

ChainLinks

The newsletter of the Cycling Advocates Network (NZ) Apr – May '05



Face of the future: biking to school in Otaki

ALSO IN THIS ISSUE:

**\$1m extra for cycling
and walking – page 4**

**Bike Wise Week
round-up – page 6**

**BikeNZ Quarterly
report – page 34**



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

GUEST EDITORIAL

It's time to celebrate!

The official launch on 24 February of New Zealand's first national walking and cycling strategy and the announcement of new funding for promotion of walking and cycling is a sign we really do seem to be getting somewhere!

Getting there - on foot, by cycle: A strategy to advance walking and cycling in New Zealand transport is the result of years of lobbying and background work by CAN members and many others. While the proof of the strategy will be in the implementation, this is a really important step forward.

The strategy says to politicians and public servants that cycling and walking must be encouraged, and shows how it should be done. And it gives cycling advocates a lever to use on them!

The Health Sponsorship Council (HSC) has been given \$1m + GST of extra funding to expand the existing Bike Wise programme and to undertake a new set of walking initiatives in the 2005/6 year. CAN is an active member of the steering committee that runs Bike Wise, and we fought hard to retain the programme when it was under threat last year. The survival and expansion of the programme is the direct result of intensive lobbying by CANners.

CAN congratulates the Government and officials on these important initiatives, and thanks all the people out there who've helped to make them happen (including you, our members!). In particular, we'd like to thank Roger Boulter in Hamilton for the extensive background work he did in his New Zealand Cycling Strategy Foundation Project, 'Into the Mainstream'. This project was a critical step in the march towards the final strategy.

We'd also like to acknowledge the important role the Greens played in the development of the strategy and in securing the funding for Bike Wise.

If you would like to get hold of a copy of the strategy, send an e-mail to walkcyclestrategy@transport.govt.nz, ring 04-498 0612 or visit <http://www.transport.govt.nz> (click on the "current/current issues" links).

Now all we have to do is get there...

Robert Ibell, CAN Chairperson

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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>

\$1M EXTRA FOR WALKING AND CYCLING IN NEW GOVERNMENT STRATEGY

Efforts to encourage more New Zealanders to walk and cycle received a double boost today with the publication of the first national walking and cycling strategy and the announcement of \$1.15 million for national walking and cycling initiatives in addition to that provided through the National Land Transport Fund (NLTF).

The strategy, *Getting there - on foot, by cycle*, sets out to make walking and cycling more accessible, safe and popular. The \$1.15 million (excluding GST) will cover the promotion of walking and cycling. The money, to be administered by the Health Sponsorship Council, will be split across an expansion of the existing Bike Wise programme and a new set of walking initiatives over the 2005/06 financial year.

The government acknowledges the valuable contribution of the Green Party in the development of the strategy.

In the past three years 65 significant walking and cycling infrastructure projects have received, or are about to receive, funding. NLTF funding for walking and cycling projects is on track to reach \$5 million in the current financial year. Over the next ten years, \$65 million has been budgeted from the NLTF for walking and cycling projects.

"Walking and cycling offer many advantages as transport choices," says Transport Minister, Pete Hodgson. "Through this strategy our goal is to help local transport planners think about the role walking and cycling can play in a better integrated transport network.

"Walking school bus programmes, improving pedestrian access to bus and train stations, providing secure cycle parking facilities, dedicated cycling lanes or improving street lighting can all make walking and cycling more accessible and safer options for the travelling public. This strategy will help local communities and councils do so."

The funds will enable expansion of the country's 'flagship' cycle promotion event (Bike Wise Week) and development of new guidelines for cycle skills education and enable piloting of new cycling promotional approaches. The programme also includes a set of new initiatives for walking that are designed to build sector capability in this area and strengthen local and regional pedestrian stakeholder networks. National conferences for both cycling and walking will also be supported.

[NZ Government press release, 24 Feb]

... and the CAN response

The national cyclist organisation, the Cycling Advocates' Network (CAN), today called on the Government to increase funding for cycling projects to \$91 million over the next ten years.

Welcoming today's release of "Getting There - On Foot, By Cycle", the national walking and cycling strategy, CAN chairperson Robert Ibell said, "We congratulate the Government for taking this important step."

"The strategy will help to return cycling to its rightful place in the transport system. But it's just the beginning: a strategy needs to be implemented. To achieve the vision that the strategy contains, there need to be carrots and sticks," he said.

"The money for Bike Wise promotions is an excellent start, but much more needs to be invested in such programmes, and in infrastructure, in order to achieve the strategy's goals."

CAN has calculated that \$91 million would be a conservative estimate of the cost of implementing all the cycling improvements currently proposed by local authorities and Transit NZ in their 10-year plans. "We call on the Government to provide the impetus for local authorities and Transit to turn their plans into reality," said Mr Ibell.

"Lots of New Zealanders would like to cycle more, but feel that they are not welcome or safe on the roads. We expect this strategy to roll out improvements in communities around the country, for commuters, school students, cycle tourists and any other people who want to ride a bike."



What's happening in the cycling world?

Check out on our website a comprehensive list of cycling-related events and conferences (past, present, and future) at:

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

Want to know how to get in touch with someone?

Find contact details for CAN's national executive, local groups, supporting organisations, Transit champions, etc on our website at:

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

BIKE WISE WEEK ROUND-UP

Wellington – Wellington's commuter cyclists received the red carpet treatment when they arrived at the Bike To Work Day breakfast. Around 720 cyclists rode up the carpet and into Civic Square, where they were offered food, drink, spot prizes, as well as free bike checks from Penny Farthing Cycles.

"Our annual Bike To Work Day just keeps on getting bigger and better each year," said Cycle Aware Wellington spokesperson Robert Ibell. "This year was our ninth event, and it was absolutely awesome."

Speakers, including Trevor Mallard (Minister of Sport & Recreation), Maurice Williamson (National Party transport spokesperson) and mountain biker Robyn Wong, spoke to the crowd about what a great activity cycling is.

Among the prize winners were a veteran commuter cyclist who has been riding to work for over 30 years, young cyclists Lana and Tara (aged 4 and 5) who rode in from Oriental Bay, and Andrew, who took 80 seconds to ride three metres in the slow bike ride.

More and more people are cycling to work in Wellington, as census statistics and WCC cycle counts show. Currently around 2.5 per cent of Wellingtonians commute to work by bicycle. Bike to Work Day was organised by Cycle Aware Wellington as part of national Bike Wise Week. The event was supported by WCC and sponsors ACC, Commonsense Organics and Bike Wise.

Wanganui – Last year a couple of us planned a 'Bike the Bridge' bike ride. This year we decided to do a bike wise "Bike to Work, Free Breakfast" to replace the car - at least sometimes - by encouraging biking to work.

We were able to get great publicity ahead of time: John Milnes painted his



rainbow coloured bike with info about the breakfast. The bike was then parked at various busy spots around town through the previous week. Wanganui's newspapers were most cooperative in giving us pre-publicity. The 'River City Press' had two colour photos and article, while the 'Wanganui Chronicle' had a photo of Pat Harvey who although in her 50s,

when she found she could still ride a bike, went out and bought a new bike and has been riding to work since New Year.

The day after the event, a photo of John Milnes riding a bike and, boldly, no hands, holding a breakfast bowl in one hand and a spoon in the other was featured in colour in the 'Wanganui Chronicle'.

A.C.C. and Cycle Aware Wellington funded us to pay for newspaper ads in all three of Wanganui's daily and weekly papers. The local radio stations also gave us advertising. We were given vouchers from several of the grocery stores for the breakfast food. Cafés and bike shops supplied a total of 46 vouchers for spot prizes.

With just a small group it was possible to organise a bike to work event that attracted 80 people from Wanganui, and raised the profile of cycling and its virtues.

by Joy Rising and John Milnes.

Christchurch – More than 500 cyclists met up in Victoria Square for a tasty treat on their way to work. Held en-masse for the first time in five years, the free Go By Bike breakfast event was part of National Bike Wise Week.

Christchurch City Council's promotion and education adviser, Jacqui Giddings, said Go by Bike was a great way to congratulate those helping to relieve the city's traffic congestion and encourage more people to go to work by bike. She added that the venue worked well for cyclists commuting into the central city, and promised that more seating, bike stands and food would be arranged next year.

