicycle along the pedestrian walkway when crossing the narrow Chesterhope Bridge at Pakowhai. (Hawkes Bay Today, 01/05/04)

"It hasn't worked."

Palmerston North City mayor Mark Bell-Booth shouldn't be surprised that the previous Bike Plan for the city has failed to increase cycling numbers, given the intermittent support provided by the Council... (Manawatu Evening Standard, 13/05/04)

EYESORE OF THE MONTH



Note all the design intelligence that went into this urban bike trail in Santa Monica, California. The striping delivers you to a bicycle death trap at the intersection with a three-way change in surface. Take your pick: cement, loose gravel in a ditch, or sewer grid!

[http://www.kunstler.com/eyesore_200404.html]

Want to get something off your chest?

ChainLinks welcomes letters and articles on any relevant topic; whether in response to a previous article, or on something completely new. So get writing today! Send your letters/articles to our *ChainLinks* Editor at **chainlinks@can.org.nz**, or c/ PO Box 6491 Auckland.

The Budget: What's In It For Us?

Hidden well beneath all the front page news of Budget spend-ups for families are the annual "appropriations" for the various Government sectors. So what was the goss for cycling from the Vote Transport budget?

Firstly, under "Maintenance and Expensed Road Construction (Local Roads)" and the dollars for this are the same as last year, i.e. \$2 million for local walking/cycling. Coupled with this are a few stated performance measures, namely:

- *"Variance in % terms between forecast dollars approved and actual dollars spent on walking and cycling programmes: Between 0 and -2%"* (new measure)
- *"Percentage of roading improvement activities, where design commenced in the current financial year, that considered the provision of walking and cycling features: 100%"* (as per last year)
- *"Percentage of walking and cycling infrastructure activities that are consistent with the relevant walking and/or cycling strategy and the regional land transport strategy: 100%"* (as per last year)

Interesting to see the new measure; clearly there is some concern about past under-spending in this area; maybe this will mean that Transfund have to work harder to get the money spent? Or that local councils will have to be a bit more honest about their likelihood of submitting a walk/cycle project for funding. As for the other two performance measures: keep an eye on these with your local projects in mind – certainly these measures weren't achieved 100% last year...

Onto "Roading Capital Improvements (State Highways)", and again like last year, there is \$1 million there for walking/cycling (even though Transit's draft programme said that they wanted to spend ~\$3 million in the coming year?). It's notable too that, although they also have a performance measure to "*consider walking/cycling in 100% of their roading activities*", their previous requirement to also be 100% consistent with local/regional walking/cycling strategies has disappeared...

So the upshot appears to be again just \$3 million for walking/cycling to play with (plus whatever we don't spend this year I guess); watch in the near future for Transfund's National Land Transport Programme announcements on this. I suppose we could also potentially claim some of the \$31.5m available under "Efficient Alternatives to Roading", seeing as it includes "*non-roading land transport solutions from approved organisations, including travel demand management, and infrastructure services for bus, rail, ferry, barging, walking and cycling and coastal shipping.*" In the meantime, keep pestering your local council to get on with those projects of theirs!

Glen Koorey

CYCLING RESEARCH: TOO MUCH OF A GOOD THING?

As was reported in CAN's meeting with Pete Hodgson, one thing the new Transport Minister wanted to know was *what is an optimal amount of funding for walking and cycling?* Meanwhile, the latest Budget hasn't changed Transfund's Walking/Cycling (W/C) funding from the previous two years. It's one thing to say it should be more than at present, but how much exactly?

There are a couple of potential ways to try to assess the required funding:

Review all available W/C strategies around the country, tot up the estimated costs to complete the planned facilities and divide by a desired timeframe to complete them (10/15/20 years?). The main problem with this approach is that many strategies contain no estimated expenditure for completing their networks (which says something about the commitment to make them happen...). Also many councils still don't have a strategy in place yet.

Review the Long Term Council Community Plans (LTCCPs) for all councils to identify how much councils are proposing to spend on W/C over the next ten years (invariably these Plans are provided on the relevant council websites). One problem is that this doesn't necessarily equate to an "optimal" amount of expenditure; it's just what each council feels they can afford (in some cases, appearing rather small).

In general I've decided to adopt the latter approach, with some additional guidance from strategies where available (mainly I've also focused on cycling only). In many cases, scouring through LTCCPs was straightforward because there was a one-liner somewhere that said "new cycleways" (say) and the respective expenditure throughout the decade. For others it was a little harder; sometimes they only had 3 years of details listed, or cycling was wrapped up under "general roading improvements". So in some cases I've had to make a (conservative) estimate of how much they might spend on cycle facilities, based on their size, presence of a strategy, etc. A note to councils: to simplify this exercise in the future (and make it easier for local advocates to comment on your LTCCP), I suggest that you explicitly state somewhere how much you're proposing to spend on W/C projects!

After much digging through screeds of council-speak, I have come up with a total estimated cycling expenditure in the next 10 years of about **\$91 million** (if anyone would like to see my calculation spreadsheet, please contact me). Taking off the local council contributions through rates (typically about half) and a bit of funding from Infrastructure Auckland, we're left with what Transfund would have to shell out; about **\$5.8 million a year** for cycling projects alone.

A few caveats on these figures:

- I *haven't* included walking projects, partly because it's more difficult to know how much Transfund would subsidise. It perhaps says something about the perceived worth of providing for pedestrians, that walking facilities are subsidised even less by Transfund... (of course, many "cycling" projects like pathways will also benefit pedestrians too). As an example, Christchurch City Council is planning to spend about \$43.7m on "new pedestrian assets" in the next 10 years. How much would be subsidised? If it was (say) \$10m then that's another \$500,000/year required from Transfund. Needless to say, once you add in funding for walking projects and promotion right around the country, you get considerably more than the \$5.8m/year stated above.
- The funding figures given are generally only based on *cycleway construction*, not on cycling promotional projects or cycle strategy developments/reviews. Both of these of course are also fundable by Transfund from the W/C fund, but are not always explicitly identified in LTCCPs.
- The figure is very sensitive to how much Transit NZ want to spend, given that they get full funding from Transfund. Their draft 2004/05 State Highway programme indicated ~\$12m of walk/cycle projects in the next three years, so I have conservatively assumed that they *could* average \$3m/year over the next decade (certainly they have no shortage of projects...).
- Likewise, the amount of funding available from Infrastructure Auckland will affect the funding demand from councils in the Auckland region. I have tentatively suggested \$5m from them. I know however that they have \$70m left to spend on walking, cycling, and demand management, so the amount could be higher. Conversely however it could also mean that the Auckland region can actually get a lot *more* funded than currently proposed, once the various councils cotton on to this (\$20m harbour bridge cycleway anyone?)
- The figures assume that the indicated funding is allocated evenly across the next ten years. In practice, the indicative expenditure is often weighted heavily towards the latter part of this timeframe. For example, Kapiti Coast DC is planning to spend only \$50,000 pa for the next eight years, and then miraculously find \$633,000 pa for the subsequent twelve years (the more cynical among you may suspect that, by then, such councils will find some reason why they suddenly can't actually afford that much...).
- The funding estimate doesn't allow for those councils that haven't developed W/C strategies yet and hence could add to the demand for W/C funding in the future. Upper Hutt & Porirua, for example, have no known strategies or indicative funding identified (at least, that I could find); there are plenty of others around the country. This obviously isn't

a problem for determining the *current* amount to allocate to W/C, but could increase it in the future.

