

# CHAIN LINKS

April 1998

The newsletter of CAN the Cycling Advocates Network (NZ)

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## 1 Editorial

Yes I know the last issue (March) stated the next issue would be May... Well enough material has arrived to produce and April issue and the CAN executive are keen for *Chain Links* to go monthly (and multi-page!) as soon as possible so here is an April issue. The deadline (24 April) for the May issue has been extended by a week. Keep the items coming!

On the CAN front we are please to welcome Cycle Action Auckland. CAN has also been given \$1000 from the winding up of "Southern Cyclist" (an organisation that folded some years back) thanks go to John Gregory and Richard Oddy for this.

### Cycle Aware Palmerston North Formed

A small group of Palmerstonians have got together to form a new cycle advocacy group Cycle Aware Palmerston North (CAPN). The steering group comes from the campuses of Massey University International Pacific College and LandCare Research.

CAPN's early work has concentrated on obtaining support from the community for a new pedestrian/cycle river bridge which is included in the Council Draft Annual Plan. CAPN has been out collecting submissions from the public and the idea has found widespread support. With only a few days left till the closing date it was announced in the local paper that of the 260 Annual Plan

submissions so far received 230 where for the pedestrian/cycle bridge - and CAPN still has more to submit!

CAPN plans to hold a public meeting once the Annual Plan work has been done and looks forward to working in the city and with the council on promoting cycling.

CAPN may be contacted via the co-secretary Arnja Dale email: [A.R.Dale@massey.ac.nz](mailto:A.R.Dale@massey.ac.nz) or as CAPN c/o MUSA Private Bag 11222 Palmerston North.

*Nigel Perry Palmerston North*

### The UK National Cycling Strategy - Progress Report

Britain's National Cycling Strategy (NCS) was launched in July 1996. It aims "to establish a culture favourable to the increased use of bicycles for all age groups; develop sound policies and good practice; and seek out innovative and effective means of fostering accessibility by bike".

The NCS is a consensus document developed by a steering group consisting of representatives from organisations in the public private and voluntary sectors (including the Departments of Transport Health and the Environment local authority associations the Confederation of British Industry Transport 2000 and the Cyclists' Public Affairs Group). The Strategy has the support of the government.

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- 2** The central target of the NCS is to double the amount of cycling by 2002 and double it again by 2012. A first year report indicates that a good start has been made in implementing the Strategy but much remains to be done. Targets may need to vary at the local level. Some authorities may realistically aim to increase cycle use many-fold while others may be unable to achieve the doubling in the Strategy. Difficulties have been identified in accurately measuring numbers and distances. The Department of Transport is providing local authorities with a framework for monitoring cycle use locally. Other indicators that may help in monitoring progress towards targets are: transport mode cycle distance and journey times surveys.
- National Cycling Forum*
- A National Cycling Forum has been set up to oversee the implementation of the NCS. It comprises representatives from central and local government businesses and voluntary organisations. Seven working groups have been established to address particular aspects of the Strategy:
- \* Key Strategic Outputs (monitors progress on the 24 key strategic objectives of the NCS)
  - \* Cycle Security (developing standards for locking devices a code of practice for cycle marking and registration schemes and guidance on cycle parking equipment)
  - \* Marketing (charged with achieving a culture shift - one of the biggest challenges)
- \* Intermodality (exploring ways to maximise the opportunities for combining cycling with public transport)
  - \* Heavy Goods Vehicles & Cyclists (creating a safer relationship between the two modes to lessen deterrent effects)
  - \* Cycling & Road Safety (dealing with perceived conflict between more cycling and reducing road casualties)
  - \* Best Practice (offering guidance on means of implementing aspects of the NCS e.g. on town centres through leaflets targeted at engineers planners public transport operators & retailers; also on cycling and health)
- Current Research*
- The Department of Environment Transport & the Regions has commissioned reports on a variety of issues:
- \* cycle theft
  - \* cycling and health
  - \* cycling policy initiatives (including Bike & Ride attitudes to cycling cycle parking in town centres cycle facilities at the workplace leisure cycling)
  - \* innovative cycle schemes (including advanced stop lines cyclists at road narrowings cycles and lorries supply and demand for cycle parking cycling bibliography cyclists at roundabouts cycling to work)
  - \* shared pedestrian/cycle crossings
  - \* cyclists and light rail systems