[The Press, 14 March 2005]

Auckland – Mayors of two Auckland cities were among hundreds of cyclists at "Bike to Work" breakfasts to boost the region's ranks of non-petrol commuters.

But they face an uphill battle trying to coax more Aucklanders out of their cars. Fewer than 5000 commuters cycled to work on the day of the 2001 Census - less than 1 per cent of Aucklanders with jobs. They had thinned from about 6000 since 1996, when the proportion of cycling commuters stood at 1.2 per cent, even then just half the national average.

Auckland City has only about 20km of off-road cycleways, mainly beside the Northwestern Motorway and Tamaki Drive. But tender documents are being prepared for the first stage of a 12km cycleway from Southdown to Mt Roskill, which will be built for \$3 million over three years in tandem with the motorway extension of State Highway 20 from Hillsborough Rd to Maioro St.

Planners are also looking at putting cycleways along rail corridors, including the southern line from Newmarket and the western from Mt Albert to Waitakere. That corridor is believed to be too narrow to accommodate cyclists east of Mt Albert.

A big missing link for pedallers is the harbour bridge, on which they accuse Transit NZ of dragging the chain over a study the Government has ordered on the feasibility of building a shared cycleway and walkway.

Transport Minister Pete Hodgson called for the study in July after 5813 people petitioned the Government, but he now says it will take about four more months for Transit to complete a structural analysis of the 46-year-old bridge.

[New Zealand Herald, 16 February 2005]

Hamilton – Your bike will get you into town quicker in peak time if the results of the Hamilton commuter challenge are a guide.

Hamilton Mayor Michael Redman, on one of the city council's new bikes, was first into the CBD from Chartwell - in 19m 28s.

But it was a sweaty and at times stressful 8km ride for Mr Redman, unlike that experienced by rural bachelor of the year Justin Nelson who arrived in the city on a bus in 20m 44s, having read the paper at leisure.

Last in after 23 minutes was former Silver Fern and breakfast show announcer Jenny-May Coffin in the ZHFM wagon.

The cycle was mightier than the car in the challenge from Steele Park too. Waikato Times editor Bryce Johns finished the 1.8km in 8m 27s. Environment Waikato councillor Paula Southgate, who ran and rowed in an outrigger canoe, was four minutes behind him. Hamilton city councillor Dave Macpherson, in a Honda hybrid electric car, reached the CBD in 15m 34s (plus \$4 parking) and walker Max Weinberg took 18 minutes.

Mr Redman said he loved the trip in, except for delays at intersections when cars took up all the road, and never saw another cyclist.

[Waikato Times, 7 February 2005]

Bike Wise Business Battle – The 2005 Bike Wise Business Battle was once again successful: 230 businesses and 2500 of their employees took to their bikes to participate during the nine days of competition.

A 45% increase in participation this year meant the competition was tough. Many businesses competed with 100% employee participation and in some cases cycled total distances well in excess of 3000 kilometres.

A total of 40 awards were available to be won by business throughout the country with gear from Kathmandu, Ground Effect, SPARC and Bike Wise making up an impressive prize pool to reward top effort. Businesses were competing for several different awards, which included achieving the greatest percentage of staff who biked during the week and the “Rookie Award” for encouraging new and novice cyclists to get on a bike and ride during the competition week.

MWH Christchurch, the large engineering and planning consultancy, embraced the spirit of Bike Wise Week, winning the Regional and National Large Business awards with 90% of the organisation’s employees participating. The MWH competitive streak was clearly evident as they pedalled their way through 3200km. Over half of their staff (53%) were defined as Rookie cyclists, and 85% of these cycled during the week. The National Rookie award went to Tauranga business, Chow Hill Architects who managed to get 100% of their Rookie cyclists participating during Bike Wise Week.

By Wayde Beckman, Bike Wise

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**).

CYCLING NEWS FROM AROUND NEW ZEALAND

February:

- Transit NZ releases its draft State Highway programme for consultation, which projects spending \$12 million on stand-alone walking/cycling facilities in the next 10 years (out of a total expenditure of \$10 billion)
- Wellington city's high rate of cycle accidents and injuries sparks a campaign to promote safer cycling, including motorists giving cyclists more space and encouraging cyclists to “take the lane” at roundabouts.
- Gisborne District Council releases a draft walking and cycle strategy for consultation.
- Yet another commuter challenge, this time in Hamilton, once again confirms the superiority of cyclists in getting to the central city fastest in rush hour.
- Meanwhile, a new promotional campaign launched by the Hamilton City Council aims to encourage drivers out of cars and on to bikes or walking.
- The CAN Award-winning Ara Harakeke pathway gets to go a little further with the opening of a new \$220,000 rail overbridge at Pukerua Bay.
- World Naked Bike Ride day is celebrated here with rides in Auckland, Takaka and Tekapo, although local Police take differing stances on its acceptability.
- More than 470 cyclists enjoy an 8-km off-road fun ride around Nelson's many paths.
- National Bike Wise week is celebrated around the country with numerous bikers' breakfasts, business battles, and fun rides.
- Invercargill City opens the first stage of the Estuary walkway/cycleway, sponsored by local Rotary clubs.
- The Government releases its national walking and cycling strategy “Getting There - On Foot, By Cycle”
- The Government also announces an extra \$1.15 million of funding for the promotion of walking and cycling, via initiatives such as Bike Wise.
- The Redwoods track is opened, a new off-road pathway near Taupo, sponsored by various local businesses.

March:

- The Palmerston North Green Bike Trust celebrate the release of their 4000th bike for public use.
- Hundreds of cyclists take part in the Plymouth International Family Fun Ride near New Plymouth.
- The Auckland Regional Land Transport Committee votes for a 10-year \$11 billion strategic transport package including \$400 million for “travel demand management” measures such as school/work travel plans and more cycling/pedestrian infrastructure.
- South Wairarapa District Council considers the idea of providing a designated cyclist trail for the growing number of recreational riders in the area.
- Taupo District Council seek feedback from cyclists as part of their review of the 2001 Cycle Strategy.
- Central Hawkes Bay District Council start developing a walking and cycling strategy.



Playing safe on flax pathway

A new cycle bridge at Pukerua Bay beside State Highway 1 has been opened. The bridge, 150 metres south of Teihana (West) Rd, is part of the award-winning Ara Harakeke (Flax Pathway) track from Plimmerton to Pukerua Bay. Previously, a cyclist had to either brave two lanes of state highway traffic, or take a gulp and ride down the narrow left lane into Pukerua Bay.

About 100 people gathered for the opening of the bridge. The event was also attended by Sport and Recreation Minister Trevor Mallard and Porirua Mayor Jenny Brash. Mr Mallard said the bridge was a good incentive for people to get their "thirty minutes of Push Play a day". More cycle-friendly areas were needed around New Zealand, he said.

[Dominion Post, 11 February]



Safer journeys to Auckland schools

A programme that makes travelling to schools in Auckland easier and safer for children has been launched by the Prime Minister. Helen Clark said the School Travel Programme aims to reduce the amount of car traffic arriving at Auckland schools by ten per cent over ten years.

"This is a significant initiative because at present forty per cent of all the morning peak trips people make in Auckland are to school or tertiary education. The School Travel Programme will give children the choice of more active, social, safe, and sustainable ways of getting to school," she said.

The Government, through the Ministry for the Environment, has committed \$1.5m over two years to the running of the School Travel Programme, as part of the government's Sustainable Development Programme of Action.

So far, eight schools in Auckland have adopted School Travel Plans and have already significantly reduced the number of car trips to school. North Shore's Vauxhall School has reached its goal of forty fewer car trips to school each morning – a reduction of almost forty per cent.

Funding from central and local government will enable the programme to be extended to over ninety schools across the Auckland region during this year and next. Helen Clark said there are significant and far-reaching gains to be made from simply reducing the number of car trips to school.

[NZ Government press release, 18 March]



Best foot forward in walking/cycling strategy

Greenacres Primary School in Tawa has a new road patrol crossing outside its gates as part of a strategy to encourage walking and cycling.

Transport Minister Pete Hodgson visited Tawa because the new strategy, Getting There – On Foot, By Cycle, featured the suburb as an example of successful roading improvements, such as new footpaths, roundabouts and slower speed limits, improving safety for children, cyclists and pedestrians. "At a time when we're having an obesity epidemic, a diabetes epidemic, it's really important," he said.