- If your definition of "optimal" is to get as much of the various cycleway networks implemented as soon as possible, then the proposed funding in many cases won't cut it. For example, Rotorua's planned cycle network would easily cost millions of dollars to implement; yet currently the council is only allocating about \$70,000 over the next 10 years. So, if the Government wanted to push harder on promoting W/C and provide more incentives for councils to put up W/C projects, then there are plenty of worthwhile projects out there (consider that the \$91m I have estimated over ten years is still less than many of the major roading projects currently in the pipeline).

While this is an interesting exercise in numbers, the bigger picture must also be remembered. For example, a lot of W/C facilities will also be provided as part of other general roading projects (certainly, things shouldn't get worse for cyclists and pedestrians!), and will be subsidised from Transfund's general roading funds. Similarly, W/C projects can also be funded from Transfund's "minor safety" funding. Given that reported cyclist/pedestrian crashes make up approximately **18%** of the crash costs to the country (and we know that W/C crashes are significantly under-reported), it would not be unreasonable to see a similar proportion of safety funds spent in this area.

References:

To find local councils that have cycling information, including strategies, go to: <http://www.can.org.nz/technical/tech-rcas.htm>

Transit NZ's draft 2004/05 State Highway programme is at http://www.transit.govt.nz/news/LandTransportProg/sh_plan.html

To find links to local council LTCCPs, go to: <http://www.localgovt.co.nz/AboutCouncils/CouncilsInformation/Consultation.htm>

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

RECENT CAN EXEC ACTIVITIES

As usual, your CAN Executive Committee has been busy over the last few months working on various initiatives:

- Assisted BikeNZ with the interviewing and appointment of an Advocacy Manager
- Held five meetings with various Govt agencies in Wellington

- Arranged future meetings with Transfund Board and the Ministry of Transport
- Assisted local groups with advice on roading projects and cycling strategies
- Considered ways to tackle problems with Police encountered by cyclists in crashes
- Attended BikeWise (Cycle Steering Cm'tee) and BikeNZ Board meetings
- Collated and sent out e.CAN issues
- Further developed arrangements for the 2004 CAN Workshop
- Investigated collating touring cyclist and "road rage" anecdotes for future actions
- Discussed with some road safety coordinators the development of generic cycle safety promotional resources
- Arranged for our Campaign Secretary to attend a media training course
- Provided Bicycling Magazine (U.S.) with data on cycling participation in NZ
- Considered the effect of the forthcoming Charities Bill on CAN's activities
- Updated CAN's website pages, including technical info, events/rides and articles
- Investigated the use of dynamic webpages for online submissions
- Held an Exec teleconference meeting to progress various actions
- Prepared this issue of ChainLinks

If you want to know more details about anything, contact Adrian (secretary@can.org.nz).



CAN Meetings

Another round of meetings with government agencies was held on the 4th and 5th of May. The meetings with the Ministry of Transport, Transit NZ Board and SPARC will be reported on in the next issue. We are planning another round of meetings for the 29th of July, and would welcome any feedback about issues to raise and people to meet with.

Transfund

Members of the CAN committee (David Laing, Glen Koorey, Axel Wilke, and Jane Dawson) met with Transfund staff members Bob Alkema and Gareth Williams on 4 May. It was a useful meeting, and we thank Bob and Gareth for their willingness to explore the issues.

Notes from the meeting are on CAN's website, but here's a summary of the discussion topics.

Research:

Transfund's Research Strategy process was discussed - this is being reviewed from July this year, and the review will include looking at the composition of the Research Steering Group. Currently, road users are represented by the AA and Road Transport Forum. CAN believes that a more balanced approach to research could be achieved by a more inclusive representation of different road user groups. We also suggested that there is research that Transfund should be undertaking in order to support its own work programme. We will be submitting these suggestions to the review process.

Simplified Procedures:

CAN is not happy that the values placed on the benefits of people cycling (for the purposes of project evaluation) have been recently revised (down from 50c to 30c). Transfund said the revision was made after analysis of the wider picture, balancing the values against outcomes for both pedestrian and cyclist projects. CAN has concerns about the accuracy of some of the background material on which this revision was based, and will be following it up with Transfund's Policy & Strategy Group.

\$3 million for cycling & walking:

CAN raised the concern that the list of potential projects being submitted for funding adds up to much more than \$3 million, suggesting that the fund is too small. On the other hand, many projects that are submitted don't actually go ahead, suggesting that the process needs adjusting.

The size of the fund is determined by the Transfund Board, working towards the Government's 'Moving Forward' package. The establishment of the Long Term Council Community Plan process should give more certainty about which projects the local authorities have committed to.

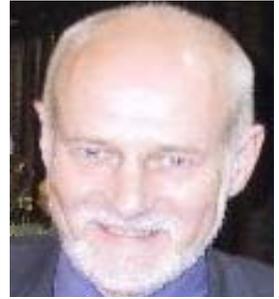
Transfund's work programme:

They are busy coming to terms with changes in legislation. CAN will be suggesting some priority areas that it feels Transfund should be working on for cycling.

Transfund has released a general circular on audit guidelines, and will be working on training and promotion around the audit procedure (will be on website). CAN suggested developing a 'thematic audit' around cycling, and reiterated that planning for cyclists needs to start at the scheme assessment stage.

CAN meets new Transport Minister Pete Hodgson

CAN Exec'ers Jane Dawson, Robert Ibell, Axel Wilke and Glen Koorey met with new Transport Minister Pete Hodgson in Wellington on May 4th. As he kept reminding us, the Minister was only about six weeks into his new portfolio, and was clearly quite keen to learn all about the state of the nation when it came to cycling. We met him and an MoT official for about half an hour, and his ability to abruptly change tack meant we covered a lot of ground in that time.