- 3 \* assessment of local cycling promotion schemes (including safe cycling to school initiatives cycle commuter schemes cycle parking)  
 \* urban street activity in 20mph zones  
 \* validation of cycle distances  
 \* cycling statistics

*Other Projects*

As a direct result of the NCS other projects have also been initiated: a manual on funding sources (Bicycle Association); cycle audit/cycle review (guidance for local authorities to identify whether existing and new infrastructure takes into account the needs of cyclists); and regional seminars for transport professionals.

Copies of the UK National Cycling Strategy the even better Appendix of topic papers and other support material and the First Year Report (December 1997) can be obtained (free) from:

Driver Information &  
 Traffic Management Division  
 Department of Transport  
 Great Minster House  
 76 Marsham St  
 London SW1P 4DR  
 England

Cycle Aware Wellington has copies of some of the technical guides mentioned above. Contact Jane Dawson (04-385 2557) if you'd like copies.

[The UK NCS is also available free on the WWW at < <http://www.local-transport.detr.gov.uk>>. Ed.]

*A National Cycling Strategy for NZ?*

In 1993 the (then) Land Transport Division of the Ministry of Transport produced a discussion paper entitled "A National Bicycle Strategy for New Zealand". The paper suggests that the aims of a strategy should be to:

- \* integrate bicycling into the transport system as a legitimate mode of personal mobility;
- \* significantly reduce the frequency of bicycle accidents and the severity of injury to cyclists;
- \* encourage safer bicycling in the community; and
- \* co-ordinate the provision of bicycling facilities across relevant agencies and organisations through the establishment of a bicycle committee.

The paper briefly examines the advantages and disadvantages of bicycles outlines some strategic objectives (aimed at network and facility improvements education and awareness and organisation and co-ordination) and discusses funding.

The discussion paper was suppressed by the Minister of Transport and has never been publicly released. However it's available from CAN for the \$1.20 cost of copying!

It's high time NZ had its own National Cycling Strategy. This could be the subject of a major campaign for CAN and the other national cycling organisations. More on this subject in the next issue of *Chain Links*...

*Robert Ibell Wellington*

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**4 Ride With Peace of Mind - Cycle Safe Insurance**  
Thanks to Bicycle Victoria (the Australian state's cycling advocacy organisation) CAN members can take out cycle insurance through the "Cycle Safe" scheme of the Cycle Safe Club of Australasia. Membership of the Cycle Safe Club costs only A\$20 for individuals or A\$37 for families per year. Cover includes personal injury (weekly and lump sum benefits) and third party property and personal injury (up to A\$2 million indemnity if you injure a third party or damage their property). Theft insurance cost an additional A\$30 a year. This covers you against theft anywhere in NZ or Australia for bikes valued between A\$400 and A\$1500. The excess is \$100. The insurance scheme is underwritten by Commercial Union Insurance (theft) and American Home Assurance Company (personal injury and third party). More information about Cycle Safe insurance is contained in their brochure.

Completed forms should be sent to the Australian address of the Cycle Safe Club. Payment can be by credit card or bank cheque in Australian dollars. If you want to take advantage of this great membership benefit contact CAN (details below) and ask for a copy of the Cycle Safe brochure.

**Send In Your Articles/News/Letters!**

Please submit news items articles of what is happening in your part of the country "Letters to the Editor" etc.

Currently publication is intended to be monthly provided you send in enough material! The next issue deadline will be 24<sup>th</sup> April.

You can post items to: Chain Links c/o 17 Snowdon Avenue Palmerston North; or email [N.Perry@massey.ac.nz](mailto:N.Perry@massey.ac.nz) - electronic submission of items is encouraged.



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