The strategy has been welcomed by the Green Party and Wellington city councillor Celia Wade-Brown, who said it was time walking and cycling stopped being the "poor cousins" to other forms of transport.

[Dominion Post, 26 February]



Invercargill walk and cycleway opened

Invercargill Deputy Mayor Neil Boniface and Rotary assistant district governor Fergus More have opened the first stage of the Invercargill

Estuary walk and cycle way, which starts at the Stead St wharf and goes around the estuary to the edge of the causeway.

As part of the second stage, a bridge will be built across the water so walkers and cyclists can go around the lagoon and through the re-formed landfill site back to the wharf. The five Invercargill Rotary clubs have adopted the walkway as their centennial project and have helped plant more than 250,000 native plants in the first stage.

Mr Boniface said it was great to see the council and Rotary work together on the project. About 50 people were at the opening and then took the opportunity to walk the 3.5km return trip. Work on the second stage will begin this year and plantings will continue for the next few years.

[The Southland Times, 22 February]



Latest Taupo cycle track opened

About 40 people turned up to the official opening of the latest family cycle track in the district. The Redwoods is the first step in coming back to Taupo town with the off road track.



We are planning the next two stages at the moment. The first will be a small section out of Huka Falls car park which will allow bikers to bike in the bush and then pop out onto the road opposite the start of Kevs track (which leads onto the Redwoods). The other part we are looking at will bring us down to the Waikato River via a reserve, then up to the Control gates bridge. If all falls into place we will end up with just 300 metres on the Huka Falls Road.

[BikeTaupo.org.nz, 3 March]



Wellington drivers ‘a threatening bunch’

David Martin has cycled in London and in Wellington, but when it comes to which city he prefers to do it in, London wins hands down. Cycling in Wellington, he says, is fraught with dangers, not the least of which is the "macho indifference and ignorance" of the city's motorists.

Mr Martin, of Lyall Bay, who regularly bikes to and from his Willis St workplace, mentally ticks off a long list of potential hazards each time he pulls out from the kerb. He said that despite London being thought of as a

"somewhat huge and aggressive" city, congestion tended to keep speeds down and drivers were more aware of other road users.

"They all seemed to do a check – 'there's no cars, no buses, no taxis, no cyclists' - before they moved into a space and if you are on the road they gave you space. Not much, but they did put a buffer around you. I never felt at any point that I was in danger of being run over."

"To a large degree it's ignorance and indifference. People are always commenting on how aggressive, rude, and assertive New Zealand drivers are, and I think that's definitely the case in Wellington. They'll shoot past you thinking they haven't hit you, so that's fine. "

[Dominion Post, 1 February]



Greater choice for cyclists

Improvements made to roads in the south-west of Christchurch will provide a complete link for cyclists as far out as Halswell Road. Council promotion and education adviser Jacqui Giddings said these works connect many facilities and make the route more enjoyable for commuting cyclists.

"Two roading projects completed last year and the recently completed roadworks down Hagley Avenue through the Moorhouse Avenue intersection to the intersection at Hospital Corner will provide a viable route for cyclists travelling via Lincoln Road into the city. Facilities for cyclists along this route have been completed in sections over the last few years and these final improvements will help cyclists to get right into town and through these busy intersections."

The recently completed Hagley Avenue construction included the development of on-road cycle lanes on each side of the road, a new set of traffic lights at the St Asaph Street intersection and crossing islands to assist the large number of pedestrians and cyclists in the area.

Giddings said that more than 100 roading improvements are completed across the city every year.

[The Press, 14 February]



Hamilton council says on your bike

A new campaign has been launched by the Hamilton City Council to get drivers out of cars and on to bikes or walking. Traffic volumes are expected

to skyrocket as the city's population grows by more than 26 per cent in the next 16 years.

Council sustainable environment manager Tegan McIntyre said people had to start embracing alternatives to cars. Vehicles were placing pressure on the existing road network and parking and congestion problems were worsening. "This prompts us to question our travel behaviour and choices," she said.

Her department produced a 30-page pamphlet called Transport - a household guide to improving your health, saving money and getting around Hamilton better. The proposals include:

- Making provision for pedestrians and cyclists in new roading projects;
- Identifying and dealing with barriers to walking;
- Expanding the cycling network;
- Encouraging school students to walk or cycle;
- Improving the bus service to and within Hamilton;
- Looking at the existing railway corridor for passenger transport to and within Hamilton;
- Studying the potential of the Waikato River for ferry services;
- Considering park and ride sites where commuters can park their cars and take a shuttle service to the CBD;
- Making parking in the city more expensive.

[Waikato Times, 7 February]



Cyclist seeks apology for crash

A cyclist whose bike was shredded beneath a car in Wellington last year after an altercation with a motorist wants an apology. Stagecoach bus driver Rohan Gear, 30, of Miramar, was fined \$750 and ordered to pay for the bike this week after pleading guilty to a charge of careless driving.

However, the victim, Julian Warmington, said after the case was heard that he was frustrated with the legal system - "I don't want him to lose his job and have charges against his name - I just want the money back for my bike and an apology."

He was persistently annoyed by motorists "who think they own the road and don't consider cyclists in Wellington or who are unnecessarily aggressive. There was heaps of time for him to reverse and let me get my bike out, but he just drove off."

Wellington District Court was told that Mr Warmington was left standing in the middle of the road as his bike was dragged beneath Gear's car.

[Dominion Post, 5 February]

How others benefit from having cyclists around...

In the midst of a massive power cut across Hamilton on March 16, a young man named Albert hopped off his bicycle beside the traffic lights at one intersection and directed traffic until police arrived.

(Waikato Times, 17 March)

QUOTABLE QUOTES

"They all seemed to do a check - 'there's no cars, no buses, no taxis, no cyclists' - before they moved into a space and if you are on the road they gave you space... I never felt at any point that I was in danger of being run over."

Wellington cyclist David Martin comments on his more favourable experience of cycling in London, compared with our capital city. (Dominion Post 1/02/05)

"It was really good. All those cars stuck in queues, and I was able to weave in and out."

Hamilton mayor Michael Redman is pleased to have won his leg of the city's commuter challenge on one of the council's new bikes. (Waikato Times 7/02/05)

"Feeling guilty?"

The conscience-pricking caption on the home-made sign erected near the road by Tony Edney after his cycling wife was injured in a hit-and-run in Governors Bay, near Christchurch. (The Press, 12/02/05)

"No Iraqis died to fuel this bike"

The slogan painted on the back of Motueka cyclist 'Phil' said it all, as one of 25 taking part in the Golden Bay Naked Bike Ride. (Nelson Mail 14/02/05)

"It is unbelievable that five police cars would be sent to a fun and harmless protest."

Auckland naked cyclist Simon Oosterman can't believe the Police reaction that saw him charged with indecent exposure after a World Naked Bike Ride in the city. (NZPA, 16/02/05)

“At a time when we’re having an obesity epidemic, a diabetes epidemic, it’s really important.”

Transport Minister Pete Hodgson looks beyond his portfolio to highlight some of the broader reasons for a national walking and cycling strategy. (Dominion Post, 26/02/05)

“I had to say yes. You can’t say no to a challenge”

Hastings District councillor Deborah Turner explains why she took up the 67-km journey by bike from her Puketitiri farm to town, after one of her colleagues dared her to ride to a Council meeting. (Dominion Post 28/02/05)

“Cyclists should use dedicated cycle lanes where they were provided.”

No, they don’t have to - North Otago Senior Sergeant Dave Ryan shows that even the long arm of the law is having difficulty correctly interpreting the new Road Rules. (Otago Daily Times, 11/03/05)

“[it’s] one of the things we have to live with... Until they get the footpath or coastal walkway brought forward, it’s for safety reasons.”

Tasman Education Trust chairman Stephen Malcolm defends the consent for a new Brethren school in Richmond, approved *“...on the basis that the pupils will be transported to school by bus and will not be allowed to walk or cycle to school”*. (Nelson Mail, 16/03/05)

“...youse fellas doing a honky hikoi”

A golfer in the far north describes Blair Hargrave and Alan Kerr’s pedal from Cape Reinga to Bluff in 27 days to raise \$5000 for the Cure Kids charity. (National Business Review, 18/03/05)

Surf the web on your bike!