After introducing ourselves and what we did, we were thrown a little by a request for our impressions of the various transport agencies we deal with. Not to turn down such an opportunity, we told him the good, the bad and the ugly of our various relationships with LTSA, Transit, etc, and how we view their performances. A general theme was that, while there are growing linkages between various agencies (transport and otherwise), a lot of progress for cycling still seems to be very dependent on the key personalities involved. Some are noticeably more receptive to the needs of cyclists than others.

We moved onto discussing the implementation of the Land Transport Management Act, where again we reiterated the wide range of Government agencies that are involved when it comes to cycling, but the difficulty in getting them all on board. The Minister said that he was having a think-tank meeting soon with staff from MoT, Climate Change Office, and Ministry for Environment, so it will be interesting to see what they come up with. We gave him some examples of how cycling policies have been implemented in Europe, such as the UK National Cycling Strategy Board, and the Dutch cycle policy audits by paid advocates.

When it came to funding, the Minister took our point that the number of cycle trips nationwide was similar to that for public transport. While he could thus accept our concerns about the limited funding for walking & cycling, he then asked two very interesting questions. Firstly, how do our funding levels compare with other places internationally? Although we could provide some anecdotal information, we undertook to look at this in more detail. Secondly, what is an "optimal" amount of funding for walking & cycling? Evidently he didn't see it being similar to (say) public transport, because of the relative construction costs, so again we promised to get back to him on that one (*see Cycling Research article in this issue*).

In summarising, the Minister felt that the "high-level" stuff regarding cycling and transport was OK; it was his job to infuse a culture change amongst his agencies, and to get the policy and implementation details sorted out. We suspect that his previous sustainability focus in the Energy portfolio will definitely come in handy in implementing change within Transport. Interestingly he suggested that the main agency CAN should be

dealing with is Transfund. He looked forward to an ongoing relationship with us. CAN thanks the Minister for the time taken to talk to us.

Glen Koorey

LONG-TERM COUNCIL COMMUNITY PLANS AND THE LAND TRANSPORT MANAGEMENT ACT

by Christine Cheyne

Most local authorities are currently seeking submissions on their Long Term Council Community Plan (LTCCP). Further to the article in a recent 'Chainlinks', it is important to mention the link between the LTCCP and the Land Transport Management Act 2002.

The Land Transport Management Act specifies that in preparing a land transport programme, local authorities must take into account how each activity or activity class-

- (a) assists economic development; and
- (b) assists safety and personal security; and
- (c) improves access and mobility; and
- (d) protects and promotes public health; and
- (e) ensures environmental sustainability.

The Act also states that local authorities must, in preparing a land transport programme, take into account any current national land transport strategy, National Energy Efficiency and Conservation Strategy, and relevant regional land transport strategies.

Local authorities do not have to specifically prepare a land transport programme for a financial year if their long-term council community plan or annual plan includes the matters required to be in a land transport programme prepared by the local authority; and if the local authority provides details of those matters outlined above in a form that complies with the provisions of the Act.

So check the LTCCP to see if it has this land transport information. And keep an eye out for other transportation planning documents your local authority might be producing. Long-term plans are the current fad in the public sector and while they can have an important contribution to achieving the community's desired outcomes, they can also be of extremely dubious value.

In November 2002 Palmerston North City Council adopted a 25 year Transportation Management Plan (TMP). It took nearly 16 months and

repeated requests for the Council to make the final, adopted form of the Plan publicly available.

The Plan was developed by Traffic Design Group staff, Peter McCombs and Laura Skilton, in conjunction with staff in the Council's Rooding Division. Helen Clark might find it useful to read the document given her declared aim of lifting New Zealand into the top half of the OECD. PNCC's TMP has the answer to why we're not there: not enough trucks! On page 7 is the following:

"The countries with the highest GDP also have the highest number of trucks per capita. To maintain and promote standards of living in Palmerston North it is necessary to enable and provide access for trucks both in an out of the city; around the city and to major destinations within the city."

The TMP goes on to say that trucks need to be kept off residential streets, and that "a well designed and managed rooding network will do this." But many residential streets have been re-categorised as arterial and principal streets as a result of the TMP's new rooding hierarchy and are expected to carry trucks.

On a positive note the TMP recommends that the Council "continue to provide for and pursue achievement of the goals set out in the Bike Plan" and also recommends introduction of a cycle network over 5 years (2003-2007). So far progress on implementation of the Bike Plan and the cycle network has been extremely slow. And the positive support for these in the TMP has to be set in the context of the wider plan that seeks to cater for a low growth scenario of an increase of 26.5% in the number of vehicle trips per hour and a high growth scenario of an increase of 40%. These increases in vehicle trips accompany a projected population increase of 12.5% in the low growth scenario and 25% in the high growth scenario.

The data from which these and other future trends are extrapolated are frequently flimsy and incomplete. Despite the long-term perspective (planning for the period to 2027) there is no consideration given to the impact of carbon taxes and increasing fossil fuel prices (and indeed changes to the availability of fossil fuels). Perhaps this is not surprising given that the authors were clearly unfamiliar with, and sceptical about, some key data on travel in New Zealand. (For example, when the report went to the Council for adoption it still had an editorial comment saying "Check. This can't be correct." alongside the figure taken from the LTSA Travel Survey about the percentage of journeys that are less than 2km and the percentage that are less than 6km.)

To date, the performance of strategic plans is an open question. The theory is that local government as a result of the new Act is now a steward for sustainable development. Some councils have eagerly accepted this mantle. Others want business as usual.

PLANNING & DESIGN FOR CYCLISTS: All the right signals

Last time we looked at some of the treatments used to make turning right easier for cyclists. This time we're going to focus specifically on traffic signals. The fact that traffic in each direction at a signalised intersection stops for a certain time can be particularly useful when trying to provide for cyclists. Here are some ideas:

Advanced stop boxes (ASBs) can provide storage space in front of motorists, for cyclists wishing to move over and turn right. In this way, cyclists can



approach an intersection to the left of through traffic, and then shift across while waiting for the lights to change. The only difficulty is when the lights are already green, in which case cyclists are on their own again. Note, in the picture above, that the ASB is in front of a combined straight-through/right-turn lane. This ASB minimises the problem of having right-turning cyclists to the left of straight-through traffic, but where possible you should avoid combined lanes like this.



If the turning demand is strong, provide an **additional cycle lane for right-turners**. The adjacent figure shows an example of one, approaching some traffic signals (a coloured surface would help make it stand out more).

Note how the central median island has been cut out and re-kerbed to provide enough space for everything – don't be told there isn't enough room!

One way to keep cyclists on the left-hand side instead is to provide **“head start” cycle signals** that allow cyclists to turn right before the main traffic starts. The figures below show such an operation. Cyclists wishing to turn right push the button on the pole and then wait for the green cycle signal, while everyone else is still stopped. Note that this can only be provided where there is spare intersection capacity (i.e. time available to fit this phase in).