CAN’s website has a vast collection of cycling-related weblinks from around the world, available for you to browse at:

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

OVERSEAS NEWS

Local authorities blamed for low growth in cycling

The growth of cycling in England is being held back by local authorities failing to build cycle facilities in the right places, of the right quality, or to adequately promote them, a Department for Transport review of cycling delivery mechanisms has concluded.

In 2004/05, local authorities outside of London are forecast to spend £36m on cycling facilities, compared to less than £30m in 2000/01. However, many councils do not take cycling seriously, and cycling trips are not rising despite this investment, it warns.

“There are pockets of increased activity and there are exemplary success stories in some towns and cities but on the whole cycling levels have not increased in proportion with the quantity of public funding committed to it,” the report says.

The one area showing consistent improvement has been the Sustrans' National Cycle Network, which has seen a year-on-year growth of 10%.

As a result of the review, the existing National Cycling Strategy (NCS) board, currently the main national advisory body on cycling, is to be replaced by a smaller and more autonomous organisation, Cycling England. The new body will be responsible for planning investment in cycling and will have a £5m annual budget for the next three years.

[Local Transport Today, UK, 17 March]



More funding for cycling to counter climate change

In June 2004 the Australian Greenhouse Office awarded two contracts to the Bicycle Federation of Australia (BFA) for projects that are designed to increase cycling and reduce greenhouse gases. The BFA is now seeking feedback on two survey forms and the content of a draft community-wide checklist. Details can be found on the web at <http://www.bfa.asn.au/bfanew/about/research.htm>

1. Best Practice in Community-Based Cycling Proficiency Training: This project will determine best practice in Cycling Proficiency Training (CPT) programs and make recommendations for the development of a community-based CPT program for adults (and an associated train-the-trainer program) to enable and encourage adults to ride bicycles for transport, recreation, and tourism.

2. Bikeability Checklist for Local Government: This project is to develop a web-based Bikeability Checklist, to be used as a resource by local government, state government officers, planners and community groups.

The Bikeability Checklist will help identify barriers and opportunities to create physical environments that encourage cycling. It will enable communities and local government to assess the bikeability of their community and develop better cycle planning and policies, and short and long-term strategies to address and improve current deficiencies. As part of the project the BFA will develop a Toolkit that will include references, resources and guidelines to assist in the implementation of local bikeability audits.



Half of all car trips ‘could be history’

A major survey of travel behaviour in three English cities has revealed the bigger-than-expected potential for reducing traffic and tackling congestion through relatively small and simple changes to people's daily travel patterns. The research, conducted by Socialdata in collaboration with Sustrans, showed that walking, cycling or public transport provide a practical alternative for most people.

Twelve thousand people in Darlington, Peterborough and Worcester were surveyed: in a typical week, residents of the three towns spend an average of one hour every day travelling and travel a distance of around 13 miles each. The greatest proportion of trips are made for leisure reasons, with shopping and work each accounting for around one in five trips and one in ten trips are for school or educational reasons. Around 25 percent of all trips are made on foot, 8 percent by public transport and 3 percent by bike. Nearly two-thirds of trips are in a car with 43 percent as a driver and 22 percent as a passenger.

But, while the evidence suggests an ongoing reliance on the car, Sustrans' researchers discovered that nearly all residents are unhappy with the increased traffic and support sustainable alternatives to car travel including public transport, cycling and walking. Nine out of ten people considered sustainable transport to be a priority for transport planners and their policies.

The research looked at the reasons for peoples' travel choices, from on-the-ground constraints such as inadequate bus service to the personal opinions that influence people's decisions. It concluded that significant change is possible even without improvements to transport infrastructure. Existing facilities for walking, cycling and public transport provide a viable alternative for nearly half of all car trips within each town.

[www.BikeBiz.com, 21 March]



Amsterdam combats endemic bike theft with electronic tags

Amsterdam's days as the capital of bike theft could be numbered if the Dutch city's bicycle chip trial proves a success.

In the coming months, Amsterdam's city council is to outfit 10,000 bikes with electronic chips that contain ownership details at a cost of some 130,000 Euros funded by the Ministry of Transport, Public Works and Water Management.

The electronic tags aim to help police identify stolen bikes and trace them back to their lawful owners, and also hopefully to deter such thefts, which are common in the Amsterdam area.

"The data on the tag is [also] stored in a database," said a spokesperson for the Ministry describing the scheme. "When the theft of a 'tagged' bicycle is reported, the relevant information is sent to the register of stolen vehicles (including bicycles) maintained by the national road service. The idea is that in the future, police on routine checks will deploy a scanner to read the tag and instantly access the register over the internet to determine whether a bike has been stolen."

However, bike theft in Amsterdam is also fuelled by victims themselves. People regularly turn to replacing their own stolen bike with another bike that has been stolen. There are between 80,000 and 150,000 bicycle thefts in the Amsterdam area annually, of which only 7,000 are reported, and in 2002, Amsterdam police arrested just 629 bike thieves.

[Digital Media News for Europe - <http://www.dmeurope.com>, 31 March]



Scottish cycling report 'a wake-up call'

Scottish councils should do more to encourage people to get on their bikes, according to a year-long study. Cycling Scotland, the independent organisation which promotes cycling's role in transport, carried out a national assessment of provision. It found some innovative and successful schemes but said clusters of councils were not delivering for cyclists.

Olympic gold medallist Chris Hoy said the report was "a wake-up call" but local authorities said they were using limited funding in imaginative ways.

In the first study of its kind, the performance of all 32 Scottish councils was assessed. They were scored against a number of criteria, including cycling strategy and training, infrastructure and promotion of the sport.

Cycling Scotland's chief executive Erl Wilkie said it created a benchmark which could allow councils to better serve cyclists and encourage others to adopt pedal power. "Our assessment shows that there is often a lack of joined-up thinking within local government when it comes to delivering for

Scotland's cyclists," he said. "Many authorities still regard cycling as being just about cycle paths and other engineering projects.

"However, the promotion of sustainable transport is about behaviour change. The proven benefits in terms of health, leisure, education and social inclusion clearly show that cycling policy and strategy must be spread across council departments."

The report recommends that national targets for cycling growth should be replaced by more meaningful local targets. It also says that councils should appoint lead officers for cycling and develop broader cycling strategies.

[BBC News Online, 4 April]



CYCLING INFORMATION

OECD report on promoting cycling

The European Conference of Ministers of Transport (ECMT) has produced a report entitled 'Implementing Sustainable Urban Travel Policies: Moving Ahead. National Policies to Promote Cycling' (ISBN 92-821-2325-1; 91 pages; OECD, Paris, December 2004).

Cycling is an essential part of intermodal urban travel. While trends in car use continue to grow, cycling is increasingly recognised for its contribution as a clean and sustainable mode of transportation. This report brings together the experience of 21 countries and 7 municipalities in developing and implementing policies and measures to promote cycling as a means of travel.

Based on the findings of the study, a Declaration on National Cycling Policies for Sustainable Urban Travel was agreed by ECMT Ministers at their 2004 Ljubljana Council. With this Declaration, Ministers recognized for the first time the importance of a national policy and institutional framework for promoting cycling. (New Zealand is an Associate member of the ECMT.)

The report is available at:

<http://213.253.134.29/oecd/pdfs/browseit/7504101E.pdf>

or via <http://www.oecdbookshop.org> .



Victoria Police's virtual bike

In an effort to reduce the extent of road trauma amongst cyclists, Victoria Police's new web site, Virtual Bike, covers a multitude of safety and security issues designed to encourage safe, effective and practical cycling in the community.

The site contains relevant information on topics such as varying styles of bikes, rules and regulations, parent and child information, bicycle security, custom fitting adjustments, componentry identification and maintenance procedures. It also discusses issues such as hazard identification, group cycling techniques, riding in traffic, intersection negotiation and fitness and nutrition to name a few.

Virtual Bike provides you with easy to access information that is designed to improve your skills and knowledge when riding a bike. Check out: <http://www.virtualbike.com.au/>.

BEST USE YET OF A BROKEN ROAD MARKER?



“I spotted these French tourists on the West Coast ... she said it worked very well. Apparently a policeman in Queenstown took exception to it, but it's good to see that didn't deter her!”

- Paul Kerr, *Bicycle Nelson Bays*



NZ CYCLING CONFERENCE 2005

October 14 & 15, Little Theatre, Hutt City

The latest updates on this conference can be found at www.can.org.nz/conference05/. In brief, the conference topics have been grouped into the following areas:

Relationship between sectors

- the interrelated goals in health, education, environment and economic development, and the relationship between these sectors

Planning and delivery

- how the engineering, planning and political communities are approaching cycling and travel behaviour change
- the effectiveness of national, regional and local cycling strategies
- the influence of local government reforms, particularly moves towards participatory democracy and medium-term planning horizons

Business

- the commercial and recreational success of cycling;
- cycle tourism

Recreation

- risk aversion and mass participation events
- the place of off-road cycling in the transport and recreation mix

Abstracts for papers

Please send 100 – 200 word abstracts on these, or any other related topics, via email where possible (plain text or Word attachment) by **30 April 2005** for consideration to: Stephen Knight, BikeNZ, PO Box 1057, Wellington; Tel. (04) 916 1873, (021) 599 102; Fax (04) 473 1616; email stephen@bikenz.org.nz.

Although most sessions are expected to comprise conventional speaker presentations, we welcome other proposals or suggested formats, e.g. interactive workshop sessions, panel discussions, etc.

Early Bird Registration

Standard - 2 days: \$200; 1 day: \$130. Unwaged/BikeNZ affiliate* - 2 days: \$75; 1 day: \$50. Conference Dinner: \$40.00. (All fees GST inclusive)

(* BikeNZ affiliates include all CAN member and supporter organisations, Mountain Bike NZ, Cycling NZ, BMX NZ, NZ Schools Cycling, NZ Masters Cycling).

An additional \$50 will be charged for registrations after **15 August 2005**.

LETTERS

Encouraging greater cycling among new immigrants

Adventure Cycles and Bicycle Studio, a registered charitable trust, supports a large number of recent immigrants with a primary focus on successfully moving them through to paid professional work, mostly in office administration, accounting and IT.

We find that most of these folks are asked to have a full driving licence and a car to gain most of the jobs offered. Therefore, their focus is on gaining this qualification and practicing car use. Many of them, particularly females, have little experience with driving motor vehicles in their countries of origination. They need extensive practice to achieve the qualification. While bicycle use could help build the skills it also appears extremely risky and runs counter to Asian cultural mores.

Asian immigrants represent the majority of the folks we work with; most of them aspire to private car ownership and use. I am often surprised at how many of them choose to use a private car to get to the work site in Central Auckland which is well-served by public transport.

I believe the office work model requires corporate champions and a reasonable number of workers who cycle and assist others to cycle. While the recent immigrants keep tight budgets that would benefit from using bicycles for commuting, they do not want to appear to be too different from their workmates.

Many of the immigrants perform cleaning contract work as their first paid employment. The hours, requirement to bring cleaning gear, lack of public transport and the access to parking after hours means they choose to use a private motor vehicle for their transport to work.

Adventure Cycles and Bicycle Studio are keen to support these initiatives in Auckland to provide bicycles, trailers, planning support and operate pilot programs to encourage avoidance of private motor vehicles for commuting. We also believe healthcare providers represent an exceptionally good target group for promoting cycling and walking to work. We are keen to work with these groups in Auckland as well as trialling medical laboratory transport tools based around a bicycle and trailer rather than a motor vehicle. One of our customers uses a bicycle when collecting samples from clients in the city. As an established, athletic, intelligent, glib, cheeky and humorous person, she gains both acceptance and respect for her choice of transport tools.

*Bruce O'Halloran
Auckland*

Cycle stop boxes not as safe as they appear

I am an old non-bold cyclist who has encountered a new hazard.

Manchester Street in Christchurch is nose-to-tail vehicles much of the time. Recently, I was going south nearing the Moorhouse Avenue traffic lights as they went amber. I wasn't going to make it safely, so I braked & started to veer into the cycle stop box. Glanced over my shoulder & here was a courier van accelerating to get across – 90% of traffic turns at this junction, but he was going straight ahead.

The driver was fixated on making it across this wide intersection – the cyclist was not in his frame of reference, and he passed me at an estimated 50-60 km/h. I guess the moral is: don't go into the stop box unless there is a stationary vehicle in that lane.

*Robin Robins
Christchurch*



Driving: the cyclist's revenge

I had an idea this morning while I lay awake waiting for a decent time to get up – probably not practical, but I liked it anyway. We could have a 'DRIVE TO WORK DAY FOR CYCLISTS' once a week/month to show car drivers what a difference we make in the way of traffic jams, parking space, etc. This would only work in the cities where there is a decent amount of traffic and a decent number of cyclists. Of course, the hardest thing would be to get cyclists in cars! Telling motorists that we save them parking space and space on the road doesn't seem to change their attitude towards us. This could. Happy pedalling in the warm autumn sun!!

*Lyneke Onderwater
Christchurch*

Want to know what CAN has been up to lately?

Find details of all CAN's past meetings, submissions, media releases, etc on our website at:

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

IDEAS FOR PROMOTING CYCLING IN YOUR AREA

by Bruce Thomson

You might get funding for these projects, because they promote safety and less use of fossil fuels. In some cases, humour nicely reduces the 'moralising' about cycling.

Carless streets day

Organise a day where an agreed portion of the town is made pretty much car-free for a day, so that everyone gets the 'feel' of very low traffic conditions, for completely safe cycling and walking and rollerblading and skateboarding.

Many people with normal lifestyles don't often get to experience this delightful condition, which happens only in early morning or dark, late night times. Do suitable publicity, encouraging cycling and walking to enjoy it. Maybe offer a free bus service. Residents with ID are allowed to drive into/out of home, and essential services can run, but nobody else. You might like some modified version of this 'carless streets' day.



Secure bikes day

As an experiment, arrange a day that provides secure storage of bikes at key points in the city, so everyone could bring their bikes into town without fear of theft, to a sheltered area. Maybe even a place that had showers. In the old days in Wanganui, a central bike park was staffed, and you parked there at a small cost.

Cycling Prizes Week

Randomly select cyclists for prizes during a week, to reward them for not congesting the streets and not polluting the air. To win a prize, the cyclist must be wearing a helmet, hi-visibility clothing, and be cycling with respect for other traffic. Make the prizes a coupon for beautiful cycling

clothing from a bike shop or sports shop, to illustrate that you can look really snazzy and be comfy in any weather, even in Palmerston North.

Hardy cyclist competition

Have a competition that publicly glorifies the healthy toughness and valour of cyclists, compared with motorists, by illustrating how fit and healthy they are, and how quickly and effectively we get about. Publicize the winners in the newspaper, including a category for school kid, woman, old man, student, employee. Base it on how much they cycle, in what conditions, and how fit and tough and hardy they are. Contrast it with flab blobs in cars and those electric blobmobiles we see people getting round on to go shopping.

For a head wind competition, get the airport to run a jet engine, against which cyclists with ear muffs and goggles competitively attempt to ride into the head wind, for twenty metres, with newspaper and TV cameras capturing the fun. It needs to be a wind faster than about 30km/hr.

The symbolism is that of good old leg power challenging hundreds of mechanized, fuelled horsepower. If no jet available, find a big industrial fan instead, or do it on a howling cyclone windy day.

Freemobile competition

Get school kids to do a cost study of their family's economic gain if they cycled instead of going by car. Give a prize for the kid that shows the most interesting and useful study, and another for the funniest, and publish them in the newspaper.

Safe cycling survey

Do a survey of the public (phone hotline, to make it easy, like Mayor Tanguay's in Palmerston North) to find out specifically what they think are the worst traffic areas to cycle, and the safest, and therefore what would most help them get back into cycling. Mention a prize for the response that will result in the most useful, most democratically pleasing changes.

Snazziest helmet prize

Make helmets seem 'cool', by giving a prize for the most beautiful, safe helmet. People might paint helmets with fabulous or funny designs.

Cycle-versus-car competition

Get a councillor and others to compete with cars, to do several errands in town, especially at rush times when cars and parking will be clogged up while the bikes can merrily pass them to get things done. Take suitable photos of cyclists smiling, and cars waiting to pay for petrol at services stations.