Sign says:
“RIGHT TURN PRESS BUTTON”

A variation on the turn-from-left approach is the **“hook turn”**. This allows less confident cyclists to make a right-turn in two stages while staying on the left side. First they cross straight over the intersection to wait in a special area (see picture). Then when the lights change, they can go across with the side road traffic. In New Zealand this technique was first trialled on Memorial Ave in Christchurch (see *ChainLinks* Aug-Oct '02 for more details).



In some locations you may need to provide a

combination of the solutions suggested above (and in the previous Planning/Design article), to cater for both experienced and less-confident cyclists.

Some Relevant Reading

- Austroads 1999, *Guide to Traffic Engineering Practice, Part 14: Bicycles*, Section 5.4 (Signalised Intersections).
- Christchurch City Council 2001, *Marking of Advanced Cycle Lanes and Advanced Stop Boxes At Signalised Intersections*, provides some useful research on the effectiveness of some treatments. Web: <http://www.ccc.govt.nz/Recreation/Cycling/TechnicalResearch/>
- CROW, 1993. *Sign up for the Bike: Design Manual for a cycle-friendly infrastructure*, Section 6.3.4, discusses design options for “junctions with traffic lights”.
- VicRoads 2001, *“Head Start” Storage Areas at Intersections* (Cycle Note No. 5), provides more detail on cycle storage box layouts. Web: <http://www.vicroads.vic.gov.au/vrpdf/trum/tr1999058.pdf> (82kB)

All feedback please to **Glen Koorey** (koorey@paradise.net.nz, Ph.03-331 7504)

LIGHTEN UP!

by Adrian Croucher

Winter is on its way, and if you bike to work you'll soon find yourself riding in the dark, if you haven't already. There seem to be plenty of cyclists around who don't seem to think that being visible at night is an issue, preferring instead to slip through the darkness invisibly like ghosts. Not a good idea! Lighten up - you can increase your peace of mind and chances of night-time survival hugely with a few simple bits of visibility gear.

Starting with the simplest, the humble reflector is not only a legal requirement, but is also a big help in making you visible. It's cheap, always there when you need it, and doesn't need batteries. You need a red or yellow one for the back of your bike (at least 35 square cm in area), plus you can add yellow ones on the pedals. Of course that's not usually an option if you use SPD or other 'clipless' pedals, but in that case you'll almost certainly be wearing cycling shoes, many of which now have reflective material on the heels. If all else fails you can use reflective straps on your legs.

They're useful, but reflectors on their own are not enough. They only work in certain conditions: when a car has you in its headlights, when the reflector is mounted properly (not sticking up in the air or down at the

ground), and when the reflected beam catches the driver's eye. As well as reflectors you need some decent lights.



There are all kinds of bike lights on the market now: things have moved on from the dim torch-style numbers of the 1980s. Red rear lights were revolutionised in the 1990s by the advent of bright LED lights, usually flashing, which are very visible and don't use much power, so the batteries last for ages. Around 2001, things got even better with the introduction of lights using new-generation super-bright LEDs. One of the brightest is the Cat Eye TL-LD600 (\$50),

which has five of these super-bright LEDs and is bright enough to be a bit of a problem for anyone riding behind you.

Given that most urban crashes happen at intersections with people failing to give way, headlights are probably even more important than rear lights. There are various high-powered headlight systems designed for night mountain bike racing. These are bright enough to see by, as well as letting other people see you in no uncertain terms. The downside, besides their high price tag, is that you need to carry a big battery to keep them going, and recharge it frequently. In the city it isn't usually necessary to have lights bright enough to see by, so many people get by with something that's a bit lower-powered, but still lets people see them.

There is a whole range of lower-powered halogen lights that run on AA batteries. These are still reasonably bright, but do tend to chew through the batteries fairly quickly, so are best loaded up with rechargeables. There have been some advances in rechargeable battery technology in the last few years, with the introduction of 'nickel metal hydride (NiMH)' batteries. These generally last longer and are less finicky than the older 'nickel cadmium' ones. You can get them from electronics stores, or by mail order from Maruia Nature catalogue (www.nznature.co.nz). Rechargeables, when they go flat, do so very suddenly, so if you're using them in a halogen light you may need to carry spares.

The same super-bright LEDs that revolutionised rear lights also now appear in headlights. These can be about as bright as the low-powered halogens, or in some cases brighter. These lights give out a bluish-white beam that stands out well on the street, and the batteries last for ages. They also stay tolerably bright even when the batteries are practically flat, so if you use rechargeables, there's not so much need to carry spares. The Cat Eye models are popular: their 3-LED HL-EL100 and HL-EL200 models retail for around \$70. They also do a 5-LED version, the HL-EL300, which is very bright, though the beam is more tightly focused and isn't so visible

from the sides. The only real downside of the Cat Eyes is that they aren't very waterproof. Like reflectors, lights need to be mounted properly so they aren't just lighting up the sky or your feet. Make sure they point horizontally. This is easier if they're mounted firmly to your bike rather than to your clothes or bag.



Brightly coloured clothes are also a good idea, not only in the dark but in the daytime as well. To avoid having to remodel your entire wardrobe and throw out all your favourite black power-dressing clothes, get a visibility vest that goes on over the top of whatever you're wearing. It should not only be bright, and preferably have some reflective material on it, but also be well ventilated so you don't overheat. One popular model is the Ground Effect 'Vespa' vest (made in NZ and available from www.groundeffect.co.nz for \$79), which is a particularly loud yellow colour, has a windproof front and a mesh back for ventilation, and has almost become a sort of de-facto uniform in some cycling clubs.

Happy night riding!

Share your *ChainLinks* with others!

ChainLinks is one of the main tangible benefits for CAN's members; as a result we're fairly careful about just giving away free copies to other people, be they electronic or hard copy (paper).

However, at the same time, we are keen to "spread the word" as far as possible about the benefits of cycling and how CAN helps to encourage more cycling. So feel free to send a copy of *ChainLinks* to a friend/colleague you think might be interested in supporting us. With luck, they'll want to join up and pay for the next one!

Want to find old issues of e.CAN?

Check out back-issues of our email newsletter *e.CAN* on our website at:

<http://www.can.org.nz/ecan>

OVERSEAS NEWS

Suburbs miss out on a ride

Suburbanites do not use bicycles because there aren't enough safe places to ride according to a new poll in Melbourne.

More than half of suburban Melbourne lives more than 1km away from a bicycle track, a Newspann survey has found. Bicycle Victoria, which commissioned the poll, says more bike tracks would help combat the obesity problem. Campaigns manager Bart Sbeghen said the suburbs were missing out. "They are the places where the families are moving," Mr Sbeghen said.

The survey found city residents were well catered for: 72% said they had easy access to bike paths. Without good tracks, suburbanites would not consider the bike as an alternative to the car, Mr Sbeghen said.

"For most people thinking about riding, they don't want to start riding on a busy road. You want somewhere traffic-free, somewhere to take your kids."

New housing estates on the suburban fringes were beginning to consider cyclists. "It's starting to change. They've got bike paths going around the lake, but that's about it," Mr Sbeghen said. "In most cases, there were no paths going to shops or schools."

[Herald-Sun, Australia, 13 April 2004]



Police give bikes the cold shoulder

UK police are so scared of being sued they are refusing to stamp ID codes on bicycles.

For years, forces have offered cyclists the chance to get their bikes stamped with the owner's postcode to help deter thieves. Now they fear that with Britons following America's compensation culture, even scratching a bike frame could see them having to pay out massive damages.

Police across the country have discontinued the scheme, making bicycles even easier pickings for criminals. Compensation cases in the US - and a recent one in Britain - have made police think again.

Colchester crime reduction officer Colin Stiff - who has two bikes a week reported stolen on his patch - said: "We're no longer allowed to stencil bikes. This follows claims against forces in America after damage to bikes. The Association of Chief Police Officers has said that even if we get a disclaimer from cyclists who want a stamp, it's really not worth the paper it's written on."

Mr Stiff revealed instructions from the top meant he is turning down cyclists who want to have their bikes marked at the rate of two a week. He added: "I have to tell them I can't do it. I think it's a great pity we can't provide this service. It was a well-tried process for tracking down bike thieves and assisting the community."

An Essex police spokesman confirmed: "One force had to pay out last year for damaging a bike. They really got hammered. Other forces took that on board and now they have started refusing to stamp bikes." Even with stamping, normally only one in 10 bikes recovered by police are reunited with their owners.

West Lothian police have turned to a passport security scheme - in which owners include a photo and full description of their bicycle - because they fear a stamp could damage modern light frames. Bike theft is a typical low-level crime that police often cannot investigate properly and which infuriates the victims.

Some forces have had success planting tracking devices in bikes and waiting to follow the thief to their homes. North Yorkshire police have also caught drug dealers, burglars, fences and car thieves using the tactic.

[Daily Star, UK, 11 April 2004]



City bike project gets cash boost

A UK cycling project that helps disadvantaged youngsters by giving them pedal power has been expanded.

The Get On project in Liverpool provides cheap reconditioned bikes to young people in need. Now the scheme, organised by Homeground Bike Shop in Liverpool, has been given a cash boost from the Department of Transport's cycling projects fund.

Now anyone on a low income will be entitled to apply for a bike. So far 126 bikes have been sold in the last five years.

Staff at Homeground, a hostel for homeless people aged 16 to 35, began a bike shop with a small local grant, and Merseyside Police agreed to provide unclaimed bikes for reconditioning. The idea took off and the project has just landed a £14,050 (NZ \$39,400) grant for staff, new parts and building improvements.

David Ellis, of Homeground, said: "The people we work with are on benefits or low income, so transport costs are a significant factor in them being able to attend job interviews or training courses.

[Liverpool Echo, UK, 10 April 2004]

Free bicycles to encourage car park use

A new scheme will see motorists being provided with the free loan of bicycles to encourage them to park in Liverpool's most under-used car park.

The city's new traffic warden service will provide the bicycles at the Mount Pleasant car park in a bid to ease congestion and parking gridlock. The proposal forms part of the council's bid to restore the service after the collapse of its deal with Vinci, who had provided the service, last month.

The free bike scheme was originally suggested by Vinci when it took over parking management in the city centre two years ago. The company also pledged to refurbish the car park, one of the biggest in the city centre, with around 1,000 spaces. But neither plans were implemented as both sides failed to agree about the long-term operation of the service.

Initially, about a dozen bicycles will be loaned to drivers as an incentive to encourage motorists to use the car park. However, it is intended to introduce many more bike bays across the city centre if the initiative proves a success.

Cr Peter Millea, executive member for regeneration at the council, said: "The bicycles issue is just an example of why we had concerns about Vinci. It is certainly one of the reasons they won the contract in the first place and something we will be looking for when the new contractor is appointed."

[Daily Post, UK, 7 April 2004]



Green routes grow to 1200km

The number of former railways in Spain converted into long distance walkways in the last ten years has now grown to over 1,200 kilometres.

During the 1960s, Spain's rail network fell into decline as cars became more widely available, and some 7,600 kilometres of track were shut down. But at the beginning of the 1990s, the foundation responsible for their upkeep decided to follow the example of the French by converting the routes into paths deep into the Iberian countryside.

Since then, they have opened the equivalent of a new kilometre each day. The so-called Green Routes are used by walkers, cyclists, and horse riders and have proved extremely popular. There are now 68 such routes, with 45 of them in excellent condition and well signposted. The rest are still usable, but due to their remoteness, and lack of use have not been so well maintained.

Last year, Spain's green ways were awarded a Best Practices prize by the United Nation's Habitat Program out of 700 proposals from 110 countries around the world.

[El Pais - English Edition, Spain, 9 April 2004]



Japan cracks down on 'killer cyclists'

Japanese police have announced a new campaign against cyclists after more than 2,000 pedestrians were injured and six killed in collisions with bicycles last year.

In Japan, cyclists are allowed to ride on pavements, but public patience has worn thin. Last year, police made only one arrest for a cycling offence, but they have now given notice that their approach is hardening.

Cycling while using a mobile phone or holding an umbrella will be liable to fines of up to 50,000 yen (NZ\$720) or up to three months in jail. Cyclists who cause fatal accidents may be prosecuted for manslaughter and those carrying a passenger on a bicycle will be fined up to 20,000 yen (NZ\$290).

Motorists remain the cause of most traffic accidents in Japan and cyclists say they would be at great risk if they were forced to use roads.

[The Daily Telegraph, UK, 7 April 2004]



Children banned from cycling to school

Two brothers at a UK primary school have been barred from cycling to school – because they live too close to it. Despite teachers and parents wanting to reduce school-run traffic chaos and encourage children to exercise, Tom (10) and Darren Richards (9) will now travel by car to Watergall Primary School in Peterborough, UK, rather than using their bikes.

The school has said the brothers' quarter-of-a-mile (400m) trip from their home to the school is too short to justify the bike trip. It can only allow the use of bikes in "special cases" because it does not have adequate storage facilities.

The brothers' father, John Richards, said: "Tom and Darren told the school they had got permission from me so I was really shocked. I wanted them to use their bikes rather than walk because it safer."

He added: "It just doesn't make sense - parents are always being told kids should exercise more because children are becoming obese, and then this school has a ludicrous policy of not allowing them to cycle."