Bubble measurement survey

Go out and measure how close the cars, on average, go to a cyclist as they pass. Use categories, such as on cycle paths, not on cycle paths, particular streets, times, etc. Draw the bubbles onto photos, and publish them so the public sees it and 'gets it'.

Cyclists' legs v. motorists' legs

Do a survey of fitness of legs. Highlight the difference between cyclist legs and motorist legs, especially boy racers. Talk about sexiness of the legs (e.g., hair gets rubbed smooth by cycling, but a driver's legs stay prickly hairy), good muscle tone meaning less risk of slips and falls. Test each leg's ability to climb an incline, navigate a slippery area without falling, kick a football or kick a rubber dog with bared teeth, etc. Similarly, a "healthy lungs and heart" capacity comparison could be interesting. Local health institutions might like to collaborate, for their own reasons.

'Bike town' investigation competition

Get kids to explore and measure how many metres of well-marked, safe cycle path exist in town, so everyone realizes how much there now is, encouraging them to get out and cycle. Get them also to map and list the topmost facilities that help cyclists, such as the best place to leave a bike safely, stand, get a shower, get a bike tuned or fixed, get warm clothing, tie up the bike with least hassle, etc.

Most useful report gets \$200 of cycle gear from one of the shops, subsidized by the councils.

Brilliant cycling competition

Give a prize for the ten most visible cyclists during a week. Clothing, helmets, reflectors, flags, etc. For a prize, give each one a beautiful walking staff, with small engraved silver plaque on it, to help them "in their old age". Photograph them smiling in a brilliant row with their walking staffs, standing beside their bicycles.

Bike trucking competition

Kids to research or design trailers for bikes. Prize, a real bike trailer from one of the shops. Photos in paper of local bike trailers, with loads, illustrating capacity. People assume you have to have a car to transport goods. I can carry more than 300kg of renovation materials on my trailer. Any two-wheeled storeroom trolley can easily be converted into a trailer for a bike that has a carrier, at a total cost of about \$50, and with less than an hour of work. You just attach a 'deck' (rectangle board) to it, and a safe coupling to the bike carrier.

Cycling police week

Get the cops to get onto their bikes and amongst the citizens instead of atrophying unhealthily cooped up in those stinky, expensive cars. They won't be able to afford the petrol for them soon (crude oil has again gone past \$US50 a barrel this week, and will climb higher from now on.) Cop cars racing round also endanger cyclists. Give a prize for the fattest cop on a bicycle, and the skinniest, and the one of them who does the best policing that week, putting the details into the media, with photos.



Boy racers on bikes week?

If you can coax them, get those little rats out of those pedal cars and their little leggies working on real pedals. Give a prize for the one who can wheel stand longest (I'm sure it's all to do with erections), or has the snazziest-looking bike and gear.

*Bruce Thomson, Palmerston North
bthomson@e3.net.nz Tel. 06 357-7773*



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.

CYCLING ONTRACK?

by Stephen Knight, BikeNZ Advocacy Manager

The NZ Railways Corporation now trades under the name 'Ontrack', and is the first port of call for anyone interested in rail trails or cycle facilities next to operational tracks and within the rail corridor. The following is a summary of a meeting between myself and Ontrack's Frazer Tweedie, Asset and Corridor Land Manager.

The first thing to be aware of is the need to contact Frazer. This is despite many people who have been promoting dual use of operational or disused rail corridors having dealt with TranzRail, Toll Holdings, or even the NZ Railways Corporation prior to last year, when it retook ownership of the rail corridors on behalf of the taxpayer. This is because Frazer Tweedie says he is not aware of many initiatives, and he should be. (Why this is the case is a little unclear, but may be because information has not been passed on, and presumably is partly due to the restructuring of agencies due to the shake up in rail). This is discussed further below.

Frazer's contact details are: Level 4, Wellington Railway Station, Bunny Street, PO Box 593, Wellington. Tel: (04) 495 3000 ext. 42206; Fax: (04) 498 3331; Mob: (027) 439 4852; email: frazer.tweedie@ontrack.govt.nz

Rail Trails

Otago and Rimutaka

Note that the Otago Central Rail Trail and Wellington's Rimutaka Incline rail trails are not on Ontrack land, hence issues such as rental for leasing land from Ontrack (as discussed below) do not apply.

Other Rail Trails

Frazer says he has had no contact with either the Christchurch to Little River Railtrail Trust (CLR) nor the Hauraki Rail Trail Trust (HRT), and recommends both Trusts need to contact him to discuss leasing rights, licences, and cost implications (see below for more detail on this) if they are planning potential routes.

The need to contact Frazer is primarily because, particularly in the case of Hauraki, leases for adjoining landowners leasing Ontrack land are currently being renewed for a further five years. In the case of Little River, any original agreements or discussions with TranzRail are not recorded with Ontrack, as far as Frazer is aware. So if the CLR has documentation, it should be forwarded to Frazer.

The only project currently being considered by Ontrack is a walkway between Moerewa and Kawakawa, which involves the Far North District Council.

Frazer says issues to do with using the corridors for rail trails fall within his area, and initial negotiations should start with him. After that, he will most likely involve one of the three Regional Managers to approve: the northern manager handles the area north of Taumaranui; central is Wellington-Taumaranui, and south is the South Island.

Leasing Arrangements

The suggestion by HRT that it or Councils take over the lease for the whole of a non operational corridor that the proposed rail trail runs down would be welcomed by Frazer, who agrees it would simplify things from Ontrack's viewpoint should the proposal be acceptable.

However, he notes it may be difficult dealing with local land owners who will not want to see a change in the current leasing arrangements, particularly as many farmers own land on both sides of the corridor, and would like to maintain unimpeded access. Ontrack is unlikely to unilaterally change the arrangements.

Frazer says that in 1996, the councils (Thames-Coromandel, Hauraki and Matamata-Piako) were offered the opportunity to lease the corridor for a cycle and/or walkway. The councils considered this a good idea, but it met with stiff resistance from farmers who were not keen on 'townies' moving across their land. (Obvious similarities to the Central Otago Rail Trail, with similar initial resistance).

Note also there is a requirement to generate income from the corridors: in fact, Frazer is tasked with increasing revenue from these assets by 50% over the next four years. Initially, much of this increase will come from clarifying where the rail corridor's borders are, and then contacting landowners who have encroached into NZR land, but are not currently paying rent.

However, Ontrack is also actively pursuing options to generate income from assets, and this includes identifying potential leaseholders willing to pay rent. Hence, although it is unlikely to be at market rental rates, rail trail trusts will be required to pay rent. In addition, trusts may want to act quickly to ensure other opportunities are not being taken up by Ontrack, which would rule out alternative uses.

Another issue to be aware of is that land encroaching into rail corridors (e.g. for grazing), but is not leased, is non-rateable. (Hence Frazer's job now includes identifying non-leased encroachments). Once the land is leased – such as to a rail trail trust – it could be rated by the local Council, also adding costs. The rates demand goes to Ontrack, which then recovers the

cost from the leaseholders. This offers the prospect of a council forgoing rates.

One way to approach this is to get local councils to lease the land, as NZRC is likely to charge lower rents to councils. This is partly because councils are permanent entities and the risk of default is low; and because there is a political leverage that can be exercised more readily through councils.

Lease Conditions Review

Ontrack inherited leases from TranzRail. Under this arrangement, the maximum lease was seven years (less one day), as is the case currently for the walkway/cycleway alongside the rail line from Upper Riccarton through to the northern side of Hagley Park. These leases will be reviewed. Obviously, rail trail trusts and/or councils investing in cycle facilities would want to see arrangements put in place for longer than seven years.

However, Ontrack does have the right to terminate a lease without compensation, if that part of the corridor being leased is required for rail purposes. For example, all corridors could potentially provide for double-tracking. This also applies to those corridors currently not used for trains, and so this can affect rail trails. (The exceptions are the Otago Central Rail Trail and the Rimutaka Incline, neither of which are on land owned by the NZRC, as noted above).

Cycle Routes Within Operating Rail Corridors

All proposals for cycle routes within corridors where trains are still operating require a 'licence to occupy' from NZRC. This includes the proposal to include a cycle facility within the Waitakere-Auckland City corridor where double-tracking is due to commence later this year. Frazer says he raised the issue with Waitakere three years ago, but an application for a licence has not been made. (I have asked Waitakere CC staff to chase this up – apparently they were not aware of this requirement).

Again, as Ontrack is actively looking for paying customers operating within the train corridor, it is important to register interest in using a corridor with Frazer.

The criteria for granting a licence would include such things as fencing between the rail tracks and cycle/walking route, the acceptance of liability for protecting other facilities in the corridor (e.g. fibre optic cables), and ability to cover rental.

But, as noted under "Rail Trails", when arrangements are being made with local councils (and this would be expected with regard to cycle facilities in operating corridors), rental costs may be kept modest depending on the

area sought. (A minimum fee would be \$50 per year, which simply covers administration costs). If as a result of an application Ontrack is expected to forgo existing rentals, it would be looking to recover that rental loss.

Role of the Board

While the situation is as described above, obviously Ontrack's Board can make decisions on specific cases that take account of broader issues. These include the objectives of the NZ Transport Strategy, the (draft) National Rail Strategy to 2014, and the Land Transport Management Act 2003 and local regional land transport strategies or growth strategies. Taking these into account opens up possibilities such as:

- Justifying the forgoing of market rental income to NZRC in order to realise the goals of an integrated transport system; this would include ruling out commercial operators to facilitate a strategically valuable cycle link. Ontrack's Policies do not allow for "peppercorn" rentals.
- Facilitating the inclusion of cycle ways within operational corridors

Use of Rail Bridge Alternatives

The use of rail bridge as an alternative to (as an example, and in particular) the long road bridges across the braided rivers of the South Island has been suggested. This does have some precedent:

- The Ava crossing over the Hutt River – a pedestrian (and latterly cycle) way, first established in 1926 as an add-on to the rail bridge;
- The Te Aroha Bridge (Matamata-Piako) was leased to the local council for pedestrian and cycle use;
- The Sunnyvale walkway in Auckland.

So Ontrack would have no problem considering such requests, with the obvious engineering provisos. Cost would likely be an issue, especially as many of these proposed rail bridge-cycle facilities would be in low rateable-base districts; in such cases, Transfund (LTNZ) would need to be approached for assistance.

If you would like any further information, please contact Stephen Knight at BikeNZ, PO Box 2710 Wellington. Tel. (04) 916 1873; email stephen@bikenz.org.nz.

BIKENZ QUARTERLY REPORT

In February 2005, BikeNZ provided CAN with a quarterly report detailing progress in establishing centralised operations and delivering services: below is a summary of the main advocacy-related content of the report

By Rodger Thompson, CEO, BikeNZ

Advocacy

- The Health Sponsorship Council's Bike Wise bid is due to be finalised in February, in time for the release of New Zealand's first National Walking and Cycling Strategy. If successful, the bid will secure just under \$700,000 for cycling initiatives nationally, in addition to existing central and local government initiatives (The Bike Wise commitment to date has been \$300,000 per annum). BikeNZ anticipates a significant boost in assistance as part of a review and update of BikeNZ's stocktake of cycle skills programmes currently being delivered nationally. Also included will be the development of minimum guideline requirements for the content and scoping of options for the delivery of cycle skills education.

- BikeNZ's Advocacy Manager, Stephen Knight, will be running 3 regionally-based workshops in Christchurch, Wellington and Hamilton during April-May, providing overviews of recent central government initiatives in transport and related sectors such as health and energy, and their influence on cycling. The workshops will also focus on examples of local government initiatives, and how to secure funding and other forms of support for cycling.

- Related to this, work continues on establishing databases on travel behaviour change initiatives, Government agency involvement in cycling, and local government activities related to cycling. In addition, local government structure and function is being summarised, to provide a convenient check for advocacy groups.

- Organisation for October's cycling conference continues. The conference will incorporate a significant section on recreational cycling, including tourism, rail-trails and mountain biking, as well as discussions and briefings on day-to-day cycling issues. Public sector conference sponsorship has been confirmed at \$28,000 to date, leaving a short-fall of \$32,000. Further public and private sector sponsorship will be sought over the next two months. The conference is currently being advertised, and the flyer can be accessed through <http://www.can.org.nz/conference05/>.

- A workshop on Issues facing Event Organisers was held on 14 December 2004, hosted by Sport and Recreation NZ (SPARC) and attended by BikeNZ's Advocacy Manager and Wayne Hudson as Cycling NZ President and member of the BikeNZ Advocacy Panel. A pilot programme assessing organisational risk management practice is being completed and SPARC's

Governance Toolkit is shortly being launched, with guidelines to assist sport and recreation organisations. In addition, Transit NZ has put out a Local Roads Supplement to its Code of Practice for temporary Traffic Management (see www.trainingaspirations.co.nz and further information can be found on www.transit.govt.nz).

- A consultancy plan for the advocacy role has been produced for the BikeNZ Board to consider the 8th of March in Wellington.
- Links are being made with rail trail trusts as part of the Advocacy Manager's role in promoting an integrated national cycling network, and good recreational off-road facilities.

Infrastructure

- Website and On-Line Database – Operations Manager, Kevin Pringle, continues to drive the integrated website and on-line database project. Allowing that the eventual website will be created to service all of BikeNZ's Member Organisations, full consultation and research is required so that the website is based on best practice, is attractive and user friendly. BikeNZ is well aware that the temporary website is less than adequate but it will serve the required purpose for the interim period. Deadline for website and database being operational is 30/6/05.
- BikeNZ will be staging our annual Business Planning Workshops in Wellington on Sunday 22 May 2005. All BikeNZ Management Panels (Events, Coaching, Commissaires, Junior and Advocacy) will come together to plan for the 2005/06 financial year i.e. produce backbone of Business Plan agreeing priority projects, responsibilities and deadlines.

Events

- BikeNZ is driving preparations for the Scottwood Trust Bike the Bays family fun ride being held 9.00am, Sunday 6 March, on Tamaki Drive, Auckland. An intensive regional marketing campaign has commenced that will see promotional materials saturate the wider Auckland region. This is BikeNZ's inaugural participation-focused cycling event and every effort is being taken to ensure it is an overwhelming success.

Junior

- BikeNZ has completed a review of cycle skills education courses that are currently being delivered nationally, with a view to identifying best practice. Information has also been sourced regarding successful programmes from abroad and Beverley is now working to confirm a planned way forward regarding the delivery of cycle skills education in schools. Currently there are a number of different national and local

organisations delivering a variety of cycle skills training opportunities and it is BikeNZ's end goal to influence the rationalisation and prioritisation of these programmes.

Communications and Marketing

- Cycle Industry Partnership - BikeNZ has established the foundations of a critical partnership with the cycle industry. Presentations have been delivered to seventeen cycle wholesalers nationwide and to date, 6 have confirmed as supporting BikeNZ for a fixed-term period of 2 years to the value of 0.5% of their total product turnover. Through becoming members of the BikeNZ Development Fund, supporting cycle wholesalers receive exclusive access to tender for sponsorship and supply opportunities, whilst being branded alongside agreed BikeNZ events and programmes. A priority for BikeNZ in 2005 is to further expand the Development Fund membership to include a much broader group of industry companies, including mass merchants and direct importers.

Summary

- BikeNZ is rapidly establishing itself as an increasingly effective service organisation to deliver against the annual Memorandum of Understanding entered with CAN. With 6 staff having started mid-2004 and 2 more new staff starting early 2005, the staffing structure is still getting up to speed.
- BikeNZ is taking every step to ensure that what is built is for the long-term, no matter whether it is a funding contract or staff employment agreement. Everything being established is with an eye on the long-term goal of being a highly effective service organisation working with the Management Panels to deliver services for our members.

For a copy of the full report, which includes details of sport cycling initiatives as well, contact CAN secretary Adrian Croucher (secretary@can.org.nz).

Want to know how to get in touch with someone?

Find contact details for CAN's national executive, local groups, supporting organisations, Transit champions, etc on our website at:

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

HOW CAN IS ABLE TO HELP LOCAL GROUPS

If you are frustrated at the lack of progress your council is making in providing for the safety of children and adults cycling– think about forming a local advocacy group to achieve safer cycling in your community. You may think this is a lot of trouble and a huge amount of work. But it need not be!