The school does have a small storage area for bikes, but it is reserved for those children who have to travel a long distance and have no alternative. Most of the school's pupils come from within a two-mile (3.2km) radius, according to the city council.

The school's headteacher, Sue Pitcher, said: "If all the children who had a bike wanted to bike to school then we couldn't do it. Children who live close to the school are encouraged to walk, because we don't have the facilities to allow them to cycle to school."

She added: "We are looking at getting the facilities to store bikes, and we will talk to the city council because we want to encourage cycling to school."

[Peterborough Evening Telegraph, UK, 6 April 2004]



Compulsory cycle helmet plan fails in UK

A low turnout of MPs in the UK House of Commons on 23 April effectively killed off a Private Member's Bill aimed at introducing a law requiring the wearing of cycle helmets by those under 16.

Eric Martlew's Protective Headgear for Young Cyclists Bill would effectively ban under-16s from cycling without helmets anywhere other than in their own private gardens. The bill was opposed by a wide-ranging group including the British Medical Association, Royal Society for the Prevention of Accidents, Cycling Touring Club (UK advocate group), Royal College of General Practitioners, National Heart Forum, National Cycling Strategy Board, Sustrans, Transport 2000, road victims charity Roadpeace, Move4Health and Association of Cycle Traders; who feared that the failures experienced elsewhere in the world would repeat themselves in the UK.

Cycling Health spokesperson Oliver Thompson said he was pleased that the UK Parliament had rejected the law. "Here in New Zealand the law has been a health and safety disaster and it is time we stopped being the poster country for how not to do things," he said.



More funds for Australian bike parking

More regular commuters will be able to cycle to their local bus or train station and safely store their bike under a new programme announced by the Australian Minister for the Environment and Heritage, Dr David Kemp.

Cycle Connect, an Australian Government programme, will provide \$2.5m over the next two years for secure bike lockers to be installed at public transport hubs such as bus and train stations in major urban centres.

"One-third of car trips are less than three kilometres long and many trips could be taken on a bicycle if people were confident that their bike wouldn't be tampered with or stolen while they are at work," said Dr Kemp. "Substituting short car trips with bicycle rides is one way of keeping fit and healthy, while reducing congestion, greenhouse gas and pollution at the same time. Cycling just 10 kilometres each way to work instead of driving saves about \$770 in transport costs and 1.3 tonnes of greenhouse gas emissions each year."

Details are available at www.deh.gov.au/atmosphere/airquality/cycleconnect.html

[Source: Australian Cyclist, May/June 2004]

- Information on bicycle usage in Queensland has recently been released by the Australian Bureau of Statistics (cat. no. 9215.3). The data was obtained from the Australian Bureau of Statistics October 2003 State Supplementary Survey, Bicycle Usage and Household Telephone Connections, Queensland. A summary of findings can be found at <http://www.abs.gov.au>.



New bike targeted at disabled cyclists

Disabled people will be able to exercise more easily with specially adapted bikes through a new £11,000 (NZ\$32,000) project in Tyneside, UK. The charity, Gateway Wheelers, is buying 10 bicycles under the scheme, with the support of Gateshead Council's community health team.

The project was developed after a chance meeting at an event at Gateshead Stadium during the Year of the Disabled Person in 2003. The community health team was keen to help people of all abilities to become more active, while the Gateway Wheelers wanted to provide a resource for people with disabilities.

Together they worked to bring the bikes to Gateshead, making exercise easier for those with mobility problems. The project aims to encourage not only those with disabilities but also their friends and families to get in the saddle.

Regular bike rides are planned around the borough, using cycle routes and the National Cycle Network. Many of the rides will take in countryside views.

Ian Atkinson tried out the new bikes and gave them the thumbs-up. He said: "I had never thought of cycling before, as I can't ride a conventional bike because I have problems with my balance. But the adapted bikes have opened up a whole new field of activity for me."

[The Evening Chronicle, UK, 18 May 2004]



New programme aims to boost female cycling

A new programme designed to encourage women aged over 35 to take up cycling has been launched in Victoria, Australia.

Bicycle Victoria and VicHealth are piloting a Cycling for Health Program in Geelong aimed at evening up the sport's gender balance and improving women's physical health.

"Women are under-represented in sport and physical activity generally, placing them at greater risk of contracting a huge range of diseases from cardiovascular disease through to breast cancer," programme manager Juan Martorana said.

He said Geelong was chosen for the pilot because of its accessible off-road and bike paths. Mr Martorana hopes to sign up 100 Geelong women to kick off the program in the next few weeks.

Women will be placed in groups and encouraged to go for a bike ride between three and four times a week. They will be given a diary to record details of their rides and a helpline will provide extra support. Cycling Geelong will support the program, offering local group rides.

[Geelong Advertiser, Australia, 17 May 2004]



Utah Democrat aims to campaign by bike

Paul Van Dam, the Democratic candidate for U.S. Senate in Utah, is spending June campaigning in rural Utah - from a bicycle seat.

He and his wife, Mary Dawn, plan to ride their recumbent bicycle some 600 miles (960km) along a route stretching from Boulder to Vernal. Van Dam said they intend to ride slowly enough to be stopped by anyone along the way who wants to talk about issues facing the state.

"We don't want to rush through it in an automobile. We don't want to just have structured meetings. We want to really be out among the folks," he said. "We're going to just take our time and do what we need to do."

Mary Dawn Van Dam said the couple will make a similar tour through northern Utah sometime this summer. Their goal, she said, is to ride at least 1,000 miles (1600km) throughout the state during the campaign. She'll even take the driver's seat on those occasions when the candidate is making calls to potential contributors during the trip. That could be often, depending on cell phone coverage.

[Desert Morning News, US, 14 May 2004]



Hospital staff urged to ditch cars

Hospital staff are being urged to get out of their cars and hop on a bike or bus to get to work. The drive to cut the number of motorists and switch to a more healthy form of transport - including walking - has been launched at Llandough Hospital in Penarth, Wales.

The campaign, also aimed at patients and visitors, includes offering cycle training courses, personal journey maps and even free advice from a 'cycle doctor' on mending and maintaining your machine. Staff are also being offered pedometers to record how far they walk to work. This will then be used to show the amount of calories they are burning up.

The project is one of five across Wales backed with a £50,000 (NZ\$147,000) grant from the National Assembly and run by the South East Wales Travel Alliance. The aim is to reduce car travel and promote the use of public transport, walking and cycling.

As part of the project, a shuttle bus linking the hospital with Cogan station will be running every 20 minutes, with a free bicycle trailer attached.

[South Wales Echo, UK, 13 May 2004]



Doctors prescribe pedal power

Doctors are advising patients in Devonshire, UK, to get on their bikes if they want to get better. In conjunction with Mid Devon District Council, GPs are referring people to a new free scheme aimed at encouraging more people to get fit and improve their overall health by taking part in regular cycling sessions.

The sessions will run for 12 weeks and can last anything from five minutes to an hour, with refresher cycle stints available in an off-road environment for people who have not been saddled up for some time.

[Wellington Weekly News, UK, 13 May 2004]



More cycling is 'best buy' for tackling obesity say MPs

The best thing the UK Government could do to tackle obesity would be to meet its targets for increased cycle use, a committee of MPs has said in the light of growing concern about rising obesity levels.

The Health Select Committee's report on obesity, states: "If the Government were to achieve its target of trebling cycling in the period 2000-2010 ... that might achieve more in the fight against obesity than any individual measure we recommend within this report." The report also says that, "Targets to increase walking and cycling ... have totally failed", and that "If the Government were to achieve its target of trebling cycling in the period 2000-2010 (and there are few signs that it will) that might achieve more in the fight against obesity than any individual measure we recommend in this report."

CTC, the national cyclists' organisation, is calling on Government to redouble its efforts to promote increased cycle use by reducing people's fear of road danger – by tackling speeding and other forms of dangerous driving, and by giving cyclists visible priority on the roads; and promoting more and better cycle training – to give people the confidence and skills to cycle for their day-to-day travel (e.g. for school, work and other journeys).

A recent survey of over 2300 people who have received cycle training found that their frequency of cycle use increased by 144%; there was a significant increase in cycle use for longer journeys; and 40% said they were now willing to cycle all year round.

[Cyclists Touring Club UK release, 27 May 2004]



Berlin bikers gather to seek respect

Some 250,000 cyclists rode through the streets of the Berlin on 6 June in a demonstration to demand more respect from car drivers. Under the motto "Respect for bicycle riders," the cyclists rode 16 different routes, covering more than 300 miles of the German capital's streets in total.

One of the organisers, Benno Koch, said that riders also wanted to show "the still underestimated potential of the bicycle as an everyday means of

transportation." Mr Koch said that participants in the event included cyclists from the United States, Russia and Britain as well as from Germany. A similar event held last year drew 100,000 cyclists.

[Guardian, 7 June 2004]



Fleet operator aims for more cycle-friendly trucks

Fleet operator RMC Readymix, which operates more than 900 vehicles on UK roads, has equipped its new Seddon Atkinson 8x4 mixers with a number of features to make it more cyclist-friendly and avoid getting undertaking cyclist tangled in their wheels when turning left.

From the rear of the vehicle, the first thing an approaching cyclist sees is a large reflective yellow warning sign at eye level on the rear nearside corner, warning riders that the truck's nearside is a danger zone during left turns, and not to enter it. Probably unseen by the cyclist is the centrally-mounted reversing camera.

An extra level of side under-run protection bar reaches to around six inches from ground level (it can be raised quickly for certain site operations). Above this is a large yellow sign board reading 'CAUTION! KEEP CLEAR' in six-inch high letters. Behind the side-guard, there is an electronic voice synthesizer, which loudly broadcasts the message "Caution - truck turning left" whenever the left-hand indicator is operated.

Also attached to the side notice is a pair of small black devices, the motion sensors. These detect the presence of an object such as a cyclist moving into their field of view, and sound a loud warning buzzer in the cab to attract the driver's attention.

The final piece of the specification is a convex mirror mounted above the front left corner of the cab, giving a distorted but adequate view of anything right alongside or in front of the cab. This is in addition to the three existing mirrors - normal, wide-angle and kerb view - already fitted, and is similar to those now compulsory in the Netherlands.

Dominic Perry, associate editor of Commercial Motor, said, "The signs are nothing new on their own, but what's particularly impressive is that RMC is trialling the sensors and warning signal combination. It shows that it is more than paying lip service to the safety of other road users. It also represents a very pro-active attitude that other companies should look to embrace."

[from UK magazine 'Commercial Motor', 8 January 2004]

LAW AND ORDER: CYCLING PERMITTED (part two)

Cycling Permitted – part one

In the last ChainLinks, I wrote about the Crown's commitment to safeguard all road users' ability to use the roads, the power of road controlling authorities, and cycling on motorways. This article explores further pieces of legislation that either allow or forbid cycling.

Cycling on Expressways

The incoming *Road User Rules* (RUR) are likely to for the first time give 'Expressways' a meaning in legislation. The yellow draft of the *RUR* lumped 'Expressways' with 'Motorways' in so far as it was proposed that "a person must not ride a cycle on a motorway or expressway without the approval of the road controlling authority". That's no change as far as motorways are concerned (see part one of this article), but is the reverse of the current situation for expressways. In our submission, we claimed 'existing use rights' for expressways and were being told that we have a strong argument. Our fear is that once cycling is forbidden by default on expressways, many road controlling authorities (RCA's) can simply not be bothered to go through the time-consuming process of explicitly allowing cycling.

Declaring a footpath a cycleway

RCA's can declare any part of the road to be a 'cycle track' (i.e. cycleway) under the Local Government Act. Typically, a footpath could be declared to be available for shared use by pedestrians and cyclists. The correct procedure for RCA's is to pass a bylaw, i.e. the traffic and transport bylaw of a Road Controlling Authority must have a section on 'cycle tracks' and then list all the individual 'cycle tracks' in a schedule, which needs to be amended whenever new 'cycle tracks' get created. There's a lot of red tape to get through, and it is CAN's understanding that very few RCA's in fact follow this process. Typically, a shared pathway gets signposted in some way and that's all that is done, which of course does not meet the requirements of the Local Government Act.

Mandatory use of an 'adequate' cycleway

The yellow draft of the *RUR* states that "when a reasonably adequate cycle track is available, a rider of a cycle or moped must keep to the track as far as is practicable". CAN has submitted that the compulsory use of 'adequate' cycle paths be revoked, and we have been told that this may indeed happen. There are two major problems with this rule: firstly, different cyclists have different requirements, since what may be 'adequate' for some, may not be 'adequate' for others, and secondly, Police officers may have no experience and certainly will not have received any training as to what constitutes an 'adequate' cycle path. Furthermore, some cyclists

would argue that pathways to be shared with pedestrian cannot by definition be ‘adequate’.



Figure 1: A wide, shared pathway – but given the pedestrian density, can it be called adequate?

If the Police issued you with a fine for not using an ‘adequate’ cycleway, we suggest to check whether the RCA has actually followed the bylaw process, and the cycleway has legal standing. Otherwise, you may want to seek legal advice whether an ‘illegal’ cycleway can be considered ‘adequate’ in the first place.