CAN is there to assist you every step of the way. We just need to hear from you and we will assist to organize a public meeting, help you with some funding towards holding the meeting and once established do your administration leaving you time to place members on a Council Advisory Group, Council Road Safety Consulting Group and any other group or position you think will further your goals. One person can achieve a lot by talking with others and modelling good travel behaviour, but a group of dedicated and committed locals can do a lot more. When the chips are down, then group members can support and encourage, whereas if you are a lone fighter Council resistance can get very depressing.

But this is not all that the CAN exec can do for you. Our group on the Kapiti Coast can attest to that, below is a list of how we have been supported again and again:

- Data for submissions – where to find it, ask CAN or look at the website
- Money for a special effort – we were given \$100 for doing a children's cycling skills course
- Resources – videos and books available from the CAN library
- Technical help – only a phone call away.
- Help on a debating team – Robert Ibell participated in a public debate
- Assistance with setting up Friends of Kapiti Cycling – Robert stepped in
- Setting up our web page on CAN's website – Glen Koorey helped out

All this and much more – and, above all, encouragement!

So don't think it is all too much to take on. Positive people are here to assist you and encourage you. With CAN behind you every step of the way things will start to happen.

Janet Macdonald, Acting Chair KCI

A FOLDING BIKE FOR OVER \$2500?

by Dave Kelly

In the Feb-Mar issue of *ChainLinks*, Glen Koorey described the under-\$500 folding bike distributed by Sheppard Industries. It sounds like an interesting bike, and he contrasted it with the \$2800 Birdy folder which was in the same shop. However, as a Birdy owner (with no connection of any kind with the company that makes them) I wanted to describe why I'm delighted to have one and think that even at \$2800 it is actually a very sensible purchase.

The key difference between the Birdy and other folding bikes is that the Birdy is a very good general purpose bike that also happens to fold, whereas other folders tend to be good at folding, but are often not very good at being a bike. I have owned a number of other folding bikes over the years, including a Bickerton (\$500 second-hand), a Brompton (\$400 second-hand, about \$1500 new), and a Moulton AM14 (\$3000 second-hand, megabucks new; the Moulton doesn't really fold so much as disassemble, but I won't go further into that here). The Birdy is a far more enjoyable, comfortable, and faster bike than any of them.

The key to all this is that the Birdy is light, has a stiff frame, has suspension on both wheels, and uses reasonably big wheels (18") for a folder. The riding position is the same as on a normal bike, and it has optional carriers for both front and rear. It comes standard with street tyres (slicks) but you can get knobbies if you want to go on gravel etc. The components vary but on the Silver model I bought (the same one Glen saw for \$2800) it is good quality Shimano gears and hubs, very effective V-brakes, and so forth. Because of the stiff frame, light overall weight and good gear changing, plus the lack of flywheel effect in the small wheels, it is a blast to ride. It is fast, and feels even faster than it is. It has more of a grin factor than almost any other bike I have ridden (and I have ridden plenty).

Other folding bikes generally either make do without suspension (e.g. Bickerton, Sheppard Industries bike) which gives a harsher ride, or have suspension and weigh a ton (Brompton, Moulton). The folding mechanism of the Birdy makes use of the suspension pivots, or maybe it is the other way around. Either way, you can have your cake and eat it with this bike – light yet comfortable.

So the Birdy would be a perfectly acceptable, highly versatile only bike. It is very good as a city bike/commuter. It is fast, has an upright riding position (easily adjusted to fit the rider), excellent brakes, and good gearing. Plus you have the option of folding it to put it on the bus/train or in a car boot whenever you want.

And it is also a very competent tourer. Two years ago I rode around East Cape on mine (mainly to avoid paying Air New Zealand's then-charge of

\$50 each way for my mountain bike), accompanying three friends on mountain bikes. I fitted knobby tyres and the rear rack with two panniers and gear on top; we had full camping equipment. The bike went extremely well, and the suspension was great on rougher roads. The gearing range with the single chainring and 9-speed freewheel was slightly less wide than those of my companions, but was perfectly adequate. The handling was OK, but for serious touring the optional front carrier would balance the load better front and back.

And finally the Birdy folds very quickly and very small, and is easy to carry when folded. I have never been charged to fly with it, or even asked by an airline whether the soft bag I put it in contains a bike, whereas I had been with some of the other folding bikes.

I can honestly say that the only flaw I have found so far with mine, apart from the price, is a lack of places to put a water bottle on those longer tours.

So I think that the Birdy is expensive, but could still be the best solution as it can effectively replace several bikes, which may cost as much or more in total. It won't suit everyone, but I would definitely recommend that anyone vaguely interested take a test ride on one. I bought mine "accidentally" in Melbourne after taking it around the block out of not-very-serious curiosity. Finally, I understand the various Birdy models all use the same light, stiff frame, so I would expect the cheaper models (which save on components like hubs and gears) would still ride very nicely.

You can see a Birdy at Cycle Trading in Christchurch, I think also at Cyco (Ponsonby) and Planet Cycles (Mt Eden) in Auckland, or check out the very helpful Australian website at www.birdy.com.au for more photos, specifications, and other information. You can even download the entire owner's manual from that site!



Cycling round the East Cape on a Birdy: Dave Kelly complete with bike at Tolaga bay wharf, along with Alastair Robertson, Daniel Ruth and Tim Galloway.

CYCLING DESIGN & PLANNING

Sign of the Times

In some earlier Planning/Design articles (*ChainLinks*, Aug/Nov 2002), we discussed some of the issues with providing for cyclists on rural roads and narrow bridges. A lot of the answer simply comes down to providing adequate clearance between cyclists and passing motorists. But it should also be acknowledged that finding that extra shoulder space on bridges or in tricky terrain can be very expensive.

As an intermediate treatment, warning signs could be installed to alert motorists to the potential dangers of encountering cyclists on a narrow road. However a standard yellow diamond warning sign is likely to be ignored if cyclists are actually relatively rare. Most rural cycle routes, with typically fewer than 100 cyclists a day, would fall into that category.

One innovative solution used in the US is to provide push-button devices that cyclists can activate before entering narrow sections of highway. These provide a more active warning (e.g. flashing lights) for a period of time, so motorists know that cyclists are in the vicinity.



Active warning sign on a narrow winding road near Steamboat, Colorado.

These provide a cost-effective solution (probably around \$20,000 per installation) when the costs of upgrading a highway, bridge, or even tunnel are too prohibitive at present.

Thinking it through, there's no real need for a system like this to have a push-button device that cyclists have to slow for. A loop detector in the shoulder could be installed instead to trigger the warning system; a design with a small kerb island could prevent other vehicles from straddling the loop and falsely triggering it.



*Mad River Bridge,
California*



It is important to remember that these are *interim* treatments; ultimately a better cycling environment (on or off-road) needs to be provided. They are also dependent on motorists understanding the signs and acting appropriately, so some driver education is probably necessary. However we can probably all think of some locations where something like this would be of great benefit to cyclists.



*Arch Cape Tunnel,
Oregon*



Some Relevant Reading

- Institute of Transportation Engineers (ITE), 2002. *Innovative Bicycle Treatments*, 149 pp., gives details and contacts for these applications in the U.S. – order from www.ite.org. ☞

Glen Koorey (koorey@paradise.net.nz, ph.03-331 7504)

FOR SALE

Tandem, Bob Jackson, short wheelbase, 57 cm / 51cm centre to top. 3 x 6, cantilever brakes, Campag hubs. Bargain at \$975

44 cm Road touring bike (drop 'bars), 27 gears, STI levers, cantilever brakes, braze-ons. Excellent condition: \$550

And lots more. Contact Richard (09) 585 0996

NEW!! CAN 'One Less Car' backpack covers!

Keep your stuff dry, increase your visibility on the road and identify yourself as a CAN member with one of these waterproof, incredibly loud yellow backpack covers. Reflective strip, the CAN web address and 'One Less Car' in big friendly letters on the back-remind those car drivers why they should love you.

Now available, only to CAN members, for \$25. The size shown is a Large, and fits a

decent sized day bag (capable of carrying a couple of lever-arch folders and the Herald). Also available in Medium size.

To order, send your cheque to CAN, PO Box 6491, Auckland (Freepost 147092, no stamp required) with your name, address, size required and contact phone or email.





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

Deadline for next issue of ChainLinks: Friday May 27th 2005

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.