Cycling on footpath

Some people believe that cycling on a footpath is legal for children. That is not so – the only time cycling on footpath is within the law is when it is “in the course of delivering newspapers, mail, or printed material to letterboxes”.

Axel Wilke - CAN Technical Advisor

What would YOU like to know?

Each issue of *ChainLinks* contains regular features on cycle-related design/planning, research, and law. We hope that you find them helpful. But for these articles to be *really* useful, we want to address your specific needs!

If you have a particular question that you would like to see answered in one of our regular features, please contact Glen Koorey (email koorey@paradise.net.nz), and we’ll try our best to answer it.

TRANSIT NZ CYCLING CHAMPION PROFILE #3 – TONY SPOWART

by Andrew Macbeth, Spokes Canterbury

What is your role with Transit? I'm the Regional Traffic and Safety Manager for the Christchurch Region, which covers Canterbury and the West Coast. I've been with Transit for about 10 years. I'm involved in many of our projects from a traffic safety perspective.



What current cycling projects are you working on? We have a number of interesting cycling and walking projects on the go at the moment:

- Cycling facilities on the state highway network in Christchurch City – a project to identify possible cycling projects in Christchurch where improvements can be made to the road environment for cyclists. Six projects covering 15 km of state highway have been identified for implementation over the next few years. The initial list of sites to investigate came from Spokes Canterbury.
- Clip-on bridges on one side of the road across the Boyle River (Lewis Pass area), the Pororari River and Bullock Creek (West Coast) are currently being designed. The facilities will principally be for pedestrians but will be available for cyclists.
- Investigations are under way for clip-on bridges over the Jed River and School River in North Canterbury and the Taramakau River on the West Coast.
- Cycle counting programme – development of a methodology and programme for automatic counting of cycles on state highways.

What does the Cycling Champion role involve? I'm the first point of contact for members of the public on cycling issues within Transit. My colleagues also contact me if they have issues on cycling matters. I liaise with Spokes, Environment Canterbury, Christchurch City Council and other road controlling authorities on cycling policy and detailed design considerations. One of my responsibilities is ensuring that the interests of cyclists are taken into account on Transit projects in our area. Every plan we produce gets a design tick off, and as regional traffic and safety

manager, I perform this check. Wearing my “Cycling Champion” hat, I’m able to ensure that cycling safety is considered at key stages of project design.

What cycling experience do you have? I’ve done 20 years of commuting to school and work, although very little in recent years. I used to cycle to school growing up in Oamaru, and I cycled to work in other parts of the South Island, including Balclutha, Timaru and Christchurch. I completed the inaugural “Fundamentals of Planning and Design for Cycling” training course in Christchurch in June 2003, including a 10 km ride to ensure my roadworthiness prior to the course!

What future do you see for cycling in our towns and cities? While cycling will be promoted as a form of transport to improve sustainability and reduce congestion, I see recreational cycling having a great future. The recent successes of Sarah Ulmer and others will also give competitive cycling a big boost.

In your opinion, how has Transit changed with respect to cycling over recent years? Nationally there is a greater awareness of cycling issues and the needs of cyclists as road users. We have developed a cycling design guide and policies relating to cycling issues are currently being developed.

What’s in it for me?

Apart from regularly receiving *ChainLinks* hot off the press and the electronic *e.CAN* newsletters, CAN members also receive other benefits as well.

CAN members are eligible for discounts at selected cycle touring companies in NZ and Australia. CAN members can also take out Cycle-Safe insurance for personal injury and liability coverage while cycling.

Many local CAN groups have also negotiated discounts at cycle shops in their region. And most local groups also offer many opportunities for social get-togethers and rides with fellow cyclists.

For more details about some of the member benefits, check on-line at:

<http://www.can.org.nz/join>

If you can think of other potential member benefits you’d like to see (or that you can help to arrange), let our membership secretary Liz know (phone 06-3648187, email **membership@can.org.nz**).

WHAT'S ON

• **Towards Sustainable Land Transport**

A conference to discuss and listen to innovative ideas on achieving sustainable land transport. The NZ Transport Strategy will celebrate its second anniversary in December 2004, providing an opportunity for interesting and provocative discussions on land transport directions. This conference is promoted by the New Zealand Road Controlling Authorities Forum, and is being held on 21-24 November 2004, at the Michael Fowler Centre, Wellington.

Keynote speakers are:

Prof Peter Gordon (University of Southern California) - Sustainability Planning: Planners first do no harm

Prof William Clark (UCLA) - The end of world population growth in the 21st Century: Implications for Sustainable Communities

Prof Sharon Beder (University of Wollongong) - Environmental and Social Issues

Dr Hal Kassoff (Washington DC, USA) - Transport and Sustainability

Prof David Begg (Chair, UK Commission for Integrated Transport) - Pricing Solutions for Sustainable Transport

Brian Souter (Chief Executive, Stagecoach Group) - The role of enterprise in public transport

Registration fees: \$775 (before 31 Aug) or \$875 full registration; \$375 per day.

For more information contact: NZ Institute of Highway Technology, PO Box 4273, New Plymouth. Conference Co-ordinator: Lynette Walsh. Phone (06) 759 7065; Fax (06) 759 7066; Email: lynette@nziht.co.nz

On-line registration: www.nziht.co.nz (under "special events")

• **Community Road Safety**

The inaugural 'Community Road Safety Conference' is to be held in Auckland on 25 - 27 August. Fees are \$112.50 (before 9 July) or \$135. The two main themes of the conference are 'community road safety: working together to bring about community and individual behaviour change', and 'speed management'. The conference is being organised by the LTSA through the Community Road Safety Programme. Workshops will include: Programmes and partnerships, Information systems, Community models, Education, Media, promotion and advertising, Travel planning and community activities in walking and cycling.

More details can be found at www.ltsa.govt.nz/crsp/conference/

Let's get constructive!

I am preparing a paper for the 'Towards Sustainable Land Transport' conference in November, and I need some opinions from you and your friends. The paper will outline measures that will make a noticeable difference for cyclists. The focus is on quick, simple things that can be done NOW.

I'd like to know what you think: what would make your trip easier, or more pleasant, or safer? If the transport fairy granted you three wishes, what would they be? And which would you ask for first?

I'm also interested in the views of your friends, workmates, classmates, and relatives who don't bike - you know, the ones who say "you're very brave biking round here", but actually mean "you're mad!". What would make a difference for them?

Please send your comments to me at email: dawbell@actrix.gen.nz or fax: 04-972 2552 or post: 103a Tasman St, Wellington by 20 July. Your help is much appreciated - thanks in advance.

Jane Dawson

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Deadline for next issue of *ChainLinks*: Friday July 23rd 2004

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.

